

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



Regeneration and Development Panel

Agenda

Tuesday, 11th March, 2025
at 6.00 pm

in the

**Council Chamber, Town Hall, Saturday
Market Place, King's Lynn and available to
view on [WestNorfolkBC on You Tube](#)**



King's Court, Chapel Street, King's Lynn, Norfolk, PE30 1EX
Telephone: 01553 616200

Monday 3 March 2025

Dear Member

Regeneration and Development Panel

You are invited to attend a meeting of the above-mentioned Panel which will be held on **Tuesday, 11th March, 2025 at 6.00 pm** in the **Town Hall, Saturday Market Place, King's Lynn** to discuss the business shown below.

Yours sincerely

Chief Executive

AGENDA

1. Apologies for absence

To receive any apologies for absence.

2. Minutes (Pages 4 - 8)

To approve the minutes of the previous meeting.

3. Declarations of Interest (Page 9)

Please indicate if there are any interests which should be declared. A declaration of interest should indicate the nature of the interest (if not already declared on the Register of Interests) and the agenda item to which it relates. If a disclosable pecuniary interest is declared, the Member should withdraw from the room whilst the matter is discussed.

Those declarations apply to all Members present, whether the Member is part of the meeting, attending to speak as a local Member on an item or simply observing the meeting from the public seating area.

4. Urgent Business

To consider any business which, by reason of special circumstances, the

Chair proposes to accept as urgent under Section 100(b)(4)(b) of the Local Government Act, 1972.

5. Members Present Pursuant to Standing Order 34

Members wishing to speak pursuant to Standing Order 34 should inform the Chair of their intention to do so and what items they wish to be heard before a decision on that item is taken.

6. Chair's Correspondence

If any.

7. Cabinet Report - Local Plan (Pages 10 - 525)

8. Car Parking Strategies - High Level Principles (Pages 526 - 554)

To receive a presentation from officers on the above.

9. Work Programme and Forward Decision List (Pages 555 - 564)

10. Date of the next meeting

To note that the next meeting of the Regeneration & Development Panel is scheduled to take place on 1st April 2025 at 6.00pm in the Town Hall, Saturday Market Place, King's Lynn.

To:

Regeneration and Development Panel: P Beal, S Bearshaw (Chair), R Blunt, A Bubb, Mrs J Collingham, R Colwell, C J Crofts, S Everett (Vice-Chair), P Hodson, S Lintern, J Osborne and J Ratcliffe

All Councillors for Agenda Item 7.

Portfolio Holders:

Councillor Moriarty – Portfolio Holder for Planning and Licensing.

Councillor Ring – Portfolio Holder for Business and Culture.

Officers

Jemma Curtis – Regeneration Programmes Manager

Duncan Hall – Assistant Director

Alex Fradley – Planning Policy Manager

BOROUGH COUNCIL OF KING'S LYNN & WEST NORFOLK

REGENERATION AND DEVELOPMENT PANEL

Minutes from the Meeting of the Regeneration and Development Panel held on Wednesday, 22nd January, 2025 at 6.00 pm in the Council Chamber, Town Hall, Saturday Market Place, King's Lynn PE30 5DQ

PRESENT: Councillors Bearshaw (Chair), Beal, Blunt, Bubb, Colwell, Everett, Hodson and Osborne.

Portfolio Holders:

Councillor de Whalley – Portfolio Holder for Biodiversity and Climate Change

Councillor Moriarty – Portfolio Holder for Planning and Licensing

Councillor Ring – Portfolio Holder for Business and Culture

Officers:

Lynette Fawkes – Conservation Officer

Stuart Ashworth – Assistant Director

Duncan Hall – Assistant Director

Jemma Curtis – Regeneration Programmes Manager

Tim Fitzhigham – Cultural Officer

RD65: **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Collingham, Lintern and Ratcliffe.

RD66: **MINUTES**

RESOLVED: The minutes from the previous meeting were agreed as a correct record and signed by the Chair.

RD67: **DECLARATIONS OF INTEREST**

There was none.

RD68: **URGENT BUSINESS**

There was none.

RD69: **MEMBERS PRESENT PURSUANT TO STANDING ORDER 34**

There was none.

RD70: **CHAIR'S CORRESPONDENCE**

There was none.

RD71: **CABINET REPORT - CONSERVATION AREAS ADVISORY PANEL**

[Click here to view the recording of this item on You Tube.](#)

The Conservation Officer presented the report which presented a proposal to disband the Conservation Areas Advisory Panel, set up by Cabinet in 1994, highlighting that it was no longer a requirement to have a Panel, the changes in rules and legislation and the requirements set out in the National Planning Policy Framework.

The Chair thanked the Officer for the report and invited questions and comments from the Panel, as summarised below.

The Chair and the Portfolio Holder for Planning and Licensing thanked the Members of the Conservation Areas Advisory Panel for their work over the years.

RESOLVED: That the Regeneration and Development Panel support the recommendations to Cabinet, as set out below.

Cabinet is recommended to accept officer recommendation and disband the Conservation Areas Advisory Panel.

RD72: **UPDATE ON THE WORK OF THE TRANSPORT INFORMAL WORKING GROUP**

[Click here to view the recording of this item on You Tube.](#)

The Chair provided an update on the Work of the Transport Informal Working Group. The Group had held meetings on the following topics to date, with further meetings scheduled prior to the Group formulating their recommendations back to the Panel. The Chair provided a summary of items discussed at each meeting:

- Scene setting and setting the Group's Work Programme.
- Overview of the Local Plan.
- King's Lynn Area Transport Strategy
- Rail Prospectus
- The Ferry
- Sustainability of Bus Services
- Bus Service Improvement Plan Funding
- Walking and Cycling.

The Portfolio Holder for Biodiversity and Climate Change provided an update on the Ferry and explained that officers from the Borough and County Council were working together to determine the work required and timescales.

Councillor Beal asked the Group to consider extending bus services late into the evening in Hunstanton.

In response to a question from Councillor Hodson it was confirmed that repair works to the Ferry would be carried out during the closure to minimise impact.

Councillor Hodson suggested that the Group investigate moving King's Lynn Railway Station to a vacant piece of land behind King's Lynn Academy.

Councillor Hodson suggested that the Group investigate increasing the car parking provision at Downham Market Railway Station and suggested a piece of land that could be used. Councillor Crofts commented that there was an empty green area next to the Charity Shop that could be considered.

In response to a question regarding funding the Ferry repairs it was explained that the remaining funding from the feasibility study was being utilised and discussions were ongoing between the Borough and County on funds required for any additional works required.

Councillor Blunt, who was a Member of the Transport Informal Working Group commented that the Group still had work to do and needed to see the Car Parking Strategy and discuss how all elements could be integrated.

In response to a question from Councillor Colwell, the Regeneration Programmes Manager explained that work in West Norfolk had taken place during the first round of the Bus Service Improvement Plan including increasing services in some urban areas, and support was required from operators to make these services sustainable beyond the initial funding period. It was noted that there was a further round of Bus Service Improvement Plan funding and a survey had recently been sent to Borough Councillors, so that priority areas could be identified and fed back to Norfolk County Council.

The Chair explained that the Informal Working Group had more meetings scheduled and would then look to formulate their recommendations back to the Panel. The Panel were advised that the Agendas and Minutes from the Group were available on the Mod Gov Intranet system for Councillors to view.

RESOLVED: The Panel noted the update and the ongoing work of the Informal Working Group.

RD73: **KING'S LYNN CULTURAL AND HERITAGE STRATEGY UPDATE**

[Click here to view the recording of this item on You Tube.](#)

The Portfolio Holder for Business and Culture addressed the Panel explaining the purpose of the Strategy, its importance and that it had been part funded by the Arts Council.

The Regeneration Programmes Manager presented the update to the Panel. A copy of the presentation is attached.

The Chair thanked officers for the presentation and invited questions and comments from the Panel, as summarised below.

Councillor Colwell commented that the Strategy was important to help with funding opportunities and he asked about the Norfolk Way Art Trail at the Boal Quay. The Regeneration Programmes Manager explained that this had been put forward, but unfortunately permits required and timescales meant that it had not been progressed.

Councillor Bubb asked how the Cultural offer would be taken to rural areas and the Cultural Officer explained that this Strategy focussed on King's Lynn, with a Borough wide Strategy to follow in the future. He explained that work was carried out in the Community and provided an example of an event at Leziate, with more events to be planned in the future.

The Chair highlighted the engagement work which had been carried out to produce the Strategy and thanked all those involved for bringing the Strategy forward.

The Portfolio Holder for Business and Culture summarised the importance of the Strategy as a mechanism to lever in funding, the benefits to cultural organisations and commercial and volunteering opportunities and thanked all those involved in bringing the Strategy forward.

The Panel were informed that the Strategy would be presented to the Environment and Community Panel at a future meeting, prior to being submitted to Cabinet.

RESOLVED: The update was noted.

RD74: **WORK PROGRAMME AND FORWARD DECISION LIST**

[Click here to view the recording of this item on You Tube.](#)

Officers provided an update on potential items to be added to the Work Programme as follows:

- Car Parking Strategy – March 2025
- Guildhall – June/July 2025
- King's Lynn Town Masterplan

- Housing Delivery Strategy
- King's Lynn Transport Strategy
- Long Term Plan for Towns

The Panel were informed that once the Local Plan had been received from the Inspectors it would be brought to the Panel for consideration prior to being considered by Cabinet and Council. Dependent on when the plan was received an additional meeting may have to be arranged.

Councillor Bubb asked if the Panel could conduct a review Section 106 agreements to ensure that they were fit for purpose. The Chair explained that he would discuss this with officers.

RESOLVED: The Panel's Work Programme and Cabinet Forward Decisions List was noted.

RD75: **DATE OF THE NEXT MEETING**

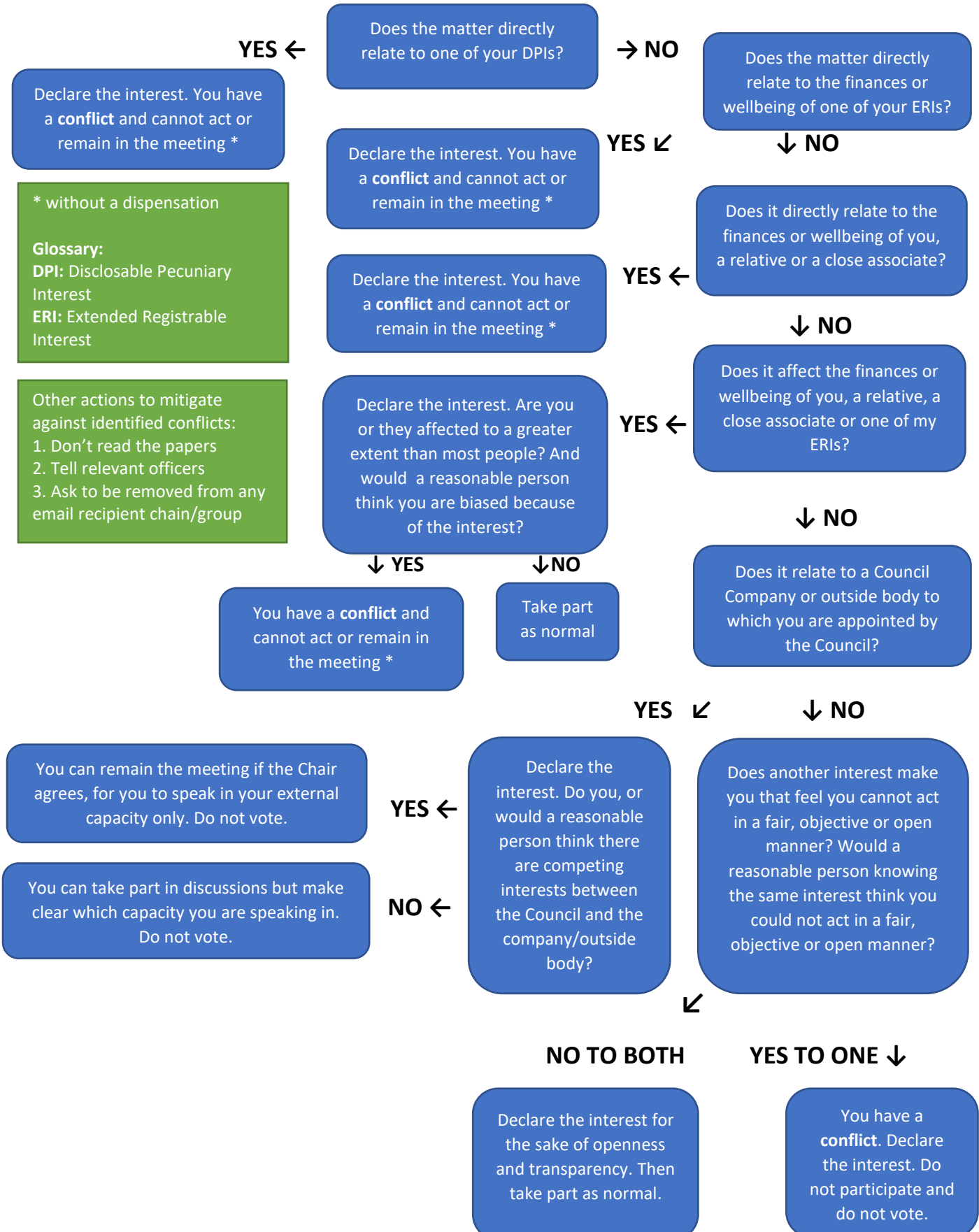
The next meeting of the Regeneration and Development Panel would be held on 18th February 2025 at 6.00pm in the Town Hall, Saturday Market Place, King's Lynn.

The meeting closed at 7.13 pm

DECLARING AN INTEREST AND MANAGING ANY CONFLICTS FLOWCHART



START



Declare the interest. You have a **conflict** and cannot act or remain in the meeting *

* without a dispensation

Glossary:

DPI: Disclosable Pecuniary Interest

ERI: Extended Registrable Interest

Other actions to mitigate against identified conflicts:

1. Don't read the papers
2. Tell relevant officers
3. Ask to be removed from any email recipient chain/group

YES ←

→ NO

YES ↙

↓ NO

YES ←

↓ NO

YES ←

↓ NO

↓ YES

↓ NO

YES ↙

↓ NO

YES ←

NO ←

↙

NO TO BOTH

YES TO ONE ↓

Agenda Item 7

POLICY REVIEW AND DEVELOPMENT PANEL REPORT

REPORT TO:	Regeneration and Development Panel		
DATE:	11 th March 2025		
TITLE:	Local Plan 2021-2040 – Proposed Adoption		
TYPE OF REPORT:	Cabinet Report		
PORTFOLIO(S):	Councillor Moriarty – Portfolio Holder for Regeneration and Development		
REPORT AUTHOR:	Alex Fradley		
OPEN/EXEMPT	Open	WILL BE SUBJECT TO A FUTURE CABINET REPORT:	Yes

REPORT SUMMARY/COVER PAGE

PURPOSE OF REPORT/SUMMARY:
<p>The purpose of the Cabinet Report is to seek Council’s agreement to adopt the Local Plan as amended by the Main Modifications and undertake an associated tasks related to adoption of the Plan.</p> <p>All Councillors have been invited to the Regeneration and Development Panel meeting for this item.</p>
KEY ISSUES:
<p>Members are directed to the attached Cabinet report for full details of the key issues.</p>
OPTIONS CONSIDERED:
<p>Members are directed to the attached Cabinet report for full details of the options.</p>
RECOMMENDATIONS:
<p>The Panel are requested to consider the report and make any appropriate recommendations to Cabinet.</p>
REASONS FOR RECOMMENDATIONS:
<p>To scrutinise recommendations being made for an executive decision.</p>

Important: Please note that this is a draft cabinet report and will be updated to include a version of the Local Plan (incorporating the Main Modifications). As this is currently being created it is not appended to this draft report. An updated version incorporating this will follow as soon as this available.

REPORT TO CABINET

Open/Exempt		Would any decisions proposed:			
Any especially affected Wards	Mandatory/ Discretionary	Be entirely within Cabinet's powers to decide		YES/NO	
	Discretionary	Need to be recommendations to Council		YES/NO	
	Operational	Is it a Key Decision		YES/NO	
ALL	Operational				
Lead Member: Cllr James Moriarty E-mail: cllr.james.moriarty@westnorfolk.gov.uk			Other Cabinet Members consulted: All		
			Other Members consulted: All		
Lead Officer: Alex Fradley (Planning Policy Manager) E-mail: alex.fradley@west-norfolk.gov.uk			Other Officers consulted: Stuart Ashworth (Assistant Director), Hannah Wood-Handy (Planning Control Manager), Michael Burton (Principal Policy Planner), Luke Brown (Senior Policy Planner), Claire Dorgan (Senior Planning Control Planner), Nikki Patton (Housing Services Manager), Karl Patterson (Housing Development Manager), Clare Cobley (Housing Development Officer).		
Financial Implications YES/NO	Policy/ Personnel Implications YES/NO	Statutory Implications YES/NO	Equal Impact Assessment YES/NO If YES: Pre-screening & Full Assessment	Risk Management Implications YES/NO	Environmental Considerations YES/NO
If not for publication, the paragraph(s) of Schedule 12A of the 1972 Local Government Act considered to justify that is (are) paragraph(s)					

Date of meeting: 20 March 2025

LOCAL PLAN 2021-2040 – PROPOSED ADOPTION

Summary

Preparation of the Local Plan started in Autumn 2016, immediately after adoption of the previous plan. The Local Plan was submitted to the Planning Inspectorate in March 2022 and was independently examined by the Government appointed Planning Inspectors.

The Inspectors undertaking the examination into the Local Plan have found the Plan sound subject to the inclusion of modifications. The purpose of this report is to seek Council's agreement to adopt the Local Plan as amended by the Main Modifications and undertake any associated tasks related to adoption of the Plan. This is set out in the Inspector's Report (Appendices 1 and 2). Appendix 3 provides a link to a copy of the draft proposed Local Plan which incorporates the modifications, the planning policies map, and a suite of background documents.

Recommendation

Recommendations to Full Council:

1. To note the outcome of the Inspectors report into the Examination of the Local Plan (Appendices 1 and 2 to this report).
2. That the Council adopts the Local Plan as per the Inspectors Report, 21 February 2025, (appendix 1 to this report) incorporating the Main Modifications (as shown in appendix 2 to this report), as well as the accompanying Policies Map (contained within appendix 3).
3. That Council notes that all policies of the King's Lynn and West Norfolk Core Strategy (2011) and the Site Allocations and Development Management Policies Plan (2016) (the current Local Plan, for the period 2001-2026) will be superseded by the new Local Plan, upon adoption.
4. That the Assistant Director for Environment and Planning, in consultation with the Portfolio Holder for Planning, be authorised to make any non-material updates and drafting changes to the Local Plan. This includes the Additional (minor) Modifications published alongside the Main Modifications.

Reason for Decision

To enable the Borough Council to adopt the Local Plan and therefore ensure that the Borough Council has an up-to-date Local Plan in place. This will then be used in the planning decision making process.

1 Background

- 1.1 Preparation of the Local Plan started in 2016, immediately following adoption of the previous plan. Following agreement from Council, the Borough Council formally submitted its Local Plan in March 2022 for Examination. In doing so the Borough Council made a formal request to the Secretary of State, Department for Levelling Up, Housing & Communities (now the Ministry of Housing, Communities and Local Government) that the appointed Inspectors recommend any modifications required to make the Local Plan legally compliant and sound as follows: *'The Council requests, under the terms of Section 20(7C) of the Planning and Compulsory Purchase Act 2004, that the appointed Inspector recommends any modifications of the Plan that he or she may consider would be needed to make the Plan legally compliant and sound. I would be pleased if this letter could be treated as the formal request to the Secretary of State that is required under that legislation.'*
- 1.2 The Secretary of State appointed Karen Baker DipTP MA DipMP MRTPI and Mike Hayden BSc DipTP MRTPI as the Inspectors, from the Planning

Inspectorate, to carry out an independent examination of the Local Plan. Their task was to establish whether the Local Plan is 'sound' as prescribed by the National Planning Policy Framework (NPPF). That is, does it fulfil the necessary legal requirements and are the policies justified, effective and consistent with national policies. The Inspectors were responsible for hearing evidence; reporting on their findings; and advising the Borough Council on what changes were needed to make the Local Plan 'sound'.

1.3 The Inspectors held initial Examination hearings in December 2022 and January 2023. Those hearings were adjourned, and the Inspectors wrote to the Borough Council, in January 2023, outlining that further work was required to be prepared and consulted upon, to allow the Examination hearings to be reconvened. This work was prepared, consulted upon (September and October 2023), and submitted to the Inspectors for their consideration. The additional work enabled the Examination hearings to reconvene. The reconvened hearing sessions took place in March, April, and September 2024.

1.4 As part of the examination process, an accelerated timetable for adoption of the Local Plan was agreed with the Inspectors, following the March 2024 hearing sessions. This was published as an update to the Local Development Scheme (LDS). This is available to view via the following link: https://www.west-norfolk.gov.uk/info/20214/emerging_local_plan_review/500/local_development_scheme).

1.5 Following the conclusion of the hearing sessions, consultation on the Main Modifications took place, in conformity with the LDS, as follows:

- Main Modifications Part 1 consultation (August - October 2024). This covered the majority of the content of the Local Plan (other than that considered by Part 2 – Gypsies, Travellers and Travelling Showpeople) and ran for a period of 8 weeks, an additional 2 weeks to the minimum legal requirement (6 weeks) as the consultation covered a portion of the summer holiday period. These timescales were in line with the Borough Council's Statement of Community Involvement (SCI).
- Main Modifications Part 2 consultation (October – November 2024). This covered the policy approach to accommodating the need of Gypsies, Travellers, and Travelling Showpeople only. This consultation ran for 6 weeks.

1.6 Representations received to both consultations were submitted to the Inspectors for their consideration as part of their report to the Borough Council.

1.7 The Local Plan has been examined to assess whether it has been prepared in accordance with legal and procedural requirements, and whether it is sound. Plans are 'sound' if they are:

- a) Positively prepared – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
- b) Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
- c) Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
- d) Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in the National Planning Policy Framework and other statements of national planning policy, where relevant.

1.8 The Borough Council has now received the Inspectors' Report (21 February 2025) and Inspectors' Main Modifications (See Appendices 1 and 2).

1.9 The report concludes that the King's Lynn and West Norfolk Local Plan provides an appropriate basis for the planning of the Borough, providing that the modifications recommended by the Inspectors are made to the Plan. The Borough Council specifically requested the Inspectors recommend any modifications necessary to enable the Plan to be adopted. The Inspectors have recommended their inclusion after considering the representations received from other parties on the issues.

1.10 Main Modifications vary greatly in character, between significant re-drafting from the submission version Plan, to detailed wording changes that the Inspectors' have deemed necessary to make a policy 'sound'. The most substantive Main Modifications are summarised as follows:

- The Plan period is amended from 2016 -2036 to 2021 – 2040 to ensure that a minimum of 15 years of the plan period remains on adoption, in accordance with the National Planning Policy Framework (NPPF).
- The Local Housing Need (LHN) is based on the latest data from the start of the current financial year. This is 554 new homes per year, which equates to 10,526 over the 19-year plan period.
- Demonstration of a 5-year supply of housing land on adoption in order for the Plan to be positively prepared and effective.
- New policy for the Spatial Strategy and Settlement Hierarchy. This reflects the removal of the A10/ Main Rail Line strategic

growth corridor, and the growth key rural service centre tier as envisaged by the submission plan and to reflect the actual strategy.

- New policy for windfall development. This is to ensure that sustainable windfall development can come forward, including outside of settlement boundaries. To ensure that historic rates of windfall development can be maintained and to contribute to meeting the overall housing need.
- New policy for Neighbourhood Plans. This is required by the NPPF and provides those communities preparing, or seeking to prepare, a neighbourhood plan a housing figure to work towards.
- New policy which supports the provision of sustainable custom and self-build development.
- Adjustments to site allocations to ensure they are up to date.
- Addition of the Bexwell Business Park (near Downham Market), which has planning permission, as an employment site allocation.
- Amendments to the West Winch Growth Area policy to confirm its allocation for up to 4,000 dwellings and include all the necessary infrastructure requirements and mitigation measures.
- New policy to allocate land and enable development of Gypsy, Traveller and Travelling Showpeople accommodation, to meet the identified need.
- Changes to policies to ensure consistency with the National Planning Policy Framework (2021), as this is version the Local Plan has been examined against.

1.11 The Inspectors Report concludes that the Local Plan provides an appropriate basis for the planning of the Borough, provided that a number of Main Modifications (MMs) are made to it.

1.12 There is a very clear expectation that the Borough Council will proceed quickly with adopting the Local Plan now that has been found sound, and in accordance with the published Local Development Scheme (LDS). (See section 9 below 'Risk Management'). On adoption of the Local Plan, the Borough Council has to make publicly available a copy of the Local Plan; an Adoption Statement and Sustainability Appraisal Report, in line with regulations 26 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012. These will be made available to view on the Borough Council's website and available for inspection at the Council's offices. The Borough Council will also notify statutory consultees and those who commented at the Regulation 19 stage (pre-submission consultation) and other interested parties (including the Secretary of State).

1.13 Once adopted the Local Plan will supersede the Core Strategy (2011) and the Site Allocations and Development Management Policies Plan (2016). The Local Plan will be a key document within the Development Plan for the area, alongside any made neighbourhood plans (prepared by town

and parish councils) and Norfolk County Council's Minerals and Waste Plan. These will collectively form the statutory Development Plan for the Borough of King's Lynn and West Norfolk.

- 1.14 In addition to the proposed Main Modifications a schedule of Minor Modifications consisting of items such as grammatical or syntax errors and clarifications to text, and other things which did not affect the 'policy' approach from the Borough Council which the Inspectors were examining, were also consulted upon and these will be incorporated into the final version of the Plan. Link below: https://www.west-norfolk.gov.uk/info/20079/planning_policy_and_local_plan/951/local_plan_review_2016-2036_examination.
- 1.15 There is also an updated Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA) which can be viewed via the link below. Alongside publication of the adopted Local Plan will be an Adoption Statement, the Sustainability Appraisal Report and an SA/SEA / HRA Adoption Statement(s): https://www.west-norfolk.gov.uk/info/20079/planning_policy_and_local_plan/1173/local_plan_2021-2040_adoption_documents
- 1.16 As stated above, the Local Plan has been prepared under the provisions of the 2021 version of the National Planning Policy Framework (NPPF). A new NPPF was published in December 2024, which had a number of key policy changes, including a new standard methodology for calculating housing need, which has increased the housing requirement for this area. However, there are transitional arrangements in place set out in the new NPPF for those authorities at an advanced stage in the Local Plan process. Essentially, for this Council, we will be expected to adopt the Local Plan as soon as possible and then begin work on a new local plan, under the new plan-making system provided for under the Levelling Up and Regeneration Act 2023, as soon as the relevant provisions are brought into force in 2025.
- 1.17 It is a stated aim of the Government that authorities will have an up-to-date local plan, and this Council will be in a strong position, with a newly adopted plan. This will provide 5 years protection in terms of the housing need figure, as the Borough Council will be benchmarked against the Local Housing Need (LHN) of the Local Plan (554) rather than the new LHN (likely 989). However, it should also be noted that from July 2026, as the housing requirement in the plan is 80% or less than the new LHN (indicatively 989), then a 20% buffer will be applied to the Council's 5-year housing land supply calculations. This is a new requirement introduced by the latest NPPF (December 2024).

2 Options Considered

2.1 The options available to the Council are as follows:

- Option 1 - Adopt the Local Plan, as amended by the Main Modifications set out in the Inspectors Report. This is clearly the strongly preferred option. It has taken 9 years to get to this point, and significant cost and resources to prepare the plan would be lost if it was not adopted. This could lead to reputational damage if it was not taken forward. With adoption, there would be an up-to-date plan in place which provides a sound basis for planning future development in the Borough, which would be a really strong place to be with the new plan-making system coming in later in 2025, as the Borough Council would be benchmarked against the LHN of the Local Plan for 5 years from adoption, meaning that the new higher Local Housing Need (LHN) figure would not kick in until then, and hopefully a new plan would be in place to meet the higher need by that point in time.
- Option 2 - Not to adopt the Local Plan. In this case the Borough Council will not have an up-to-date adopted local plan in place. Aside from the significant reputational damage described above, given the advanced stage of the Local Plan, it is highly likely that Government would intervene using its powers and ensure that the Local Plan which has been found sound and capable of adoption is adopted.

2.2 The key point about examining Local Plans is that they need to be found 'sound'. Following the conclusion of the Local Plan Examination it is not possible to make any further changes to policies contained in the Local Plan or to reject any of the Main Modifications since these modifications are necessary to make the Local Plan sound.

2.3 Adopting the Local Plan with the proposed main modifications will ensure that the Council has an up-to-date local plan on which to make its decisions on planning applications. Failing to adopt the plan would leave the Council with no up-to-date local plan, which would likely result in the following:

- It would be against the government's stated aim of every council having an up-to-date local plan.
- The Council would be unable to demonstrate a five-year housing land supply position, as it would be benchmarked against the higher LHN.
- It would have to find a significant extra supply of housing under the new standard methodology if not adopted by the end of this financial year.
- Limited/ very little weight could be applied to planning policies when determining planning applications because of the age of the existing Local Plan (2011 & 2016) and its consistency with the National Planning Policy Framework.
- The above points would result in the engagement of the presumption in favour of sustainable development.
- Future HDT results being unfavourable and prolonged periods where the presumption in favour of sustainable development is in place.
- A likely increase in costly planning appeal cases for the Borough Council and additional work for Officers.

- 2.4 There has been a significant amount of work undertaken by Officers, Members, consultants and a wide range of stakeholders; parish and town councils; and community groups who have participated in consultation events, made representations and engaged with the process throughout. If the Plan were not to be adopted, this would bring the council into disrepute, through the costs and resources that will have been wasted.
- 2.5 From an assessment of other cases around the country, if the Council took the decision not to adopt the Local Plan at this final stage, then it is highly likely that the Secretary of State would then invoke reserved powers, by issuing a direction under the 2004 Planning and Compulsory Purchase Act. This would essentially result in the Council being forced to adopt the Local Plan.
- 2.6 An added layer is that the recent Government changes to the planning system and a new method for calculating Local Housing Need (LHN). The Housing Delivery Test (HDT) is based on the LHN figure at the start of the financial year. If the Local Plan is in place, the HDT will be benchmarked against the Plan's LHN which is 554 new homes per year. However, if the Local Plan isn't in place the HDT would be measured against the new stock-based approach to LHN, which the Government have published, and this would be indicatively 989 new homes per year. This would result in difficulties in passing the HDT and for the 5-Year Housing Land Supply position. It would leave the Borough Council in an extremely vulnerable position. This would mean that the presumption in favour of sustainable development would be engaged (also referred to as the tilted balance). This effectively means the Borough Council's Local Plan, and the policies regarding housing supply and delivery, are considered be out of date and therefore development can broadly occur in locations where it would not usually come forward (subject to certain protections), and could easily threaten the delivery of planned development; i.e. those sites the Borough Council has identified and wants to come forward for new housing.
- 2.7 Given all the above, adopting the Local Plan is the only realistic option, and there are major implications associated with failing to do so. Therefore, it is strongly recommended that the Local Plan is adopted.

3 Policy Implications

- 3.1 The Local Plan will be the key overarching planning policy document for the Borough. Once adopted it will replace the Core Strategy (2011) and the Site Allocations and Development Management Policies Plan (2016) which, combined, form the current Local Plan for the period 2001-2026. It sets out the framework for provision for new housing, community, and employment proposals, as well as protecting and enhancing the environment. It is an underpinning document which would support the delivery of the Borough Council's corporate priorities including 'promote growth and prosperity to benefit West Norfolk', 'protect our environment', 'efficient and effective delivery of our services', and 'support our communities'. It is also important

in providing a strategic framework within which community groups preparing neighbourhood plans need to operate.

4 Financial Implications

4.1 The financial implications arising from adopting the Local Plan have been met from existing resources.

5 Personnel Implications

5.1 None directly arising from this report.

6 Environmental Considerations

6.1 The Local Plan is the key document forming part of the statutory development plan for the Borough. This aims to achieve sustainable development. The planning system has three overarching objectives for achieving sustainable development, which are interdependent and need to be pursued in mutually supportive ways. These are economic, environmental, and social objectives. The Local Plan contains a suite of policies across each. The environment therefore remains a key consideration of the Local Plan, as one of the three overall objectives for sustainable development.

6.2 The Local Plan contains policies which cover the following environmental themes: coastal areas, areas at risk of flooding, the Norfolk Coast National Landscape, environment and design, green infrastructure, the provision and protection of open space, renewable energy, habitats regulation assessment, and climate change.

6.3 The Local Plan has been found sound by the Inspectors.

7 Statutory Considerations

7.1 It is a legal requirement to have a Local Plan for the Council's administrative area. The Local Plan has been examined by two Government appointed Inspectors. The legislative requirements for the examination include those contained in the Planning and Compulsory Purchase Act 2004 (as amended) and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). Guidance on procedure is also provided in the Planning Practice Guidance chapter on Plan-making.

7.2 The Local Plan has been examined to assess whether it has been prepared in accordance with legal and procedural requirements, and whether it is sound (as described earlier in this report).

7.3 Reviews at least every five years are a legal requirement for all local plans (Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012).

8 Equality Impact Assessment (EIA)

8.1 The pre-screening report template has been completed and forms part of this report.

8.2 An initial EIA pre-screening report was presented to Cabinet on 15 June 2021, as part of the suite of supporting documents for the submission version of the Local Plan. Subsequent EIA screening was undertaken at different stages in the plan-making process. In December 2023, it was concluded that due to the uncertainty in relation potential impacts on race from policy LP28 on the provision for gypsies, travellers and travelling showpeople, a full EIA was undertaken. This assessment was then updated throughout the examination of the Local Plan and is provided in Appendix 4 of this report.

9 Risk Management Implications

9.1 It is a requirement for all local planning authorities to have an up-to-date Local Plan which includes provision for both local needs and national priorities. This includes the requirement for a five-year supply of deliverable housing sites to meet the need for housing within the plan area. Without an up-to-date Local Plan, the Borough Council could face significant challenges in defending its decisions on planning applications or appeals. The full risks to non-adoption are set out above in section 2.

9.2 The Local Plan timetable (LDS) which has been agreed with the Inspectors states that the Local Plan will be adopted before the end of the current (2024-2025) financial year.

10 Declarations of Interest / Dispensations Granted

10.1 None received.

11 Background Papers

11.1 These include the following:

- **Appendix 1:** The Inspectors Report on the Examination into King's Lynn and West Norfolk Local Plan
- **Appendix 2:** The Inspectors Schedule of Main Modifications
- **Appendix 3:** is available via the following link, and contains the above documents and those listed below: [Local Plan 2021-2040 adoption documents | Local Plan 2021-2040 adoption documents | Borough Council of King's Lynn & West Norfolk](#):
 - Draft copy of the Local Plan incorporating the Main Modifications
 - The Planning Policies Map PDFs
 - The Interactive Planning Policies Map
 - Additional Modifications
 - Policy Map Modifications
 - Link to examination webpage
 - Link to planning policy webpages

- [Links to the SA/SEA & HRA](#)
 - [Link to previous G&T EIA](#)
 - [Link to the LDS](#)
 - [Link to NPPF \(2021\)](#) Please note the Local Plan has been examined against this version of the NPPF. This was the NPPF in place at the point of submission and when the examination started. This arrangement is set out in the 2023's version as part of the transitional arrangements,
 - [Link to NPPF 2024](#)
- **Appendix 4: Equalities Impact Assessment.**

DRAFT

Stage 1 - Pre-Screening Equality Impact Assessment

For equalities profile information please visit [Norfolk Insight - Demographics and Statistics - Data Observatory](#)

Name of policy/service/function	Planning Policy				
Is this a new or existing policy/service/function? <i>(tick as appropriate)</i>	New	X	Existing		
Brief summary/description of the main aims of the policy/service/function being screened. Please state if this policy/service is rigidly constrained by statutory obligations, and identify relevant legislation.	<p>The Local Plan is required to meet national legal and policy obligations as set out in the National Planning Policy Framework. This is set out in some detail within the Inspectors Report (which is appended to this report).</p> <p>Screening in relation to the likely impact(s) of the Local Plan in relation to the Equalities Act 2010 has been undertaken during various stages of the Local Plan process. The pre-screening determined that there is only likely to be impact(s) to the Act from policy LP28. This policy relates to meeting the needs for Gypsy, Traveller, and Travelling Showpeople accommodation over the plan period.</p> <p>The assessment of this policy led to the conclusion that it is unsure whether there is likely to be potential policy implications on a particular group in the community. In response, a requirement to undertake a full Equality Impact Assessment (EIA) via stage 2 of the process (See Appendix 4 of this report) was agreed in December 2023.</p>				
Who has been consulted as part of the development of the policy/service/function? – new only <i>(identify stakeholders consulted with)</i>	<ul style="list-style-type: none"> • Housing Strategy • Development Management • Communications • Corporate Equalities Working Group • Statutory Consultees 				
Question	Answer				
1. Is there any reason to believe that the policy/service/function could have a specific impact on people from one or more of the following groups, for example, because they have particular needs, experiences, issues or priorities or in terms of ability to access the service?		Positive	Negative	Neutral	Unsure
	Age			x	
	Disability			x	
	Sex			x	
	Gender Re-assignment			x	
	Marriage/civil partnership			x	
Pregnancy & maternity			x		

Please tick the relevant box for each group. NB. Equality neutral means no negative impact on any group. <i>If potential adverse impacts are identified, then a full Equality Impact Assessment (Stage 2) will be required.</i>	Race				X
	Religion or belief			X	
	Sexual orientation			X	
	Armed forces community			X	
	Care leavers			X	
	Other (eg low income, caring responsibilities)			X	

Please provide a brief explanation of the answers above:

The Local Plan seeks to provide a positive impact against the Equalities Act to most policy areas. However, there is some uncertainty about the impact(s) from proposed policy LP28 in relation to gypsies, travellers and travelling showpeople.

Question	Answer	Comments
2. Is the proposed policy/service likely to affect relations between certain equality communities or to damage relations between the equality communities and the Council, for example because it is seen as favouring a particular community or denying opportunities to another?	No	The requirements of the Local Plan are broadly statutory. It has been examined by Government appointed Inspectors who have provided a detailed report which is appended to this Cabinet report.
3. Could this policy/service be perceived as impacting on communities differently?	No	
4. Are any impacts identified above minor and if so, can these be eliminated or reduced by minor actions? If yes, please agree actions with a member of the Corporate Equalities Working Group and list agreed actions in the comments section	No	<p>Actions: None.</p> <hr/> <p>Actions agreed by EWG member: Claire Dorgan</p>

If 'yes' to questions 2 - 4 a full impact assessment will be required unless comments are provided to explain why this is not felt necessary:

N/A

Decision agreed by EWG member:

<p>5. Is the policy/service specifically designed to tackle evidence of disadvantage or potential discrimination?</p>	<p>No</p>	<p>Please provide brief summary:</p> <p>The Local Plan has been prepared in accordance with the relevant statutory framework and the National Planning Policy Framework (NPPF) as set out in the report. It has been examined by Government appointed Inspectors who have determined the plan to meets the legal obligations, is 'sound', and should be adopted.</p>	
<p>Assessment completed by: Name</p>	<p>Luke Brown</p>		
<p>Job title</p>	<p>Senior Planning Policy Officer</p>		
<p>Date completed</p>	<p>08/01/2025</p>		
<p>Reviewed by EWG member</p>	<p>Claire Dorgan</p>	<p>Date</p>	<p>04/02/2025</p>

✓ Please tick to confirm completed EIA Pre-screening Form has been shared with Corporate Policy (corporate.policy@west-norfolk.gov.uk)



**Appendix 4: Stage 2 - Full Equality Impact Assessment Form
in relation to Policy LP28 for Gypsies, Travellers and
Travelling Showpeople for the Local Plan.**

1. What is the service area(s) and who is the lead officer?

- Planning and Environment Service
- Stuart Ashworth Assistant Director
- Alex Fradley Planning Policy Manger, and Luke Brown Senior Planning Policy Officer



2. What change are you proposing?

The Council required under the Housing Act 2004, the Equalities Act 2010 and the National Planning Policy Framework (NPPF) to provide accommodation for all sectors of the community, including those for gypsies and travellers and travelling showpeople. Policy LP28 of the Kings Lynn and West Norfolk Local Plan seeks to provide an adequate framework for meeting the accommodation needs for the gypsy and traveller community.

Having a lack of supply of permanent plots and pitches can adversely affect the travelling community and can lead to an increase in unauthorised encampments and enforcement action against individuals. Providing enough suitable plots and pitches also improves the ability to meet other primary social needs, especially those such as education and health. Providing a sufficient number of plots and pitches also enables gypsies and travellers to continue to live a nomadic life, in line with their culture and traditions. It also enables greater access to employment opportunities for families to remaining together.

The provision of suitable permanent plots and pitches also reduces the risk of unauthorised encampments across the Borough.

The Council, through the Local Plan, is seeking to provide enough land to meet the accommodaton needs for the Gypsy and Traveller community over the Plan period, but more specifcally within the first five years of Plan as required by National Planning Policy. This will be through a combination of allocated sites and a criteria based policy to manage new development proposals as they come forward over the plan period.



3. How will this change help the council achieve its Corporate Strategy priorities (and therefore your Directorate/service objectives)?

The Local Plan's vision, objectives and policies will 'support our communities' objective within the Corporate Strategy 2023. This will support the health and wellbeing of our communities, help prevent homelessness, assist people with access to benefits advice and ensure there is equal access to opportunities.

We will:

- Increase the number of good quality new homes and associated infrastructure built through direct provision by working with registered social landlords and private sector developers. The policy will provide space for additional gypsy and traveller pitches and plots. This will increase the supply of provision for the community where it is required.
- encourage private sector housing development that supports local need, delivers on local infrastructure and meets environmental and biodiversity requirements, The policy will support and encourage the development of both private family pitches/sites and social sites to best meet the identified need of the gypsy and traveller community in West Norfolk.



4. What is your evidence of need for change?

To understand the level of need required for the gypsy and traveller community, the Council produced a Gypsy and Traveller Accommodation Assessment in June 2023. Updates to the supply of gypsy and traveller pitches/plots have since been fed into the need for additional pitches/plots over the plan period.

The latest position is that there is a need for:

Gypsy and Traveller Accommodation Requirements to 2040

Year Period	Dates	Need (number of pitches)
0-5	2023-2027	72
6-10	2028-2032	10
11-15	2033-2037	11
16-17	2038-2039	5
17-18	2039-2040	2
0-17		100

**the accommodation need has been reduced from the original GTAA to reflect recent planning decisions and appeals.*

Gypsy Traveller and Travelling Showpeople Accommodation Requirements to 2040

Year Period	Dates	Need (number of plots)
0-5	2023-2027	4
6-10	2028-2032	0
11-15	2033-2037	1
16-17	2038-2039	0
17-18	2039-2040	0
0-17		5

Currently, the Council cannot meet these needs under its existing policy framework and is therefore not compliant with the provisions of National Planning Policy and other legislation such as the Housing Act 2004.

It is critical that the Council addresses this issue through the emerging Local Plan, so that the Local Plan can be found 'sound' and the Council meets its legal obligations under national planning policy and other legislation.

Policy LP28 seeks to demonstrate how the Council seeks to meet these accommodation needs for the Gypsy and Traveller community over the plan period.



5. How will this change deliver improved value for money and/or release efficiency savings?

Providing site allocations and a criteria based policy for the housing needs for gypsies and travellers in the Local Plan will enable development to come forward in a planned and sustainable way. Planned development via an up-to-date Local Plan reduces the likelihood of unauthorised encampments, which in turn reduces planning enforcement cases and planning appeals on such sites. This will save the Council time in determining planning applications, reduce time spent on planning enforcement and lead to less planning appeals in the future.

6. What geographical area does this proposal cover?

The sites and policies affect all of the Borough, although the individual sites identified will affect some areas more than others. The proposed sites for additional pitches and plots for gypsies and travellers are broadly the expansion of existing gypsy and traveller sites, and these are located in the parishes of:

- Emneth with Outwell
- Methwold
- Wiggshall
- South Creake
- Downham Market
- Upwell, Outwell and Delph
- Walsoken, West Walton and Walpole



7. What is the impact of your proposal?

The Local Plan proposes to allocate a number of sites across the Borough to meet the provision of additional pitches and plots for the gypsy and traveller community. The provision will be accommodated on existing gypsy and traveller sites, where appropriate, to address direct needs arising from specific sites.

All the existing sites have access to basic services such as water, electricity and sewage. There are also dayrooms and toilet blocks available on these sites. Any new sites would need to include such infrastructure provision within their development if the increase in pitches triggers the needs for additional space. The more remote location of some of the existing sites mean access to wider education and health services are more limited. The Council will seek to improve access to such services through the Local Plan. On site services and facilities and other buildings will be conditioned through the planning process to make sure they're suitable in terms of accessibility and in accordance with building regulations.

The additional needs for gypsies and travellers are in response to overcrowding on existing sites and teenagers living with family members who will likely need their own pitches in the future. New provision will enable those younger people or those who are living in overcrowded conditions to have their own pitch/plot. It also enables family members to remain with their wider family on existing sites.

The intensification of existing sites will provide a positive impact in terms of meeting the housing needs for gypsy and travellers, but could lead to some negative impact on existing communities in terms of an impact on existing infrastructure and the environment. Where such constraints are identified for particular sites, the Council will seek to minimise any negative impacts through the development management process via the criteria based policy LP28.

Policy LP28 also reduces conflict in terms of enabling the expansion of existing sites thereby reducing the likelihood of planning enforcement or legal cases in the future. The risk is greater if the housing needs of the gypsy and traveller community are not met. Therefore, steps to mitigate potential negative impacts are critical.

The policy promotes equality in terms of enabling the community to have access to housing in line with other forms of housing needs as identified in the Local Plan policy LP28, LP29 and LP30.



8. What data have you used to support your assessment of the impact of your proposal?

The primary objective of the GTAA is to provide a robust assessment of current and future need for gypsy, traveller and travelling showpeople accommodation in King's Lynn & West Norfolk Borough Council (the Council) area.

As well as updating previous GTAAs, the assessment provides a robust and credible evidence base which can be used to aid the implementation of Local Plan policies and, where appropriate, identify the provision of new gypsy and traveller pitches and travelling showpeople plots for the plan period 2021 to 2040. This will enable the Council to meet the 15-year requirements set out in Planning Policy for Traveller Sites (PPTS). The outcomes of this study supersede the outcomes of any previous GTAAs for King's Lynn & West Norfolk Borough Council.

The GTAA has sought to understand the housing needs of the gypsy, traveller and travelling showpeople population in the Council area through a combination of desk-based research, stakeholder interviews, and engagement with members of the travelling community living on all known sites, yards, and encampments.

A total of 141 interviews or proxy interviews were completed with gypsies and travellers living on sites and on the roadside in King's Lynn & West Norfolk, and a total of 15 interviews were completed with travelling showpeople. No interviews were completed with households living in bricks and mortar housing.

A total of 5 stakeholder interviews were also completed. These included Norfolk County Council, Breckland DC, Fenland DC, South Holland BC and North Norfolk DC.

The fieldwork for the study, including the interviews, was completed between January 2023 and May 2023, and the baseline date for the study is June 2023.

This data and information is publically accessible in the GTAA which is published on the Council's website.

This data was then used to help inform the assessment of sites, The finalised list of proposed sites are those where a direct housing need is present and/ or where there is room for expansion.



9. What consultation has been undertaken/will need to be undertaken with stakeholders/ groups directly or indirectly impacted by the proposals and how do you intend to use this information to inform the decision?

Stage 1 of the process was to prepare the consultation document which included discussions and consultation with relevant internal and external statutory consultees, neighbouring authorities on existing issues.

Stage 2 of the process is to seek the views and opinions of the wider public. All responses from this public consultation have been reviewed and these have helped inform the final consultation document which will be subject to a decision at Full Council in March 2024. A separate Consultation Statement detailed all responses received and how the Council has sought to address any concerns or issues raised. This was published for Cabinet and on the Council's Local Plan page of its website.

Stage 3: A further consultation on the proposed sites and policy took place in May and June 2024 for a 6-week period after Council approval on the 23rd April 2024.

Stage 4: The proposed sites and policy were subject to a Local Plan Government Hearing in September 2024. This sought to assess the evidence behind the Council's proposals and to address concerns/issues raised from the consultation responses.

Stage 5: Following the hearing in September, a Schedule of Main Modifications was subject to further consultation until 29th November 2024.

Stage 6: The Council will receive an Inspectors Report on the outcome of the Local Plan in early 2025. These documents will then be published on the Council's Website.

Stage 7: The Local Plan will then be adopted by the Council.



10. Are there any implications for other service areas?

The proposed sites and policy will likely have implications for Housing Standards Service in terms of providing comments to planning applications for gypsy and traveller provision.

Planning service in relation to their time and resource in determining future planning applications.



11. What impact (either positive or negative) will this change have on different groups of the population?

The Council are required to meet all housing needs for the Borough through the Local Plan. This does include other groups and communities such as accommodation for older people, affordable housing and specialist housing for people with disabilities. The Local Plan has proposed policies for these areas and have been examined.

Policy LP28 will have a positive affect on the gypsy and traveller community. It seeks to address their current unmet housing needs and enable planning proposals for such housing to be determind through more up-to-date policy. It enables the Local Plan to adequately address the housing needs for this area along with other housing policies such as LP29 and LP30.

The Plan also seeks to address their individual housing needs – specifically where a localised need has been identified on existing sites. This need is largely a result of existing family members or teenagers seeking their own pitches/plots, but currently have no where to go.

The location of sites is broadly in those locations where the gypsy and traveller community wish to stay.

The policy will likely have some negative impact on those existing communities where there are proposals to intensify or identify new sites and locations for gypsy and traveller accommodation. These impacts are likely to include impacts to existing infrastructure – especially where existing communities are small in size, impacts to the character of these area in terms of their built form and impacts to the environment, where new sites or extensions to existing sites are proposed on greenfield land.

The Council is confiendent however that any negative impacts can be mitigated through the citing and design of these sites/developments and also through the proposed criteria based policy for assessing planning applications for gypsy and traveller accommodation.



12. Other Staff Involved in Assessment (including Corporate Equality Group Representatives), and comments from Equality Work Group Reps

- Stuart Ashworth – Assistant Director for Planning
- Michael Burton – Principal Planning Policy Officer
- Alex Fradley – Planning Policy Manager
- Members of the Corporate Equality Working Group, who have been consulted with and contributed to the full impact assessment as presented. Including Claire Dorgan from Planning and Nikki Patton from Housing.



Full EIA Action Plan

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Risk/adverse impact identified (Q11)	Action to be taken to mitigate	By who <i>Include a lead officer for implementing the actions</i>	By when <i>Deadlines/timescales for implementing the actions</i>	Monitoring mechanism <i>What indicators will you use to track the impact of the change when implemented? How will you review its implementation? How do you intend to monitor service take-up?</i>
Impact to existing communities for the proposed sites and locations	A public consultation period took place so that the wider public and other stakeholders can review the policy and provide feedback to the Council.	Planning Policy	26 th January until 8 th March 2024	The policy will form part of the monitoring framework for the Local Plan.
Impact to existing communities for the proposed sites and locations	A public consultation took place so that the wider public and other stakeholders can review the policy and provide feedback to the Council.	Planning Policy	10 th May – 21 st of June 2024.	The policy will form part of the monitoring framework for the Local Plan.
Impact to existing communities for the proposed sites and locations	A Local Plan Government Hearing took place on the 3 rd September 2024.	Planning Policy	3 rd September 2024	The policy will form part of the monitoring framework for the Local Plan.
Impact to existing communities for the proposed sites and locations	A public consultation took place on the proposed modifications to the proposed sites and Policy so that	Planning Policy	29 th November 2024.	The policy will form part of the monitoring



	the wider public and other stakeholders can review the policy and provide feedback to the Council.			framework for the Local Plan.
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Assessment Completed By: Luke Brown
Job Title: Senior Planning Policy Officer
Date: 27/01/2025

Adoption of The Local Plan 2021-2040

Planning Policy Team
February / March 2025

Borough Council of
King's Lynn &
West Norfolk



Introduction



Introduction to the Team



The Local Plan review will cover the period 2021-2040.



The Plan has been subject to review since 2016, where a significant level of public consultation helped form the content of the plan.

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A final draft of the Plan was signed off by the Council in July 2021, and then formally submitted to Secretary of State for independent examination in March 2022.



Two Inspectors were appointed by the Secretary of State as the Independent Inspectors to undertake the examination in public on the Local Plan.



Three stages of public hearings then took place in January 2023, April 2024 and September 2024.



The Council received a report from the Planning Inspectors on the 'soundness' of the Local Plan in February 2025.





Once adopted, this Local Plan will replace current development plan (consisting of 2011 Core Strategy and 2016 Site Allocations and Development Management Policies Plan).





Local Plan Journey to Date

✓ Autumn 2016 Plan preparation started – First Phase of Evidence gathering

 Feb.–Apr. 2019 First draft Plan consultation – Second Phase Evidence gathering

 July 2021 Local Plan signed off by Council for pre-submission consultation and submission to Secretary of State

 Mar. 2022 Submission to Secretary of State

 Mar. 2022 – Feb. 2025 Local Plan Examination (concluded with Inspectors' Report publication)

 Jan 2025 – March 2025 Local Plan adoption



Local Plan Examination Timeline



Summary of Main Changes to the Plan following the Examination



- Extension of the Plan period to 2040
- New Spatial Strategy and Settlement Hierarchy Policies
- New Policy for Windfall Development
- Deletion of proposed Policies which covered the above approaches previously or amendments where required
- New Policy for neighbourhood plans
- New Policy on Custom and Self Build Housing
- New Policy to meet the needs for Gypsies and Travellers and Travelling Showpeople
- Demonstration of a positive 5-year supply of housing land on adoption
- Changes to settlement and site allocation policies to ensure that they are up to date
- Amendments to the West Winch Growth Area Policy to confirm its allocation for up to 4,000 dwellings and include all necessary infrastructure requirements and mitigation measures



Distribution of Planned Growth

Plan period 2021-2040 (19 years)

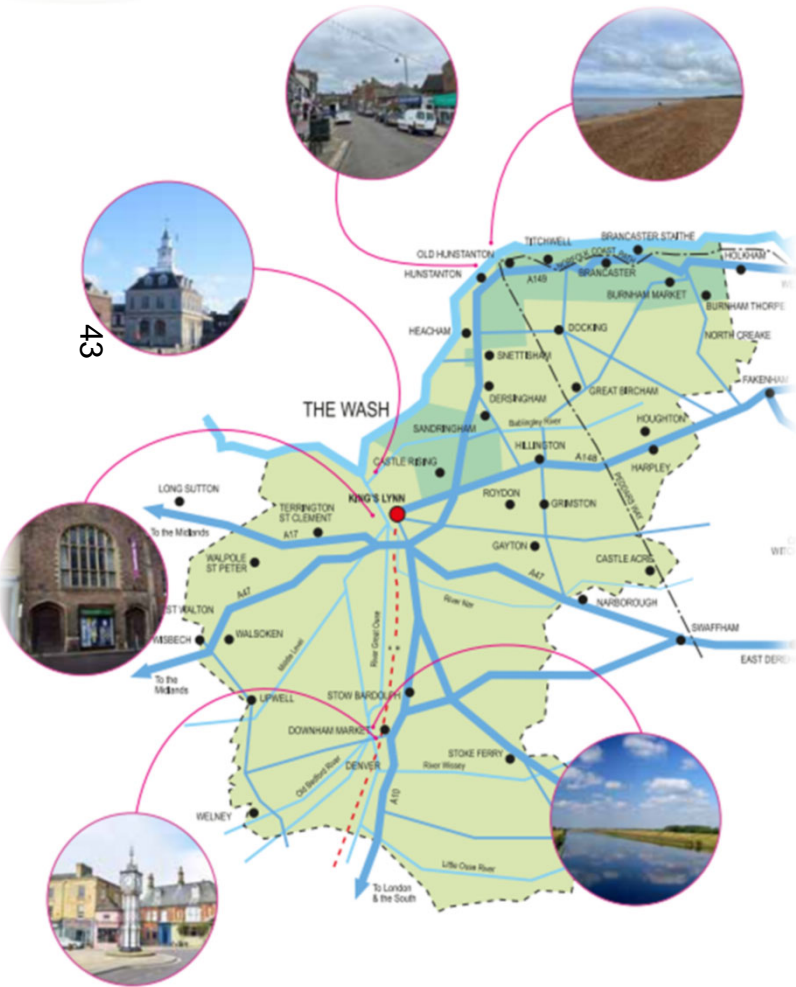
Housing growth

Local Housing Need	Total housing supply (anticipated growth)
10,526 homes (554 p/a)	12,438 homes (inc. 5,044 LP allocations)

Employment growth

85ha employment land

53ha in King's Lynn & 32ha in Main Towns



Spatial Strategy and Settlement Hierarchy

Local Plan Strategy Diagram



Policy LP01 provides the spatial strategy which focuses growth on King's Lynn including the West Winch Growth Area. Which accommodates nearly 50% of the total growth.

The majority of the remainder of the growth is located at Downham Market, Hunstanton, Wisbech Fringe and the Key Rural Service Centres.

A number of the previous local plan's site allocations have been carried forward. However, where they have been built out or are substantially complete, they will not form a part of the Local Plan.

A **six-tier settlement hierarchy** approach has been retained:

- Tier 1: Kings Lynn Sub Regional Centre (inc. West Winch Growth Area)
- Tier 2: Main Towns
- Tier 3: Settlements adj. to King's Lynn and the Main Towns
- Tier 4: Key Rural Service Centres
- Tier 5: Rural Villages
- Tier 6: Smaller Villages and Hamlets

Windfall Development



A New Policy for windfall development includes enabling some new residential development outside of existing development boundaries. This is to ensure similar levels of windfall development as historically expired can be maintained and to support what is a key element of housing needed to meet the local housing need.

The threshold of development for each community is set to its position within the Settlement hierarchy. Any developments are also required to consider other relevant planning issues and policies within the Plan.

The thresholds, includes:

- **Up to 100 dwellings** per site at Kings Lynn
- **Up to 75 dwellings** per site at Downham Market
- **Up to 50 dwellings** per site at Hunstanton
- **Up to 25 dwellings** per site at Settlements adjacent to King's Lynn and the Main Towns
- **Up to 25 dwellings** per site at Key Rural Service Centres
- Settlements in Tiers 5 and 6 of the settlement hierarchy will not normally be supported outside of development boundaries unless it is being promoted through the Local Plan or a Neighbourhood Plan.

Neighbourhood Planning

The Local Plan seeks to continue to support the production of neighbourhood plans across the Borough. Currently there are **22** made neighbourhood plans in force covering 25 parishes, and a number in preparation.

Once made, neighbourhood plans form part of the local development plan, alongside the Local Plan. Neighbourhood plans should be in conformity with the Local Plan. They cannot cover strategic matters. For non-strategic matters if there is a conflict the latest adopted plan should be referred to.

A new policy forms part of the Local Plan which identifies the minimum housing requirement for each designated neighbourhood plan area in accordance with the National Planning Policy Framework. It also sets out an indicative figure for future areas that may come forward and prepare a neighbourhood plan. The individual housing requirement is based on a methodology which set out in the Local Plan.



The Economy



Policy LP07 – The Economy

This policy seeks to support and improve the local economy. It allocates sites for 85 hectares in total with 53 hectares of employment land around King's Lynn, 31 hectares at Downham Market and 1 hectare at Hunstanton. This includes the Bexwell Business Park at Downham Market.

Policy LP08 – Retail Development

This policy seeks to retain and enhance the vitality of our town centres by requiring an impact assessment for retail and leisure development if the proposal is over the local floorspace threshold of 2500 sqm for areas outside identified Retail Centres. In the case of the Hardwick area of King's Lynn, a threshold of 500 sqm or more will apply.

LP09 – Touring and Permanent Holiday Sites

This policy seeks to support the local tourism part of the economy.

LP10 - Development associated with the National Construction College site, Bircham Newton (CITB) British Sugar Factory, Wisington and RAF Marham Policy

The policy recognises the importance of these employers to the economy and supports their growth and long-term contribution to creating new jobs.



Transport



Policy LP11 – Strategic and Major Road Network

This policy recognises the strategic road network as A10, A17, A47, A134, A148, A149, A1101 & A1122. It will continue to support growth where it will not result in any unacceptable impact on highway safety, capacity, access or that the residual cumulative impacts from development, on the existing road network, would be considered severe.

Policy LP12 – Disused Railway Tracks

This policy seeks to safeguard land from development so that they can be later be used for both walking and cycling infrastructure.

Policy LP13 – Transportation

This policy seeks to ensure new development is served by appropriate transport infrastructure and new development delivers new or enhanced transport infrastructure where appropriate.

Policy LP14 – Parking Provision

This policy ensures that all new development has sufficient off-street parking provision.

Climate Change

Policy LP06 – Climate Change

This policy seeks to support the transition towards meeting the Government target of becoming a net zero economy by 2050. For all developments over 1 hectare in size or more, we will require a sustainability and climate change statement to be submitted as part of a valid planning application.

The statement will include six questions:

1. What are the intended characteristics of the development as a whole which will contribute to climate adaptation and mitigation?
2. How will the development contribute to the importance of sustainable and accessible transport options within West Norfolk, and help reduce the CO2 emissions in the borough particularly from transport?
3. How will the development integrate high quality design which addresses our obligation to move towards being carbon neutral net zero by 2050?
4. How will the development protect and enhance West Norfolk's natural environment and assets?
5. How will the development support the local economy in West Norfolk?
6. How will the development support local neighbourhoods and the community needs when adapting and mitigating to the local impacts of climate change?



Environment - Coastal Area & National Landscape Policies

Policy LP15 - Coastal Areas

This policy balances coastal development with environmental protection. It supports sustainable growth, considers climate change impacts (sea level rise, flooding), and implements Shoreline Management Plans.

Policy LP16 - Norfolk Coast National Landscape (formerly known as AONB)

This policy seeks to conserve and enhance the National Landscape's natural beauty. New development must conserve and enhance the National Landscapes special qualities, avoid adverse impacts, and align with the Management Plan.

Policy LP17 – Coastal Change Management Area

This policy ensures that new development has a limited impact to the coastal change management area at Hunstanton to Dersingham.



Environment – Design, Green Infrastructure and the Historic Environment



Policy LP18 – Design and Amenity

This policy encourages all new developments to be well-designed in relation to their local context and character. It links to national design standards and codes.

Policy LP19 and LP20 – Environmental/Historic Assets

This policy seeks to protect our environmental assets from their harm and/ or loss. This includes the wider green infrastructure network and requires developments to provide a 10% net gain to biodiversity. Where harm is caused, mitigation measures will be required.

Policy LP20 – Historic Environment

This policy ensures that our designated and non-designated heritage assets are preserved and enhanced. This includes our ancient monuments and Conservation Areas.

Policy LP21 – Environmental Design and Amenity

This policy ensures that new development minimises harm to the wider environment and that new development seeks to enhance the quality of such assets.



Environment - Open Space, Habitat Regulations and Flood Risk



Policies LP22 to LP26 – Protection of Open Space and Green Infrastructure

This policy seeks to retain valuable recreational open spaces (parks, playing fields, etc.). Policy considers public access, visual amenity, and biodiversity when assessing development proposals. Loss of open space will only be permitted if equivalent or better replacement is provided, or if wider benefits outweigh the loss.

Policy LP24 – Renewable Energy

This policy supports renewable energy technology development across the Borough at an appropriate scale and in suitable locations which minimises any impacts to nearby communities.

Policy LP25 – Sites in Areas of Flood Risk

This policy seeks to reduce the level of development in areas of high flood risk and also to provide suitable methods of mitigation where appropriate.

Policy LP27 - Habitats Regulations Assessment (HRA)

This policy protects internationally designated sites (SPAs, SACs, Ramsar sites). Development must not adversely affect these sites. The policy also addresses specific sites like the Breckland SPA, restricting development near it and requiring habitat mitigation. HRA Fee is chargeable.



Housing, Affordable Housing and Specialist Housing



Policy LP28 – Affordable Housing

This policy seeks to support the delivery of affordable housing across the Borough to help meet needs of the community. This includes a 15% contribution of units from large scale developments in Kings Lynn and 20% elsewhere. New part of the Policy includes the provision for Gypsies, Travellers and Travelling Showpeople.

Policy LP29 – Housing for the Elderly and Specialist Care

This policy seeks to help address the needs of the older community. It encourages proposals providing specialist housing options for older people's accommodation and others with support needs, including sheltered housing, supported housing, extra care housing and residential/nursing care homes

Policy LP30 – Adaptable and Accessible Homes

This policy seeks to new homes must be designed and constructed in a way that enables them to be adaptable, so they can meet the changing needs of their occupants over their lifetime. 40% of new homes must be built to meet requirement M4(2) of Part M of the Building Regulations: Category 2 for accessible and adaptable dwellings.



Shared Housing, Housing in the Rural Areas, & Custom and Self Build Housing



54



Policy LP32 – Houses in Multiple Occupation (HMO)

This policy seeks to manage the number of properties being turned into HMOs. This aims to reduce clusters of HMOs in residential areas and help safeguard existing housing stock.

Policy LP33 – Enlargement or Replacement Dwellings in the Countryside, LP34 Rural Workers and LP35 Residential Annexes

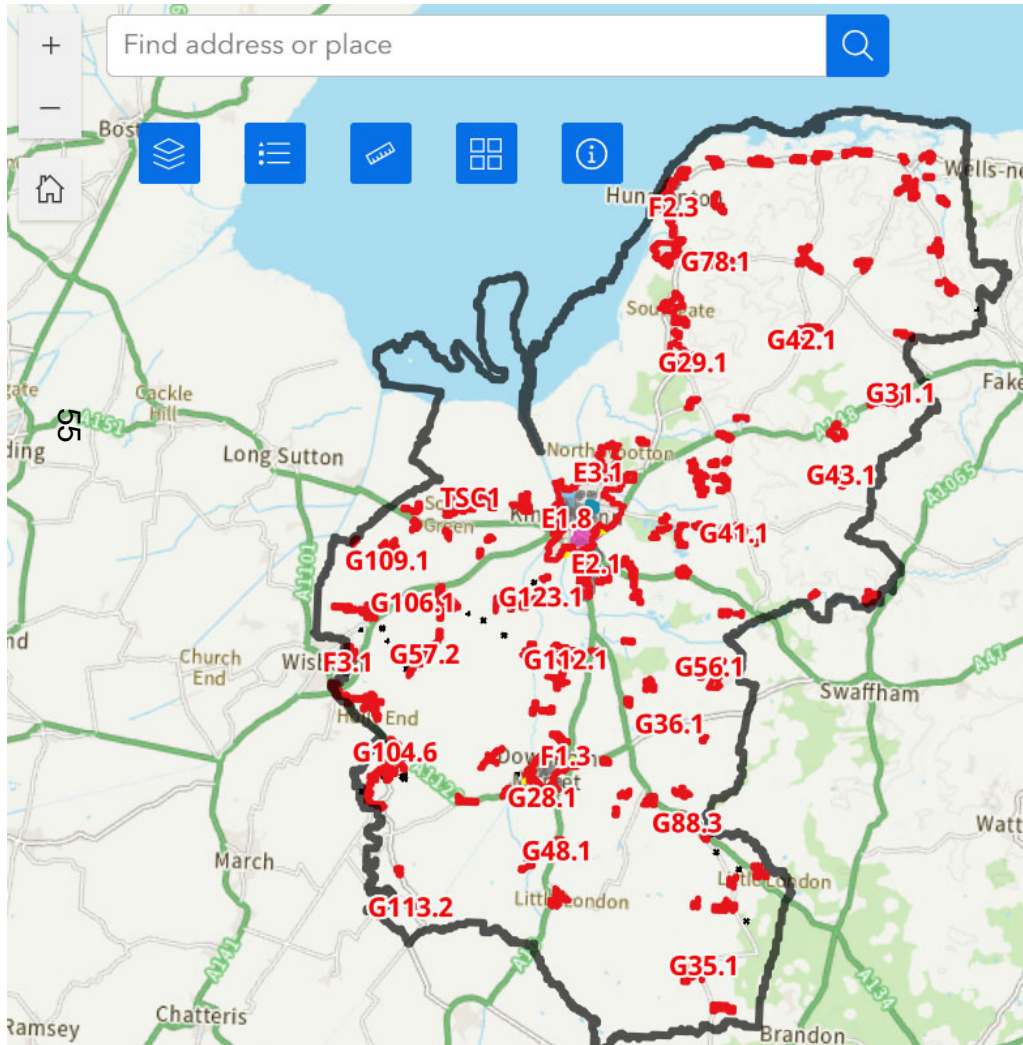
These policies seek to address the needs of the rural community. They enable appropriate development to support the local economy and respond to individual housing needs.

New Policy – Custom and Self Build Housing

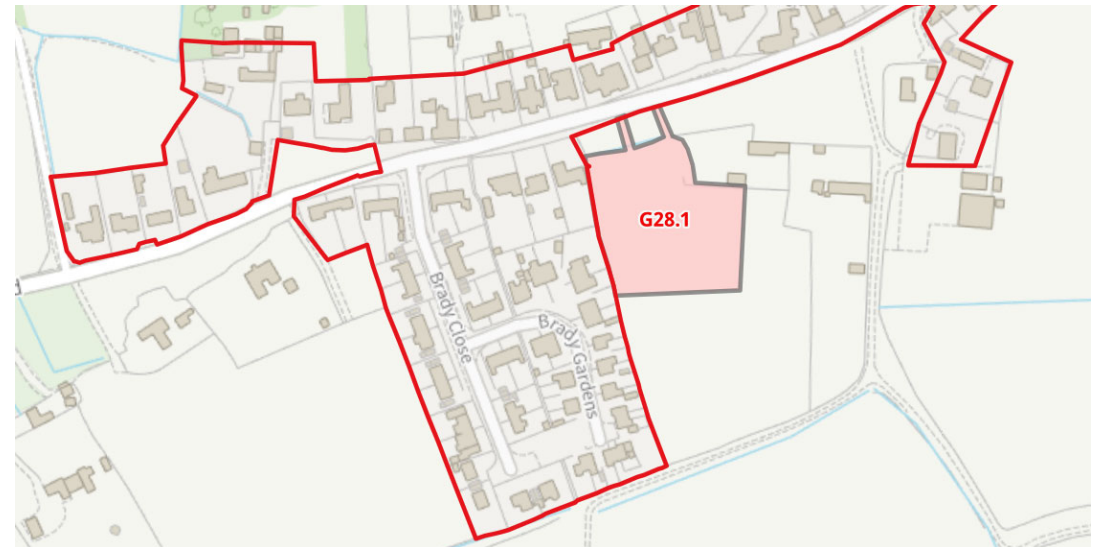
This policy seeks to enable the delivery of self and custom build housing across the Borough to help meet the needs for those on the self-build and custom register.



Policies Map



- Standard PDFs
- Interactive online policies map
- Works on a variety of devices
- Can be viewed [here](#)



A photograph of a sunset over a body of water. The sun is a bright yellow-orange orb in the center of the frame, with its light reflecting on the water's surface. The sky is a gradient of orange and yellow, and the water is a dark blue-grey. The text "Thank you!" is overlaid in white, bold, sans-serif font in the upper half of the image.

Thank you!

Any Questions?

Report to the Borough Council of King's Lynn and West Norfolk

By Karen L Baker DipTP MA DipMP MRTPI and Mike Hayden BSc DipTP MRTPI

Inspectors appointed by the Secretary of State

Date: 21 February 2025

Planning and Compulsory Purchase Act 2004 (as amended)

Section 20

Report on the Examination of the Borough Council of King's Lynn and West Norfolk Local Plan Review

The Plan was submitted for Examination on 29 March 2022

The Examination Hearing sessions were held between 6 and 8 December 2022, 10 and 11 January 2023, 26 and 28 March 2024, 16 and 19 April 2024 and on 3 September 2024.

File Ref: PINS/V2635/429/6

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Abbreviations used in this Report

AA	Appropriate Assessment
AMR	Annual Monitoring Report
AONB	Area of Outstanding Natural Beauty
AQMS	Air Quality Management Strategy
CIL	Community Infrastructure Levy
CS	Core Strategy
CWS	County Wildlife Site
DDC	District Drainage Commissioners
DfT	Department for Transport
DtC	Duty to Cooperate
dpa	dwellings per annum
FRA	Flood Risk Assessment
GIRAMS	Green Infrastructure and Recreational impact Avoidance and Mitigation Strategy
GTAA	Gypsy and Traveller Accommodation Assessment
ha	hectare
HELAA	Housing and Economic Land Availability Assessment
HDT	Housing Delivery Test
HIA	Heritage Impact Assessment
HRA	Habitats Regulations Assessment
IDB	Internal Drainage Board
IDP	Infrastructure Delivery Plan
KRSC	Key Rural Service Centre
KLTS	King's Lynn Transport Strategy
LDS	Local Development Scheme
LHN	Local Housing Need
LPA	Local Planning Authority
LTP	Local Transport Plan
LVA	Landscape and Visual Appraisal
m	metre(s)
MM	Main Modification
NE	Natural England
NP	Neighbourhood Plan
NLA	National Landscape Area
NORA	Nar Ouse Regeneration Area
NPPF	National Planning Policy Framework
PPG	Planning Practice Guidance
PPTS	Planning Policy for Traveller Sites
RV	Rural Village
SADMP	Site Allocations and Development Management Policies
SA	Sustainability Appraisal
SAC	Special Areas of Conservation
SANGS	Suitable Accessible Natural Green Space
SCCS	Sustainability and Climate Change Statement
SCI	Statement of Community Involvement
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment
SoCG	Statement of Common Ground

SPA	Special Protection Areas
sqm	square metre
SRN	Strategic Road Network
SuDS	Sustainable Drainage Systems
SVH	Smaller Villages and Hamlets
TA	Transport Assessment
THM	Tidal Hazard Mapping
WWGA	West Winch Growth Area
WWHAR	West Winch Housing Access Road
VA	Viability Appraisal

Non-Technical Summary

This Report concludes that the Borough Council of King's Lynn and West Norfolk Local Plan Review provides an appropriate basis for the planning of the Borough, provided that a number of Main Modifications (MMs) are made to it. The Borough Council has specifically requested that we recommend any MMs necessary to enable the Plan to be adopted.

Following the Hearing, the Council prepared schedules of the proposed MMs and, where necessary, carried out Sustainability Appraisal (SA) and Habitats Regulations Assessment (HRA) of them. The MMs Parts 1 and 2 were subject to public consultation over an eight week and six week period respectively. In some cases, we have amended their detailed wording and/or added consequential modifications where necessary. We have recommended their inclusion in the Plan after considering the SA and HRA and all the representations made in response to consultation on them.

The MMs can be summarised as follows:

- Extending the Plan period to 2040 to ensure a 15 year Plan period post adoption to be consistent with national policy;
- New Policy and supporting text setting out a revised Spatial Strategy and Settlement Hierarchy, excluding the Strategic Growth Corridor, and including the revised housing and employment land need and supply in order for the Plan to be justified and effective;
- Inclusion of a housing trajectory setting out the deliverability and developability of housing sites for effectiveness;
- Demonstrating a 5 year supply of housing land on adoption in order for the Plan to be positively prepared and effective;
- New Policy and supporting text on Windfall Development, including criteria for residential development outside of development boundaries, for effectiveness;
- New Policy and supporting text in respect of Neighbourhood Plans (NPs), including minimum housing requirements where NPs seek to plan for housing growth, for effectiveness and consistency with national policy;
- New Policy in respect of Custom and Self Build Housing to be consistent with national policy;
- Amendments to policies for economic and retail development to ensure they are justified and consistent with national policy;
- Changes to policies for housing, transport, flood risk and the environment to ensure that they are consistent with national policy and are effective;
- Changes to a number of criteria based policies to make them clear and effective to enable developers and decision makers to know how development proposals will be assessed;
- Amendments to several policies and supporting text to refer to updated national policy and guidance;
- Amendments to Policy E2.1 on the West Winch Growth Area to confirm its allocation for up to 4,000 dwellings and include all necessary infrastructure requirements and mitigation measures;
- New Policy and supporting text in respect of the accommodation needs and supply of sites for Gypsies and Travellers and Travelling Showpeople for effectiveness and to be consistent with national policy following an updated Gypsies and Travellers Accommodation Assessment (GTAA);

- Amendments to the settlement and site allocation policies to ensure that they are up to date and effective;
- Inclusion of an updated Monitoring Framework with indicators and targets to monitor the implementation of each policy; and,
- A number of other modifications to ensure that the Plan is positively prepared, justified, effective and consistent with national policy.

Introduction

1. This Report contains our assessment of the Borough Council of King's Lynn and West Norfolk Local Plan Review (the Plan) in terms of Section 20(5) of the Planning and Compulsory Purchase Act 2004 (as amended). It considers first whether the Plan's preparation has complied with the Duty to Co-operate (DtC). It then considers whether the Plan is compliant with the legal requirements and whether it is sound. The National Planning Policy Framework 2021 (NPPF) makes it clear that in order to be sound, a Local Plan should be positively prepared, justified, effective and consistent with national policy.
2. A revised version of the NPPF was published in December 2024, alongside revisions to the Planning Practice Guidance (PPG), which, amongst other things, include a new standard method for calculating local housing need. The policies in the 2024 version of the NPPF apply to Local Plans from 12 March 2025. However, under the transitional arrangements in paragraphs 234 and 235 of the 2024 NPPF, because the Plan was submitted before this date, it is being examined under the relevant version of the NPPF at the time the Plan was submitted, which in this case is the July 2021 version. Therefore, unless stated otherwise, references in this Report are to the 2021 version of the NPPF.
3. The starting point for the Examination is the assumption that the local planning authority (LPA) has submitted what it considers to be a sound and legally compliant Plan. The Plan submitted in March 2022 is the basis for our Examination. It is the same document as was published for consultation in August 2021.

Main Modifications

4. In accordance with section 20(7C) of the 2004 Act the Council requested that we should recommend any Main Modifications (MMs) necessary to rectify matters that make the Plan unsound and/or not legally compliant, and thus incapable of being adopted. Our Report explains why the recommended MMs are necessary. The MMs are referenced in bold in the report in the form **MM1**, **MM2** etc, and are set out in full in the Appendices.
5. Following the Examination Hearing, the Council prepared two schedules of proposed MMs (Part 1 and Part 2) and, where necessary, carried out Sustainability Appraisal (SA) and Habitats Regulations Assessment (HRA) of them. The MMs schedules were subject to public consultation for eight weeks (Part 1) and six weeks (Part 2). We have taken account of the consultation responses in coming to our conclusions in this Report. In this light we have made some amendments to the detailed wording of the MMs and added consequential modifications where these are necessary for consistency or clarity. None of the amendments significantly alters the content of the modifications as published for consultation or undermines the participatory processes and the SA or HRA that has been undertaken. Where necessary we have highlighted these amendments in the Report.

Policies Map

6. The Council must maintain an adopted Policies Map which illustrates geographically the application of the policies in the adopted development plan. When submitting a Local Plan for Examination, the Council is required to provide a submission Policies Map showing the changes to the adopted Policies Map that would result from the proposals in the submitted Local Plan. In this case, the submission Policies Map comprises the set of 21 plans with a Key Map, identified as the King's Lynn and West Norfolk Local Plan Review Policies Map¹.
7. The Policies Map is not defined in statute as a development plan document and so we do not have the power to recommend MMs to it. However, a number of the published MMs to the Plan's policies require further corresponding changes to be made to the Policies Map. In addition, there are some instances where the geographic illustration of policies on the submission Policies Map is not justified and changes to the Policies Map are needed to ensure that the relevant policies are effective.
8. These further changes to the Policies Map were published for consultation alongside the MMs, entitled Proposed Changes to the Policies Map for King's Lynn and West Norfolk². In this Report we identify any amendments that are needed to those further changes in the light of the consultation responses.
9. When the Plan is adopted, in order to comply with the legislation and give effect to the Plan's policies, the Council will need to replace the adopted Policies Map with the submission Policies Map, updated to include the further changes published alongside the MMs, together with any necessary amendments identified in this Report.

Context of the Plan

10. The Plan is a full review of the King's Lynn & West Norfolk Borough Council Core Strategy (the CS) (2011) and the Site Allocations and Development Management Policies Plan (the SADMP) (2016). On adoption it will replace these two development plan documents with a single Local Plan and form the development plan for the Borough of King's Lynn & West Norfolk, together with the Norfolk Minerals and Waste Development Framework and the relevant made Neighbourhood Plans (NPs).
11. The Borough is the fourth largest district in England, covering an area of some 550 square miles with a population of around 152,000. Its largest town and main population centre is King's Lynn, which is the administrative and cultural centre of the Borough. The Borough also comprises the market town of Downham Market and the coastal resort of Hunstanton, and has a large rural area with more than 100 villages of varying sizes dotted along the coast and inland. The market town

¹ Core document A1/2

² Examination document F118

of Wisbech, which is located primarily within Fenland District, also fulfils the role of a local service centre for the western part of the Borough.

12. Although the Borough is predominantly rural, its main towns and settlements are well connected by road and rail. An electrified railway line and the A10 run north-south linking King's Lynn and Downham Market to Ely, Cambridge and London. The A47 trunk road and A17 run east-west through the Borough connecting to Leicester, Peterborough and the north Midlands to the west and Norwich and Lowestoft in the east.
13. The benefits of strong transport links are evident in the diversity of businesses and employment which the Borough supports in tourism, agriculture, food manufacturing and advanced engineering sectors. However, the accessibility of the Borough as a gateway to north and east Norfolk also generates high volumes of traffic, particularly in and around King's Lynn and along the north Norfolk coast, where some of the Borough's most sensitive heritage and environmental assets are found.
14. King's Lynn and West Norfolk is home to all or part of 15 internationally designated sites, made up of four Special Protection Areas (SPAs), six Special Areas of Conservation (SACs) and five Ramsar sites, which include rare coastal and heathland habitats. In addition, the Borough contains numerous heritage assets, including conservation areas, listed buildings, scheduled monuments and registered parks and gardens, and much of the Borough's coastline forms part of the Norfolk Coast Area of Outstanding Natural Beauty (AONB), now known as National Landscape. Most of the western part of the Borough also comprises low lying fenland, which is subject to tidal and fluvial flood risks from the River Great Ouse. These serve to constrain the opportunities for new development to meet the housing and employment needs of the Borough.

Public Sector Equality Duty

15. Throughout the Examination, we have had due regard to the aims of the Public Sector Equality Duty expressed in S149(1) of the Equality Act 2010. This, amongst other matters, sets out the need to advance equality of opportunity and foster good relations between people who share a protected characteristic and people who do not share it.
16. There are specific policies in the Plan which seek to provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople (Policy LP28), housing for older people and those with other specialist care needs (Policy LP29), the design of accessible and inclusive environments (Policies LP18 and LP36), and to require a proportion of all new homes to be built to wheelchair accessible and adaptable standards (Policy LP30). In this way the disadvantages suffered by people who share a protected characteristic would be minimised and their needs met in so far as they are different to those without a relevant protected characteristic.
17. We deal with the soundness of the policies and site allocations which address the needs of those groups in the Report below. But, subject to the recommended

MMs, there is no compelling evidence that the Plan as a whole would bear disproportionately or negatively on people who share protected characteristics. Indeed, the Council submitted an Equalities Impact Assessment³, which demonstrates that the policies of the Plan would not have a negative impact on people with protected characteristics.

Assessment of Duty to Co-operate

18. Section 20(5)(c) of the 2004 Act requires that we consider whether the Council complied with any duty imposed on it by section 33A in respect of the Plan's preparation.
19. There has clearly been close co-operation over an extended period between the Council and its neighbouring authorities, along with Norfolk County Council, and other prescribed bodies on a number of strategic matters. This is confirmed by the Council's Duty to Co-operate (DtC) Statement⁴. It also sets out the strategic issues, along with the co-operation mechanisms and ongoing engagement undertaken.
20. At a regional level, there are a number of cross border co-operation initiatives, including ongoing alliances and discussions on strategic matters. These groups include the A47 Alliance; Wisbech Access Strategy Steering Group; Transport East; Ely Area Taskforce and Programme Board; the Wash and North Norfolk Marine Partnership; New Anglia Local Enterprise Partnership; and Water Resources East.
21. At the County level, the Council has been involved in a range of specific policy groups where Officers/Members could discuss strategic matters, including the Norfolk Coast Partnership (AONB); Norfolk Strategic Planning Framework; Norfolk Strategic Planning Officers' Group; Local Plan Liaison Meeting; and Norfolk Rail Group.
22. The strategic planning matters have been identified as: Strategic Flood Risk Assessment (SFRA); climate change; housing distribution; affordable housing; Gypsies and Travellers and Travelling Showpeople accommodation needs; transport; green infrastructure and Green Infrastructure and Recreational impact Avoidance and Mitigation Strategy (GIRAMS); Protection of SPA Species - Stone Curlews; potential for adverse impacts on Natura 2000 Sites (SPAs, SACs and Ramsar Sites) and Habitat Regulations Assessment [HRA]; landscape protection - Norfolk Coast Project (AONB); coastal management; Heritage Action Zone; Wisbech Fringe; Neighbourhood Plans; and, implementation. Appendix 1 of the Council's DtC Statement sets out how each of these strategic matters has been addressed through the DtC and various Statements of Common Ground (SsoCG) with the other Councils and prescribed bodies. It provides the background, evidence and process for reaching outcomes on each strategic matter, along with the arrangements for any necessary on-going co-operation.

³ Core document A5

⁴ Core document A6

23. Although issues around Policy LP20 Historic Environment and Policy E2.1 West Winch Growth Area remained unresolved at the time the Plan was submitted for Examination, it is apparent that the Council had been working with Historic England since 2016, through meetings, a site visit, formal consultation and informal discussions. As such, although agreement was not reached prior to submission, the Council had engaged constructively, actively and on an ongoing basis with Historic England on these strategic matters throughout the preparation of the Plan.
24. Policy F3.1 Wisbech Fringe – Land east of Wisbech (west of Burrettgate Road) forms part of a larger strategic cross-boundary site, that would provide an extension to the settlement of Wisbech, which is located in Fenland District. The Council has worked jointly with Fenland District Council, as well as with Cambridgeshire and Norfolk County Councils, the Cambridgeshire and Peterborough Combined Authority, Wisbech Town Council and Highways England, during the preparation of the Plan to bring forward this cross-boundary site as evidenced in the Council's DtC Statement. It is clear, therefore, that the Council has worked constructively, actively and on an ongoing basis with its neighbours and other prescribed bodies throughout the preparation of the Plan on this strategic matter.
25. Overall, we are satisfied that where necessary the Council has engaged constructively, actively and on an on-going basis in the preparation of the Plan and that the DtC has therefore been met.

Assessment of Other Aspects of Legal Compliance

Local Development Scheme

26. Section 19(1) of the 2004 Act requires development plan documents to be prepared in accordance with the Local Development Scheme (LDS). The scope and content of the Plan is consistent with the King's Lynn & West Norfolk LDS published in January 2021. The LDS timetable was revised in June 2022 to correct the date on which the Plan was submitted for Examination, and again in April 2024⁵ following the adjournment of the Examination between January 2023 and March 2024, to allow further work to be undertaken on the evidence base. However, these programme changes only concern the latter stages of the Plan Examination and adoption. Therefore, we are satisfied that the Council has met the legal requirement to prepare the Plan in accordance with the LDS.

Consultation

27. Development plans must be prepared in accordance with the statutory requirements for consultation, which are set out in the 2004 Act and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) (the 2012 Regulations). The Council's Statement Regulation 22(1)(c)⁶ provides a comprehensive record of the consultation undertaken at the various stages of preparation of the Plan.

⁵ Core document A10

⁶ Core document A7

28. This demonstrates that the Council consulted on the preparation and publication of the Plan in accordance with Regulations 18 and 19, using a range of electronic, written and face to face consultation methods as set out in the Council's Statement of Community Involvement (SCI)⁷. Whilst the Plan as submitted may not have satisfied the objections of some interested parties raised in representations made during the Regulation 18 stages of consultation, it is clear from the evidence provided that the Council took those representations into account in accordance with Regulation 18(3).
29. Overall, therefore, we conclude that the consultation on the Plan was carried out in accordance with the Council's adopted SCI and the Regulations.

Sustainability Appraisal (SA)

30. The 2004 Act and 2012 Regulations⁸ require LPAs to carry out an appraisal of the sustainability of a Local Plan, prepare a report of its findings, consult on it alongside the publication Plan and submit this with the Plan for Examination. Paragraph 32 of the NPPF requires that Plans should be informed throughout their preparation by an SA that meets the relevant legal requirements, including the Strategic Environmental Assessment (SEA) Regulations⁹.
31. The SA submitted with the Plan¹⁰ included an appraisal of the sustainability of the draft Plan, but not of the pre-submission or publication version of the Plan. To rectify this omission, the Council prepared an SA Addendum¹¹, which appraised the changes between the Draft and Publication versions of the Plan, and consulted on it post submission in July and August 2022. The SA was also updated to assess the MMs¹².
32. Taken together, the SA documents are comprehensive and detail the appraisal work undertaken for each stage of the Plan preparation process. In terms of the SEA Regulations, the SA contains appropriate baseline information about the environmental, social and economic characteristics of the Borough and an outline of other relevant plans, policies and programmes¹³. It identifies the key sustainability issues for the Borough from which the SA objectives were evolved¹⁴. It uses a framework of 20 sustainability objectives and 11 site sustainability factors, covering the issues set out in the SEA Regulations, against which the policies and site allocations of the Plan were appraised and likely significant effects evaluated¹⁵. A Non-Technical Summary report was submitted alongside the SA Addendum¹⁶.

⁷ Core document A9

⁸ Sections 19(5) and 20(3) of the 2004 Act and Regulations 17, 19 & 22 of 2012 Regulations

⁹ The Environmental Assessment of Plans and Programmes Regulations 2004

¹⁰ Core documents B1-B4

¹¹ Core documents B7 and B8

¹² Core documents B10-B13

¹³ Parts C and B of SA Scoping Report (Core document B2)

¹⁴ Part D of Core document B2

¹⁵ Parts 3-6 of Local Plan Review SA report 2020 (Core document B3) and parts 3-5 of the SA Addendum (B7)

¹⁶ Core document B8

33. The Plan's policies, and reasonable alternatives to them, were appraised on an equal basis and reasons given for rejecting the alternatives¹⁷. Three alternative growth options were appraised and seven spatial strategy options. The spatial strategy in Policy LP01 of the publication version of the Plan differs from the spatial strategy in the draft Plan. Whilst it was not subject to SA until after submission, the SA Addendum provided an objective appraisal of it on an equal basis to the alternative strategies, and provided reasons for its selection as the basis for the publication Plan. Other policies which were subject to change between the draft and publication versions of the Plan were reappraised in the SA Addendum. Overall, the changes taken together were shown to increase the sustainability of development proposed in the Plan and therefore its likely positive effects.
34. All site allocations were also appraised as part of the SA. The majority of these are existing site allocations in the adopted SADMP Plan, many of which already benefit from planning permission, and which the Plan proposes to carry forward. Whilst alternative sites identified through the 'Call for Sites' were assessed as part of the Housing and Economic Land Availability Assessment (HELAA), they were not appraised as reasonable alternatives to adopted sites being carried forward. We consider this to be a pragmatic and justified approach to sites which have already been found sound as part of the adopted Local Plan. New site allocations, such as those at the Growth Key Rural Service Centres (KRSCs) of Marham and Watlington, and at Terrington St. Clement, were appraised against reasonable alternative sites.
35. Overall, we are satisfied that a robust and proportionate SA of the Plan has been carried out, which has assessed the likely environmental, social and economic effects of the Plan and incorporates the requirements for SEA. Accordingly, we conclude that the SA work undertaken on the Plan is adequate.

Habitats Regulations Assessment (HRA)

36. An HRA was undertaken of the publication Plan¹⁸, which included an Appropriate Assessment (AA), in line with the Conservation of Habitats and Species Regulations 2017 (as amended) (the Habitats Regulations) and the Conservation of Habitats and Species (amendment) (EU Exit) Regulations 2019. Screening identified that the Plan's policies and proposals could have likely significant effects on 19 internationally designated (European) sites, including the 15 which are located within or partly within the Borough.
37. Potential adverse effects on integrity include: the loss of supporting habitat functionally linked to European sites; the effects of urban development on nesting sites of Stone Curlews and other rare birds in or close to the Breckland SPA; the impacts of increased recreation on a number of SPAs, SACs and Ramsar sites; water-related impacts arising from increased abstraction or nutrient pollution on sites with rare coastal and riparian habitat; and air quality impacts on habitat and

¹⁷ Part 4 of Core document B3

¹⁸ Habitat's Regulations Assessment of the Local Plan Review pre-submission, May 2021 (Core document A4)

species arising from increased vehicle emissions along roads within 200 metres (m) of relevant sites.

38. However, the HRA concluded that adverse effects on integrity could be ruled out both alone and in-combination with the effects of other plans and projects outside of the Borough. In part this is due to the limited scale of development in proximity to the European sites, but also as a result of proposed mitigation measures, including the Norfolk-wide GIRAMS, a new local Air Quality Management Strategy (AQMS), a policy of nutrient neutrality, and requirements for project level HRAs on planning applications for development likely to have a significant effect on designated sites. Natural England (NE) were consulted on the HRA and confirmed that they were satisfied it meets the requirements of the Habitats Regulations, and supported the conclusion of no adverse effects on integrity, subject to the delivery of the GIRAMS.
39. A number of the proposed mitigation measures require MMs to the Plan to ensure they apply from adoption. This includes adding the requirements for project level HRAs, the GIRAMS, nutrient neutrality and the AQMS into relevant policies, such as Policy LP27 on HRAs. These form part of the proposed MMs recommended in this Report and are dealt with in the assessment of soundness below. The MMs were subject to further HRA¹⁹, which concluded that with the MMs in place, adverse effects on the integrity of the relevant European sites can be ruled out, both alone and in-combination.
40. NE were consulted on the MMs and the relevant HRA. Their representations suggest that certain sites, adverse effects or MMs have not been properly assessed in the HRA, and request that further HRA work be undertaken. We have carefully considered NE's representations, but find that the HRAs of the Plan as submitted and of the Plan with MMs are robust, and that their conclusions are rational and justified. As such, we are satisfied that further HRA work is not necessary for legal compliance. However, as part of the assessment of soundness below, we have made some amendments to the proposed MMs on certain policies to ensure they incorporate the recommendations of NE with regard to project level HRAs and other mitigation measures.
41. Overall, therefore, we are able to conclude that the potential likely significant effects of proposals in the Plan have been appropriately considered through the HRA, and that the Plan is legally compliant with respect to the Habitats Regulations.

Other Legal Requirements

42. Sections 19(1B) and 19(1C) of the 2004 Act require development plans, taken as a whole, to include policies to address the strategic priorities for the development and use of land in the Plan area. Chapter 3 of the Plan contains a series of Strategic Objectives, which define the strategic priorities for the Borough. These include priorities for the economy, society, environment and places of King's Lynn and West Norfolk. The Plan contains policies setting out the spatial strategy and

¹⁹ Core documents F120 and F124

site allocations for development in the main settlements and rural areas of the Borough, as well as policies to guide decisions for the economy, the environment and social and community issues, which clearly address the strategic objectives and priorities of the Plan. Taken as a whole, these meet the legal requirement under Section 19(1B) and 19(1C) of the 2004 Act.

43. Section 19(1A) of the 2004 Act also requires that development plan documents must, taken as a whole, include policies designed to ensure that the development and use of land in the LPA's area contribute to the mitigation of, and adaptation to, climate change. Several policies are designed to help ensure this. Policy LP06 establishes a strategic approach to minimising and reducing carbon emissions and mitigating and adapting to climate change. Other policies deal with individual elements of climate change, including reducing the need to travel and promoting sustainable transport (Policy LP13); protecting and managing coastal areas (Policies LP15-LP17); sustainable design (Policy LP18); protecting environmental assets (Policy LP19); managing and creating green infrastructure (Policy LP23); renewable energy (Policy LP24); managing flood risk (Policy LP25); and HRA (Policy LP27). We address the soundness of these policies below, but, taken as a whole, they meet the statutory requirement under section 19(1A) of the 2004 Act.
44. Regulation 8(5) of the 2012 Regulations, requires the Plan to make clear which policies of the adopted development plan it will supersede. Although the Council has confirmed that, once adopted, the Plan will replace the Core Strategy and the SADMP, this is not stated anywhere in the Plan. Accordingly, for legal compliance, a change is necessary to the supporting text in the 'Introduction' to the Plan to make this clear **[MM2]**. In addition, **MM372** and **MM374** to Appendix D of the Plan are necessary to make clear which policies of the existing adopted Local Plan will be superseded by policies in the Plan.
45. The Plan complies with all other relevant legal requirements, including in the 2004 Act (as amended) and the 2012 Regulations.

Assessment of Soundness

Main Issues

46. Taking account of all the representations, the written evidence and the discussions that took place at the Examination Hearing, we have identified eight main issues upon which the soundness of the Plan depends. The remainder of this Report deals with these main issues. It does not respond to every point or issue raised by representors. Nor does it refer to every policy, policy criterion or allocation in the Plan.

Issue 1 – Is the spatial strategy of the Plan positively prepared, justified, effective and consistent national policy in enabling the delivery of sustainable development, including in respect of the proposed housing requirement?

Plan Period

47. The Plan period is set out in the submission Plan as being 2016-2036. National policy in paragraph 22 of the NPPF says that strategic policies should look ahead over a minimum 15 year period from adoption. However, on adoption there would be less than 12 years of the Plan period remaining. In order to ensure consistency with national policy, an amendment to extend the Plan period is necessary. Following the preparation of further evidence by the Council to underpin this change, particularly in respect of housing and employment needs and supply, it is proposed to roll forward and extend the Plan period to 2021-2040. We are satisfied that amending the Plan period to 2021-2040 would be justified and effective, and ensure consistency with national policy. Various changes are therefore necessary to the supporting text within the 'Introduction' and 'Vision and Objectives' sections of the Plan [MM1, MM2, MM3]. The implications of this for the calculation of housing and employment land needs and supply are considered below.

Housing Need and Requirement (Policy LP01)

48. The standard method has been used to calculate the housing need for King's Lynn and West Norfolk and this is consistent with national policy. Policy LP01 of the submitted Plan refers to a need of 10,780 dwellings over the 20-year Plan period (2016-2036), which equates to a need for 539 new dwellings per annum (dpa). However, given the proposed change to the Plan period set out above, in order to be effective, the housing need has been recalculated applying the most up to date affordability ratios to the standard method calculation. This would result in an overall housing need and requirement of 10,526 dwellings over the amended 19-year Plan period (2021-2040), which equates to 554dpa. A change is therefore necessary to Policy LP01 and its supporting text for effectiveness to reflect this [MM5].

Spatial Strategy and Settlement Hierarchy (Policies LP01 and LP02)

49. Policy LP01 sets out a spatial strategy for the Borough, which seeks to carry forward the distribution of development established in the adopted Local Plan, but with an increased emphasis on a north-south Strategic Growth Corridor along the A10/main railway line, supporting growth at King's Lynn, Downham Market and Watlington, as the Borough's most sustainable settlements. Other key components of the spatial strategy are for: further growth at Marham to support the continued presence of RAF Marham; the development of sustainable urban extensions at King's Lynn, including at the West Winch Growth Area (WWGA), and at Downham Market and Hunstanton; and locally appropriate levels of growth to take place in selected rural settlements.
50. Alongside this, Policy LP02 defines a settlement hierarchy, which ranks settlements in the Borough according to their size, range of services and capacity for growth, to ensure

that development occurs at an appropriate scale in the most sustainable locations, and that community facilities are maintained and enhanced. The hierarchy defines King's Lynn, including West Lynn, as a sub-regional centre; Downham Market and Hunstanton as Main Towns; North and South Wootton, West Winch and Wisbech Fringe as Settlements adjacent to King's Lynn and the Main Towns; Marham and Watlington as Growth KRSCs; and the remaining settlements in the rural areas of the Borough as either KRSCs, Rural Villages (RVs) or Smaller Villages and Hamlets (SVHs).

51. For a number of reasons the spatial strategy, distribution of housing growth and settlement hierarchy, as submitted and set out in Policies LP01 and LP02, are not justified as appropriate based on the evidence, effective, or consistent with national policy in enabling the delivery of sustainable development. We set out the reasons for this in our letter to the Council in January 2023²⁰, but in summary the main issues are as follows.
52. Firstly, the proposed distribution of housing development in the submitted Plan does not align with the Strategic Growth Corridor, but rather would deliver an increased focus on growth at King's Lynn and the WWGA. Policy LP01 shows that 62% of the proposed housing would be located in and around King's Lynn, with 40% of the Plan's proposed housing growth directed to the WWGA. Comparatively limited housing development is proposed at Downham Market and Watlington, which have just 6% and 1% of the Plan's allocated housing, respectively. The concentration of growth at King's Lynn is justified, as a sub-regional centre and the largest and most sustainable settlement in the Borough in terms of services and access by a genuine choice of transport modes. However, the increased focus of growth in the rest of the Strategic Corridor is on the WWGA, rather than Downham Market and Watlington, which, with railway stations, appear to be more sustainable locations in transport terms. Consequently, the Strategic Growth Corridor is not justified, based on the evidence.
53. Secondly, the evidence to support the scale of increased growth proposed at the WWGA in the submitted Plan is inadequate. The WWGA was established as an appropriate location for strategic growth in the adopted Core Strategy and allocated for at least 1,600 dwellings up to 2026 in Policy E2.1 of the SADMP. However, it is clear in criterion A2 of the same policy that the potential for further development beyond 1,600 dwellings at WWGA is to be subject to future Plans. Policy E2.1 of the Plan the subject of this Examination allocates the WWGA for at least 2,500 dwellings within the Plan period, and up to 4,000 dwellings in the fullness of time. However, the evidence to justify the additional growth of 2,400 dwellings²¹ and to demonstrate that its impacts on matters such as the transport network, air quality, heritage, ecological assets, landscape character and local amenity, are capable of being mitigated, was not submitted with the Plan. Therefore, the allocation of the WWGA for up to 4,000 dwellings is not justified as appropriate based on the submitted Plan and evidence.
54. Thirdly, the role of Downham Market within the Plan's spatial strategy is ambiguous. Paragraph 3.1.2 of the submitted Plan signals 'a shift towards encouraging

²⁰ Inspector's Letter and Note on Hearing Adjournment and Further Work, 30 January 2023 [G19 and G20]

²¹ The difference between 1,600 and 4,000 dwellings.

development at Downham Market based on the sustainable nature of the settlement and the key role the town plays within the Borough, as opposed to the previous approach which sought to allow for a slower pace of growth'. This implies an increased rate of growth at Downham Market in the submitted Plan to 2036, compared to the current adopted Plan. However, whereas the adopted Core Strategy made provision for at least 2,710 dwellings at Downham Market in the period to 2026 (Policy CS04), the submitted Plan only provides for at least 390 dwellings up to 2036, on two sites (Policies F1.3 and F1.4) which were allocated in the SADMP. There are no new allocations at Downham Market in this Plan. As such, the level of housing growth allocated to Downham Market does not appear to be consistent with the role and vision for the settlement in the submitted Plan.

55. Fourthly, the status of Watlington and Marham as Growth KRSCs is not adequately justified in the submitted Plan. They are designated as such in Policies LP01 and LP02, because they are considered to be closely related to the Strategic Growth Corridor, and capable of accommodating a higher level of growth than previously. However, whilst Watlington is located within the A10/main railway line corridor, the Plan does not propose a higher level of growth at the settlement than in the adopted Local Plan, but simply rolls forward the existing housing allocation for 32 dwellings at Thieves Bridge Road. Marham, on the other hand, is not actually located within or close to the Strategic Growth Corridor, but to the east of the Borough. Whilst it is near to RAF Marham and the Council seeks to support the base by offering further housing options for its employees there, in reality the two housing allocations at Marham, Policies G56.1 and MAR1, which amount to only 85 dwellings, comprise a lower level of growth than is proposed at several other KRSCs that do not have a 'Growth' status. Therefore, based on the evidence, the designation of Watlington and Marham as Growth KRSCs is not justified as appropriate.
56. Fifthly, the spatial strategy for rural settlements in the Plan is unsound, in a number of ways. Policies LP01 and LP41 identify the KRSCs as a focus for most new development within the rural areas, with RVs expected to accommodate more modest levels of development. However, the Plan only proposes housing allocations at some of the KRSCs and RVs, most of which were allocated in the SADMP and are either completed or under construction. There are very few dwellings projected to come forward to meet rural housing needs after 2026/27. Paragraph 2.0.19 of the Plan says that the minimum scale of growth appropriate for each settlement will be specified in the Plan, but Policies LP01 and LP02 do not set out housing requirements for each settlement or NP area. Policy LP02 also changes the status of a number of rural settlements in the Settlement Hierarchy from that in the adopted Local Plan, but the evidence to justify a number of these changes is not clear in the supporting studies²².
57. Overall, the spatial strategy for rural settlements is based largely on carrying forward existing housing allocations from the SADMP and windfall provision under Policy LP31, rather than on any evidence of settlement needs over the Plan period. Paragraph 78 of the NPPF expects planning policies to be responsive to local circumstances and support housing developments that reflect needs in rural areas.

²² Further Consideration of the Settlement Hierarchy [D21] and Update – dated 5 January 2023 [F38]

Paragraph 66 of the NPPF also expects strategic policies to set out a housing requirement for designated neighbourhood areas, which reflects the strategy for the pattern and scale of development and any relevant allocations. The Plan does not do this. As such, the spatial strategy for rural settlements and areas, as set out in the submitted Plan, is not justified as appropriate, based on the evidence, or consistent with national policy.

58. For all of these reasons, the Examination was adjourned in January 2023, to enable the Council to review the Plan's spatial strategy and settlement hierarchy, and undertake further work to address these issues of soundness. This work was published in the form of a series of topic papers and technical notes²³, which were made available for public consultation from 8 September to 20 October 2023.
59. The further work proposes changes to the Plan to delete Policies LP01 and LP02 and their supporting text, and replace them with a New Policy - Spatial Strategy and Settlement Hierarchy, together with new supporting text and a revised Key Diagram. The New Policy and its supporting text were discussed at the resumed Examination Hearing sessions held in March and April 2024 and, following further amendment, were subject to consultation as part of the MMs from 7 August to 2 October 2024. We consider that these changes are necessary in order for the Plan to be justified, effective and consistent with national policy **[MM4, MM5]**.
60. The New Policy provides a clear spatial strategy for the delivery of growth and its distribution via a revised settlement hierarchy. Appropriate levels of housing and employment growth are defined for each settlement in the hierarchy, taking into account completions since the start of the Plan period and commitments in the form of extant planning permissions. The changes to the spatial strategy and settlement hierarchy include the deletion of the Strategic Growth Corridor and the Growth KRSC tier, which we have established above are not justified. Without these designations, the spatial strategy reflects the distribution of housing and employment growth in the Plan, with the main allocations in, or on the edge of, the largest and most sustainable settlements of King's Lynn, Downham Market, Hunstanton and Wisbech. Watlington and Marham are redesignated in the settlement hierarchy as KRSCs, consistent with the levels of housing growth proposed at each.
61. Although Downham Market and Watlington possess railway stations offering a wider choice of sustainable modes of transport, we are satisfied that the level of growth proposed at these two settlements is justified. In the case of Downham Market, this reflects the significant development the town has already experienced, and the number of dwellings granted planning permission on the two allocated sites. There is also little firm evidence to show that any further allocations are required at Downham Market to meet the town's development or infrastructure needs over the Plan period. In the case of Watlington, the level of growth proposed reflects the lack of facilities to support a much greater number of houses and jobs without substantial investment in infrastructure. This is illustrated in the Settlement Hierarchy Review²⁴, which shows the service score for Watlington is

²³ Examination documents F47-F51

²⁴ Appendix 1 to the Topic Paper – Spatial Strategy and Settlement Hierarchy [Examination document F47a]

the same as for other KRSCs in the Borough, in terms of the level of facilities and services available to support housing growth.

62. With regard to the increased scale of housing growth proposed at the WWGA, the relevant Topic Paper²⁵ provides evidence to show that the provision of 4,000 dwellings on this site is necessary to ensure delivery of the West Winch Housing Access Road (WWHAR), which is integral to addressing capacity issues on the A10 through West Winch and a key piece of transport infrastructure in Policy LP13. The delivery of the WWHAR in full requires funding from the Department for Transport (DfT), the decision on which is reliant on the WWGA delivering 4,000 dwellings. Whilst a development of just 1,100 dwellings, with a direct link to the A47 could be viably delivered, the transport modelling for the WWGA shows that anything more than this number of dwellings would require the delivery of the WWHAR in full. As the site is already allocated for 1,600 dwellings, the full length of the WWHAR will be necessary, which, in turn, could not be viably delivered without funding from the DfT. It is clear that there is an inter-dependency between the scale of growth proposed at the WWGA and the delivery of the WWHAR, which provides a strong justification for 4,000 dwellings.
63. The evidence also confirms that 4,000 dwellings would provide the critical mass of housing necessary to support the level of on-site social and environmental infrastructure required to make the new community more sustainable and less car dependent. This includes a greater range and choice of day-to-day services and facilities, such as shops, primary schools, healthcare and community facilities, as well as bus services to connect the WWGA to higher order facilities and employment opportunities in King's Lynn. The additional facilities will also support the sustainability of nearby villages that lack local infrastructure provision. Allocation of the site for up to 4,000 dwellings will also provide for the longer term development needs of the Borough beyond the end of the Plan period.
64. The further technical work undertaken by the Council²⁶ demonstrates that, subject to a range of mitigation measures, the site area of the WWGA can accommodate up to 4,000 dwellings, in addition to community facilities, green space and infrastructure. We consider the MMs necessary to ensure the effectiveness of the mitigation measures, as part of our assessment of Policy E2.1 for the delivery of the WWGA below. But overall, we are satisfied that the allocation of the WWGA for up to 4,000 dwellings is justified as part of the spatial strategy and would be consistent with national policy in enabling the delivery of sustainable development. The full justification for the 4,000 dwellings is missing from the supporting text to Policy E2.1, and should be included so the allocation is justified **[MM115]**.
65. The revised settlement hierarchy in the New Policy retains six of the seven settlement tiers contained in Policy LP02 of the submitted Plan, except for the Growth KRSC tier, and it amends the status of a number of settlements. The reasons for these changes are set out in the Settlement Hierarchy Review in the Appendices 1 and 2 to the relevant Topic Paper²⁷. We are satisfied that the

²⁵ Paragraphs 129-131 of Examination document F51

²⁶ West Winch Growth Area Topic Paper and Appendices, August 2023 [Examination documents F51 and F51a-k]

²⁷ Appendices 1 and 2 to the Topic Paper – Spatial Strategy and Settlement Hierarchy [F47 & F47a]

methodology for the review is robust, and, with a few exceptions, that the changes to the settlement hierarchy are justified, as follows.

66. Tier 1 comprises King's Lynn as the Sub-Regional Centre and the main focus for growth. This now includes the WWGA, as an urban extension to King's Lynn, along with the suburbs of Gaywood, Hardwick and South Lynn, which historically have formed extensions to King's Lynn. However, West Lynn has been redesignated as a Tier 3 Settlement adjacent to King's Lynn and the Main Towns, along with North and South Wootton, the existing village of West Winch, and Walsoken adjacent to Wisbech. Tier 3 settlements are functionally related to King's Lynn and Wisbech, but have their own character which marks them out as separate and distinct places. It is clear that West Lynn fulfils this description, so its inclusion in Tier 3 of the hierarchy is justified.
67. Tier 2 comprising the Main Towns has been amended to include Wisbech Fringe, as a major urban extension to Wisbech, alongside Downham Market and Hunstanton. This is justified given the role of Wisbech in providing a significant range of local employment, retail, services and facilities to serve the needs of settlements in the west of the Borough. We have made a minor amendment to the wording of MM5, as consulted on, to ensure that Wisbech Fringe is included as one of the most sustainable locations in the Borough. Hunstanton remains in Tier 2, and we are satisfied that its range of facilities and employment opportunities enable it to fulfil the function of a Main Town in serving the day-to-day needs of its residents and surrounding lower tier settlements.
68. Tier 4 is made up of the KRSCs, which now include Marham and Watlington. For clarity, Marham and Upper (RAF) Marham is identified as a settlement cluster, given their facilities combine to support the day-to-day needs of the residents of both villages. The change in the status of East Rudham, Southery and Marshland St James/St John's Fen End with Tilney Fen End from KRSCs to RVs is justified by their limited range of services and facilities, evidenced by service scores of less than 10 points. However, the proposal in the submitted Plan to sever West Walton and Walton Highway from their classification as a linked or joint KRSC in the adopted Core Strategy, has not been justified by the evidence. The two villages are next to each other and there has been little change in the level of services that they share. A combined services score of 15 points justifies their retention as a linked KRSC.
69. Tiers 5 and 6 comprise the RVs and SV&Hs respectively, which provide a limited range of services. Based on the review of the hierarchy, the New Policy includes a number of changes to the settlements in each of these tiers, from those set out in Policy LP02. Burnham Overy Staithe and Walpole Cross Keys are redesignated from RVs to SV&H, which is justified on the basis that their services scores are less than six points. Tilney All Saints remains as a RV, but is amended to include Tilney High End, as the two are linked settlements within the same parish. North Creake, Pentney, South Creake, Stanhoe, Tottenhill and Whittington are all moved up in the hierarchy from SV&Hs to RVs, based on services scores of six points in the Settlement Hierarchy Review.

70. The spatial strategy for rural settlements is now clearly defined in the New Policy with an appropriate level of housing identified for each settlement based on completions, commitments and allocations in the Plan or NPs. This, combined with the New Policy for Residential Development on Windfall Sites, discussed below, should help to support the sustainable growth and vitality of rural services and communities, whilst retaining the identity, character and distinctiveness of individual settlements.
71. As part of the further work undertaken by the Council in 2023, a technical note was published to summarise the transport studies and strategies which informed the spatial strategy and development proposals in the Plan²⁸. Based on that evidence, and the discussions on it at the Resumed Examination Hearing sessions, we are satisfied that the Borough's transport network would have the capacity to support the proposed spatial distribution of development in the Plan, with the range of transport mitigations and interventions proposed in the Plan as modified.

Residential Development on Windfall Sites

72. The proposed housing supply relies on the delivery of over 3,000 dwellings from windfall sites. Whilst this is based on evidence of past completions on windfall housing sites, the policy framework in the submitted Plan is restrictive towards residential development on unallocated sites in rural areas and outside of settlement boundaries. Policies LP04 (Development Boundaries), LP31 (Residential Development Reasonably Related to Existing Boundaries) and LP41 (Development in Rural Areas) restrict residential development to sites within defined settlement boundaries, and only on sites outside of those boundaries if it constitutes an exception scheme, rural workers housing, small scale infilling or rounding off of boundaries. It is not clear that such a policy framework would deliver the type and scale of windfall housing development than has been permitted in the Borough in the past. As such, the policies on windfall housing are not positively prepared or likely to be effective in delivering this element of the housing supply over the Plan period.
73. A New Policy on Windfall Development is therefore required **[MM6]** replacing Policies LP04, LP31 and LP41, which are to be deleted **[MM9, MM67, MM274]** in order for the Plan to be positively prepared and effective. The New Policy sets appropriate criteria for determining residential proposals on unallocated sites both within and outside of development boundaries. It establishes thresholds for the scale of housing development that can be considered on windfall sites at larger settlements in Tiers 1-4 of the hierarchy, with schemes above those thresholds to be brought forward through Local or NP allocations. For the smaller rural settlements in Tiers 5 and 6, the New Policy directs that residential development outside of settlement boundaries should be brought forward through Local or NP allocations. That is except for small scale schemes of up to 5 dwellings at RVs, where there is a NP housing requirement and there are no opportunities within the development boundaries or NP allocations. As such, this New Policy would be positively prepared, and, along with other rural development policies in the Plan, would be

²⁸ Update on Technical Note on Transport Evidence [Examination documents F48, F48a and F48b]

effective in enabling the delivery of sustainable development in the rural areas of the Borough, whilst respecting the character and identity of rural settlements. A minor change has been made to the wording of Criterion B of this New Policy in MM6, as consulted on, to make it clear that Tier 3 Settlements are those adjacent to King's Lynn and the Main Towns for consistency with other elements of the settlement hierarchy listed.

74. Development boundaries for all settlements in each tier of the Hierarchy have been defined on the Policies Map. Boundaries for Tier 1-5 settlements were defined at the time of the SADMP and have been reviewed by the Council in preparing this Plan to take account of changes to settlement edges on the ground. For SV&Hs, development boundaries were defined for the first time in the Policies Map accompanying the publication Plan. A number of boundary changes were agreed by the Council following consultation on the Plan at Regulation 18 stage, which are set out in the Development Boundary Changes paper²⁹. Further boundary changes were discussed and agreed at the Examination Hearing, to ensure a consistency of approach in including buildings which are located within the built up envelope of villages and to include site allocations. These are set out within the Policies Map Changes, which were subject to consultation alongside the MMs. With those changes in place, the Development Boundaries would be positively prepared and enable the New Policy on Windfall Development to be justified and effectively applied.

Neighbourhood Plans (NPs)

75. Paragraph 66 of the NPPF expects strategic policies to set out a housing requirement for designated neighbourhood areas, which reflects the strategy for the pattern and scale of development and any relevant allocations. However, the submitted Plan does not provide this. Therefore, to ensure the Plan is consistent with national policy in this regard and positively prepared in making provision for neighbourhood areas, a New Policy for Neighbourhood Plans is necessary setting out the housing requirement for each neighbourhood area **[MM7]**.
76. For clarity and effectiveness, and so that the New Policy is justified, the methodology for calculating the neighbourhood housing requirements should also be included in the Plan as a new Appendix **[MM376]**. To ensure it reflects the strategy for the pattern and scale of development and relevant allocations, the methodology is based on an apportionment of the Plan's total windfall allowance of 3,081 dwellings, using a formula which apportions the windfall to each settlement tier based on the proportion of committed and allocated growth being accommodated by that tier, and the proportion of households located in the parish. The same methodology should be applied to provide an indicative housing requirement for any future neighbourhood area not yet designated.
77. For clarity and effectiveness, and to avoid any ambiguity, Appendix I of the Plan, as submitted, on Neighbourhood Plans should also be deleted **[MM375]**.

²⁹ Core document E8

Presumption in favour of Sustainable Development (Policy LP03)

78. Policy LP03 sets out a presumption in favour of sustainable development. However, it is not consistent with the presumption as set out in paragraphs 11c) and 11d) of the NPPF, which do not include the words 'unless material considerations indicate otherwise'. This phrase occurs in Section 38(6) of the Planning and Compulsory Purchase Act 2004, as part of the presumption in favour of the development plan, which paragraph 12 of the NPPF confirms is not changed by the presumption in favour of sustainable development.
79. Accordingly, **MM8** is necessary to ensure that Policy LP03 is consistent with national policy. However, the wording of the presumption was amended in the NPPF published in December 2024. Therefore, to ensure that the wording of Policy LP03 remains consistent with national policy following adoption of the Plan, we have amended the wording of MM8, as consulted on, to accord with the presumption as defined in paragraphs 11c) and d) of the December 2024 version of the NPPF. However, this amendment does not significantly alter Policy LP03.

Implementation (Policy LP05)

80. Policy LP05 forms an overarching policy for the provision of infrastructure required to support development proposed in the Plan, to be funded and delivered through a combination of the Council's Community Infrastructure Levy (CIL), developer contributions negotiated through Section 106 agreements, and Government funding programmes. Whilst Policy LP05 is positively prepared, for the following reasons it does not meet the other tests of soundness.
81. Parts 2 and 4 of the policy establish that CIL will be used to support Borough-wide infrastructure projects, which are detailed in other policies in the Plan. However, the wording of part 4 of the policy in this regard is ambiguous, and requires amendment so it is evident to decision makers how it should be applied to proposals **[MM10]**.
82. Part 3 of Policy LP05 deals with planning obligations under Section 106 agreements, which will be used to negotiate on-site infrastructure required for individual developments. To ensure the application of this part of the policy is consistent with national policy, additional wording is necessary to make clear that all obligations must meet the tests set out in the NPPF and the CIL Regulations **[MM10]**.
83. Part 3 of the policy also lists the types of infrastructure that will be required, with details contained in the Infrastructure Delivery Plan (IDP), along with the IDP for WWGA, the Norfolk Strategic IDP 2020 and East Wisbech Broad Concept Plan 2018³⁰. Together these provide an adequate evidence base for the infrastructure required to support the Plan. However, for clarity, the IDP needs to be referred to in the policy **[MM10]**. Minor changes have been made to the wording of this part of MM10, as consulted on, to ensure it is grammatically correct, clear and effective.
84. With regard to the list of infrastructure in part 3 of the policy, public art, 5G mobile technology and fibre broadband are included, but they are not identified in the IDP or established in other policies in the Plan as required infrastructure. As such,

³⁰ Core documents F24, D18 and D38

there is no evidence they would be necessary to make development acceptable in planning terms. Accordingly, they would not meet the statutory tests for planning obligations, and should be deleted **[MM10]**.

85. The provision of infrastructure for emergency services is also listed in part 3, which is justified. However, the specific inclusion of crime prevention as one type of emergency service is not justified and may have the effect of prioritising it over the other emergency services. Accordingly, for effectiveness it should be deleted **[MM10]**. We note the extensive representations on this MM from local healthcare providers, but are satisfied that health facilities and emergency services are included in the list of infrastructure requirements in part 3 of Policy LP05.
86. Green infrastructure is not included in the list in part 3, but is an infrastructure requirement under Policy LP19. For clarity and effectiveness, it should be added to the list to ensure green infrastructure does not assume a lower priority than other types of infrastructure in negotiations over planning obligations **[MM10]**. Part 6 of Policy LP05 also requires amendment so it is clear that financial contributions will be used to fund infrastructure priorities set out in policy and the IDP **[MM10]**.
87. Part 8 of Policy LP05 provides for the phasing of developer contributions, and the payment of commuted sums where provision of infrastructure on site is not possible. However, the text is not sufficiently clear and effective in two areas: firstly, in ensuring that the infrastructure required to support new development will be implemented in time to provide the additional capacity needed to avoid undue additional pressure on existing infrastructure; and, secondly, in allowing for infrastructure to be provided off-site. For effectiveness, therefore, amendments are necessary to part 8 to address these points of soundness **[MM10]**.
88. Part 9 of Policy LP05 allows for infrastructure contributions to be reduced, where they may impact on the viability of a development scheme. However, the wording is not consistent with national policy on the consideration of such contributions in decision making³¹, which requires applicants to justify the need for viability assessment at the application stage, where up-to-date policies set out the contributions expected from development, which in turn were underpinned by viability evidence. Accordingly, part 9 requires amendment to ensure it is consistent with national policy **[MM10]**.
89. With regard to the viability evidence underpinning the proposed contributions in the Plan, allowances for Section 106 agreement costs and CIL payments for infrastructure have been factored into the Viability Appraisal (VA)³², alongside policy and affordable housing costs, and other development cost assumptions. Based on the evidence before us, we are satisfied that the VA is both thorough and robust. The appraisal results show a sufficient range of residential schemes would be capable of being viably developed, provided there is flexibility in the policies for affordable housing and Section 106 contributions to enable contributions to be reduced on viability grounds.
90. Criterion 5f of Policy LP05 allows for reduced contributions from community or social development, but there is no evidence in the VA that this type of development would

³¹ In paragraph 58 of the 2021 version of the NPPF (paragraph 59 of the 2024 NPPF)

³² Local Plan Review – Viability Update, April 2021 [Core document D1]

be viably able to support any infrastructure contributions. Accordingly, Criterion 5f should be deleted, so the policy is justified **[MM10]**. Subject to this, and the MMs discussed above, we are satisfied that there is sufficient flexibility in Policy LP05 for infrastructure contributions to be reduced, if necessary, on viability grounds. We consider Policy LP28 on affordable housing elsewhere in this Report.

91. MM10 also includes a requirement for applicants to pay for the independent verification of VAs submitted at the planning application stage. However, on reflection, including such a requirement in the policy is not necessary for soundness, and, therefore, we have deleted it from the MM as it was published for consultation.

Climate Change (Policy LP06)

92. Policy LP06 comprises an overarching policy intended to ensure that development is designed to mitigate and adapt to climate change, and thereby support the transition towards net zero by 2050. As such, the overall ambition of the policy is consistent with national policy in chapter 14 of the NPPF. However, the detailed wording of Policy LP06 and its supporting text fail the tests of soundness in a number of ways, and therefore requires modification, as follows.
93. Firstly, the policy itself is lengthy, with 20 criteria, many of which duplicate requirements set out in other policies in the Plan or in other legislation. For example, Criteria 4 and 6 specify requirements for electric vehicle charging points and reduced carbon emissions, which are now contained in Parts S and L of the Building Regulations, respectively. Similarly, Criteria 2, 3, 12, 13, 15, 17 and 18 repeat the requirements of other policies in the Plan for travel plans, sustainable transport systems, managing and mitigating the impacts of coastal erosion and flood risk, green infrastructure, promoting social interaction and biodiversity. Paragraph 16f) of the NPPF is clear that policies should avoid unnecessary duplication of policies, including national policy. Accordingly, these criteria should be deleted from Policy LP06 **[MM15]**.
94. Secondly, Policy LP06 requires the submission of a Sustainability and Climate Change Statement (SCCS) with all planning applications for five or more dwellings and non-residential developments of over 500sqm. However, these thresholds are not justified in the Plan or in the evidence submitted with it. Accordingly, **MM15** revises the thresholds for SCCSs to developments for sites of 1ha in size or more, which is consistent with the definition of major development in national policy and, therefore, justified as appropriate.
95. Thirdly, the supporting text to Policy LP06 is overly long, with a lengthy discourse on the background to, and legislation for, climate change globally and nationally, which is not necessary to justify the policy. To ensure the reasoned justification for Policy LP06 is clearly written and effective, the supporting text should be revised and reduced in length **[MM11, MM12, MM13, MM14]**. Other amendments are necessary to update the supporting text in respect of the Government's guidance on climate change allowances in Flood Risk Assessments (FRAs), in order to ensure consistency with national policy **[MM11, MM12, MM13, MM14]**.

Conclusion

96. Subject to the MMs set out above, the spatial strategy of the Plan is positively prepared, justified, effective and consistent with national policy in enabling the delivery of sustainable development, including in respect of the proposed housing requirement.

Issue 2 – Has the Plan been positively prepared and is it justified, effective and consistent with national policy in respect of its policies and proposals for the economy of King's Lynn and West Norfolk?

The Economy (Policy LP07)

97. Policy LP07 sets out the overall strategy for the Borough's economy, including the provision of new, and the retention of existing, employment land for business, industrial and distribution uses, and the policy for rural employment sites, tourism, leisure, town centre uses, skills and training.
98. With regard to the provision of new employment land, the Plan, as submitted, allocates 71ha of new land for business, industrial and distribution uses, comprising existing allocations rolled forward from the adopted SADMP and an additional site at Estuary Road in King's Lynn (Policy E1.12-EST). The HELAA³³ shows that this amount of land would generate sufficient new jobs to support demand arising from the additional housing proposed in the Plan, and would equate to around 20 years of supply based on average take up rates in the Borough. Accordingly, we are satisfied that an adequate supply of employment land would exist to meet needs over the Plan period, and that no further allocations are required. However, to avoid ambiguity about the status of these sites, maintaining the undeveloped allocations from the SADMP needs to be more clearly explained in the supporting text to Policy LP07 **[MM17, MM18]**.
99. In terms of the spatial distribution of new employment land, 75% (53ha) of the proposed supply would be located in King's Lynn, as a sub-regional centre, and 24% (17ha) at Downham Market, as the next largest town in the Borough, with the remaining 1ha (1%) at Hunstanton, the other main town. This would result in a greater concentration of employment land in King's Lynn and Downham Market than the proposed distribution of housing. However, these are the two most accessible settlements in the Borough by road and rail transport, where the largest proportions of housing growth are proposed to take place. As such the proposed distribution is justified as an appropriate strategy, taking account of the reasonable alternatives and based on the evidence.
100. An allocation of 1.8ha of employment land at Boal Quay was identified during the course of the Examination, to quantify the employment component of the mixed-use allocation envisaged for this site under Policy E1.5. Also 1ha of employment land is proposed as part of the mix of uses at the WWGA, set out in Policy E2.1. For clarity

³³ Core document C1

and effectiveness, these need to be included in the list of employment allocations at King's Lynn in the supporting text to Policy LP07 **[MM19]**.

101. The supporting text to Policy LP07 also identifies a significant commitment in the form of an extant planning permission for 23ha of employment land at Bexwell to the east of Downham Market, which is not formally allocated in the Plan. Given the strategic importance of this site in supporting the growth of the Bexwell Business Park, and its contribution to the Borough's employment land supply identified in the HELAA³⁴, it should be allocated, as set out later in the Report, to ensure the Plan is positively prepared and effective. Accordingly, Policy LP07 and its supporting text require amendment to include this allocation and to update the employment land supply figures to exclude completed phases of the proposed allocations **[MM19, MM20, MM21]**.
102. We note that there is also a proposal for a new water service reservoir on land to the east of the A10 at Bexwell, the site area for which overlaps with the allocation. However, the allocation reflects the site area for the extant planning permission, and the water company has confirmed their desire to work with the Borough Council to ensure the new service reservoir can be accommodated in a way that is compatible with the proposed new employment allocation. Accordingly, no change to the Plan in this respect is necessary.
103. Three of the Borough's main employers are located within the rural area. These are: the National Construction College at Bircham Newton; the British Sugar Factory at Wissington; and RAF Marham. Given the strategic importance of these major established employment sites, the Local Plan includes a separate policy (LP10) to address their future development needs, which we address below. However, in order that the overall employment strategy in the Plan is positively prepared and justified in respect of these three major employers, they should also be referenced in the supporting text to Policy LP07 as locations for employment growth **[MM18]**.
104. Parts 7 and 8 of Policy LP07 identify the circumstances in which new employment development would be considered in the rural areas, through a rural exception site approach. However, it is unclear that this includes provision for the expansion or diversification of existing rural businesses. For clarity and effectiveness, therefore, a change to Criterion 7 is necessary **[MM21]**.
105. Part 9 of Policy LP07 seeks the retention of existing employment sites in employment uses, with proposals for alternative uses subject to a criteria-based approach. Criterion 9a requires applicants to demonstrate that a site is no longer viable for employment uses. However, viability is not listed in the PPG as one of the factors to be taken into account in considering whether there is a realistic prospect of a site being developed for its intended use³⁵. Criterion 9c also allows for alternative uses which offer greater potential benefits in 'delivering the Council's regeneration agenda', but it would not be clear to a decision maker what this

³⁴ Core Document C1

³⁵ PPG Paragraph: 001 Reference ID: 66-001-20190722

means. Accordingly, to ensure Policy LP07 is effective and consistent with national policy on these points, the wording of part 9 requires amendment **[MM21]**.

106. Part 4 of Policy LP07 requires a change to make it clear that the policy approach on retail development is set out in Policy LP08 rather than the Settlement Hierarchy policy **[MM21]**. Parts 5 and 6 Policy LP07 support the growth of the visitor economy, including the development of tourist accommodation, subject to their effect on the natural environment, amongst other things. For effectiveness, the supporting text to the policy requires amendment to make clear the need for project level HRAs for such development proposals **[MM16]**.

Retail Development (Policy LP08)

107. The Retail Overview for King's Lynn town centre³⁶ concluded that the Plan should provide for up to 20,000sqm of additional retail floor space in King's Lynn, as a primary sub-regional centre. However, this was based on a pre-Covid analysis of retail trends and needs. Due to the impact of the pandemic on retailing in King's Lynn town centre, the submitted Plan confirms the proposal for 20,000sqm of additional floorspace has been withdrawn. Instead, the strategy is for the redevelopment and/or re-use of vacant units in, and a range of other measures to improve the attractiveness of, King's Lynn, Downham Market and Hunstanton town centres. This is clearly set out in part 1 of Policy LP08 and the supporting text, and is justified as an appropriate strategy, based on the evidence.
108. Parts 2 and 3 of Policy LP08 apply the sequential test set out in national policy to proposals for new retail development in the Borough, prioritising locations within the existing centres, followed by edge of centre and out of centre locations. However, paragraph 5.2.4 of the supporting text is not consistent with the wording of national policy in paragraphs 86-88 of the NPPF in respect of the sequential test, and accordingly requires amendment to ensure that it is consistent **[MM22]**. For effectiveness, the supporting text at paragraph 5.2.5 also needs to identify Gaywood Clock as a district centre to which the sequential test applies **[MM22]**.
109. Part 3 of Policy LP08 requires an impact assessment for retail proposals of more than 2,500sqm on out of centre sites, which is in line with paragraph 90 of the NPPF. In the Hardwick area of King's Lynn, because of the significant amount of out of centre retail development there already, the policy states that proposals for any scale of new retail floorspace would need to demonstrate they would not undermine the vitality and viability of the town centre. However, this zero threshold is not justified by the evidence set out in the Retail Overview. Therefore, the Council prepared and consulted on further work on this threshold³⁷, which recommends a floorspace threshold of 500sqm for the Hardwick area, based on evidence of the size and number of anchor units in King's Lynn town centre. We are satisfied that such a threshold is proportionate and justified, based on the evidence. For soundness, Criterion 3 of Policy LP08 and the supporting text need to be amended accordingly **[MM22, MM23]**. We have amended MM23, following

³⁶ Retail Overview: King's Lynn Town Centre - Background Paper, May 2017 [Core document D19b]

³⁷ Note on Retail Impact Threshold for Hardwick Road Area, April 2023 [Core document F49]

consultation, to include reference to the Hardwick area being shown on the Policies Map for clarity and effectiveness.

110. The changes to the supporting text also include a new paragraph to make clear that the retail impact test thresholds should apply to applications for change of use and variation of conditions that would result in an increase in retail floorspace **[MM22]**. We are satisfied this change is justified by the evidence, and is necessary for clarity and effectiveness. However, we have amended the wording of this new paragraph, as set out in the consultation version of the MMs, to delete the final sentence which duplicated wording in paragraph 5.2.7 of the Plan.
111. Part 4 of Policy LP08 sets out the policy on proposals for local scale retail and service provision, specifying that units must be 'small scale' so as not to undermine the viability of the town centres. 'Small scale' is defined as not more 500sqm. However, this floorspace limit is not justified by the evidence submitted with the Plan. The Council reviewed the evidence for this and proposed a threshold of 280sqm for individual local scale retail and service units, which is consistent with the definition of local community retail uses in the Use Classes Order³⁸, and at a scale unlikely to undermine the vitality and viability of town centres. Accordingly, relevant changes to Criterion 4 and the supporting text are necessary to ensure that the strategy for local scale retail and service facilities in Policy LP08 is justified as appropriate **[MM22, MM23]**.
112. In the Appendix to this Report, we have removed paragraphs 5.2.6 and 5.2.8 of the supporting text from MM22, as although they were included in the consultation version of the MMs, they are not subject to any changes.

Touring and Permanent Holiday Sites (Policy LP09)

113. Policy LP09 proposes a criteria-based approach for determining proposals for new holiday sites, in support of the overall strategy in Policy LP07 to improve and enhance the visitor economy, whilst protecting the landscape, ecological and heritage assets of the Borough. However, as submitted, the policy is not sound, for the following reasons.
114. Firstly, the definition of holiday sites within the policy and supporting text is not consistent. For clarity and effectiveness, it is necessary to use a single term, 'holiday sites', to refer to the different forms of holiday accommodation, and to define it once in the supporting text **[MM24, MM26]**. Secondly, part 1 of Policy LP09 is negatively worded in respect of holiday sites, which is not consistent with the expectation of national policy that planning policies should support sustainable rural tourism. To ensure the Plan is positively prepared and consistent with national policy in this regard, part 1 of the Policy LP09 should be positively worded **[MM26]**. For effectiveness, Criterion 1c of the policy also requires amendment to make clear that proposals must demonstrate safe access via a transport assessment **[MM26]**.
115. Thirdly, part 2 of Policy LP09 is not consistent with national policy on the approach to minor development proposals within National Landscapes (NLs) (formerly

³⁸ Class F2 of The Town and Country Planning (Use Classes) Order 1987 (as amended)

AONBs) and their settings. Paragraph 176 of the NPPF is clear that development within NLs should be limited in scale and extent and that, within the setting of NLs, it should be sensitively located and designed to avoid or minimise adverse impacts. However, it does not require minor development to have 'no negative impact' as expected in part 2 of the policy. Accordingly, changes are required to part 2 of the policy and the supporting text in paragraph 5.3.4, and to reflect the change in national policy terminology from AONBs to NLs [MM24, MM26].

Development associated with the National Construction College site, Bircham Newton (CITB), British Sugar Factory, Wissington and RAF Marham (Policy LP10)

116. Policy LP10 recognises the roles of the National Construction College at Bircham Newton, the British Sugar Factory at Wissington, and RAF Marham as key local employers and centres of excellence for construction and advanced engineering. As submitted the policy gives positive support to new development at these sites, but is ambiguous as to whether this includes both operational and non-operational development. In relation to non-operational development, it is unclear whether this includes, for example, renewable energy projects to reduce on-site CO₂ emissions. Clarity on these matters would assist the site owners in planning for the future enhancement and growth of their operations, and ensure Policy LP10 is effective in delivering sustainable economic development at these sites. For these reasons **MM27** and **MM28** are necessary to part 2 of the policy and the supporting text.

Conclusion

117. Subject to the MMs set out above, the Plan is positively prepared, justified, effective and consistent with national policy in respect of its policies and proposals for the economy of King's Lynn and West Norfolk.

Issue 3 – Has the Plan been positively prepared and is it justified, effective and consistent with national policy in respect of its policies and proposals for transport in King's Lynn and West Norfolk?

Strategic and Major Road Network (Policy LP11)

118. Policy LP11 refers to the Strategic Road Network (SRN) within the Borough and sets out the requirements for the provision of vehicle access and side roads leading onto the SRN. The wording of this policy is not consistent with paragraph 111 of the NPPF which states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the cumulative impacts on the road network would be severe. As such, a change is necessary to Policy LP11 to ensure that it is consistent with this element on the NPPF [MM29].

119. Reference is also made within Policy LP11 to the requirement for a Transport Assessment [TA] in appropriate cases and to Policy LP13 in the Plan which sets out the transport requirements for development proposals. For clarity and therefore effectiveness, reference to the requirement for a TA or Transport Statement should be included within Policy LP13, which deals with the transport network as a whole, rather than solely the SRN as set out in Policy LP11. A

change is therefore necessary to delete the reference to the requirement for a TA and the cross reference to Policy LP13 in Policy LP11 [MM29]. The corresponding change to Policy LP13 is set out below.

Disused Railway Trackways (Policy LP12)

120. Policy LP12 of the Plan seeks to safeguard existing and former railway tracks and routes from development which would prejudice their potential future use for paths, cycleways, bridleways, new railway facilities etc. Alongside the policy, in the supporting text is a series of plans which identify the routes to be safeguarded. During the Examination, it became apparent that the Disused Railway Trackway – Denver to Wissington was incorrectly shown passing through an existing factory site. As such, a change is required to this plan for effectiveness to accurately reflect the position on the ground [MM30].

Transportation (Policy LP13)

121. Policy LP13 sets out the strategic transport issues and priorities for the Plan, as well as the approach to dealing with transport issues in new development. Following the adoption of the Norfolk County Council Local Transport Plan [LTP] in July 2022, which covers the period 2021 to 2036, references to the LTP in the supporting text to the policy should be updated to reflect this and details around its strategy and policy framework for transport should be included for clarity and effectiveness [MM32].

122. The King's Lynn Transport Strategy [KLTS] was adopted in 2020. Although the Plan makes reference to this document in the supporting text to Policy LP13, it focusses on the studies undertaken to inform the strategy, rather than the strategy itself. As such, in order for the Plan to be justified and effective, changes are required to the supporting text to make it clear that the KLTS was devised to unlock the significant potential of King's Lynn by identifying transport barriers to growth and economic development and set out transport interventions to address these [MM32]. Furthermore, for clarity and effectiveness, the specific transport improvements proposed by the KLTS should be included in Policy LP13, along with a commitment to improve public transport connectivity through enhanced integration between bus and rail services at King's Lynn, Downham Market and Watlington to be consistent with local and national policy which seek to promote sustainable transport [MM34].

123. In addition, given that the KLTS is currently being updated, reference to the proposed timescale for this work, along with its scope, vision and objectives, should be included in the supporting text for clarity and effectiveness. This is necessary in order to set out the relevant strategic transport interventions and sustainable transport measures to address the capacity issues identified in the transport modelling [MM32].

124. Furthermore, as set out above in respect of Policy LP11, changes to the supporting text and Policy LP13 are necessary to include details around the requirement for a TA or Transport Statement in respect of development proposals which give rise to transport implications either in isolation or cumulatively with other development

proposals. These changes are necessary to ensure that the Plan is effective [MM31, MM34].

125. Following the deletion of the Growth KRSCs, as set out above, reference to these should be removed from the supporting text to Policy LP13 for clarity and effectiveness. In addition, as the Market Town Network Improvement Strategies have now been conducted, reference to these within the supporting text should be updated for clarity and effectiveness [MM33].

Parking Provision in New Development (Policy LP14)

126. The requirements for parking provision in new development are set out in Policy LP14. For residential development, the policy enables the consideration of reduced car parking requirements in town centres and other urban locations where it can be shown that the location and availability of sustainable transport links is likely to lead to a reduction in car ownership. Nevertheless, there may be areas of the Borough, outside of those defined in the policy, where car ownership levels are low and where a range of sustainable transport links exists. In order for the policy to be effective, therefore, changes are required to remove the reference to town centres and other urban locations and to add in the consideration of local car ownership levels [MM36].
127. Furthermore, to avoid duplicating the requirements of other legislation, the support for, and encouragement of, the provision of electric vehicle charging points in residential development is not justified or necessary and should be deleted [MM36]. In respect of the provision for other developments, Policy LP14 should make it clear that the standards referred to are 'parking' standards. A change is therefore necessary for effectiveness [MM36].
128. The supporting text to Policy LP14 lists the relevant local and national policies and guidance. To ensure that this list is up to date and therefore effective, it should be amended to replace the reference to the 'Parking Standards for Norfolk 2007 (currently under review)' with 'Parking Guidelines for new developments in Norfolk' [MM35].

Conclusion

129. Subject to the MMs set out above, the Plan is positively prepared, justified, effective and consistent with national policy in respect of its policies and proposals for transport in King's Lynn and West Norfolk.

Issue 4 – Are the proposed settlement and site allocations policies justified, and are they positively prepared in meeting the Borough's development needs, effective in terms of deliverability over the Plan period and consistent with national policy in enabling sustainable development?

Site Allocations

130. The Plan includes details of individual sites and allocations for development within King's Lynn and other settlements within the Borough for a number of

different uses. Although the Policies Map includes the definitive geographical illustration of the site allocation boundaries, for clarity and effectiveness plans detailing the allocated sites should be included within the Plan alongside the relevant policy. These changes are set out in the sections relating to each tier of settlements in the sections below. However, for effectiveness, the introduction to Section 8 should also refer to this and make it clear that it is the Policies Map which provides the definitive geographical illustration of site boundaries. A change is therefore required to reflect this **[MM76]**.

King's Lynn & Surrounding Area

131. Section 9 of the submitted Plan includes a description of King's Lynn and the Surrounding Area, which includes the settlements of West Lynn, West Winch, South Wootton and North Wootton, within the District, along with policies setting out the requirements in respect of any allocated sites within them, and an Ordnance Survey based plan detailing the development boundary. The Council proposes to include the development boundaries for each settlement on the Policies Map, as the Regulations require that the Policies Map should illustrate geographically the application of policies in the adopted Plan. As such, there is no need for the development boundaries to be shown on Ordnance Survey based plans within the supporting text. Furthermore, there is some repetition within these plans, with King's Lynn Allocations (Policies E1.5/E1.8/E1.10/ E1.11) Map Insets being included on pages 207 and 213. For clarity and effectiveness, these plans should be deleted **[MM90, MM99]**.
132. In King's Lynn and the Surrounding Area where housing and employment allocations are proposed, for clarity and effectiveness an Ordnance Survey based plan detailing the extent of the site within the supporting text for each policy, as set out in paragraph 130 above, is necessary as follows: Policy E1.5 - Boal Quay, King's Lynn; Policy E1.6 – King's Lynn – South of Parkway; Policy E1.7 – King's Lynn – Land at Lynnsport; Policy E1.9 – King's Lynn – Land west of Columbia Way; and, Policy E1.10 – King's Lynn – North of Wisbech Road; **[MM90, MM93, MM96, MM101, MM104]**.
133. In addition, for clarity and effectiveness, a number of Ordnance Survey based plans within the submitted Plan should be amended to provide up to date site boundaries for the allocations as follows: King's Lynn Allocations (Policies E1.5/E1.8/E1.10/ E1.11) Zoomed Plan (page 202); Employment Expansion Areas (E1.12-SAD/E1.2-HAR/E1.12-EST) Plan; West Lynn Zoomed Plan (page 224); Inset E2 West Winch Plan; and, South Wootton Plan (page 250) **[MM86, MM108, MM111, MM118, MM126]**.

King's Lynn

134. The introductory supporting text for King's Lynn, includes a section on Regeneration Areas. This references the Nar Ouse Regeneration Area (NORA) and the Riverfront Regeneration Area. Reference to the former confirms that the regeneration plans are already underway and that an Enterprise Zone designation has been made. The area of South Lynn designated an Enterprise Zone is now mostly complete and the supporting text should be updated to reflect this for effectiveness. References to the

Riverfront Regeneration Area should also be updated to the Great Ouse riverfront Regeneration Area for clarity and effectiveness. Finally, reference to the Heritage Action Zone should be deleted for clarity and effectiveness, as this no longer exists. These changes are all made by **MM77**.

King's Lynn (Policy LP38)

135. Policy LP38 explains in greater detail how the overall spatial strategy should be applied to King's Lynn. However, this is not clear from the supporting text to this policy, as it does not set out the background and justification for this policy. In order to be effective, a change is required to the supporting text to set out the justification for Policy LP38 **[MM78]**.
136. The policy sets out the number of new dwellings to be provided within and around King's Lynn. However, these figures require updating to reflect the latest position. As such, changes are necessary to Criteria 1 and 2 of the policy to make this clear and effective **[MM79]**. Furthermore, in order to be effective, Criterion 3 should be clear where provision will be made for at least 3,000 new jobs **[MM79]**. Rather than referring to proposals set out in other documents, which do not form part of the Plan, Criterion 6 should say that the focus for regeneration will be the waterfront and regeneration projects, including Nelson Quay, for effectiveness **[MM79]**. Finally, Criterion 12 should make it clear for a developer or decision maker that the amount of open space and recreational facilities will be assessed in accordance with the requirements of Policy LP22 for effectiveness **[MM79]**.

King's Lynn Town Centre (Policy E1.1)

137. Policy E1.1 sets out the town centre policy for King's Lynn, including setting out criteria against which development proposals within the town centre area will be assessed. However, the wording of the policy is not sufficiently clear and precise, nor is it entirely consistent with national policy in respect of heritage and flood risk. As such, it would be difficult for a developer or decision maker to determine what would be required for a development to be permitted. In particular, Criterion f should refer to the need to carefully locate and design larger, modern format retail units to avoid harm to heritage assets; and a new criterion should be added, which requires an FRA to be submitted with applications for commercial development within Flood Zones 2 and 3a, which must consider guidance on any mitigation that would be required to make the development acceptable. These changes are therefore necessary to Policy E1.1 for effectiveness and to ensure that it is consistent with national policy **[MM80]**.

King's Lynn Port (Policy E1.2)

138. The role and capacity of the Port of King's Lynn is protected and strengthened through Policy E1.2, however, there is no supporting text to provide clarification or justification for this policy. A change is therefore necessary to add some supporting text to provide a background and justification for Policy E1.2 for effectiveness **[MM81]**.

Gaywood Clock (Policy E1.3)

139. Policy E1.3 sets out the criteria against which development proposals in the Gaywood Clock area should be considered. However, it is not consistent with national policy as it does not include a criterion which would require development proposals in this area to conserve and enhance the significance of heritage assets. A change is required therefore to add a further criterion to that effect within Policy E1.3 to ensure that it is consistent with national policy **[MM83]**.
140. The supporting text to the policy refers to the KLTS, which identifies improvements to promote access to Gaywood Clock by active travel modes and by public transport. In order to be effective, the supporting text should also refer to future traffic generated by development in and around Gaywood Clock needing to be effectively managed in accordance with the relevant transportation criteria in Policy LP13 **[MM82]**.
141. A further change to the supporting text is required, in respect of a new heading and the reordering of the supporting text, to make it clear what the justification for the Council's policy approach to this area is. This change is necessary for effectiveness **[MM82]**.

King's Lynn Riverfront Regeneration Area (Policy E1.KLR)

142. Policy E1.KLR sets out the criteria against which development proposals within the King's Lynn Riverfront Regeneration Area should be considered. However, the wording of the policy is not sufficiently clear and precise, nor is it entirely consistent with national policy in respect of affordable housing. As such, it would be difficult for a developer or decision maker to determine what would be required for a development to be permitted. In particular, in relation to flood risk considerations, the policy should refer to the need to maintain flood defences to at least the current standard of protection provided for this area, taking account of climate change; and, in respect of affordable housing, the policy should refer to the provision being in line with Policy LP28, rather than current standards, which have not been examined as part of the Plan. These changes are required for effectiveness and to ensure that the policy is consistent with national policy **[MM87]**. Corresponding additions to the supporting text are also required to provide clarity in respect of the requirements and constraints for redevelopment projects in the Riverfront Regeneration Area, particularly in respect of key heritage assets and flood defences. This change is necessary for effectiveness **[MM85]**.
143. The supporting text to Policy E1.KLR includes various references to the SADMP, which are not necessary given that this Plan will supersede the SADMP on adoption. For effectiveness, therefore, these references to the SADMP should be deleted **[MM84]**.

Boal Quay, King's Lynn (Policy E1.5)

144. Policy E1.5 allocates land amounting to 4.1ha for a high calibre mixed use, which could include residential development, most likely apartments, of no more than 50 homes. However, to ensure that the policy is positively prepared, it should be amended to refer to the development of 'at least' 50 homes. For effectiveness, the

policy should also make it clear that the allocated site could also accommodate at least 1.8ha of employment land, as referred to in paragraph 100 above **[MM89]**.

145. Furthermore, Policy E1.15 sets out the criteria against which development proposals for this site should be considered. However, the wording of the policy is not sufficiently clear and precise, nor is it entirely consistent with national policy. As such, it would be difficult for a developer or decision maker to determine what would be required for a development to be permitted. In particular, in relation to flood risk considerations, the policy should refer to the need to demonstrate how the current standard of protection will be maintained, taking account of climate change; with regard to development likely to lead to additional recreational pressure on Roydon Common SAC, the policy should require a project level HRA to be undertaken; and, in respect of affordable housing, the policy should refer to the provision being in line with Policy LP28, rather than current standards, which have not been examined as part of the Plan. These changes are required for effectiveness and to ensure that the policy is consistent with national policy **[MM89]**. Corresponding additions to the supporting text are also required to provide clarity in respect of the requirements for development to maintain current standards of protection in respect of flood defences. This change is necessary for effectiveness **[MM88]**.

146. A further change to the supporting text is required, in respect of a new heading and additional wording to justify the use of brownfield land for regeneration, which is consistent with national policy. This change is necessary for effectiveness **[MM88]**.

South of Parkway, King's Lynn (Policy E1.6)

147. Policy E1.6 allocates 8.8ha of land for residential development of some 260 dwellings. For the policy to be positively prepared, having regard to the updated position in respect of the anticipated capacity of the site, it should be amended to refer to the development of 'at least' 226 dwellings **[MM92]**.

148. Furthermore, Policy E1.6 sets out the criteria against which development proposals for this site should be considered. However, the wording of the policy is not sufficiently clear and precise, nor is it entirely consistent with national policy. As such, it would be difficult for a developer or decision maker to determine what would be required for a development to be permitted. In particular, in relation to the submission of an FRA, Criterion 2 should make it clear that this should be in accordance with Policy LP25; and that in respect of the provision of affordable housing, Criterion 11 should refer to the provision being in line with Policy LP28, rather than current standards, which have not been examined as part of the Plan. In addition, a new criterion should be included in the policy to make it clear that a project level HRA should be undertaken to ensure that appropriate mitigation is provided to avoid recreational pressure on Roydon Common SAC. These changes are required for effectiveness and to ensure that the policy is consistent with national policy **[MM92]**.

149. A further change to the supporting text is required, in respect of a new heading and amended wording to provide an up to date position and justification in respect of

the site's capacity and its inclusion in the Government's Accelerated Construction Programme. This change is necessary for effectiveness [MM91].

Land at Lynnsport, King's Lynn (Policy E1.7)

150. Policy E1.7 allocates 13.7ha of land for residential development of at least 297 dwellings. This allocated site is made up of 3 sites, 2 of which have come forward for development and have now been completed. As such, for clarity and effectiveness, changes are necessary to the policy and supporting text to reflect this updated position, with land amounting to 4ha now remaining for at least 96 dwellings [MM94, MM95].
151. Furthermore, Policy E1.7 sets out the criteria against which development proposals for this site should be considered. However, the wording of the policy is not sufficiently clear and precise, nor is it entirely consistent with national policy. As such, it would be difficult for a developer or decision maker to determine what would be required for a development to be permitted. In particular, in relation to the submission of an FRA, Criterion 1 should make it clear that this should be in accordance with Policy LP25; and that in respect of the provision of affordable housing, Criterion 7 should refer to the provision being in line with Policy LP28, rather than current standards, which have not been examined as part of the Plan. These changes are required for effectiveness and to ensure that the policy is consistent with national policy [MM95].

South Quay, King's Lynn (Policy E1.8)

152. Policy E1.8 allocates 0.5ha of land for residential development of no more than 50 dwellings. To ensure that the policy is positively prepared, it should be amended to refer to the development of 'at least' 50 dwellings [MM98].
153. Furthermore, Policy E1.8 sets out the criteria against which development proposals for this site should be considered. However, the wording of the policy is not sufficiently clear and precise, nor is it entirely consistent with national policy. As such, it would be difficult for a developer or decision maker to determine what would be required for a development to be permitted. In particular, in relation to the submission of an FRA, Criterion 7 should make it clear that this should be in accordance with Policy LP25; and that in respect of the provision of affordable housing, Criterion 10 should refer to the provision being in line with Policy LP28, rather than current standards, which have not been examined as part of the Plan. These changes are required for effectiveness and to ensure that the policy is consistent with national policy [MM98].
154. A change to the supporting text is required, in respect of a new heading and additional wording to justify the allocation of this site. This change is necessary for effectiveness [MM97].

Land West of Columbia Way, King's Lynn (Policy E1.9)

155. Policy E1.9 allocates 3.3ha of land for residential development of at least 100 dwellings. To ensure that the policy is positively prepared and to reflect the recent

planning permission for the site, which includes a lesser capacity, it should be amended to refer to the development of at least 78 dwellings **[MM100]**.

156. Furthermore, Policy E1.8 sets out the criteria against which development proposals for this site should be considered. However, the wording of the policy is not sufficiently clear and precise, nor is it entirely consistent with national policy. As such, it would be difficult for a developer or decision maker to determine what would be required for a development to be permitted. In particular, in relation to the submission of an FRA, Criterion 2 should make it clear that this should be in accordance with Policy LP25; and that in respect of the provision of affordable housing, Criterion 11 should refer to the provision being in line with Policy LP28, rather than current standards, which have not been examined as part of the Plan. In addition, a new criterion is necessary to require a project level HRA to be undertaken to ensure appropriate mitigation is provided to avoid recreational pressure on Roydon Common SAC. These changes are required for effectiveness and to ensure that the policy is consistent with national policy **[MM100]**.

North of Wisbech Road, King's Lynn (Policy E1.10)

157. Policy E1.10 allocates 3.8ha of land for residential development of up to 50 dwellings. The allocated site includes an area of derelict scrubland to the north of Blubber Creek on the eastern side of the Harding's Way Bus Route and land between the northern boundary of the Harding's Pits Doorstep Green, neither of which would be suitable for residential development, given that they act as flood storage infrastructure, associated with development upstream adjacent to the River Nar, particularly NORA. As such, for effectiveness, it is necessary to reduce the extent of the allocated site in order to exclude these elements and amend the policy and supporting text to reflect this **[MM102, MM103]**.
158. Furthermore, Policy E1.10 sets out the criteria against which development proposals for this site should be considered. However, the wording of the policy is not sufficiently clear and precise, nor is it entirely consistent with national policy. As such, it would be difficult for a developer or decision maker to determine what would be required for a development to be permitted. In particular, in relation to flood risk considerations, Criterion 1 should refer to the need to demonstrate how the current standard of protection will be maintained, taking account of climate change, and require the site specific FRA to be in accordance with Policy LP25; with regard to development likely to lead to additional recreational pressure on Roydon Common SAC, a new criterion should require a project level HRA to be undertaken; and, in respect of affordable housing, the policy should refer to the provision being in line with Policy LP28, rather than current standards, which have not been examined as part of the Plan. These changes are required for effectiveness and to ensure that the policy is consistent with national policy **[MM103]**.
159. A further change to the supporting text is required, in respect of a new heading and additional wording to justify the allocation of this site. This change is necessary for effectiveness **[MM102]**.

Southgates, King's Lynn (Policy E1.11)

160. Policy E1.11 allocates 0.2ha of land for residential development of up to 20 dwellings. It forms part of the Southgates masterplan/regeneration area. However, there is no specific evidence to demonstrate that the residential element of the scheme is deliverable within the Plan period. As such, the allocation is not justified and the policy and its supporting text should be deleted for effectiveness [MM105].

Employment Land, King's Lynn (Policy E1.12)

161. Employment land totalling 53ha is allocated on 3 sites within King's Lynn by Policy E1.12 at Hardwick Industrial Estate (27ha); Saddlebow (23ha); and Estuary Road (3ha). Following a recent planning permission for retail uses (2ha) and small business uses (1ha) at St Andrew's Road, on the Hardwick Industrial Estate, it is necessary to update the policy and supporting text to reflect the reduced extent of the allocation for effectiveness [MM106, MM107].

162. A further change to the supporting text is required, in respect of a new heading and additional wording to justify the allocation of this site and to remove references to its allocation in the SADMP. These changes are necessary for effectiveness [MM106].

Green Infrastructure, King's Lynn (Policy E1.13)

163. Policy E1.13 seeks to protect, enhance and extend the Strategic Green Infrastructure in and around King's Lynn. This should occur in the first instance, but the policy does not say what should happen where it is acceptable for Strategic Green Infrastructure to be replaced. In order to be effective, the policy should set out where such replacement should occur [MM110].

164. Changes to the supporting text to Policy E1.13 are also required to provide clarity in respect of the reasons to protect existing and provide new Green Infrastructure, along with reference to the inclusion of environmental asset designations on the Policies Map. These changes are necessary for effectiveness [MM109].

West Lynn

165. West Lynn is situated on the west bank of the River Great Ouse, which separates it from King's Lynn. The settlement forms part of the Surrounding Area to King's Lynn and Section 9.2 of the Plan sets out the policies and proposals for West Lynn.

West of St Peter's Road, West Lynn (Policy E1.14)

166. Policy E1.14 allocates land amounting to 2ha for residential development of at least 49 dwellings to the west of St Peter's Road. It sets out the criteria against which development proposals for this site should be considered. However, the wording of the policy is not sufficiently clear and precise, nor is it entirely consistent with national policy. As such, it would be difficult for a developer or decision maker to determine what would be required for a development to be permitted. In particular, in relation to the submission of a site specific FRA, Criterion 9 should make it clear that this should be in accordance with Policy LP25; and that in respect of the provision of affordable housing, Criterion 7 should refer to the provision being in line with Policy LP28, rather than current standards, which have not been

examined as part of the Plan. These changes are required for effectiveness and to ensure that the policy is consistent with national policy **[MM113]**.

167. A change to the supporting text is also required, in respect of a new heading and additional wording to provide clarity in respect of the accessibility of the site to the passenger ferry service which connects West Lynn to King's Lynn, and to provide an updated position in respect of the status of planning applications on the site. These changes are necessary for effectiveness **[MM112]**

Land at Bankside, West Lynn (Policy E1.15)

168. Policy E1.15 allocates land amounting to 2.6ha for residential development of at least 120 dwellings. This land at Bankside, West Lynn is the site of a former Del Monte factory. It is a derelict brownfield site in a waterfront location. However, there are significant constraints to the development of this site, most notably the potential for contamination from the site's previous uses. We are not satisfied that there is sufficient evidence to justify the allocation of this site, given the significant constraints. As such, the Policy and its supporting text should be deleted for effectiveness **[MM114]**.

West Winch

West Winch Growth Area (WWGA) (Policy E2.1)

169. We have concluded above that the allocation of the WWGA for up to 4,000 dwellings is, in principle, justified as part of the Plan's spatial strategy, based on the further evidence provided by the Council. Policy E2.1 comprises the strategic site allocation policy, setting the criteria that would be used to guide future planning applications, including the infrastructure required to support the development and the measures necessary to mitigate its impacts. However, as submitted, Policy E2.1 would not be justified, effective or consistent with national policy in ensuring the delivery of sustainable development at WWGA, in respect of the development quantum, transport and other infrastructure requirements, and the mitigation of heritage, ecological, landscape, flood risk, air quality and noise impacts. Therefore, changes are necessary to the policy for soundness and are explained in detail below. They are set out in **MM115, MM116, MM117, MM118, MM119, MM120, MM121 and MM122**.
170. Criterion 1 of Part A to the policy sets the overall quantum of development to be delivered, including up to 2,500 dwellings within the Plan period and 3,500-4,000 in the fullness of time. However, the further work undertaken by the Council has established the capacity of the site as up to 4,000 dwellings, with 2,030 to be completed by the end of the Plan period. Furthermore, transport modelling to test the ability of the road network to accommodate the development has been based on 4,000 dwellings at WWGA. The dwelling numbers in the supporting text and in Criterion 1 of Part A require updating accordingly, and Criterion 2 must be deleted as the potential for further development beyond this has not been demonstrated.
171. Criterion 4 of Part A requires a new road linking the A10 and A47 to facilitate the proposed development. However, the transport modelling prepared alongside the

Plan and the WWGA³⁹, shows that the WWHAR is required in full to accommodate any more than 1,100 dwellings on the WWGA site, and that there is only headroom on the A10 at West Winch and Hardwick to accommodate up to 300 dwellings at WWGA without further strategic transport interventions. These thresholds for the implementation of additional transport infrastructure should be included in Policy E2.1, to ensure they are reflected in planning permissions and so the surrounding strategic network remains at capacity as development at the WWGA progresses.

172. More generally, the technical work undertaken on the WWGA shows that other transport improvements, particularly for more sustainable modes of travel, such as buses and bicycles, are necessary to manage the effects of up to 4,000 homes on the wider travel network in the Borough. Some of these are set out in Policy E2.1 as submitted, others are absent, including the proposed cycle route alongside the WWHAR, cycle routes throughout the development, traffic calming on the A10, improvements to bus provision, free school transport and other active travel measures. The policy should be amended to ensure the development delivers the full range of sustainable transport measures required.
173. The list of infrastructure required to support the WWGA is set out in IDP and the WWGA Topic Paper⁴⁰. We are satisfied based on the evidence provided⁴¹ that there would not be a requirement for a new secondary school at the site, and that capacity would be available within existing schools in King's Lynn. Criterion 10-14 of Part A of Policy E2.1, as submitted, do not include everything in the IDP list, specifying just one new primary school, no trigger points for the provision of new schools, and no details of the quantum of open space and play space required. Paragraph 34 of the NPPF expects plans to set out the contributions to infrastructure expected from development. Accordingly, to ensure Policy E2.1 is effective and consistent with national policy in this regard, the full list of infrastructure requirements and their trigger points must be set out in the policy.
174. In terms of heritage impacts, a Heritage Impact Assessment (HIA) of the WWGA⁴² confirms that the development would cause harm to the rural setting of the Church of St Mary, a Grade 2* Listed Building, and associated listed buildings in West Winch, and that this setting contributes to their heritage significance. However, Policy E2.1 does not include measures to avoid or minimise this harm, notwithstanding the expectation in the NPPF that great weight should be given to the conservation of designated heritage assets. Accordingly, to ensure the Plan is consistent with national policy, changes are necessary to Part B of the policy and the supporting text, to require detailed HIAs to be undertaken to inform future applications on the site, and a series of heritage mitigation and enhancement measures. These include a Heritage Buffer Zone, identified on a plan in the supporting text, to ensure the land adjacent to the church remains open, maintenance of the key views of the church, and measures to preserve the settings of the other designated heritage assets. These measures have been agreed with and are supported by Historic England.

³⁹ Summarised in paragraphs 21-46 of West Winch Growth Area Topic Paper [Examination document F51]

⁴⁰ Table on p23-24 of F51

⁴¹ West Winch Growth Area - Community Infrastructure [Examination document F73]

⁴² West Winch Heritage Impact Assessment, Place Services, November 2022 [F27a]

175. With regard to effects on ecology and biodiversity, the Ecology & Biodiversity Assessment⁴³, undertaken as part of the Council's further work, identifies the potential for adverse impacts on habitats within the site supporting scarce flora and protected fauna, including the Brook Watering Meadow County Wildlife Site (CWS). It recommends a series of mitigation measures, including the protection of the CWS from development, and a 10% biodiversity net gain where the loss of habitat cannot be avoided. These measures are not currently reflected in Policy E2.1. To ensure the Plan is consistent with national policy in promoting the conservation of habitats and species and securing biodiversity net gains, the policy should be amended to strengthen the wording of the criteria on the extent of future ecological assessments of the site, and to include the recommended mitigation measures.
176. Given the size of the development, Part B of Policy E2.1 recognises the need to mitigate potential adverse effects of the additional recreational pressure generated by the development of up to 4,000 homes on National Network sites within and close to the Borough. However, the policy does not require a project level HRA to assess these effects. This was an omission from the MMs that were published for consultation. Therefore, we have amended **MM117** to include, in Part B of Policy E2.1, the requirement for a project level HRA to be submitted with future applications on the site. This is required by Policy LP27 of the Plan, but it should be clear to decision makers that it applies to the WWGA as well.
177. With respect to landscape effects, the Landscape and Visual Appraisal (LVA) evidence⁴⁴ identifies that the overall effects of the proposed development on the landscape quality and value of the site would be slight to moderate adverse, reducing to slight adverse after 10-15 years as planting and open space becomes established. Consequently, the LVA recommends the early establishment of open space and new areas of planting to help screen the development. As this is not currently a requirement of Policy E2.1, it is included as an additional criterion in **MM116**.
178. In terms of flood risk, the WWGA site lies almost entirely within Flood Zone 1, and the Preliminary FRA and Drainage evidence⁴⁵ shows it to be at low risk of surface water flooding. Nevertheless, the recommendations of the FRA need to be incorporated into Policy E2.1, including the retention and maintenance of existing water courses and drainage features on the site and the design of sustainable drainage systems (SuDS), to ensure proposals do not result in a reduction in surface water holding capacity on the site or an increase in flooding elsewhere, in line with expectations of national policy. These are reflected in **MM116** and **MM117**.
179. Policy E2.1 includes requirements for high standards of design. However, additional criteria are necessary to ensure new homes and buildings meet higher water efficiency standards, are adaptable to climate change, include acoustic design measures to mitigate the potential impacts from the surrounding strategic road network, and are consistent with the Council's AQMS in minimising or

⁴³ West Winch Growth Area Ecology and Biodiversity Assessment, March 2023 [F51f]

⁴⁴ WWGA Landscape and Visual Appraisal, April 2023 [F51e]

⁴⁵ WWGA Preliminary Flood Risk Assessment and Surface Water Drainage Strategy, April 2023 [F51g]

mitigating any air quality impacts. Again, these are reflected in **MM116** and **MM117**, and are necessary for soundness.

180. On this basis, subject to the above MMs, we conclude that the allocation of the WWGA is justified as appropriate, and that Policy E2.1 would be effective and consistent with national policy in enabling the delivery of sustainable development on this site.

Development within existing built up areas of West Winch (Policy E2.2)

181. Policy E2.2 sets out the criteria against which to assess development proposals within the existing built up areas of West Winch. Criterion 1a says that no development resulting in significant new traffic or accesses on to the A10 (excepting that provided under growth area Policy E2.1) will be permitted in advance of the new West Winch link road opening. This gives priority to residential development at the WWGA and is not justified by the evidence. The policy should therefore be amended to delete the reference to '(excepting that provided under growth area Policy E2.1)' for effectiveness and to ensure that the policy is justified **[MM123]**.

South Wootton

182. South Wootton lies to the north of King's Lynn, forming part of the Surrounding Area to its larger neighbour. Section 9.4 of the Plan sets out the strategic context and policy and proposals for the settlement. It is designated as one of the strategic urban expansion areas around King's Lynn. The supporting text refers to the role of South Wootton as set out in the SADMP. However, given that this Plan will supersede the SADMP, these references should be deleted from the supporting text for effectiveness **[MM124]**.

Hall Lane, South Wootton (Policy E3.1)

183. Policy E3.1 allocates land off Hall Lane for a high quality, well landscaped development of at least 300 dwellings and associated facilities. To reflect planning permissions granted on this allocated site, its capacity should be increased to at least 575 dwellings. Although, for effectiveness, the supporting text is updated to reflect this increased figure by **MM124** and **MM125**, Policy E3.1 was not updated to include this increased capacity by **MM127**. We therefore propose to amend **MM127** following the consultation exercise to refer to the increased capacity of at least 575 dwellings in Policy E3.1 to be consistent with the supporting text and for effectiveness **[MM127]**.
184. Policy E3.1 sets out the criteria against which development proposals for this site should be considered. However, the wording of the policy is not sufficiently clear and precise, nor is it entirely consistent with national policy. As such, it would be difficult for a developer or decision maker to determine what would be required for a development to be permitted. In particular, in relation to affordable housing, Criterion 1b should refer to the provision being in line with Policy LP28, rather than being commensurate with the local planning authority's standards at the time, which have not been examined as part of the Plan. This change is required for effectiveness and to ensure that the policy is consistent with national policy **[MM127]**.

North Wootton

185. Section 9.5 of the Plan simply includes a description of, and strategic background to, North Wootton along with confirmation of the formal designation of the NP and a plan showing the development boundary of the settlement. There are no specific policies proposed in the Plan in respect of North Wootton. As such, the inclusion of the description of this settlement within the Plan is not justified, effective or consistent with national policy as it does not provide supporting text in respect of any policy requirements for this settlement. It should therefore be deleted. Changes are therefore necessary to delete the section of the Plan describing North Wootton **[MM128, MM129]**.

Main Towns

186. Section 10 of the submitted Plan includes a description of each Main Town within the District, along with a policy or policies setting out the requirements in respect of any allocated sites within them, and an Ordnance Survey based plan detailing the development boundary. The Council proposes to include the development boundaries for each settlement on the Policies Map, as the Regulations require that the Policies Map should illustrate geographically the application of policies in the adopted Plan. As such, there is no need for the development boundaries of the Main Towns to be shown on Ordnance Survey based plans within the supporting text and these should be deleted in order for the Plan to be effective **[MM142, MM148, MM149, MM151, MM156]**.

187. In Main Towns where housing and employment allocations are proposed, for clarity and effectiveness an Ordnance Survey based plan detailing the extent of the site within the supporting text for each policy, as set out in paragraph 130 above, is necessary as follows: Policy F1.2 – Land off St John's Way, Downham Market; Policy F1.3 – Downham Market North-East: Land east of Lynn Road in vicinity of Bridle Lane; Policy F1.4 – Downham Market South-East: Land north of southern bypass in vicinity of Nightingale Lane; Policy F2.5 – Hunstanton – Land South of Hunstanton Commercial Park; and, Policy F3.1 – Wisbech Fringe – Land east of Wisbech (west of Burrettgate Road) **[MM135, MM137, MM138, MM153, MM156]**.

Downham Market (Policy LP39)

188. Section 10.1 of the Plan sets out the policies and proposals for Downham Market. The supporting text refers to the provision made within the SADMP for the settlement in relation to residential and employment uses. Given that this Plan will supersede the SADMP, references to the provision to be made for these uses should be to this Plan and so it is necessary to delete references to the SADMP for effectiveness and to make it clear what this Plan proposes to deliver in Downham Market over the Plan period **[MM130]**.

189. Policy LP39 refers to the provision of at least 390 new homes within Downham Market. However, following the submission of the Plan, further work has been undertaken by the Council in respect of the deliverability and developability of housing sites allocated for development and in respect of updating the housing land supply position, including in respect of completions since the start of the Plan

period. The two sites allocated for housing within Downham Market now benefit from an increased capacity, as set out in more detail below. As a result, it is clear that Downham Market will provide for at least 600 dwellings over the Plan period. In order to be effective, therefore, the Plan should be amended to reflect this in both Policy LP39 and its supporting text **[MM130, MM131]**.

190. Policy LP39 also refers to the provision of at least 15ha of land for employment use. However, as is set out in more detail below, part of the allocated site on land off St John's Way has been developed for employment uses, with 11ha now remaining. In addition, a further site at Bexwell Business Park now benefits from planning permission, with 20ha remaining undeveloped, as set out in more detail below, and which will be subject to a New Policy within the Plan. As such, changes are necessary to Policy LP39 and its supporting text to update the amount of land available for employment uses within Downham Market to at least 31ha **[MM130, MM131]**.

Downham Market: Town Centre Area and Retailing (Policy F1.1)

191. The Plan includes an Ordnance Survey based plan which details the Downham Market Town Centre Boundary. As the Town Centre Boundary is to be included on the Policies Map, its inclusion within the Plan itself is not justified or necessary for effectiveness. As such, it should be deleted **[MM132]**.

Downham Market: Land off St John's Way (Policy F1.2)

192. Policy F1.2 allocates land for employment uses on land off St John's Way, Downham Market. The supporting text to this policy refers to the allocation of this site in the SADMP and the Core Strategy. Given that this Plan will supersede policies in both of these documents, these references should be removed for effectiveness **[MM133, MM134]**. The allocated site extended to 16.5ha when first put forward for employment uses, however, given that 11ha remains undeveloped, a change to the supporting text is necessary to reflect this updated position for effectiveness **[MM133]**.

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

193. Policy F1.3 allocates around 16.2ha of land east of Lynn Road, in the vicinity of Bridle Lane for at least 250 dwellings and associated facilities. As a result of the further work undertaken by the Council on the deliverability and developability of housing sites, the capacity of this allocated site should be increased to reflect the approval of reserved matters for 226 dwellings on part of this site, which are under construction, and the remaining part of the site which has a further capacity of 70 dwellings. This is reflected in the changes outlined above in respect of **MM130** and **MM131**, which both refer to the increased capacity of the two allocated sites in Downham Market and to the proposed housing trajectory referred to in **MM5** above which shows the capacity of this allocated site as 296 dwellings. However, as part of the MMs consultation, a change to Policy F1.3 was not proposed to reflect this. For consistency with other parts of the Plan and therefore for effectiveness, we

propose to update Policy F1.3 to increase the capacity of this allocated site to at least 296 dwellings **[MM136a]**.

194. The supporting text to this policy and Policy F1.4 refers to both housing sites having been allocated in the SADMP. As this Plan will supersede the SADMP, it is necessary to delete these references for effectiveness **[MM136]**.

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

195. Policy F1.4 allocates around 13.9ha of land north of the southern bypass, in the vicinity of Nightingale Lane, for at least 140 dwellings and associated facilities. As a result of the further work undertaken by the Council on the deliverability and developability of housing sites, the capacity of this allocated site should be increased to reflect the approval of reserved matters for 300 dwellings, which are under construction. This is reflected in the changes outlined above in respect of **MM130** and **MM131**, which both refer to the increased capacity of the two allocated sites in Downham Market and to the proposed housing trajectory referred to in **MM5** above which shows the capacity of this allocated site as 300 dwellings. However, as part of the MMs consultation, a change to Policy F1.4 was not proposed to reflect this. For consistency with other parts of the Plan and therefore for effectiveness, we propose to update Policy F1.4 to increase the capacity of this allocated site to at least 300 dwellings **[MM138a]**.

Downham Market: Bexwell Business Park

196. Bexwell Business Park is a longstanding employment land commitment to the east of Downham Market. It has extant permission for around 23ha of employment land, of which 3ha has been delivered to date, with the existing highway access off the A1122 and infrastructure constructed to serve the whole business park. In order to safeguard the remainder of this site for employment uses a New Policy and supporting text are required to allocate this site. We are satisfied that this site is unconstrained and its inclusion as an allocated site within the Plan for employment development is justified and effective **[MM139]**. As with other employment and housing allocations, an Ordnance Survey based plan showing the extent of the site's boundary should be added to the Plan for effectiveness **[MM140]**.

Hunstanton (Policy LP40)

197. The Plan seeks to make provision for at least 333 new homes with new allocations of at least 40 houses over the Plan period, through Policy LP40. However, following the submission of the Plan, further work has been undertaken by the Council in respect of the deliverability and developability of housing sites allocated for development and in respect of updating the housing land supply position, including in respect of completions since the start of the Plan period. As a result, it is clear that Hunstanton will provide for at least 508 dwellings over the Plan period, comprising completions from the start of the Plan period, windfall commitments and allocations in the Plan of at least 122 houses to be delivered over the remainder of the Plan period to 2040. In order to be effective, therefore, the Plan

should be amended to reflect this in both Policy LP40 and its supporting text **[MM141, MM143]**.

198. Furthermore, given the completion of the Southern Seafront Masterplan and that the Hunstanton NP has been made, references to these documents should be removed from Policy LP40 and its supporting text should be amended to reflect the change in status of these documents for effectiveness **[MM141, MM143]**. Finally, the section of Policy LP40 which sets out the focus for Hunstanton should be deleted and included in the supporting text to the policy instead for effectiveness, given that it is purely descriptive **[MM141, MM143]**.

Hunstanton: Town Centre Area and Retailing (Policy F2.1)

199. Policy F2.1 sets out the policy for the town centre area and retailing within Hunstanton. The Plan includes no supporting text for this policy. As such the justification for Policy F2.1 is unclear. In order for the policy to be justified and effective, therefore, a change is required to the Plan to add supporting text setting out an introduction and justification for Policy F2.1 **[MM144]**.

Hunstanton: Land to the east of Cromer Road (Policy F2.2)

200. Policy F2.2 allocates Land to the east of Cromer Road for at least 120 dwellings. However, except for a simple introduction, stating that the site benefits from planning permission and has commenced development, there is no supporting text for this policy. As such the justification for Policy F2.2 is unclear. In order for the policy to be justified and effective, therefore, a change is required to the Plan to add supporting text setting out an additional statement within the introduction in respect of the anticipated delivery of this site and a justification for Policy F2.2 **[MM145, MM147]**.

201. Policy F2.2 sets out the criteria against which proposals for the development of the allocated site should be assessed. However, the wording of the policy is not sufficiently clear and precise. As such, it would be difficult for a developer or decision maker to determine what would be required for a development to be permitted. In particular, the phrase 'in line with current standards' in Criterion 2 with regards the provision of affordable housing should be replaced with reference to development being subject to the requirements set out within Policy LP28 of the Plan for effectiveness **[MM146]**.

Hunstanton: Land north of Hunstanton Road (Policy F2.4)

202. Policy F2.4 of the Plan allocates land north of Hunstanton Road for the development of 163 dwellings and open space. As a result of the further work undertaken by the Council on the deliverability and developability of housing sites, this allocated site has been identified as having been completed. As such, in order to be up to date, positively prepared and effective, this allocated site should be deleted from the Plan **[MM150]**.

Hunstanton: Land south of Hunstanton Commercial Park (Policy F2.5)

203. Policy F2.5 sets out the policy for the development of Land south of Hunstanton Commercial Park for employment use. The Plan includes no supporting text for this policy. As such the justification for Policy F2.5 is unclear. In order for the policy to be justified and effective, therefore, a change is required to the Plan to add supporting text setting out an introduction and justification for Policy F2.5 **[MM152]**.

Wisbech Fringe: Land east of Wisbech (west of Burrettgate Road) (Policy F3.1)

204. Policy F3.1 allocates a site on Land east of Wisbech (west of Burrettgate Road), known as the Wisbech Fringe, for the development of 550 dwellings. The Council has worked in partnership with Fenland District Council to bring forward a cross boundary site, of which this allocation forms a part, in order to allow for the planned expansion of Wisbech, which is the largest settlement in Fenland District. The supporting text refers to the provision of a minimum of 550 houses on the edge of Wisbech up to 2036. However, in order to be consistent with national policy, the Plan period is proposed to be extended to 2040 and this should be reflected in the supporting text for effectiveness **[MM154]**.

205. Policy F3.1 sets out the criteria against which proposals for the development of the allocated site should be assessed. However, the wording of the policy is not sufficiently clear and precise. Therefore, it would be difficult for a developer or decision maker to determine what would be required for a development to be permitted. As such, the requirement for the submission of a site-specific FRA should state that this be in accordance with Policy LP25 for effectiveness **[MM155]**.

Growth Key Rural Service Centres (KRSCs)

206. The Plan as submitted includes two Growth KRSCs - Marham and Watlington. As set out earlier in this Report, however, we consider that this status is not justified by the evidence and that these settlements should be included as KRSCs within the settlement hierarchy. Section 11 of the Plan sets out the policies and proposals for the Growth KRSCs. However, given that the Growth KRSCs are not justified, changes are required to this section of the Plan to reflect this. As such, references to the Growth KRSCs should be deleted and the introduction to this part of the Plan should refer to the 22 KRSCs designated by New Policy – Spatial Strategy and Settlement Hierarchy for effectiveness **[MM157, MM158, MM162]**.

207. This section of the Plan includes a description of each Growth KRSC within the District, along with a policy or policies setting out the requirements in respect of any allocated sites within them, and an Ordnance Survey based plan detailing the development boundary. The Council proposes to include the development boundaries for each settlement on the Policies Map as the Regulations require that the Policies Map should illustrate geographically the application of policies in the adopted Plan. As such, there is no need for the development boundaries of the Growth KRSCs to be shown on Ordnance Survey based plans within the supporting text and these should be deleted in order for the Plan to be effective **[MM159]**. However, as part of the MMs consultation process, the Watlington plan

on page 315 of the Plan was not proposed for deletion. For consistency with changes made elsewhere in the Plan and thereby effectiveness, a further change is required to delete this plan **[MM163a]**.

208. Furthermore, for clarity and effectiveness, an OS based plan detailing the extent of the allocated site within the supporting text for each policy, as set out in paragraph 130 above, is necessary as follows: Policy G56.1 - Land at The Street, Marham **[MM159]**; and, Policy MAR1 – Land off School Lane, Marham **[MM161]**. However, as part of the MMs consultation process, a plan for the site allocated by Policy G112.1 - Land south of Thieves Bridge Road, was not included. For consistency with changes made elsewhere in the Plan and thereby effectiveness, a further change is required to insert a new plan showing the boundaries of this allocated site **[MM165a]**.

Marham

209. Section 11.1 of the Plan refers to the settlement of Marham. However, as set out above in respect of the settlement hierarchy, it is proposed that the KRSC of Marham in the hierarchy be amended to include Upper (RAF) Marham. For effectiveness, therefore, a corresponding change is necessary to this section of the Plan, to refer to Marham/Upper (RAF) Marham as a KRSC **[MM158]**.
210. Changes are also required to the introductory supporting text to update the population figure and to remove references to the SADMP, which will be superseded by this Plan once adopted, for effectiveness **[MM158]**.

Land off School Lane, Marham (Policy MAR1)

211. Policy MAR1 sets out the criteria against which proposals for the development of the allocated site on land off School Lane for at least 35 dwellings should be assessed. However, the wording of the policy is not sufficiently clear and precise. As such, it would be difficult for a developer or decision maker to determine what would be required for a development to be permitted. In particular, it is not clear that the provision of a safe access would include a financial contribution towards improvements to the footpath between the old village and the air base in Criterion 1; or that the phrase 'in line with current standards' with regard to the provision of affordable housing in Criterion 4, should be replaced with reference to development being subject to the requirements set out within Policy LP28. These changes are required for effectiveness and to ensure that the policy is consistent with national policy **[MM160]**. We have made a change to MM160, following the consultation, to delete the reference to paragraph 199 of the NPPF in Criterion 3 for effectiveness.

Watlington

212. Section 11.2 of the Plan refers to the settlement of Watlington. Following the change to the status of Watlington from a Growth KRSC to a KRSC in the settlement hierarchy, changes are required to include a justification for this within the supporting text as well as an amendment to the introductory supporting text to update the population figure, for effectiveness **[MM162]**.

213. The supporting text also requires amendment to update the references to the Watlington NP which was made in December 2023. These changes are necessary for effectiveness **[MM163]**.

Land south of Thieves Bridge Road, Watlington (Policy G112.1)

214. Policy G112.1 allocates land south of Thieves Bridge Road, Watlington, for at least 32 dwellings. However, following the grant of planning permission on this site, the capacity has increased to 40 dwellings and it is anticipated that this site will deliver housing from 2024/25. As such, a change is required to the policy and its supporting text to reflect this change in capacity and to provide the up to date position in respect of the planning status, for effectiveness **[MM164, MM165]**.

215. The supporting text to this policy also refers to the site being allocated in the SADMP. However, this Plan will supersede the SADMP on adoption and as such reference to it should be deleted for effectiveness **[MM164]**.

216. Policy G112.1 sets out the criteria against which development proposals on this site should be considered. However, it is not sufficiently clear and precise. As such, it would be difficult for a developer or decision maker to determine what would be required for a development to be permitted. In addition to adding a title to the policy, the phrase to 'the satisfaction of the Highways Authority', in respect of the provision of safe access in Criterion 2; and 'in line with current standards' with regards to affordable housing in Criterion 3, should be replaced with reference to development being subject to the requirements set out within Policies LP13 and LP28 of the Plan respectively for effectiveness and to ensure that the policy is consistent with national policy **[MM165]**. Minor changes to MM165 have been made following the consultation exercise on the MMs, to more accurately reflect the changes proposed to the Plan, in terms of illustrating the text to be deleted from the policy. Furthermore, we have made a change to Criterion 1 following the consultation exercise to delete the phrase 'that satisfies Norfolk County Council' in order for the Plan to be effective **[MM165]**.

Key Rural Service Centres (KRSCs)

217. As set out above, the submitted Plan identified Marham and Watlington as Growth KRSCs, however, in order to be sound, it is proposed to amend the settlement hierarchy and include these settlements as Key Rural Service Centres. A change is proposed above **[MM157]** to the supporting text in respect of Growth KRSCs which will provide an introductory section to the designation of KRSCs in the New Policy – Spatial Strategy and Settlement Hierarchy and set out those settlements identified as such. For consistency and therefore effectiveness, it is not necessary for the supporting text to the KRSCs (Section 12 of the submitted Plan) to repeat this and it should be deleted. A change is therefore necessary to the supporting text to reflect this **[MM166]**.

218. Section 12 of the submitted Plan includes a description of each KRSC within the Borough, along with a policy or policies setting out the requirements in respect of any allocated sites within them, and an Ordnance Survey based plan detailing the development boundary. The Council proposes to include the development

boundaries for each settlement on the Policies Map as the Regulations require that the Policies Map should illustrate geographically the application of policies in the adopted Plan. As such, there is no need for the development boundaries of the KRSCs to be shown on Ordnance Survey based plans within the supporting text and these should be deleted in order for the Plan to be effective **[MM168, MM171, MM173, MM175, MM178, MM184, MM189, MM192, MM196, MM199, MM204, MM208, MM211, MM214, MM219, MM224, MM230, MM232, MM235, MM238, MM246, MM254, MM258, MM262, MM268, MM273]**.

219. Where no policy or policies exist for a particular settlement, Section 12 of the Plan simply includes a description of the KRSC and reference to any progress made in respect of its NP. There are no specific policies proposed in the Plan in respect of the KRSCs of Burnham Market, Middleton or West Walton. As such, the inclusion of the description of these settlements within the Plan is not justified, effective or consistent with national policy as it does not provide supporting text in respect of any policy requirements for these settlements. It should therefore be deleted. As such, changes are necessary to delete the sections of the Plan describing Burnham Market, Middleton and West Walton **[MM172, MM229, MM272]**.
220. Following the submission of the Plan, further work has been undertaken by the Council in respect of the deliverability and developability of housing sites allocated for development. As part of this exercise, several allocated sites have been identified as having been completed. In some cases, these were the only allocation(s) for the KRSC. In order to be positively prepared and effective, where allocated sites have been completed in the KRSCs, the policies in the Plan in respect of these allocations should be deleted. Furthermore, where no allocations would remain in a KRSC, for consistency and effectiveness, the descriptions of these settlements, which do not provide supporting text in respect of any remaining policy requirements in these settlements, should also be deleted.
221. Changes are therefore necessary to delete the following policies and their supporting text where the development has already been completed: Policy G13.1 – Brancaster – Land to the east of Mill Road **[MM169]**; Policy G13.2 Brancaster Staithe and Burnham Deepdale – Land off The Close **[MM170]**; G22.1 Castle Acre – Land west of Massingham Road **[MM176]**; Policy G25.1 Clenchwarton – Land between Wildfields Road and Hall Road **[MM179]**; Policy G25.3 Clenchwarton – Land south of Main Road **[MM182]**; Policy G29.2 Dersingham – Land at Manor Road **[MM187]**; Policy G30.1 Docking – Land situated off Pound Lane (Manor Pasture) **[MM190]**; Policy G34.1 Emneth – Land on south of The Wroe **[MM197]**; Policy G35.3 Feltwell – Land at 40 Lodge Lane/Skye Gardens **[MM202]**; Policy G41.2 Grimston and Pott Row – Land adjacent to Stave Farm, west of Ashwicken Road **[MM212]**; Policy G47.2 Heacham – Land to the south of St Mary's Close **[MM217]**; Policy G57.1 Marshland St James – Land adjacent to Marshland St James Primary School **[MM220]**; Policy G59.1 Methwold – Land at Crown Street **[MM225]**; Policy G59.2 Methwold – Land at Herbert Drive **[MM226]**; Policy G59.3 Methwold – Land at Hythe Road **[MM227]**; Policy G59.4 Methwold – Land off Globe Street/St George's Court **[MM228]**; Policy G83.1 Snettisham – Land south of Common Road and behind Teal Close **[MM233]**; Policy G85.1 Southery – Land off Lions Close **[MM236]**; Policy G93.1 Terrington St Clement – Land at Church

Bank, Chapel Road **[MM247]**; Policy G93.2 Terrington St Clement – Land adjacent King William Close **[MM248]**; Policy G104.1 Upwell – Land north west of Townley Close **[MM259]**; Policy G104.2 Upwell – Land south/east of Townley Close **[MM260]**; Policy G104.4 Upwell – Land off St Peter's Road **[MM261]**; and, Policy G109.2 Walpole St Peter – Land south of Church Road **[MM271]**.

222. In addition, changes are required to delete the following sections of the Plan describing Brancaster with Brancaster Staithe/Burnham Deepdale, Castle Acre, Docking, Emneth, Methwold with Northwold, Snettisham and Southery **[MM167, MM174, MM188, MM195, MM223, MM231, MM234]**.
223. In KRSCs where housing allocations are proposed, for clarity and effectiveness an OS based plan detailing the extent of the site within the supporting text for each policy, as set out in paragraph 130 above, is necessary as follows: Policy G25.2 Clenchwarton – Land north of Main Road **[MM181]**; Policy G25.2 Dersingham – Land north of Doddshill Road **[MM186]**; Policy G31.1 East Rudham – Land off Fakenham Road **[MM194]**; Policy G35.1 Feltwell – Land to the rear of Chocolate Cottage, 24 Oak Street **[MM201]**; Policy G43.1 Great Massingham - Land south of Walcup's Lane **[MM206]**; Policy G41.1 Gayton - Land north of Back Street **[MM210]**; Policy G47.1 Heacham - Land off Cheney Hill **[MM216]**; Policy G57.2 Marshland St James - Land adjacent 145 Smeeth Road **[MM222]**; Policy G88.1 Stoke Ferry - Land South of Lark Road/ Wretton Road **[MM240]**; Policy G88.2 Stoke Ferry – Land at Bradfield Place **[MM242]**; Policy G88.3 - Stoke Ferry - Land at Indigo Road / Lynn Road **[MM244]**; Policy G93.3 Terrington St. Clement – Land west of Benn's Lane **[MM250]**; Policy TSC1 Terrington St. Clement – Land south of Northgate Way and west of Benn's Lane **[MM252]**; Policy G94.1 Terrington St John with St Johns Highway/ Tilney St Lawrence – Land east of School Road **[MM256]**; Policy G104.5 Outwell - Land at Wisbech Road **[MM264]**; Policy G104.6 Outwell - Land Surrounding Isle Bridge **[MM266]**; and, Policy G109.1 Walpole St. Peter - Land south of Walnut Road **[MM270]**.
224. The policies allocating land within the KRSCs for housing each set out the criteria against which proposals for the development of the sites should be assessed. However, in some cases, the wording of the policy is not sufficiently clear and precise. As such, it would be difficult for a developer or decision maker to determine what would be required for a development to be permitted. Therefore, the phrase 'to the satisfaction of Norfolk County Council Highways Authority', or similar, in respect of the provision of safe access, should be replaced with reference to development being subject to the requirements set out within Policy LP13 of the Plan for effectiveness in Policies G29.1 - Land north of Doddshill Road, Dersingham **[MM185]**; G31.1 - Land off Fakenham Road, East Rudham **[MM193]**; G35.1 - Land to the rear of Chocolate Cottage, 24 Oak Street, Feltwell **[MM200]**; G43.1 - Land south of Walcup's Lane, Great Massingham **[MM205]**; G88.1 - Land South of Lark Road/Wretton Road, Stoke Ferry **[MM239]**; G88.2 - Land at Bradfield Place, Stoke Ferry **[MM241]**; G88.3 -Land at Indigo Road/Lynn Road, Stoke Ferry **[MM243]**; TSC1 - Land south of Northgate Way and west of Benn's Lane, Terrington St Clement **[MM251]**; G104.5 - Land at Wisbech Road, Outwell **[MM263]**; and, G104.6 - Land surrounding Isle Bridge, Outwell **[MM265]**.

225. Furthermore, the phrase 'in line with current standards' with regard to the provision of affordable housing, should, for effectiveness, be replaced with reference to development being subject to the requirements set out within Policy LP28 of the Plan in Policies G25.2 - Land north of Main Road, Clenchwarton **[MM180]**; G29.1 - Land north of Doddshill Road, Dersingham **[MM185]**; G31.1 - Land off Fakenham Road, East Rudham **[MM193]**; G35.1 - Land to the rear of Chocolate Cottage, 24 Oak Street, Feltwell **[MM200]**; G43.1 - Land south of Walcup's Lane, Great Massingham **[MM205]**; G41.1 - Land north of Back Street, Gayton **[MM209]**; G47.1 - Land off Cheney Hill, Heacham **[MM215]**; G57.2 - Land adjacent 145 Smeeth Road, Marshland St James **[MM221]**; G88.1 - Land South of Lark Road/Wretton Road, Stoke Ferry **[MM239]**; G88.2 - Land at Bradfield Place, Stoke Ferry **[MM241]**; G88.3 - Land at Indigo Road/Lynn Road, Stoke Ferry **[MM243]**; G93.3 - Land west of Benn's Lane, Terrington St Clement **[MM249]**; TSC1 - Land south of Northgate Way and west of Benn's Lane, Terrington St Clement **[MM251]**; G94.1 - Land east of School Road, Terrington St John **[MM255]**; G104.5 - Land at Wisbech Road, Outwell **[MM263]**; G104.6 - Land surrounding Isle Bridge, Outwell **[MM265]**; and, G109.1 - Land south of Walnut Road, Walpole St Peter **[MM269]**.
226. In addition, the requirement for the submission of an FRA should state that this be in accordance with Policy LP25 for effectiveness in Policies G57.2 - Land adjacent 145 Smeeth Road, Marshland St James **[MM221]**; and, G109.1 - Land south of Walnut Road, Walpole St Peter **[MM269]**.
227. Finally, the phrase 'to the satisfaction of Anglian Water' in respect of the submission of an Odour Assessment should be replaced with reference to development being subject to the requirements set out within Policy LP21 of the Plan for effectiveness in Policies G104.5 - Land at Wisbech Road, Outwell **[MM263]**; and, G104.6 - Land surrounding Isle Bridge, Outwell **[MM265]**.
228. Minor changes to MM185 and MM205 have been made following the consultation exercise, to more accurately reflect the changes proposed to the Plan, in terms of illustrating the text to be deleted and that to be added to Policies G29.1 and G43.1 respectively. In addition, minor changes to MM193 and MM200 have been made following the consultation exercise, to more accurately reflect the changes proposed to the Plan, in terms of illustrating the text to be deleted from Policies G31.1 and G35.1, respectively. A change has also been made to MM200, following consultation, to include the word 'dwellings' after 'at least 50 residential' in the supporting text for effectiveness.
229. Each site allocation within the KRSCs includes a section titled 'Site Description and Justification'. In order for the heading to better reflect the content of the supporting text, this should be deleted and replaced with headings relating to 'Introduction and Justification' for clarity and effectiveness **[MM180, MM185, MM200, MM205, MM209, MM215, MM221, MM239, MM241, MM243, MM249, MM251, MM255, MM263, MM265]**.

Clenchwarton

230. Within Clenchwarton, the submitted Plan allocates three sites for at least 50 dwellings in total, two of which should be deleted given that the development of

these sites has already been completed, as set out above. The supporting text within the section of the Plan on Clenchwarton refers to these allocations having been made within the SADMP and that they are being carried forward within the submitted Plan. It is not necessary to include reference to the previous allocations in the SADMP, nor to them being carried forward in the submitted Plan. Indeed, for effectiveness, given that two of the allocated sites are proposed for deletion and that the SADMP will be superseded by this Plan on adoption, this should be deleted from the supporting text **[MM177]**. Furthermore, following the publication of the 2021 Census data, for clarity and effectiveness, a change is also required to update the population figure for the settlement **[MM177]**.

Dersingham

231. Within Dersingham, the submitted Plan allocates two sites for at least 30 dwellings in total, one of which should be deleted given that the development of that site has already been completed, as set out above. The supporting text within the section of the Plan on Dersingham refers to these allocations having been made within the SADMP. It is not necessary to include reference to the previous allocations in the SADMP. Indeed, for effectiveness, and given that one of the allocated sites is proposed for deletion and that the SADMP will be superseded by this Plan on adoption, this should be deleted from the supporting text **[MM183]**. Furthermore, following the publication of the 2021 Census data, for clarity and effectiveness, a change is also required to update the population figure for the settlement **[MM183]**.

East Rudham

232. The submitted Plan allocates a site on Land off Fakenham Road in East Rudham (Policy G31.1) for at least 10 dwellings. The supporting text within the section of the Plan on East Rudham refers to this allocation as having been made within the SADMP and that it is being carried forward within this Plan. It is not necessary to include reference to the previous allocation in the SADMP, nor to it being carried forward in the submitted Plan, as the SADMP will be superseded by this Plan on adoption. Indeed, for effectiveness, this should be deleted from the supporting text **[MM191]**. The scheme for the northern route of the A148 East and West Rudham Bypass is not being taken forward by the Highway Authority and the safeguarding route is to be removed from the Policies Map. As such, the reference to it in the supporting text is not justified and it should be deleted **[MM191]**. Furthermore, following the publication of the 2021 Census data, for clarity and effectiveness, a change is also required to update the population figure for the settlement **[MM191]**.

233. Following further work undertaken in respect of the settlement hierarchy as set out above, the evidence supports the change of status of East Rudham from a KRSC to a RV and this should be reflected by the deletion of the reference to its role as a KRSC in the supporting text for effectiveness **[MM191]**.

234. For clarity and effectiveness, the heading within the supporting text should be amended to make it clear that it relates to 'Justification' **[MM193]**. Furthermore, the allocated site is located within the catchment of the River Wensum SAC, which was identified by Natural England, in March 2022, as among the habitat sites in unfavourable condition due to the effect of nutrients on water quality and where

nutrient neutrality is a potential solution for development to mitigate adverse effects. Therefore, reference to this, along with the implications of it for the development of this site, should be included within the supporting text for effectiveness **[MM193]**. Following consultation on the MMs, MM193 has been amended to include reference to the Broads SAC/Broadland Ramsar site as well, as hydrological connectivity between the River Wensum and The Broads via the River Yare creates a potential impact pathway, and to include a requirement for a project level HRA to assess the likely significant effects on water quality.

Feltwell with Hockwold-cum-Wilton

235. Within Feltwell with Hockwold-cum-Wilton, the submitted Plan allocates two sites for at least 60 dwellings in total, one of which should be deleted given that the development of that site has already been completed, as set out above. The supporting text within the section of the Plan on Feltwell with Hockwold-cum-Wilton refers to these allocations having been made within the SADMP, along with two other allocations not included within this Plan. It is not necessary to include reference to the previous allocations in the SADMP as the SADMP will be superseded by this Plan on adoption. Indeed, for effectiveness, and given that one of the allocated sites is proposed for deletion and two others are not allocated in this Plan, this should be deleted from the supporting text **[MM198]**. Furthermore, following the publication of the 2021 Census data, for clarity and effectiveness, a change is also required to update the population figure for the settlement **[MM198]**.
236. With regard to the effects of development on the site allocated by Policy G35.1 on nesting birds within the buffer zone of the Breckland SPA, the HRA of the MMs concludes that a project level HRA for this site should be able to rule out adverse impacts on integrity due to the site's location within the village of Feltwell. Policy G35.1 requires submission of a project level HRA to demonstrate no likely significant effects on the qualifying features of the Breckland SPA and other designated habitat sites, which should ensure any adverse impacts on integrity are dealt with at the planning application stage. A further minor change has been made to the wording of Policy G35.1 in MM200, following consultation, to delete reference to 'Natura 2000' in describing European sites, as this terminology no longer applies in the UK following the amendments to the Habitats Regulations as part of the transfer of functions from the European Commission to UK authorities following Brexit.

Great Massingham

237. The submitted Plan allocates a site on Land south of Walcup's Lane, Great Massingham (Policy G43.1) for at least 12 dwellings. The supporting text within the section of the Plan on Great Massingham refers to this allocation as having been made within the SADMP and that it is being carried forward within this Plan. It is not necessary to include reference to the previous allocation in the SADMP, nor to it being carried forward in the submitted Plan as the SADMP will be superseded by this Plan on adoption. Indeed, for effectiveness, this should be deleted from the supporting text **[MM203]**.

238. In order for the Plan to be up to date and effective, the reference to the now lapsed outline planning permission and reserved matters in the supporting text should also be deleted **[MM205]**.

Grimston/Pott Row with Gayton

239. The submitted Plan designates the settlements of Gayton, Grimston and Pott Row as a joint KRSC and allocates two sites for at least 46 dwellings, one of which is proposed for deletion given that the development of that site has already been completed, as set out above. The supporting text within the section of the Plan on Grimston/Pott Row with Gayton refers to these allocations as having been made within the SADMP. It is not necessary to include reference to the previous allocations in the SADMP as the SADMP will be superseded by this Plan on adoption. Indeed, for effectiveness, this should be deleted from the supporting text **[MM207]**. The distinction in terms of these settlements together being designated as a joint KRSC should also be explicit in the supporting text for effectiveness. As such, a change is necessary to make it clear that it is Gayton, together with Grimston and Pott Row, which is designated as a joint KRSC **[MM207]**.

240. Following the submission of the Plan for Examination, both the Gayton and Gayton Thorpe NP and the Grimston, Pott Row, Roydon and Congham NP have been made. As such, for clarity and effectiveness reference to these NPs in the supporting text should be updated to reflect the current position **[MM207]**.

241. In order for the Plan to be up to date and effective, the reference to the now lapsed outline planning permission and reserved matters for the site allocated by Policy G41.1 on Land north of Back Street, Gayton should be deleted and the details of the current scheme under consideration included in the supporting text, along with a change to the capacity of the site in Policy G41.1 to reflect this **[MM209]**.

Heacham

242. Within Heacham, the submitted Plan allocates two sites for at least 66 dwellings in total, one of which should be deleted given that the development of that site has already been completed, as set out above. The supporting text within the section of the Plan on Heacham refers to these allocations having been made within the SADMP. It is not necessary to include reference to the previous allocations in the SADMP as the SADMP will be superseded by this Plan on adoption. Indeed, for effectiveness, and given that one of the allocated sites is proposed for deletion, this should be deleted from the supporting text **[MM213]**. Following the grant of outline planning permission for a total of 133 new homes on Land off Cheney Hill, Heacham (Policy G47.1), in order for the Plan to be up to date and effective, a change is required to Policy G47.1 and the supporting text to amend the capacity on this allocated site **[MM213, MM215]**.

243. For clarity and effectiveness, reference to the AONB in the supporting text should be amended to the NL area to be consistent with national policy **[MM215]**.

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

244. Following further work undertaken in respect of the settlement hierarchy as set out above, the evidence supports the change of status of Marshland St James/St John's Fen End with Tilney Fen End from a KRSC to a RV and this should be reflected by the deletion of the reference to its role as a KRSC in the supporting text for effectiveness, as well as making it clear that the services and facilities serve the local rural community rather than the existing and wider rural community **[MM218]**. In addition, the supporting text refers to St John's Fen End and Tilney Fen End as being part of other parishes. For effectiveness, the Plan should make it clear that these other parishes are Terrington St John and Tilney St Lawrence respectively **[MM218]**.
245. Within Marshland St James/St John's Fen End with Tilney Fen End, the submitted Plan allocates two sites for at least 25 dwellings in total, one of which is proposed for deletion given that the development of that site has already been completed, as set out above. The supporting text within the section of the Plan on Marshland St James/St John's Fen End with Tilney Fen End refers to these allocations having been made within the SADMP and that they are being carried forward within this Plan. It is not necessary to include reference to the previous allocations in the SADMP, nor to them being carried forward in the submitted Plan as the SADMP will be superseded by this Plan on adoption. Indeed, for effectiveness, and given that one of the allocated sites is proposed for deletion, this should be deleted from the supporting text **[MM218]**.
246. In order for the Plan to be up to date and effective, the reference to the now lapsed outline planning permission and reserved matters for the site allocated by Policy G57.2 on Land adjacent 145 Smeeth Road, Marshland St James should be deleted and the details of the most recent outline planning permission included in the supporting text, along with a change to the capacity of the site in Policy G57.2 to reflect this **[MM221]**. We have made a change to MM221, following consultation, to amend a further reference to the capacity set out in the supporting text, for clarity and effectiveness.

Stoke Ferry

247. Within Stoke Ferry, the submitted Plan allocates three sites for at least 27 dwellings in total. The supporting text within the section of the Plan on Stoke Ferry refers to these allocations having been made within the SADMP and that they are being carried forward within this Plan. It is not necessary to include reference to the previous allocations in the SADMP, nor to them being carried forward in the submitted Plan as the SADMP will be superseded by this Plan on adoption. Indeed, for effectiveness, this should be deleted from the supporting text **[MM237]**. Following the submission of the Plan for Examination, the Stoke Ferry NP has been made. As such, for clarity and effectiveness reference to this NP in the supporting text should be updated to reflect the current position **[MM237]**. Following the grant of planning permission for 13 dwellings on Land South of Lark Road/Wretton Road (Policy G88.1), albeit that it has since lapsed, and for 29 dwellings on Land at Indigo Road/Lynn Road (Policy G88.3), in order for the Plan to be up to date and effective, a change is required to Policies G88.1 and G88.3

and the supporting text to amend the capacity on these allocated sites **[MM237, MM239, MM243]**. We have made changes to MM239 and MM243, following consultation, to amend further references to the capacity set out in the supporting text, for clarity and effectiveness.

248. In order for the Plan to be up to date and effective, changes should be made to the supporting text to reflect the fact that the outline planning permission and reserved matters for the development of the site allocated by Policy G88.1 have lapsed and the changes to the anticipated delivery as a result of this **[MM239]**. For the same reasons, changes should be made to the supporting text to reflect the fact that the outline planning permission for the development of the site allocated by Policy G88.2 has lapsed **[MM241]** and that the development of the site allocated by Policy G88.3 has commenced, along with the anticipated timescale for completions **[MM243]**.

Terrington St Clement

249. Within Terrington St Clement, the submitted Plan allocates four sites for at least 138 dwellings in total, two of which should be deleted given that the development of those sites has already been completed, as set out above. The supporting text within the section of the Plan on Terrington St Clement refers to three of these allocations having been made within the SADMP and that they are being carried forward within this Plan. It is not necessary to include reference to the previous allocations in the SADMP, nor to them being carried forward in the submitted Plan as the SADMP will be superseded by this Plan on adoption. Indeed, for effectiveness, and given that two of the allocated sites are proposed for deletion, this should be deleted from the supporting text **[MM245]**.
250. In order for the Plan to be up to date and effective, changes should be made to the supporting text to reflect the fact that reserved matters have been approved for the development of the site allocated by Policy G93.3 (Land west of Benn's Lane) for 43 dwellings and to remove reference to previous requirements set out in the SADMP **[MM249]**. We have made a change to MM249, following consultation, to amend the reference to the capacity set out in the policy and supporting text, for clarity and effectiveness.
251. For effectiveness and to correct a typographical error, reference to the adjoining site should be amended in Policy TSC1 (Land south of Northgate Way and west of Benn's Lane) and added to its supporting text to make it clear that this allocated site is adjacent to the land allocated by Policy G93.3 **[MM251]**.

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

252. The submitted Plan allocates a site on Land east of School Road, Terrington St John (Policy G94.1) for at least 35 dwellings. The supporting text within the section of the Plan on Terrington St John with St John's Highway and Tilney St Lawrence refers to this allocation as having been made within the SADMP and that it is being carried forward within this Plan. It also sets out that another site allocated in the SADMP is not included in this Plan and the reasons for that. It is not necessary to include reference to the previous allocations in the SADMP, nor to one being carried forward in the submitted Plan and the other not as the SADMP

will be superseded by this Plan on adoption. Indeed, for effectiveness, this should be deleted from the supporting text **[M253]**.

253. Following the submission of the Plan for Examination, the Terrington St John NP has been made. Tilney St Lawrence Parish was designated a Neighbourhood Area in March 2021, which would allow the preparation of a NP for that Parish. As such, for clarity and effectiveness reference to the made Terrington St John NP should be updated and the designation of a Neighbourhood Area for Tilney St Lawrence should be added in the supporting text to reflect the current position **[M253]**.
254. In order for the Plan to be up to date and effective, changes should be made to the supporting text to reflect that the previous outline planning permission and reserved matters have lapsed and that outline planning permission has since been granted for an initial development phase of five dwellings on the site allocated by Policy G94.1, along with the anticipated start date for development **[MM255]**.

Upwell and Outwell

255. Within Upwell and Outwell, the submitted Plan allocates five sites for at least 65 dwellings in total, three of which should be deleted given that the development of those sites has already been completed, as set out above. The supporting text within the section of the Plan on Upwell and Outwell refers to six allocations having been made within the SADMP and that they are being carried forward within this Plan. It is not necessary to include reference to the previous allocations in the SADMP, nor to them being carried forward in the submitted Plan as the SADMP will be superseded by this Plan on adoption. Indeed, for effectiveness, and given that three of the allocated sites are proposed for deletion, this should be deleted from the supporting text **[MM257]**.
256. During the Examination, further flood risk advice has been received in respect of Outwell's waterside development. In order for the Plan to be up to date and therefore effective in respect of flood risk advice, a change is necessary to the supporting text to reflect this **[MM257]**. Furthermore, to reflect the latest position in respect of NPs and for effectiveness, a change is required to the supporting text to make it clear that the Upwell NP has been made and to delete reference to the preparation of a NP for Outwell **[MM257]**.
257. Policy G104.5 requires development proposals to submit details relating to the sewer that crosses the site, together with mitigation 'to the satisfaction of Anglian Water'. Such a phrase is not sufficiently clear and precise and should be deleted for consistency with changes made elsewhere to the Plan. As such, a further change to Policy G104.5 (Criterion 1), following the consultation exercise, has been made for effectiveness **[MM263]**.
258. Following the grant of outline planning permission and the approval of reserved matters for 40 dwellings on a larger site area than that allocated in Policy G104.5, in order for the Plan to be up to date and effective, changes are required to the policy and its supporting text to reflect the increased size and capacity of the allocated site **[MM263]**.

259. Policy G104.6 requires development proposals to submit details relating to the sewer that crosses the site, together with mitigation 'to the satisfaction of Anglian Water'. Such a phrase is not sufficiently clear and precise and should be deleted for consistency with changes made elsewhere to the Plan. As such, a further change to Policy G104.6 (Criterion 1), following the consultation exercise, has been made for effectiveness **[MM265]**. Furthermore, the proposed additional criterion to Policy G104.6 included in MM265, as part of the consultation exercise, requires appropriate mitigation for addressing flood risk from all sources, including foul water discharges, 'to meet current standards and the Middle Level Commissioners' requirements'. This is not sufficiently precise as it is not clear what the current standards or the requirements of the Middle Level Commissioners might be. As such, for effectiveness and consistency with changes made to other policy criteria in the Plan, we have deleted this phrase **[MM265]**.
260. Following the grant of outline planning permission and the approval of reserved matters for 50 dwellings on the site allocated in Policy G104.6, in order for the Plan to be up to date and effective, changes are required to the policy and its supporting text to reflect the increased capacity of the allocated site **[MM265]**.

Walpole St Peter with Walpole St Andrew and Walpole Marsh

261. Within Walpole St Peter with Walpole St Andrew and Walpole Marsh, the submitted Plan allocates two sites for at least 20 dwellings in total, one of which is proposed for deletion given that the development of that site has already been completed, as set out above. The supporting text within the section of the Plan on Walpole St Peter with Walpole St Andrew and Walpole Marsh refers to these allocations having been made within the SADMP. It is not necessary to include reference to the previous allocations in the SADMP as the SADMP will be superseded by this Plan on adoption. Indeed, for effectiveness, and given that one of the allocated sites is proposed for deletion, this should be deleted from the supporting text **[MM267]**. Following the grant of planning permission for a total of nine new homes on Land south of Walnut Road, Walpole St Peter (Policy G109.1), in order for the Plan to be up to date and effective, a change is required to Policy G109.1 and the supporting text to amend the capacity on this allocated site and to reflect the details of the current planning permission **[MM267, MM269]**.

Rural West Norfolk

262. Policy LP41 of the submitted Plan sets out a strategy for the rural areas of the Borough in respect of the provision of development, including housing and employment. It is not sufficiently clear as to how a decision maker should determine applications for development in the rural area, nor does it set out an effective approach to windfall development in rural areas. As set out above (paragraphs 72-74), in order to be effective, this policy and its supporting text should be deleted and the requirements included in the Spatial Strategy for the Borough **[MM274]**.
263. In order to be clear what is meant by the term 'Designated Rural Areas' its definition should be included in the Glossary of the Plan, for effectiveness **[MM370]**.

Rural Villages

264. The submitted Plan sets out the RVs in a Table within Section 14: Rural Villages. These are also listed in Policy LP02 in the submitted Plan. As set out above, it is proposed to include these RVs in the New Policy on Spatial Strategy and Settlement Hierarchy. For consistency and therefore effectiveness, it is not necessary for the supporting text to the RVs to repeat this and it should be deleted. A change is therefore necessary to the supporting text to reflect this **[M275]**.
265. Section 14 of the submitted Plan includes a description of each RV within the Borough, along with a policy or policies setting out the requirements in respect of any allocated sites within them, and an Ordnance Survey based plan detailing the development boundary. The Council proposes to include the development boundaries for each settlement on the Policies Map, as the Regulations require that the Policies Map should illustrate geographically the application of policies in the adopted Plan. As such, there is no need for the development boundaries of the RVs to be shown on Ordnance Survey based plans within the supporting text and these should be deleted in order for the Plan to be effective **[MM276, MM278, MM280, MM284, MM287, MM291, MM293, MM297, MM300, MM304, MM306, MM309, MM311, MM314, MM320, MM323, MM325, MM328, MM330, MM332, MM334, MM337, MM339, MM343, MM346, MM352, MM355, MM357, MM361, MM363, MM365]**.
266. Where no policy or policies exist for a particular settlement, Section 14 of the Plan simply includes a description of the RV and reference to any progress made in respect of its NP. There are no specific policies proposed in the Plan in respect of the RVs of Burnham Overy Staithe, Castle Rising, Flitcham, Hillington, Old Hunstanton, Stow Bridge, Ten Mile Bank, Thornham, Three Holes, Walpole Cross Keys, West Newton, Wiggshall St Mary Magdalen, Wimbotsham and Wormegay. As such, the inclusion of the description of these settlements within the Plan is not justified, effective or consistent with national policy as it does not provide supporting text in respect of any policy requirements for these settlements. It should therefore be deleted. Changes are therefore necessary to delete the sections of the Plan describing Burnham Overy Staithe, Castle Rising, Flitcham, Hillington, Old Hunstanton, Stow Bridge, Ten Mile Bank, Thornham, Three Holes, Walpole Cross Keys, West Newton, Wiggshall St Mary Magdalen, Wimbotsham and Wormegay **[MM275, MM277, MM290, MM303, MM308, MM322, MM327, MM329, MM331, MM336, MM354, MM360, MM362, MM364]**.
267. Following the submission of the Plan, further work has been undertaken by the Council in respect of the deliverability and developability of housing sites allocated for development. As part of this exercise, several allocated sites have been identified as having been completed. In some cases, these were the only allocation(s) for the RV. In order to be positively prepared and effective, where allocated sites have been completed in the RVs, the policies in the Plan in respect of these allocations should be deleted. Furthermore, where no allocations would remain in a RV, for consistency and effectiveness, the descriptions of these settlements, which do not provide supporting text in respect of any remaining policy requirements in these settlements should also be deleted.

268. Changes are therefore necessary to delete the following policies and their supporting text where the development has already been completed: Policy G33.1 East Winch – Land south of Gayton Road **[MM285]**; Policy G45.1 Harpley - Land at Nethergate Street/School Lane **[MM298]**; Policy G52.1 Ingoldisthorpe - Land opposite 143-161 Lynn Road **[MM307]**; Policy G72.1 Runcton Holme – Land at School Road **[MM312]**; Policy G81.2 Shouldham - Land accessed from Rye's Close **[MM321]**; Policy G91.1 Syderstone - Land west of no. 26 The Street **[MM326]**; Policy G97.1 Tilney All Saints - Land between School Road and Lynn Road **[MM335]**; Policy G120.1 Walton Highway - Land adjacent Common Road **[MM344]**; and, Policy G114.1 Wereham - Land to the rear of 'Natanya', Hollies Farm, Flegg Green **[MM353]**.
269. In addition, changes are required to delete the following sections of the Plan describing East Winch, Harpley, Ingoldisthorpe, Runcton Holme, Shouldham, Syderstone, Tilney All Saints, Walton Highway and Wereham, **[MM283, MM296, MM305, MM310, MM319, MM324, MM333, MM342, MM351]**.
270. In RVs where housing allocations are proposed, for clarity and effectiveness an OS based plan detailing the extent of the site within the supporting text for each policy, as set out in paragraph 130 above, is necessary as follows: Policy G28.1 Denver - Land to South of Sluice Road **[MM282]**; Policy G36.1 Fincham - Land east of Marham Road **[MM289]**; Policy G42.1 Great Bircham and Bircham Tofts - Land adjacent to 16 Lynn Road **[MM295]**; Policy G48.1 Hilgay - Land south of Foresters Avenue **[MM302]**; Policy G78.1 Sedgeford - Land off Jarvie Close **[MM316]**; Policy G106.1 Walpole Highway - Land East of Hall Road **[MM341]**; Policy G113.1 Welney - Former Three Tuns/Village Hall **[MM348]**; Policy G113.2 Welney - Land off Main Street **[MM350]**; and, Policy G123.1 Wiggenhall St. Germans - Land north of Mill Road **[MM359]**.
271. The policies allocating land within the RVs for housing each set out the criteria against which proposals for the development of the sites should be assessed. However, in some cases, the wording of the policy is not sufficiently clear and precise. As such, it would be difficult for a developer or decision maker to determine what would be required for a development to be permitted. Therefore, the phrase 'to the satisfaction of Norfolk County Council Highways Authority', or similar, in respect of the provision of safe access, should be replaced with reference to development being subject to the requirements set out within Policy LP13 of the Plan for effectiveness in Policies G28.1 - Land to the south of Sluice Road, Denver **[MM281]**; G36.1 - Land east of Marham Road, Fincham **[MM288]**; G48.1 - Land south of Foresters Avenue, Hilgay **[MM301]**; G78.1 - Land off Jarvie Close, Sedgeford **[MM315]**; G106.1 - Land east of Hall Road, Walpole Highway **[MM340]**; G113.2 - Land off Main Street, Welney **[MM349]**; and, G123.1 - Land north of Mill Road, Wiggenhall St Germans **[MM358]**.
272. Furthermore, the phrase 'in line with current standards' with regard to the provision of affordable housing, should be replaced with reference to development being subject to the requirements set out within Policy LP28 of the Plan for effectiveness in Policies G28.1 - Land to the south of Sluice Road, Denver **[MM281]**; G36.1 - Land east of Marham Road, Fincham **[MM288]**; G42.1 - Land adjacent to 16 Lynn Road, Great Bircham **[MM294]**; G48.1 - Land south of Foresters Avenue, Hilgay **[MM301]**;

G78.1 - Land off Jarvie Close, Sedgeford **[MM315]**; G106.1 - Land east of Hall Road, Walpole Highway **[MM340]**; G113.1 - Former Three Tuns/Village Hall, Welney **[MM347]**; G113.2 - Land off Main Street, Welney **[MM349]**; and, G123.1 - Land north of Mill Road, Wiggenhall St Germans **[MM358]**.

273. Each site allocation within the RVs includes a section titled 'Site Description and Justification'. In order for the heading to better reflect the content of the supporting text, this should be deleted and replaced with headings relating to 'Introduction' and/or 'Justification' for clarity and effectiveness **[MM281, MM288, MM294, MM301, MM318, MM340, MM347, MM349, MM358]**.

Denver

274. Within Denver, the submitted Plan allocates Land South of Sluice Road (Policy G28.1) for at least eight dwellings. The supporting text, however, refers to the allocation of this site within the SADMP and to changes that have been made to the site area within the submitted Plan, as well as making reference to the SADMP SA. It is not necessary to include reference to the previous allocation in the SADMP or the SADMP SA, nor to any changes made to it prior to its inclusion in the submitted Plan, as the SADMP will be superseded by this Plan on adoption. Indeed, for effectiveness these should be deleted and the supporting text amended to make it clear that this Plan makes an allocation for eight new dwellings on this site **[MM279, MM281]**.

Fincham

275. Policy G36.1 in the Plan allocates a site on land east of Marham Road for at least five dwellings. The supporting text, however, refers to the allocation of this site within the SADMP. It is not necessary to include reference to the previous allocation in the SADMP, as the SADMP will be superseded by this Plan on adoption, and this should be deleted to ensure that the supporting text is effective and clear that land is allocated for at least five dwellings in this Plan **[MM286]**.
276. Given that the site benefits from outline planning permission and that the deliverability of this site has been demonstrated, for clarity and effectiveness, the anticipated completion of this development in 2025/26 should be added to the supporting text **[MM288]**.

Great Bircham/Bircham Tofts

277. Policy G42.1 in the Plan allocates a site on land adjacent to 16 Lynn Road for at least 10 dwellings. The supporting text, however, refers to the allocation of this site within the SADMP. It is not necessary to include reference to the previous allocation in the SADMP as the SADMP will be superseded by this Plan on adoption, and this should be deleted to ensure that the supporting text is effective and clear that it is this Plan which makes an allocation for at least ten new homes **[MM292]**.
278. Given that the site now benefits from planning permission and that there is a requirement for the development to fulfil Natural England's nutrient neutrality requirements by providing suitable mitigation, for clarity and effectiveness, this should be added to the supporting text **[MM294]**. A minor change to MM294 is necessary, following consultation on it, to make clear that the requirement for

nutrient neutrality also applies to impacts on water quality within The Broads SAC/Broadlands Ramsar sites.

Hilgay

279. Within Hilgay, the Plan allocates land south of Foresters Avenue for at least 12 dwellings (Policy G48.1). The supporting text, however, refers to the allocation of this site within the SADMP. It is not necessary to include reference to the previous allocation in the SADMP, as the SADMP will be superseded by this Plan on adoption, and this should be deleted to ensure that the supporting text is effective and clear. Furthermore, following the approval of planning permission for 16 dwellings on this site, in order for the supporting text and the policy to be justified, a change is necessary to ensure that both refer to land being allocated for at least 16 dwellings in this Plan **[MM299, MM301]**.

280. As the site now benefits from planning permission and given that delivery is anticipated to begin from 2025/26, along with the requirement for the development to fulfil Natural England's nutrient neutrality requirements by providing suitable mitigation, for clarity and effectiveness, this should be added to the supporting text **[MM301]**.

Sedgeford

281. Policy G78.1 in the Plan allocates a site on land off Jarvie Close for at least 10 dwellings. The supporting text, however, refers to the allocation of this site within the SADMP. It is not necessary to include reference to the previous allocation in the SADMP, as the SADMP will be superseded by this Plan on adoption, and this should be deleted to ensure that the supporting text is effective and clear **[MM313]**.

282. Planning permission was previously approved for 11 dwellings on this allocated site, although this has since lapsed. However, given that the Council is the landowner and is seeking to bring forward the land for at least 11 Custom and Self Build dwellings, in order for the policy to be effective, a change is necessary to the expected capacity of this site to reflect this in the policy and the supporting text **[MM315, MM318]**.

283. Reference in the supporting text to the site being within the AONB should be amended to the NL area to be consistent with national policy changes to the terminology for effectiveness. The supporting text also includes details of the planning permission granted and an explanation of the anticipated capacity of 10 dwellings. Given that the planning permission has now lapsed and the proposed increase in capacity from 10 to 11 dwellings, a change is required to the supporting text for effectiveness **[MM318]**.

284. The Plan as submitted includes Policy H1: Development of site allocated at Jarvie Close and its supporting text. This is a duplication of what is contained in the Sedgeford NP and should be deleted in order for this Plan to be effective **[MM317]**.

Walpole Highway

285. Within Walpole Highway, the Plan allocates a site on land east of Hall Road for at least 10 dwellings (Policy G106.1). The supporting text, however, refers to the

allocation of this site within the SADMP. It is not necessary to include reference to the previous allocation in the SADMP, as the SADMP will be superseded by this Plan on adoption, and this should be deleted to ensure that the supporting text is effective and clear that land is allocated for at least 10 dwellings in this Plan **[MM338]**.

286. Given that the site benefits from planning permission and that some of the dwellings have already been completed on this site, for clarity and effectiveness, the anticipated completion of this development in 2024/25 should be added to the supporting text **[MM340]**.

Welney

287. Policies G113.1 and G113.2 allocate two sites within Welney for a total of at least 20 dwellings at the Former Three Tuns/Village Hall (seven) and on land off Main Street (13). The supporting text to this section of the Plan on Welney refers to the allocation of these sites within the SADMP. It is not necessary to include reference to the previous allocations in the SADMP, as the SADMP will be superseded by this Plan on adoption, and this should be deleted to ensure that the supporting text is effective and clear that land is allocated in this Plan **[MM345]**. In addition, given the particular issues with floodwater management and drainage that are associated with Welney, for effectiveness, reference should be made to the requirements for development in the village to address flooding issues. As such, it is necessary to include an additional paragraph to the supporting text to set this out **[MM345]**.
288. Following the grant of planning permission and further work undertaken by the Council in respect of the capacity of each of the allocated sites in Welney, amendments are required to the numbers of dwellings likely to come forward on these sites in the Plan period for effectiveness. As such, changes are required to Policies G113.1 and G113.2 and the supporting text to refer to the development of 'at least 4 dwellings' and 'at least 17 dwellings' respectively. In addition, reference to the grant of outline planning permission on the allocated site at the Former Three Tuns/Village Hall and that development has commenced on site on the allocated site on land off Main Street should be included in the supporting text to Policies G113.1 and G113.2 respectively for clarity and effectiveness. **[MM347, MM349]**. We have made a change to MM347, following consultation, to amend a further reference to the capacity set out in the supporting text to Policy G113.1, for clarity and effectiveness.
289. With regards to the FRA required by Criterion 1 of Policy G113.1 for the development of the Former Three Tuns/Village Hall allocation, the potential implications for the Upwell Internal Drainage Board (IDB) and Old Croft River Systems, managed by the Middle Level Commissioners, are not included within the requirements for the FRA. In order to be effective, the policy should set this out as a requirement of the FRA. A change is therefore necessary to Criterion 1 of Policy G113.1 to reflect this. In addition, in order to demonstrate that there would be no adverse effect on the Ouse Washes SAC, SPA and Ramsar site, there should be a requirement for a project level HRA in respect of any development of this site. This requirement should be added to Criterion 3 of Policy G113.1 for

effectiveness. These changes to the policy, along with corresponding changes to the supporting text are necessary for effectiveness **[MM347]**.

290. With regards to the FRA required by Criterion 1 of Policy G113.2 for the development of the land off Main Street allocation, the potential implications for the Manea and Welney District Drainage Commissioners (DDC) watercourses, and Old Croft River systems, managed by the DDC, are not included within the requirements for the FRA. In order to be effective, the policy should set this out as a requirement of the FRA. A change is therefore necessary to Criterion 1 of Policy G113.2 to reflect this. In addition, in order to demonstrate that there would be no adverse effect on the Ouse Washes SAC, SPA and Ramsar site, there should be a requirement for a project level HRA in respect of any development of this site. This requirement should be added to Criterion 4 of Policy G113.2 for effectiveness. These changes to the policy, along with corresponding changes to the supporting text and changes to the description of the location of this allocated site, are necessary for clarity and effectiveness **[MM349]**.

Wiggenhall St Germans

291. Within Wiggenhall St Germans, the Plan allocates a site on land north of Mill Road for at least five dwellings (Policy G123.1). The supporting text, however, refers to the allocation of this site within the SADMP. It is not necessary to include reference to the previous allocation in the SADMP, as the SADMP will be superseded by this Plan on adoption, and this should be deleted to ensure that the supporting text is effective and clear that land is allocated in this Plan. Furthermore, to reflect the approval of planning permission for four dwellings, a change is necessary to the policy and supporting text for effectiveness **[MM356, MM358]**.
292. Given that the site benefits from planning permission, for clarity and effectiveness, reference to this and the anticipated completion of this development in 2025/26 should be added to the supporting text **[MM358]**.

Smaller Villages and Hamlets (SV&Hs)

293. The submitted Plan sets out the SV&Hs in a Table within Section 15: Smaller Villages and Hamlets. These are also listed in Policy LP02 in the submitted Plan. As set out above, it is proposed to include these SV&Hs in the New Policy on Spatial Strategy and Settlement Hierarchy. For consistency and therefore effectiveness, it is not necessary for the supporting text to the SV&Hs to repeat this and it should be deleted. Section 15 of the submitted Plan also includes an introductory section and a section on NPs within the SV&Hs, along with an Ordnance Survey based plan detailing the development boundary for each settlement.
294. The Council proposes to include the development boundaries for each settlement on the Policies Map as the Regulations require that the Policies Map should illustrate geographically the application of policies in the adopted Plan. There are no specific policies proposed in the Plan in respect of the SV&Hs in Section 15. As such, the inclusion of the introductory and NPs sections, along with the settlement plans are not justified, effective or consistent with national policy as they do not

provide supporting text or illustrate geographically, any policy requirements for these settlements in Section 15 and should be deleted. Changes are therefore necessary to delete this section of the Plan. **[MM366, MM367]**.

Conclusion

295. Subject to the MMs set out above, the proposed settlement and site allocations policies are justified, positively prepared in meeting the Borough's development needs, effective in terms of deliverability over the Plan period, and consistent with national policy in enabling sustainable development.

Issue 5 – Has the Plan been positively prepared and is it justified, effective and consistent with national policy in meeting the housing needs of all groups in the Borough over the Plan period?

Housing Land Supply

296. The supporting text to Policy LP01 refers to a total housing land supply over the Plan period (2016-2036) of 12,057 dwellings, comprising completions, commitments and housing allocations in the Plan, although this rises to 16,100 dwellings if an allowance is made for windfalls, set against a housing need of 10,780 dwellings. However, given the proposed change to the Plan period set out in paragraph 47 above, along with the further work undertaken by the Council during the Examination in relation to the deliverability and developability of the allocated sites and the latest updates to completions and commitments, in order to be effective, the housing supply should be brought up to date. This should also include a windfall allowance of 237dpa from 2027/28 to the end of the Plan period, a total of 3,081 dwellings, which is justified by the evidence. As such, following the deletion of Policy LP01 and its supporting text, as set out earlier in the Report, a change is required to the Plan to include a New Table setting out the housing land supply position over the revised 19 year Plan period 2021/22 to 2039/40, along with a detailed housing trajectory set out in a New Appendix to the Plan. This shows that the total deliverable supply over the Plan period would be 12,438 dwellings, giving a surplus over the housing need of 1,912 dwellings. A consequential change is also necessary to delete Appendix C: Housing Trajectory and include an updated summary housing trajectory in the supporting text to the New Policy – Spatial Strategy and Settlement Hierarchy. These changes are necessary for effectiveness and to be consistent with national policy **[MM4, MM5]**.

297. In respect of the provision of a five year supply of deliverable housing land, on the basis of the updated supply figures, the Council can demonstrate a supply of 7.9 years at 1 April 2024, with a 5% buffer. For the avoidance of doubt, the 5 year housing land supply calculation should be added to the Plan for clarity and effectiveness **[MM5]**. Although the 5 year supply calculation is from 1 April 2024, it is apparent from the housing trajectory that the deliverability of sites will be sufficient, from 1 April 2024 onwards, for us to conclude that the Council will be able to demonstrate a 5 year housing land supply on adoption with a 5% buffer.

298. Following the close of the Hearing and after consultation on the MMs, the latest Housing Delivery Test [HDT]: 2023 measurement was published. While we note the

Council's challenge to the 2023 HDT figures for King's Lynn and West Norfolk, these indicate that housing delivery in the Borough was below 85% of the housing requirement over the previous three years and would mean that a 20% buffer should be applied when calculating five year housing land supply. We are satisfied that, even with a 20% buffer, the Council can demonstrate a supply of 6.9 years at 1 April 2024. Furthermore, having regard to the deliverability of housing sites on the housing trajectory from 1 April 2024 onwards, we can conclude that the Council will be able to demonstrate a 5 year housing land supply on adoption with a 20% buffer.

Affordable Housing (Policy LP28)

299. Policy LP28 seeks to deliver affordable housing as a percentage of development of qualifying sites. It includes percentages and thresholds for affordable housing on sites in different locations, as well as the requirements for tenure mix, the provision of commuted sums, vacant building credit, delivering affordable housing on phased development and exceptions sites. In addition, the policy includes the requirements for the provision of accommodation for Gypsies, Travellers and Travelling Showpeople. However, as detailed below, a New Policy and supporting text are required to set out the approach to this provision, following the submission of an updated Gypsies and Travellers Accommodation Assessment⁴⁶ (GTAA) (2023), in order for the Plan to be consistent with national policy and effective. As such, the supporting text and the part of Policy LP28 which refers to the provision of accommodation for Gypsies, Travellers and Travelling Showpeople is not justified as it was based on an earlier GTAA (2016) and should be deleted for effectiveness **[MM377]**.
300. Further changes are required to Policy LP28 to ensure that it is clear to a developer or decision maker what would be required for a development to be permitted. In particular, Criterion 6 should say that accommodation should be tenure blind 'and indistinguishable between' affordable and market homes; Criterion 10 should refer to commuted sums 'and viability', and reference to the commuted sum to be sought should be deleted; Criterion 14 should be replaced to remove reference to Policy LP01, which is to be deleted as set out earlier in this Report, and details of the minimum requirement for affordable housing on allocated sites set out; and Criterion 16 should be amended to update the references to a 'Registered Provider of Social Housing' rather than a Registered Social Landlord, along with changes to reflect the deletion of Policy LP02 and its replacement with a New Policy on Spatial Strategy and Hierarchy, as set out earlier in the Report. These changes are all required for effectiveness **[MM62]**.
301. The supporting text should be amended to include a new heading in respect of 'Policy Justification' to make it clear which elements provide the justification for the policy and reference to most of the rural parishes within the Borough being designated rural areas under Section 157 of the Housing Act 1985, which restricts the future sale of rural affordable housing under the 'Right to Buy'. This is necessary for clarity and effectiveness **[MM59]**.

⁴⁶ Core Document F44

302. The supporting text also requires updating, by removing the reference to the CS, which will be superseded by this Plan on adoption, and to refer to the amended Plan period as detailed above. A broader reference to the NPPF Section 5: Delivering a sufficient supply of homes, is also necessary to ensure that it is up to date. These changes are required for effectiveness and to ensure that the Plan is consistent with national policy **[MM60]**.
303. Reference is made in the supporting text to a sequential approach to the assessment of Rural Exception sites. However, this approach is not advocated by the NPPF. As such, for consistency with national policy, this part of the supporting text should be deleted **[MM61]**.

Self-Build and Custom Housebuilding

304. The supporting text to Policy LP01 sets out the legislative background to Self-Build and Custom housebuilding and recognises its importance in the housing land supply of the Borough. It also refers to the additional weight given to Self-Build and Custom housebuilding in Policy LP31. As set out earlier in this Report, Policy LP31 is to be deleted from the Plan. A New Policy setting out the approach to Self-Build and Custom housebuilding is therefore necessary for the Plan to be effective and consistent with national policy **[MM69]**. The supporting text to Policy LP01, which relates to Self-Build and Custom housebuilding should be updated to reflect current legislation and requirements in the Levelling Up and Regeneration Act 2023 and both it and the New Policy added to Section 7 of the Plan for clarity and effectiveness **[MM68, MM69]**.

Gypsy and Traveller Accommodation Needs and Supply (Policy LP28)

305. On submission, the Plan was accompanied by a GTAA⁴⁷ (2016), which the Council advised was in the process of being updated. The updated GTAA⁴⁸ (2023) was published during the Examination and showed a significant increase in the need for Gypsy and Traveller Accommodation. The former concluded that a need for five additional pitches for Gypsies and Travellers and an additional two plots for Travelling Showpeople existed, and to meet these needs the submitted Plan included a criteria-based policy for Gypsies and Travellers' accommodation needs as part of Policy LP28. However, the more recent GTAA identifies a need for 98 pitches and five plots by 2039, for those who meet the Planning Policy for Traveller Sites (PPTS) definition, of which 72 pitches and 4 plots are required by 2027/28. Applying an adjustment to these figures due to the proposed extension to the Plan period to 2040, the number of pitches required would increase to 100.
306. As a result of the identification of this significant need and given that the majority is required in the period up to 2027/28, we asked the Council to undertake further work during the Examination in respect of identifying sites to meet this need and to develop a New Policy and supporting text setting out the accommodation needs of Gypsies and Travellers and Travelling Showpeople, along with sites to be allocated to meet these needs. In response, the Council undertook a call for sites in the

⁴⁷ Submission Document D4

⁴⁸ Core Document F44

Autumn of 2023 and published a set of proposed sites, along with a New Policy and supporting text for consultation in May/June 2024. A further Hearing session was held in September 2024 to consider the updated GTAA, the sites proposed for allocation and the proposed New Policy and supporting text, along with the representations made to them.

307. The supply proposed includes the extension of existing authorised Gypsy and Traveller Sites to provide 40 additional permanent pitches; the intensification of existing authorised Gypsy and Traveller Sites to provide an additional 24 permanent pitches; the formalisation of seven long-term unauthorised pitches already in use by the Gypsy and Traveller community; and the extension and/or intensification of existing authorised sites for Travelling Showpeople to provide four additional plots.
308. We are satisfied that the overall methodology of the updated GTAA is robust and provides an appropriate basis upon which to assess the accommodation needs of Gypsies and Travellers and Travelling Showpeople. Furthermore, from the evidence before us, we consider that the proposed allocated sites would be likely to meet the accommodation needs of Gypsies and Travellers and Travelling Showpeople in the first five years, with the needs associated over the remainder of the Plan period met through the development of new sites and the extension or intensification of other existing authorised sites through the criteria based element of the New Policy. In order to be consistent with national policy and to be effective, a New Policy 'Sites for Gypsies, Travellers and Travelling Showpeople' and new supporting text should be included within the Plan **[MM378]**. We have amended the address of Site Reference GT09 to Land at the Stables, Marshland St James, to correct an error in MM378, following the consultation, for clarity and effectiveness.
309. In addition, there is a requirement for the Council to meet the accommodation needs of those who do not meet the PPTS definition for a Gypsy and Traveller. In order to do that, in addition to the above New Policy, a further New Policy and supporting text is required setting out the criteria against which proposals for the delivery of new caravan pitches or park homes, or extensions to existing caravan or park home sites, along with the provision of additional houseboat moorings should be included in the Plan for effectiveness **[MM378]**.

Housing for the Elderly and Specialist Care (Policy LP29)

310. Policy LP29 sets out the criteria against which development proposals providing specialist housing options for older people's accommodation and others with support needs, including sheltered housing, supported housing, extra care housing and residential/nursing care homes will be assessed. Criterion 6 requires special consideration to be given in terms of the design, layout and massing for areas which could potentially impact upon the Norfolk Coast AONB and/or its setting. However, the criteria against which any proposals within the AONB, or affecting its setting, are set out in Policy LP16 of the Plan. To avoid duplication and for effectiveness, Criterion 6 of Policy LP29 should therefore be deleted **[MM63]**.

Adaptable and Accessible Homes (Policy LP30)

311. Policy LP30 of the Plan requires 50% of new homes to be built to meet requirement M4(2) of Part M of the Building Regulations: Category 2 for accessible and adaptable dwellings. However, this level of new homes is not justified by the evidence, as the VA concludes that it is only viable for 40% of all new homes to meet this requirement. As such, changes are required to the supporting text and the policy to reflect this amended figure **[MM64, MM65, MM66]**.
312. A further change is required to the policy to remove the requirement that all residential properties should be accompanied by a separate document setting out how proposals (including each dwelling type) accord with each of the standards as detailed in the Building Regulations, given that this matter is dealt with by other legislation and it is not justified to include it within the policy. Furthermore, the reference to 'wheelchair accessible' dwellings should be changed to 'adaptable' dwellings to be consistent with recent changes to the Building Regulations. These changes are required for effectiveness **[MM64]**.
313. The supporting text should be amended to refer to these standards being required in accordance with the 2020 Housing Needs Assessment in order to be justified **[MM65]** and to provide clarity and effectiveness in respect of the end date of the study, which is 2036 and not the revised end of the Plan period **[MM66]**.

Houses in Multiple Occupation (Policy LP32)

314. Policy LP32 includes the criteria against which proposals for the conversion of existing dwellings to, and new development of properties for, multiple occupation will be considered. However, the wording of the policy is not sufficiently clear and precise. As such, it would be difficult for a developer or decision maker to determine what would be required for a development to be permitted. In order for the policy to be positively prepared, effective and consistent with national policy, the wording of Criteria a and b should be amended. These changes should ensure that the potential adverse impacts of the proposed development on the amenity of existing and new residents and the historic and natural environment can be satisfactorily mitigated and the potential adverse impacts of associated facilities, including bin storage, car and cycle parking, upon occupiers of adjoining or neighbouring properties are minimised **[MM70]**. Furthermore, Criterion d should be deleted for clarity and effectiveness as it is not necessary to require that the proposed development meets the necessary standards set out in legal national requirements as this is covered by other legislation **[MM70]**.

Enlargement or Replacement of Dwellings in the Countryside (Policy LP33)

315. Policy LP33 sets out the criteria against which proposals for the enlargement or replacement of dwellings in the countryside will be assessed. However, the wording of the policy in respect of Criterion 2. is not positively prepared or consistent with national policy in respect of dwellings in the countryside. It should therefore be deleted and replaced with wording that makes it clear that schemes should reflect the scale and character of their setting and contribute to enhancing the local natural and built environment, while recognising the intrinsic character and beauty of the surrounding countryside, and minimising the potential adverse

impacts of development. This change is necessary for the policy to be effective and consistent with national policy [MM72].

316. The supporting text to this policy refers to the 'presumption against new dwellings in the countryside'. However, to be consistent with national policy in the NPPF and to be positively prepared this should be deleted from the supporting text and additional wording included to explain that the development of isolated homes in the countryside should be avoided, but that some exceptions exist [MM71].

Housing Needs of Rural Workers (Policy LP34)

317. Policy LP34 sets out the approach to meeting the housing needs of rural workers, which includes criteria against which proposals for permanent and temporary occupational dwellings and those for existing occupational dwellings would be considered. However, the wording of the policy is not sufficiently clear and precise in respect of the phrase 'acceptable in all other respects'. As such, it would be difficult for a developer or decision maker to determine what would be required for a development to be permitted. A change is necessary therefore to Criterion 1 civ of the policy to replace this phrase to ensure that it is clear that proposals should accord with all other relevant countryside and development management policies in the Plan, in particular the New Policies on Spatial Strategy and Settlement Hierarchy and Windfall Development, along with Policies LP18 (Design and Sustainable Development) and LP21 (Environment, Design and Amenity) for effectiveness [MM73].

318. Furthermore, following changes referred to above, in respect of the settlement hierarchy, the reference to 'Smaller Villages and Hamlets' in the supporting text to this policy should be deleted to ensure consistency with other policies in the Plan, for effectiveness [MM73].

Conclusion

319. Subject to the MMs set out above, the Plan is positively prepared, justified, effective and consistent with national policy in meeting the housing needs of all groups in the Borough over the Plan period.

Issue 6 – Is the Plan justified, effective and consistent with national policy in respect of its policies for community and culture?

Community and Culture (Policy LP36)

320. Policy LP36 brings together several policy requirements to promote the health and well-being of the Borough's communities, through the accessible location and inclusive design of new development in support of criterion 2(f) of Policy LP18, and through the protection of existing leisure, recreation and cultural facilities and the provision of new leisure, health and community facilities. This is broadly consistent with national policy in section 8 of the NPPF.
321. However, the wording of Criterion 6 of Policy LP36 is not consistent with national policy in seeking to prevent the loss of existing cultural facilities, unless equivalent new or improved facilities are provided, given that paragraph 93c) of the NPPF guards against the 'unnecessary' loss of such valued facilities. Therefore, to

ensure consistency with national policy, it is necessary to amend Criterion 6 and the supporting text to Policy LP36 to enable proposals which would result in the loss of cultural facilities to be considered, where it is proven they are no longer viable or needed for community or cultural uses **[MM74]**.

Community Facilities (Policy LP37)

322. Policy LP37 supports the retention of existing community facilities and provision of new facilities in areas of need or growth. Criterion 2 of the policy resists the loss of existing community facilities, unless it can be demonstrated that the area is adequately served or it is no longer viable or feasible to retain the facility. However, paragraph 99 of the NPPF also allows for leisure and recreation facilities to be built on if the loss resulting from development would be replaced by equivalent or better provision in a suitable alternative location. The same approach should be applied to the loss of community facilities. Accordingly, **MM75** is necessary to ensure this element of national policy is reflected in Policy LP37.

Conclusion

323. Subject to the MMs set out above, the Plan is justified, effective and consistent with national policy in respect of its policies for community and culture.

Issue 7 – Is the Plan justified, effective and consistent with national policy in respect of its policies and proposals for the environment?

Coastal Areas (Policy LP15)

324. Policy LP15 seeks to balance the need for new development against the sensitive nature of the coastal area of West Norfolk. It does this by setting out how it will ensure the protection of coastal areas and how it will address new development, including resisting development where the Shoreline Management Plans and SFRAs highlight an area at high risk of flooding on the coast, namely areas in Flood Zone 3 and areas shown to flood to a certain depth in the Tidal Hazard Mapping [THM]. The supporting text does not say what an applicant should do where the THM is lacking or not fit for purpose. In order to be effective, therefore, the supporting text should make it clear that, where this is the case, for development management purposes, it would normally be a requirement for the applicant to undertake a bespoke assessment. As such, a change is required to the supporting text of Policy LP15 on this basis **[MM37]**.

Norfolk Coast AONB (Policy LP16)

325. The Plan seeks to restrict major developments in the Norfolk Coast AONB, unless exceptional circumstances prevail as defined in the NPPF, and sets out the criteria against which planning applications for any proposal within the AONB will be assessed in Policy LP16. In order to be consistent with national policy, changes are necessary to Policy LP16 and its supporting text to refer to NL areas rather than AONBs to reflect the change in terminology and to clarify how development proposals within them would be dealt with. These changes are necessary for the Plan to be effective and consistent with national policy in the NPPF **[MM38, MM40]**. A small typographical error was included in MM38 as published for

consultation. We have therefore amended the first sentence of the supporting text to say '... for managing development within National Landscape areas, ...'.

326. Policy LP16 says that planning permission for any proposal will only be granted when it meets the aims of the Norfolk Coast AONB Management Plan and design advice, making practical and financial contributions towards management plan delivery as appropriate. The Norfolk Coast AONB Management Plan does not form part of the Plan and, as such, was not subject to consultation as part of the preparation of this Plan. Policy LP16 should not therefore require any development proposals to meet the aims of the Norfolk Coast AONB Management Plan. However, reference should be made to the existence of the Norfolk Coast AONB Management Plan in the supporting text, explaining that it provides advice regarding design and making practical and financial contributions towards its delivery. Changes are therefore required to Policy LP16 to delete this requirement and to the supporting text to add further details about the Norfolk Coast AONB Management Plan for effectiveness **[MM39, MM40]**.

Coastal Change Management Area (Policy LP17)

327. Within King's Lynn and West Norfolk the Plan identifies a Coastal Change Management Area (Hunstanton to Dersingham) through Policy LP17. The supporting text to this policy does not make specific reference to the Integrated Coastal Zone Management approach to be developed by the Council with Natural England and other relevant stakeholders for this area. In order to be effective, therefore, reference to this approach should be included in the supporting text to Policy LP17, along with the reasons for it, in respect of the changes associated with climate change, and the need for setting sustainable levels of economic and social activity for the area, whilst protecting the environment **[MM41]**.
328. Policy LP17 itself, sets out the requirements against which proposals for development will be considered within the Coastal Change Management Area. For clarity and therefore effectiveness, a change to the title of this policy is necessary to reflect this. Changes are also necessary to the sections of the policy dealing with Replacement Dwellings and Replacement Caravans, to make it clear that any replacement should not encroach any closer to the flood defences than the current footprint of the dwelling or current plot of the caravan, and where encroachment already occurs, any replacement should be set back from the defence. These changes are necessary to be consistent with national policy **[MM42]**.

Design and Sustainable Development (Policy LP18)

329. Policy LP18 states that all new development in the Borough must be of high quality design and the supporting text explains that it is imperative that proposals for new development and redevelopment are based on sound design principles. However, there is no indication in the supporting text about what these sound design principles might include. As such, in order to provide clarity, the key design principles to be considered should be set out within the supporting text. A change is therefore necessary for effectiveness **[MM43]**.
330. Policy LP18 also seeks to promote and encourage opportunities to achieve high standards of sustainability and energy efficiency in development proposals. The

supporting text refers to reducing emissions through the use of low carbon technologies. However, there is no reference to the creation of waste through electricity usage, such as through functions like lighting, and light pollution, which can have implications for sensitive areas of the Borough. As such, a change is necessary to explain this within the supporting text for effectiveness [MM44]. Amendments are also necessary for clarity to the specific wording of three criteria in Policy LP18 in respect of the provision of built-in nesting boxes, the promotion of water efficiency in non-domestic buildings where relevant; and in respect of the provision of well-designed homes which provide good standard and quality internal environments, to ensure consistency with national policy [MM44].

Environmental Assets – Green Infrastructure, Landscape Character, Biodiversity and Geodiversity (Policy LP19)

331. Policy LP19 seeks to protect and enhance the environmental assets within the Borough and includes criteria which set out how this will be achieved. However, the wording of the policy is not sufficiently clear and precise. As such, it would be difficult for a developer or decision maker to determine what would be required for a development to be permitted. In order for the policy to be positively prepared, effective and consistent with national policy, changes are required to Criteria 1, 3, 4, 6 and 7. In order to clarify the role of natural capital, Biodiversity Net Gain and green infrastructure, a change is necessary to Criterion 1 to refer to these. Criterion 3 should be replaced with alternative wording to provide clarity in respect of the mitigation hierarchy. Criterion 4 should be deleted as any adverse impacts on the area's soils would be assessed through the impacts on geodiversity set out in the changes to Criterion 3. Criterion 6 should be replaced with alternative wording which sets out how the Council and its partners will support a range of initiatives and proposals that will improve areas of poor quality, including for European sites. Finally, Criterion 7 should include reference to the provision of recreational open space for residential development in respect of contributing to an improved quality of life for current and future residents and visitors. These changes are necessary for effectiveness [MM47].
332. The supporting text to Policy LP19 makes no mention of European sites or geodiversity. In order to be consistent with national policy and for effectiveness, the supporting text should be amended to refer to the European Sites and GIRAMS, as well as geodiversity and how these can be protected [MM45]. Following consultation on the MMs, a minor change to MM45 is necessary to delete reference to the 'enhancement' of European sites through the GIRAMS in the supporting text to Policy LP19. GIRAMS is a strategy to mitigate for the increase in recreational pressure on European sites as a result of growth, not an enhancement strategy for European sites. To indicate otherwise would not be effective or consistent with national policy [MM45].
333. Following the introduction of a legal requirement to deliver 10% Biodiversity Net Gain in association with most new developments, which came into force on 12 February 2024, a new section on Biodiversity Net Gain is required to be included in the supporting text to explain this, in order to be consistent with national policy, as

well as for clarity and effectiveness [MM46]. Reference has also been included to Biodiversity Net Gain in Policy LP19 above for clarity and effectiveness [MM47].

Historic Environment (Policy LP20)

334. Policy LP20 and its supporting text set out the strategic policy approach to the historic environment of the Borough. The policy seeks to conserve and enhance the historic environment and to better understand, protect and enhance the archaeology of the Borough. However, the approach adopted by the policy and the supporting text is not consistent with national policy and is not effective, given the limited nature and content. Indeed, the policy is not clear how the different elements of the historic environment will be conserved and enhanced. The policy does not set out specifically how Designated Heritage Assets such as Scheduled Monuments, Listed Buildings, Registered Parks and Gardens and Conservation Areas, and the settings of these assets; or Non-Designated Heritage Assets, such as unregistered historic parks and gardens, and archaeology, and the settings of these assets, will be conserved and enhanced. Nor does it provide clear and effective criteria against which to consider development proposals which may impact upon these heritage assets and their settings. As such, in order for Policy LP20 and its supporting text to be effective and consistent with national policy in these respects, it is necessary to delete them in their entirety and replace them with a new Policy LP20 and supporting text which set out a clear framework for the historic environment of the Borough [MM48, MM49].

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

335. Through Policy LP22, the Plan seeks the provision of recreational open space for residential developments in accordance with the standards and criteria set out in the policy. To ensure that it is clear that this policy relates to the whole of the amended Plan period to 2040, a change to the supporting text is necessary for effectiveness [MM50]. The supporting text does not set out the reasons for the provision of the amount of recreational space required. To be consistent with national policy in the NPPF and to justify the need for recreational open space, a change is required to refer to achieving healthy, inclusive and safe places, which promote social interaction, are safe and accessible, and enable and support healthy lifestyles [MM50].

Green Infrastructure (Policy LP23)

336. The Plan's Green Infrastructure Policy LP23 seeks to protect existing green infrastructure, deliver new green infrastructure and mitigate its impacts, as well as supporting cross boundary green infrastructure projects in partnership with neighbouring authorities and other organisations. The supporting text does not include reference to the delivery of Suitable Accessible Natural Green Spaces [SANGS] set out in Policy LP27 or the provision of SANGS to mitigate potential impacts of new development upon Natura 2000 sites, nor does it state when SANGS would be required or what they should include. As such, to be consistent with national policy and to be effective, changes are necessary to the supporting text to include this [MM51, MM52]. For clarity and effectiveness, a link to the latest Green Infrastructure Study should also be added to the supporting text [MM51].

337. Policy LP23 includes a list of projects detailed in the Green Infrastructure Study which the Council will support the delivery of. However, in order to be effective, it would be sufficient to refer to those outstanding high and medium priority projects within the Green Infrastructure Study in the policy. A change is therefore required to this effect [MM53]. Finally, for clarity and effectiveness, cross references to Policy LP22, in respect of the delivery of open spaces, and Policy LP27, with regard to the provision of SANGS, should be included in Policy LP23 [MM53].

Renewable Energy (Policy LP24)

338. Policy LP24 of the Plan sets out the criteria against which applications for renewable energy will be considered. The policy does not include international sites of nature or landscape conservation importance, and it refers to the Norfolk Coast as an AONB rather than as a NL. In order to be effective changes are therefore required to Policy LP24 to include these references [MM54].

Sites in Areas of Flood Risk (Policy LP25)

339. Policy LP25 sets out the requirements for sites within areas of flood risk. It includes references to specific paragraphs within the NPPF. However, for clarity and effectiveness, these should be amended to refer to the section in the NPPF on Planning and Flood Risk [MM56]. The policy requires the design of new dwellings to be in accordance with the Environment Agency/Borough Council Flood Risk Design Guidance in Appendix B of the Plan. However, this wording is not sufficiently clear. For effectiveness therefore, the policy should specifically require that all new dwellings should incorporate flood resilient/resilient construction/design measures in accordance with the Flood Risk Design Guidance included in Appendix 8 of the Plan [MM56].

340. The supporting text to Policy LP25 does not explain that groundwater can be a source of flooding nor does it say that there are risks from potential groundwater contamination. A change is required to the supporting text to explain this and highlight that the NPPF requires flood risk from all sources to be managed, as well as setting out how this risk will be managed. This is necessary for effectiveness and to be consistent with national policy [MM55].

341. Appendix B of the Plan, includes design guidance for new dwellings at risk of flooding. It includes reference to flood depths and says that these can be identified by reference to a variety of documents including the Site Specific FRA. For clarity and effectiveness, reference to this document being undertaken in accordance with Policy LP25 should be included in Appendix B. A change is therefore required to this effect [MM371].

Habitats Regulations Assessment (Policy LP27)

342. The Borough of King's Lynn and West Norfolk includes all or part of 15 internationally designated (European) sites, with a further four sites outside the Borough, which are also considered within the scope of the HRA process. In addition, there are a number of marine sites in the area. Policy LP27 requires that development proposals must not adversely affect the integrity of these European sites, either alone or in combination with other plans or projects, and sets out

requirements for the mitigation of recreational impacts, and urban impacts on nesting birds within the buffer zone of the Breckland SPA.

343. However, as submitted, Policy LP27 and its supporting text are not effective or consistent with national policy in a number of respects. With regard to recreational impacts, Criterion 1 of the policy should make clear what is expected of development proposals in respect of a project level HRA and monitoring and mitigation measures; Criterion 2 should be updated to refer to the GIRAMS instead of the interim Habitat Mitigation Payment which it has replaced; and Criteria 4 and 5 are not policy requirements so should be moved into supporting text. These changes are set out in **MM57** and **MM58**. A change to MM58 has been made following the consultation exercise to make clear that Criteria 4 and 5 are to be deleted.
344. Policy LP27 also does not address the need for the assessment and mitigation of likely significant effects arising from the air quality impacts of growth, in particular on the Roydon Common and Dersingham Bog SAC and Dersingham Bog Ramsar. Nor does it deal with the impacts of increased nutrient pollution arising from development within the River Wensum Catchment on the River Wensum SAC and The Broads SAC and Broadland Ramsar sites. These were designated in March 2022, as among the habitat sites in unfavourable condition due to the effect of nutrients on water quality and where nutrient neutrality is a potential solution for development to mitigate adverse effects. Additional policy criteria and supporting text are, therefore, necessary to ensure these likely significant effects are assessed and mitigated to ensure effectiveness and consistency with national policy [**MM57**, **MM58**]. For the reasons explained above, the wording of these MMs has been amended, following consultation on them, to make explicit the requirement for a project level HRA to assess the likely significant effects on water quality and to ensure effects on the integrity of The Broads SAC and Broadland Ramsar sites are included in any such assessment. They have also been amended to ensure the air quality effects of development on European sites other than the Roydon Common and Dersingham Bog SAC and Dersingham Bog Ramsar are assessed.
345. Finally, although Policy LP27 as submitted restricts development within the 1,500m buffer zone of the Breckland SPA, to avoid adverse effects on nesting birds, including Stone Curlew, it is not consistent with the recommendations of the HRA nor the advice of Natural England on the circumstances where adverse effects can be ruled out through 'masking' of development within settlement boundaries. Accordingly, changes are necessary to Criterion 6 of the policy and its supporting text in paragraph 6.13.9 of the Plan [**MM57**, **MM58**]. Following consultation, the wording of MM58 has been further amended to ensure that Criterion 6 reflects the advice of Natural England that developments of up to 10 dwellings within the boundaries of KRSCs are considered to have minimal impacts on protected bird species.

Conclusion

346. Subject to the MMs set out above, the Plan is justified, effective and consistent with national policy in respect of its policies for the environment.

Issue 8 – Is the strategy for the monitoring and implementation of the Plan appropriate and robust?

Monitoring and Delivery Framework

347. Regulation 34⁴⁹ expects LPAs to produce an annual monitoring report (AMR) of progress with the preparation and implementation of Local Plans. Where a policy is not being implemented, the AMR must say why and what steps are to be taken to secure its implementation. The PPG⁵⁰ anticipates that the indicators against which the success of policies are monitored in the AMR should be set out within the development plan.
348. Chapter 16 of the Plan contains a Monitoring and Delivery Framework, the purpose of which is to show how the Council will monitor the effectiveness of the Plan. The framework lists monitoring indicators for each of the strategic and development management policies in the Plan. However, many of the indicators are ambiguous, stating the objectives of the policies and data to be collected, but do not include measures or targets against which the effectiveness of the policies in delivering the strategic objectives of the Plan can be monitored.
349. Accordingly, **MM369** sets out a revised monitoring framework containing indicators and targets for the strategic objectives and modified policies of the Plan, against which the delivery and implementation of the Plan can be effectively monitored. This will replace the framework in the submitted version of the Plan, which is to be deleted [**MM368**].

Conclusion

350. Subject to the MMs set out above, the strategy for the monitoring and implementation of the Plan is appropriate and robust.

Overall Conclusion and Recommendation

351. The Plan has a number of deficiencies in respect of soundness and legal compliance for the reasons set out above, which mean that we recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the 2004 Act. These deficiencies have been explained in the main issues set out above.
352. The Council has requested that we recommend MMs to make the Plan sound and legally compliant and capable of adoption. We conclude that the DtC has been met and that with the recommended MMs set out in the Appendices the Borough Council of King's Lynn and West Norfolk Local Plan Review satisfies the requirements referred to in Section 20(5)(a) of the 2004 Act and is sound.

Karen L Baker Mike Hayden

Inspectors

⁴⁹ Of the Town and Country Planning (Local Planning) (England) Regulations 2012

⁵⁰ PPG on Plan Making - Paragraphs: 065 Reference ID: 61-065-20190723 and 073 Reference ID: 61-073-20190315

This Report is accompanied by an Appendix containing the Main Modifications.

Appendix to Report on the Examination of the King’s Lynn and West Norfolk Local Plan Review

Schedule of Main Modifications – January 2025

Main Modifications to the plan are shown as underlined, with proposed deletions indicated by ~~strikethrough~~.

MM	Para/ Policy/ Figure/ Table No/ Page No	Main Modification
MM1	Title (page 3)	Amend the title as follows: The King’s Lynn & West Norfolk Local Plan Review (2016—2036 <u>2021 - 2040</u>)
MM2	Paragraph 2.0.4 (page 3)	Amend paragraph 2.0.4 as follows: 2.0.4 This commitment formed Policy ‘DM2A — Early Review of Local Plan’ of the SADMP. An early review <u>This Local Plan will replace the CS and SADMP and will ensure a set of deliverable and achievable housing sites for the duration of the Plan period (2016—2036</u> <u>2021 - 2040)</u> , with the most up to date policy framework <u>in a single plan to secure continuity for the longer term.</u> The review <u>This Local Plan</u> will identify the full, objectively assessed housing needs for the borough and proposals to ensure that this is met in a consistent manner with national policy.
MM3	Title (page 12)	Amend the title as follows: Vision and Strategic Objectives (Where do we want to be in 2036 <u>2040</u> ?)

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<p>MM4</p> <p>139</p>	<p>Policy LP01 – Spatial Strategy and its supporting text at paragraphs 4.1.1 to 4.1.43 (pages 19 – 32)</p> <p>Policy LP02 – Settlement Hierarchy and its supporting text at paragraph 4.2.1 (pages 33 - 38)</p>	<p>Delete Policy LP01 – Spatial Strategy and its supporting text as follows:</p> <p>4.1 LP01 – Spatial Strategy Policy</p> <p>Strategic Growth Strategy and Housing Distribution</p> <p>4.1.1 The Spatial Strategy is the approach to delivering the vision and objectives in the borough. The strategy sets an overview of the development priorities for the borough, and outlines broadly where development is planned through to 2036.</p> <p>Housing Need</p> <p>4.1.2 The revised National Planning Policy Framework (NPPF) introduced a new standard method for calculating housing need. This is known as Local Housing Need (LHN). This should be the starting point for calculating the housing need for the Borough over the Local Plan period (2016 –2036).</p> <p>4.1.3 LHN was introduced in part to make the process more transparent and speed up the plan process, it would also assist Government in reaching their ambition for 300,000 homes to be completed in England each year by the mid 2020's.</p> <p>4.1.4 As updated at April 2020, the Local Housing Need (LHN) for West Norfolk is calculated as 539 new dwellings annually. This based upon the standard methodology as introduced by NPPF and associated planning guidance. Spread over the 20-year plan period (2016 –2036) this results in a need of 10,780 dwellings to be planned for.</p> <p>4.1.5 The latest Housing Trajectory (based upon the 2019/20 financial year) shows that housing completions and housing commitments (existing allocations and planning permissions) account for a total of 11,946 homes. Purely taken as a number with a Local Housing Need of 10,780 no further allocations would be required.</p> <p>4.1.6 However, to ensure that the Local Plan review is positively prepared, that the Borough Council is in the best place to be able to demonstrate a 5 year housing land supply position, and pass the Housing Delivery Test, a degree of flexibility has been factored in as part of the Local Plan review with regard to housing numbers. This also recognises that some sites may not come forward as envisaged at the time the housing trajectory was prepared. It also acknowledges that as part of the Local Plan review some of the allocations made by the previous Local Plan which have not progressed are deallocated and removed from the Local Plan review.</p>
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4.1.7 Need = 10,780

Supply = (Completions & Commitments) 11,946

+ Proposed Allocations through the Local Plan review = 12,057 ('Planned' provision)

Surplus on 'planned' provision = + 1,277

4.1.8 The calculation above shows that the LHN can comfortably be met. Planning for almost an exact number to meet the need leaves little room for manoeuvre over a 20-year plan period should any site not come forward as envisaged, and so an element of flexibility has been factored in. This clearly looks at the growth which will be planned and allocated; however, it is relevant to note the important contribution that windfall development, i.e. those sites which will come forward and gain planning permission (and subsequently be built) which are not specifically allocated within the Local Plan or Neighbourhood Plans. Such sites could come forward within settlement development boundaries, or they could come forward outside development boundaries as further flexibility for this is built into the Local Plan review with the inclusion of a new policy specially related to such development opportunities (Policy LP28).

4.1.9 The latest calculation of windfall contributions (as part of latest housing trajectory) illustrates that on average, since 2001 to date, 311 dwellings complete each year from windfall sources. Note that this is a very conservative calculation as it includes a 25% discount recognising that land is a finite resource, despite the planning system being very permissive towards such developments. Also, to avoid double counting and allowing sufficient time for such development to come forward no windfall allowance is considered in years 1,2 or 3. There are 16 years of the Local Plan period to run. However, we have to allow a period of 3 years with no allowance giving sufficient time for such sites to come forward, so 13 years of the windfall allowance is calculated. This equates to 4,043 dwellings.

4.1.10 In terms of flexibility it is proposed:

Local Plan review surplus on 'planned' provision = 1,277

Plus, the projected windfall allowance (4,043) = 5,320

4.1.11 This takes the potential projected supply of housing in the plan period to: Completions & Commitments = 11,946

Plus, Local Plan review Allocations (111) = 12,057

Plus, Windfall (4,043)

Total projected Supply = 16,100

(supply) — 10,780 (Need) = 5,320

4.1.12 The above calculation demonstrates that there is a healthy degree of flexibility factored in.

4.1.13 There is even further additional flexibility, possibly in addition to this, as all the allocation policies include the words 'at least' before the proposed number of dwellings. This reflects the need for the Local Plan to be positively prepared. Should it be found that an allocated site could not accommodate the proposed level of development because of local issues, it is important that the Local Plan incorporates sufficient flexibility to address such a situation. To this end it is important to ensure that the wording of each allocation policy incorporates sufficient flexibility. The latest housing trajectory shows that in the region of 80% of the Local Plan allocations have come forward and benefit from planning permission. The number the site has permission for has been included in the above calculations. It is therefore possible that those sites which have yet to come forward could do so for slightly higher numbers.

4.1.14 It is also important that the best use of land is achieved but that this should not be at the expense of other considerations such as the provision of open space, and local amenity considerations. If a proposal came forward for a planning application in excess of the specified figure, it would have to demonstrate carefully how it meets design, amenity and other safeguards (with explicit reference to relevant policies, including; LP18, LP19, LP21 and LP22) and clearly state how the additional units could be accommodated without detriment to the locality.

4.1.15 The Borough Council supports those town/parish councils and local communities who wish to prepare a Neighbourhood Plan for their Area. There are in the region of 100 parishes within the Borough and the un-parished area of King's Lynn. The Local Plan review realises the important role which Neighbourhood Plans can play in contributing towards housing growth. Any new homes which come forward through a Neighbourhood Plan will add to the housing numbers (see section on Neighbourhood Plans).

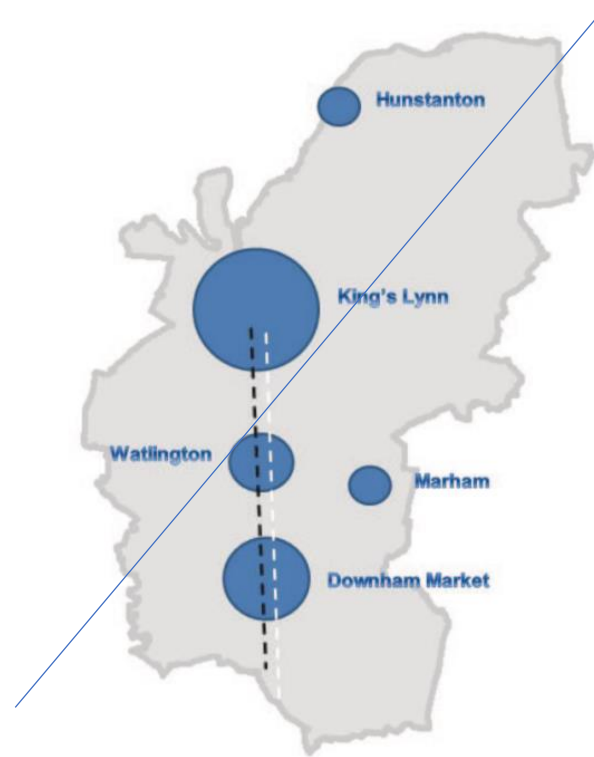
Strategic Growth Corridor Distribution of Development

4.1.16 Local housing need has been discussed at length in the previous section. The impact of this results in no absolute need to make any further allocations. This combined with the fact that this is a review of an existing Local Plan which made significant allocations across the Borough, most of which are supported through the Review leaves little room to impact upon the growth strategy already established by the current Local Plan (Core Strategy 2011 & Site Allocations and Development Management Policies Plan 2016). Whether the Local Plan review is taken forward or not this pattern of growth will occur as the existing Local Plan will remain in place and note this is a review.

4.1.17 The Growth options for the draft Local Plan review have been re-assessed and the latest position with regard to housing numbers and that this is a review of an existing Local Plan, as explained earlier. It should be noted that previously the distribution of growth was to distribute just the new allocations needed, however there are now limited new allocations and therefore little opportunity to influence the strategic direction of growth which has occurred / will occur as a result of the current Local Plan and its allocations.

4.1.18 However, the Local Plan Review seeks to carry forward the previously established distribution of development but with an increased emphasis upon the A10 / Main Rail Line from King's Lynn to Cambridge and London King's Cross, as a Strategic Growth Corridor. This A10 / Main Rail Line Strategic Growth Corridor includes support for growth at King's Lynn (including West Winch & South Wootton), Downham Market and at Watlington. There is also a desire to enable further growth at Marham to support the continued presence of RAF Marham close by. It is considered that this area not only includes the Borough's most sustainable settlements, but that it also makes appropriate use of the existing sustainable transport network in place, not least the rail line, and also looks to the future with the move away from fossil fuel-based modes of transport.

4.1.19 Given the position and the context explained above combined with the assessment of the strategic growth options through the Sustainability Appraisal. The Borough Council preferred option, with a focus on the strategic growth corridor, is that shown diagrammatically below:



4.1.20 The table below shows the aggregate figures for the housing allocations proposed by the Local Plan review, note that the majority are carried forward from the SADMP. A total number of homes allocated is provided as is a percentage of this for each category of place to illustrate the overall pattern of allocated growth.

Place	Homes Allocation No.	Homes Allocation %
King's Lynn & Surrounding Area	3,835	62
King's Lynn	865	14
West Lynn	170	3
South Wootton	300	5
North Wootton	0	0
West Winch	2500	40
Main Towns	1,273	21
Downham Market	390	6
Hunstanton	333	5
Wisbech Fringe	550	9
Growth Key Rural Service Centres	117	2
Wattlington	32	1
Marham	85	1
KRSC	740	12
Rural Villages	210	3
SVAH	0	0
Total	6,175	100

Neighbourhood Plans

4.1.21 The Localism Act 2011 envisages that local communities can play an important role in shaping the future of their locality. In West Norfolk a significant number of communities are engaged in the preparation of neighbourhood plan to do exactly that.

4.1.22 The Borough Council supports those town/parish councils and local communities who wish to prepare a Neighbourhood Plan for their Area. There are in the region of 100 parishes within the Borough and the un-parished area of King's Lynn. The Local Plan review realises the important role which Neighbourhood Plans can play in

contributing towards housing growth. Currently there are approximately 40 parishes involved in the Neighbourhood Plan process. As discussed above, whilst there is no absolute need for further allocations to meet the LHN, so rather than a specific number of new homes that are required being provided to Neighbourhood Plans, they will have the ability to assess sites within their Area and make appropriate land use allocations providing that this isn't at a scale which could impact negatively upon the strategic direction of growth established through the Local Plan review. This will provide further housing on a local scale and flexibility in terms of the overall borough-wide housing numbers. To date a number of made Neighbourhood Plans have made such allocations, and a number which are emerging are seeking to do this as well.

4.1.23 The Borough Council will not therefore seek to make specific allocations for those areas with or preparing a Neighbourhood Plan within the Local Plan review. Any additional housing numbers that do come forward through Neighbourhood Plans will make a contribution and because of the LHN and ability to meet this, these homes will be treated as additional flexibility rather than relied upon.

Development on Brownfield Sites

4.1.24 It is important to make best use of available sites across the Borough. The Local Plan review makes allocations on land for a variety of uses; residential; employment; retail; open spaces etc. However, there is a need to balance the development of greenfield sites with previously developed land. (See Appendix 1 Glossary for definition of Brownfield Land or Sites). In addition, brownfield sites not necessarily in current productive use may still have the right to be used for employment.

4.1.25 Policy LP07 The Economy seeks to allow the potential change away from employment to residential on an individual site-by-site basis, subject to certain criteria being met:

- continued use of the site for employment purposes is no longer viable, taking into account the site's characteristics, quality of buildings, and existing or potential market demand; or
- of the site for employment purposes gives rise to unacceptable environmental or accessibility problems particularly for sustainable modes of transport; or
- an alternative use or mix uses offers greater potential benefits to the community in meeting local business and employment needs, or in delivering the Council's regeneration agenda.

4.1.26 Whilst the Borough Council supports the use of brownfield sites for residential uses the Plan objectives do seek to retain a resource of employment sites across the Borough. Allocations are retained and made within the Plan on brownfield sites, with approximately 10% of allocated dwellings being on brownfield sites, but Policy LP07, referred to above, will provide an opportunity to bring additional housing sites forward on such land.

4.1.27 The Plan aims to positively allocate land for housing, but adventitious sites will continue to come forward, positively from employment sites being reused.

Development on Small and Medium Sites

4.1.28 The NPPF (2019) (paragraph68) states that small and medium sized sites have the ability to make an important contribution towards the local housing need requirement. It also identifies that such sites are often built out relatively quickly. Accordingly its advocates a good mix of site sizes and advocates that Local Planning Authorities should identify 10% of housing requirement to be met on such sites.

4.1.29 The Housing Trajectory is split into various sections, which is replicated below, this shows the completions and commitments for each section including small and medium sites. The table shows the numbers for the 2016/17 Housing Trajectory as this was at the start of the Local Plan review period and the latest Housing Trajectory (2019/20) as a check, note that 1,802 dwellings have completed between April 2016 and March 2020.

Housing Source	2016/2017 Housing Trajectory	2019/2020 Housing Trajectory
Sites of 10+ homes	1,527	1,238
Sites of 5-9 homes	368	313
Sites of 1-4 homes	907	1,165
SADMP Allocations	7,933	7,268
Local Plan Review Allocations	0	111
Other	50	160

4.1.30 With a Local Housing Need figure of 539 per annum over a twenty-year plan period (2016 - 2036) this equates to 10,780 in total. If the figure for dwellings from sites of 5 to 9 homes and sites of 1 to 4 homes is taken as qualifying a medium and small site respectively then the 2016/17 housing trajectory shows that 1,275 homes would meet the criteria and this equals 12%. The 2019/20 housing trajectory shows that 1,478 homes would qualify and this equals

14%. This is without the need to investigate the merits of the SADMP Allocations. However, for completeness 48 of the SADMP allocations are on sites of 1 hectare or less and are included within the 2019/20 housing trajectory as contributing 435 new homes. When factored in this increases the contribution to 1,193 new homes and provides a total percentage of 18% of the Local Housing Need being met on small and medium sites, which is in excess of the NPPF's recommendation.

Approach to Density on Allocated Sites

4.1.31 The current Local Plan (comprising the Core Strategy 2011 and the Site Allocations and Development Management Policies Plan 2016) does not contain a specific policy for density, nor is it the intention for the Local Plan review (2016 – 2036) to introduce one. However, in line with the national guidance on the subject a modelled approach has been applied, albeit not rigidly, and it is considered appropriate to carry forward a similar approach. This modelled approach is set out in Appendix 1.

Custom and Self-Build Housing

4.1.32 The Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) provides a legal definition of self-build and custom house building:

Self-build and custom housebuilding means the building or completion by:

- individuals;
- associations of individuals, or
- persons working with or for individuals or associations of individuals, of houses to be occupied by those individuals;

but it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person.

4.1.33 Whilst legally self-build and custom house building share the above definition, custom build is commonly regarded as where an individual, commissions a specialist developer to deliver their own home. Whereas, self-build is where the individual is more directly involved in organising or constructing his or her own home. Both routes require more significant input into the design of their home than other forms of housing.

4.1.34 The Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) placed a duty that (by 1st April 2016) all local authorities should keep a register of individuals and associations of

individuals who are seeking to acquire plots of land for self and custom build housing in the local authority's area (to build houses for those individuals to occupy as homes). This the Borough Council does.

4.1.35 The National Planning Policy Framework, under the section entitled 'Delivering a sufficient supply of homes', the Government makes it clear that to boost supply, it is important that a sufficient amount and variety of land can come forward where it is needed, and that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay and this includes people wishing to commission or build their own homes.

4.1.36 The footnote to this paragraph reminds Local Planning Authorities that they are required to keep a register of those seeking to acquire serviced plots in the area for their own self-build and custom housebuilding. They are also subject to duties to 'have regard' to this and to give enough suitable development permissions to meet the identified demand.

4.1.37 The Borough Council recognises the importance that custom and self-build housing can play in contributing not only to housing supply but also to completions. Given this, and that it allows people to create a home which they ultimately want, the Borough Council is supportive of custom and self-build housing. So much so it has created a Task Group dedicated to the subject and published a Custom and Self-Build Action Plan.

4.1.38 The purpose of the Action Plan is to set out the Borough Council's own responsibilities and wider ambitions in respect to self-build and custom house building. To positively influence or help secure development opportunities where we can support individuals or organisations in our local communities to deliver high quality self-build or custom house building to meet demand in the borough. The Action Plan contains 15 of commitments/actions for different departments within the council. These cover the following areas: promotion, facilitation and enabling. It also provides an indicative timescale these are broadly to be achieved within in.

4.1.39 The Local Plan review seeks to create a policy environment which supports and encourages custom and self-build opportunities. In doing so this will provide opportunities for those wishing to build or commission the build of their own home and will also assist with the supply and the delivery of housing. The following is how the Local Plan aims to achieve this and meet a number of the actions contained within the Action Plan.

4.1.40 The Local Plan review seeks to introduce a new policy (LP31) for residential development adjacent to existing settlement in which additional weight will be given to proposals for custom and self-build development.

~~4.1.41 The Borough Council will support the landowners / developers of allocated sites within the current Local Plan and Local Plan review who wish to bring forward their site(s) for custom and self-build purposes. Indeed, some of the existing allocations have come forward and been delivered in this way, and further site owners have expressed a desire to bring forward their sites in this way.~~

~~4.1.42 The Borough Council through its duty to assist those communities who wish to prepare a neighbourhood plan for their area will inform and support policies which seek to encourage custom and self-build opportunities, as either residential housing allocations or more general land use policies.~~

Sites Proposed for Deallocation

~~4.1.43 Reviewing the Local Plan provides an opportunity to review the progress of the sites allocated by the Site Allocations and Development Management Policies Plan (SADMP) (2016). The draft version of the Local Plan review proposed the deallocation of a number of sites. This was chiefly as the sites owners either do not want to or are unable to develop their sites, and therefore there is no prospect of the sites ever coming forward and contributing towards the housing numbers.~~

Policy LP01 Spatial Strategy

- ~~1. The Spatial Strategy seeks to strike a balance between protecting and enhancing the built and natural environment of West Norfolk whilst facilitating sustainable growth in the most appropriate locations.~~
- ~~2. Development priorities for the borough will be to:

 - ~~a. Facilitate and support the regeneration and development aspirations identified in the Norfolk Strategic Planning Framework and the Borough Council's strategic priorities;~~
 - ~~b. Ensure an appropriate allocation for housing and take appropriate action to deliver this;~~
 - ~~c. Encourage economic growth and inward investment;~~
 - ~~d. Improve accessibility for all to services; education; employment; health; leisure and housing;~~
 - ~~e. Protect and enhance the heritage, cultural and environmental assets and seek to avoid areas at risk of flooding;~~
 - ~~f. Foster sustainable communities with an appropriate range of facilities.~~~~

Strategic Growth Corridor & Sustainable Development Locations

- ~~3. In accommodating these priorities our approach will use the settlement hierarchy (set out in Policy LP02) to ensure that:

 - ~~a. New investment is directed to the most sustainable places — particularly in the A10/Main Rail Line Strategic Growth Corridor;~~
 - ~~b. Significant emphasis is placed on brownfield redevelopment within the towns and villages;~~~~

- c. Sustainable urban extensions to the main towns of King's Lynn, Downham Market and Hunstanton are developed;
- d. Locally appropriate levels of growth take place in selected Growth Key Rural Service Centres, Key Rural Service Centres and Rural Villages;
- e. Opportunities are given for small scale housing development at all settlements including Smaller Villages and Hamlets;
- f. New development is guided away from areas at risk of flooding now or in the future, however recognising development may be required within flood risk areas to deliver regeneration objectives within King's Lynn and to maintain the sustainability of local communities in rural areas.

In support of the overall development strategy the Council will:

4. King's Lynn

- a. Promote King's Lynn as the main centre, including retail, leisure and culture, and economic driver within the borough, a significant "engine of growth" and a sub-regional centre in the East of England;
- b. Provide for new houses through the regeneration of brownfield land and urban expansion including the adjoining settlements of:
 - i. South Wootton;
 - ii. North Wootton;
 - iii. West Lynn; and
 - iv. West Winch.
- c. The area south east of the town adjoining West Winch will contribute significantly to current needs and also towards establishing a direction of future growth to meet anticipated need beyond the current plan period;
- d. Make provision for new jobs within existing and new employment areas and also as part of central area regeneration;
- e. Make appropriate positive use of the high quality historic environment in the town through protection and sensitive inclusion in regeneration proposals
- f. To achieve these outcomes precedence will be given to the Borough Council strategies set out for:
 - g. The Nar-Ouse Regeneration Area;
 - h. Nelson Quay, which will combine to provide a balanced mix of housing; employment sites; educational facilities and local services;
 - i. The Town Centre to promote the town's role as a sub-regional attractor with an expanded retail offer and improved accessibility to cultural, tourism and leisure uses;
 - j. The Heritage Action Zone — ensuring that new development works with historic Lynn reinforcing the economic, social and environmental vitality of this modern medieval town.

5. Downham Market

- a. ~~Downham Market will be supported as a key town within the south of the borough supporting the demands for, and improving accessibility to, local services, cultural and leisure facilities.~~
- b. ~~The strategy for the town will seek to:~~
- ~~i. Provide new employment opportunities within a revitalised town centre and new allocations of land;~~
 - ~~ii. Support the role of the town as a service centre for visitors and the local tourism economy;~~
 - ~~iii. Provide appropriate housing growth for the town;~~
 - ~~iv. Ensure existing essential services and facilities are supported and that new investment brings with it appropriate mitigation and improvements;~~
 - ~~v. Support the Town Council in the preparation of their Neighbourhood Plan.~~
- 6. ~~Hunstanton~~**
- a. ~~The focus for Hunstanton will be on ensuring the town develops its position as a successful service hub for the area providing retail, cultural and social facilities while strengthening its role as a year round tourist destination.~~
- b. ~~Support will be given to:~~
- ~~i. Extend the season and diversify year round activity without detracting from the town's heritage with additional tourist facilities and leisure development;~~
 - ~~ii. Improving visitor accessibility and public transport so that the town may benefit from growth proposals for King's Lynn;~~
 - ~~iii. Implement improvements to the town;~~
 - ~~iv. Provision will be made for appropriate housing growth for the town;~~
 - ~~v. Support the Town Council in the preparation of their Neighbourhood Plan.~~
- 7. ~~The area adjacent to Wisbech~~**
- a. ~~Although the town of Wisbech is beyond the borough's administrative area it does provide services and employment to people living in the borough.~~
- b. ~~The Council will be supportive in principle to:~~
- ~~i. The expansion of the port related employment area into land predominantly within the borough;~~
 - ~~ii. The provision of at least 550 new houses to the east of the town.~~
- 8. ~~Rural and Coastal Areas~~**
- a. ~~The strategy for the rural areas will:~~
- ~~i. Promote sustainable communities and sustainable patterns of development;~~
 - ~~ii. Ensure strong, diverse, economic activity, whilst maintaining local character, historic environment and a high quality environment;~~
 - ~~iii. Focus most new development will be within or adjacent to the selected Growth Key Rural Service Centres and Key Rural Service Centres;~~

iv. Beyond the villages and in the countryside the strategy will be to conserve and enhance the countryside recognising its intrinsic character and beauty, the diversity of its landscapes, historic environment and wildlife, and its natural resources to be enjoyed by all.

b. Within the coastal areas, the Council will have clear regard to the Area of Outstanding Natural Beauty (AONB), work with its strategic partners to limit any detrimental impact of coastal change and take account of the Shoreline Management Plans, which plan for future change.

9. Housing requirement calculation

a. The LHN of 539 new dwellings spread over the 20 year plan period (2016 -2036) results in a need of 10,780 dwellings which need to be planned for.

b. The table below shows the allocations made by the SADMP to be carried forward through the Local Plan review and those proposed by the Local Plan review. A total is provided as is a percentage of the overall planned growth.

c. This shows that over 70% of the growth is to take place within the Strategic Growth Corridor.

Housing requirement calculation

Place	Homes Allocation No.	Homes Allocation %
King's Lynn & Surrounding Area	3,835	62
King's Lynn	865	14
West Lynn	170	3
South Wootton	300	5
North Wootton	0	0
West Winch	2500	40
Main Towns	1,273	21
Downham Market	390	6
Hunstanton	333	5
Wisbech Fringe	550	9
Growth Key Rural Service Centres	117	2
Watlington	32	1
Marham	85	1
KRSC	740	12
Rural Villages	210	3
SVAH	0	0
Total	6,175	100

*4,000 new homes in the fullness of time at the West Winch Growth Area

Delete Policy LP02 – Settlement Hierarchy Policy and its supporting text as follows:

4.2 LP02 – Settlement Hierarchy Policy

Introduction

~~4.2.1 The introduction to the borough set out in a previous chapter outlines some of the issues arising from its rural nature i.e. the abundance of small villages and the difficulties in ensuring connectivity and accessibility to local services and facilities.~~

~~Strategic Policy.~~

Policy LP02 Settlement Hierarchy

~~1. The Plan also imposes a requirement to define the approach to development within other towns and in the rural areas to increase their economic and social sustainability. This improvement will be achieved through measures that:~~

- ~~a. support urban and rural renaissance;~~
- ~~b. secure appropriate amounts of new housing, including affordable housing, local employment and other facilities; and~~
- ~~c. improve accessibility, including through public transport.~~

~~2. Consequently it is necessary to consider the potential of the main centres, which provide key services, to accommodate local housing, town centre uses and employment needs in a manner that is both accessible, sustainable and sympathetic to local character.~~

~~3. Elsewhere within the rural areas there may be less opportunity to provide new development in this manner. Nevertheless support may be required to maintain and improve the relationships within and between settlements that add to the quality of life of those who live and work there. Matters for consideration include the:~~

- ~~a. viability of agriculture and other economic activities;~~
- ~~b. diversification of the economy;~~
- ~~c. sustainability of local services; and~~
- ~~d. provision of housing for local needs.~~

~~5. To support these aims the settlement hierarchy identifies six tiers of settlements based on their role and function in the borough. The divisions are:~~

~~4. The settlement hierarchy ranks settlements according to their size, range of services/facilities and their possible capacity for growth. As such, it serves as an essential tool in helping to ensure that:~~

~~new development occurs at an appropriate scale in the most sustainable locations;~~

~~b. additionally, by identifying the role of settlements it offers the opportunity to support communities in maintaining and enhancing facilities serving these areas.~~

Sub-Regional Centre - King's Lynn (including West Lynn)

Sub-regional Centre

King's Lynn, including West Lynn, which provides a significant neighbourhood level function within King's Lynn.

Main towns

~~Here the focus will be on maintaining and enhancing the roles of the towns providing essential convenience, service and/or tourist facilities.~~

Main Towns

Hunstanton

Downham Market

Settlements adjacent to King's Lynn and the main towns

~~These are larger villages providing significant local facilities but, because of their proximity to the main towns and particularly areas with potential for urban expansion, their importance as rural service centres is very much altered. These settlements function as separate communities with a range of facilities, but they also support the adjacent larger settlements, often through significant residential developments. These settlements benefit from public transport linkages to King's Lynn and the main towns.~~

Settlements adjacent to King's Lynn and the Main Towns

North Wootton

South Wootton

West Winch

Wisbech Fringe (including Walsoken)

Growth Key Rural Services Centres (GKRSC)

The two Growth Key Rural Service Centres have been identified as they are closely related to overall Growth Strategy in close proximity to A10 / Main rail line Growth Corridor. They not only provide a range of services and facilities for the local population and wider rural areas, but have been identified as being capable of accommodating a higher level of growth than previously.

In Watlington this is mainly due to the services and facilities present, which includes the railway station on the main line from King's Lynn to Cambridge / London King's Cross.

At Marham the Borough Council wants to support RAF Marham, as one of the largest employers in the area, by providing further housing options for potential employees.

Growth Key Rural Service Centres

Marham

Watlington

Key Rural Service Centres (KRSC)

Key Rural Service Centres help to sustain the wider rural community. They provide a range of services that can meet basic day-to-day needs and a level of public transport that can enable access to and from the settlement. The Borough Council will seek to maintain and enhance facilities to support this function.

Key Rural Service Centres (23)

Brancaster with Brancaster Staithe/Burnham Deepdale	Feltwell with Hockwold- cum-Wilton	Stoke Ferry
Burnham Market	Great Massingham	Southery
Castle Acre	Grimston/Pott Row with Gayton	Terrington St Clement
Clenchwarton	Heacham	Terrington St John with St Johns

		Highway/Tilney — St Lawrence
Dersingham	Methwold — with Northwold	Upwell/Outwell
Docking	Marshland St James/St John's Fen End with Tilney Fen End	Walpole — St Peter/Walpole — St Andrew/Walpole Marsh
East Rudham	Middleton	West Walton
Emneth	Snettisham	

Rural villages (RV)

Rural villages have a limited but locally important role meeting the needs of the immediate village. Sustaining the existing services is a key priority. These settlements may see some limited growth, which will help support surrounding rural areas (e.g. some small-scale infilling or affordable housing).

Rural Villages (31)

Burnham Overy Staithe	Ingoldisthorpe	Walpole Cross Keys
Castle Rising	Old Hunstanton	Walpole Highway
Denver	Runcton Holme	Walton Highway
East Winch	Sedgeford	Welney
Fincham	Shouldham	Wereham
Flitcham	Stowbridge	West Newton
Great Bircham/Bircham Tofts	Syderstone	Wiggenhall St Germans
Harpley	Ten Mile Bank	Wiggenhall St Mary Magdalen

Smaller Villages and Hamlets (SVAH)

These are villages with few or no services where only very limited development will take place.

Smaller Villages and Hamlets (38)

Ashwicken	Holme next the Sea	South Creake
Barroway Drove	Lakesend	Stanhoe
Barton Bendish	Leziate	Tilney cum Islington
Bawsey	Methwold Hythe	Titchwell
Blackborough End	Nordelph	Tottenhill
Boughton	North Creake	West Acre
Brookville	North Runcton	West Dereham
Burnham Norton	Pentney	West Rudham
Burnham Overy Town	Ringstead	Whittington
Burnham Thorpe	Roydon	Wiggenhall St Mary the Virgin
Congham	Saddlebow	Wretton
Crimplesham	Salter's Lode	
Gayton Thorpe	Shouldham Thorpe	
Hay Green		

Unlisted hamlets and smaller groups of rural dwellings excluded from the settlement hierarchy are deemed to be within the wider countryside.

General Provisions relating to Policy LP02

- 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.

		<ul style="list-style-type: none">• Land allocation in each of the settlement tiers will be in accordance with the principles set out in Policy LP01 Spatial Strategy Policy – Housing Distribution. All new development in the borough should be of the highest quality design in accordance with the requirements of Policy LP18 Design and Sustainable Development.• In all cases set out above, development should seek to avoid conflict with the Local Plan's environmental protection; nature conservation; and conservation and enhancement of the historic environment policies and should, where necessary, introduce mitigating or compensatory measures to address harmful implications in accordance with Policy LP19 Environmental Assets.
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<p>MM5</p> <p style="text-align: center;">158</p>	<p>New Policy - Spatial Strategy and Settlement Hierarchy, and supporting text</p>	<p>Insert New Policy - Spatial Strategy and Settlement Hierarchy, together with supporting text and Key Diagram, as follows:</p> <p><u>Spatial Strategy</u></p> <p><u>Introduction</u></p> <p><u>In line with National Planning Policy, the spatial strategy for Kings Lynn and West Norfolk seeks to distribute majority of growth within the most sustainable locations of Kings Lynn, Downham Market and Hunstanton, and on the edge of Wisbech to continue to support their roles as established large settlements.</u></p> <p><u>This approach makes the most of existing services and facilities, delivering growth to where it is most needed. It also provides associated opportunities to regenerate urban areas, provide new jobs and new homes in accessible locations, and focus infrastructure improvements where they will have the greatest effect.</u></p> <p><u>Whilst supporting the continued sustainability of existing settlements, the Plan seeks to promote the establishment of a major sustainable growth area to the south-east of Kings Lynn. As the most significant site allocation over the longer term, the West Winch Growth Area is a focal point for development within the Borough, contributing to supporting housing delivery, increasing the productivity of the local economy, reducing out-commuting, increasing the number and quality of better paid jobs in the Borough and improving accessibility to services for the rural communities.</u></p> <p><u>Outside of these areas, the Borough’s smaller communities vary in size, accessibility, facilities, character, constraints, and opportunities. The impact upon infrastructure capacity and the ability for rural settlements to expand to accommodate the needs generated by new development also varies. The spatial strategy recognises that settlements within the rural area should be allowed to grow appropriately in order to maintain rural vitality. New Policy – Residential Development on Windfall Sites and Policies LP18-LP21¹ ensure that this growth is sensitive to place, ensuring that each rural community retains its identity and distinctiveness, built form and character, and is in keeping with each settlement’s size, scale of services and infrastructure capacity.</u></p> <p><u>Whilst development is focused within the urban areas and to a lesser extent in villages there will be occasions where development is proposed within the countryside. For most uses, there are strong reasons why such development would be contrary to the overall strategy of this plan and would not result in sustainable development. However, some proposals and some uses will be wholly appropriate in some scenarios such as those supporting the local economy, agriculture, and other rural land-based activities.</u></p> <p><u>The Key Diagram illustrates the spatial strategy in this Plan.</u></p>
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¹ Policy references relate to relevant policies in the Plan, as submitted in March 2022. The final policy references will be amended, as additional (minor) modifications when the Plan is adopted.

Local Plan Strategy Diagram



Local Plan Strategy Diagram May 2024

- King's Lynn Sub Regional Centre
- Main Towns
- Main Towns (outside area)
- Key Rural Service Centre (KRSC)
- ◆ Settlements adjacent to King's Lynn or Main Town
- Rural Village
- Railway
- West Winch Growth Area
- A47
- A10
- Main Roads
- Extension to Wisbech

The distribution of growth has been informed by the settlement hierarchy:

- determining the overall level of growth for the Borough; and
- distribution of growth within individual tiers of the settlement hierarchy.

Creation of a Settlement Hierarchy

The settlement hierarchy provides a framework to enable the distribution of the Borough's growth in accordance with the spatial strategy. Each tier of the hierarchy reflects the settlement/ area's role, including:

- the range of services present;
- proximity and functional relationships between settlements;
- their accessibility by public transport;
- their infrastructure capacity; and
- their ability to expand sustainably to accommodate the needs generated by new development.

The settlement hierarchy is as follows:

- Tier 1: Kings Lynn Sub Regional Centre (including West Winch Growth Area)
- Tier 2: Main Towns
- Tier 3: Settlements adjacent to King's Lynn and the Main Towns
- Tier 4: Key Rural Service Centres
- Tier 5: Rural Villages
- Tier 6: Smaller Villages and Hamlets

Tier 1: King's Lynn Sub Regional Centre

King's Lynn is the principal town in the Borough and has a population of approximately 42,100 (2021 Census). It enjoys relative ease of access to a range of higher order health, education, cultural, retail and employment opportunities.

The town and its wider urban area are the most sustainable locations to accommodate growth and provide the best opportunity to deliver the ambitions identified in Policy LP38 and site-specific allocations. The King's Lynn Sub Regional Centre includes the West Winch Growth Area which is the Council's main allocation providing for long-term housing growth in the Borough, over the Plan period and beyond. The town and its wider urban area, including the West Winch Growth Area, is expected to deliver substantial growth reflecting its easy access to the wider strategic road network and its ability to maximise sustainable transport choices. As such, it is the place where most new jobs will be created over the lifetime of the Plan. Significant regeneration is expected to start in the town centre and its environs by 2040.

Growth will be delivered through the West Winch Growth Area, housing commitments and land allocations in/ around the urban area. Totalling at least 3,759 dwellings over the Plan period, with a further 1,970 dwellings at the West Winch Growth Area anticipated to come forward beyond 2040. In addition, approximately, 53ha of employment land will be delivered in these locations in/ around King's Lynn.

Tier 2: Main Towns

Away from Kings Lynn, Downham Market and Hunstanton are the Main Towns in the Borough with populations around 11,300 and 5,200 respectively (2021 Census). They both have a wide range of services, shops and employment opportunities with good public transport links. They are considered sustainable locations for growth and provide a significant role in supporting the needs of their residents and the residents in nearby communities in line with Policies LP39 and LP40. Both towns are expected to deliver local employment and housing growth appropriate to meet general needs, and to maximise opportunities for sustainable transport choices.

Growth at Downham Market and Hunstanton will be delivered through a combined strategy of urban regeneration, sustainable urban extensions and on other urban sites. Growth will also be delivered to the east of Wisbech, known as Wisbech Fringe, through a joint Fenland and West Norfolk urban extension to that settlement for 1,400 dwellings, of which 550 are situated within the Borough. Housing commitments and site allocations at the Main Towns should deliver at least 1,724 dwellings over the Plan period with 716 in Downham Market, 508 in Hunstanton and 500 (out of 550) at Wisbech Fringe. In addition, 32ha of employment land will be delivered in these locations.

Tier 3: Settlements adjacent to King's Lynn and the Main Towns

Although separate villages, the settlements of North Wootton, South Wootton, West Winch and West Lynn are in close proximity to the King's Lynn urban area. Similarly, Walsoken which adjoins Wisbech, a town within the neighbouring Fenland District, which is sited adjacent to the Borough Boundary. Their relationship with these larger settlements is different to other villages, due to their close proximity. This provides unique benefits in terms of enhanced accessibility and the ability to access a good range of services.

These settlements will accommodate at least 720 dwellings over the Plan period through housing commitments and site allocations to support their needs, but other nearby large allocations or urban extensions within or adjacent to the larger settlements will be the focus for growth within these areas.

Tier 4: Key Rural Service Centres

These are considered the most sustainable settlements within the rural areas of the district. They are large enough to sustain a range of local facilities. These services and facilities help meet the day-to-day needs of their residents, but also provide services to other nearby smaller settlements. Key Rural Service Centres will provide some growth to support their roles as 'service centres' and to enhance local service and public transport provision.

The majority of growth within the rural areas will be delivered at the Key Rural Service Centres, through a combination of existing housing commitments and small to medium size allocations, where 2,383 dwellings should be delivered over the Plan period.

Tier 5: Rural Villages

The Rural Villages vary significantly in size and structure. These settlements provide some limited local services such as schools, shops and public transport.

Limited growth will support local service provision and to meet the housing needs of these more rural communities. This will be delivered through a combination of existing housing commitments and small allocations, where 636 dwellings will be delivered over the Plan period.

Tier 6: Smaller Villages and Hamlets

Smaller Villages and Hamlets are those which have little to no local services.

Growth will be limited to supporting local service provision and to meeting the housing needs of these more rural communities. Smaller Villages and Hamlets will not be required to deliver any growth via allocations due to their small size, rural character and limited opportunities to deliver sustainable development. However, 127 dwellings are expected to be delivered over the Plan period through existing commitments and Neighbourhood Plan allocations.

Housing Supply

The Standard Method for calculating Local Housing Need (LHN), as per the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG), has been used to calculate the LHN for the Local Plan. As of March 2024, this provides a figure of 554 new homes per year. Over the 19-year Local Plan period (2021/22 to 2039/40) this provides an overall need of 10,526 new homes. The end date ensures, consistent with the PPG, that there are 15 years of the Plan period remaining at the point of adoption of the Local Plan.

To establish the number of jobs required, the Employment Land Review 2017 (ELR) identified a high quantity of employment land supply, including approximately 85 hectares of extant Local Plan allocations and/ or major commitments at King's Lynn and the Main Towns. This equates to at least 13,000 new jobs². Policies LP07-LP10 provide the detailed policy framework regarding managing development for proposed employment and retail uses within the Borough. Housing growth over the Plan period should support the level of jobs growth within the Borough, in line with the 2020 Housing Needs Assessment (HNA) and ELR.

New Table Housing Supply during the Plan Period demonstrates that the LHN of 10,526 over the Plan period can comfortably be met. Planning for almost an exact number to meet the need leaves little room for manoeuvre over the Plan period should any site not come forward as envisaged. This takes into account the growth which is planned through site-specific allocations contained within the Local Plan and Neighbourhood Plans. It also considers the sites allocated by the previous Local Plan (Core Strategy 2011 & Site Allocations and Development Management Policies Plan 2016) which are not carried forward as allocations in this Local Plan. It is important to note the contribution of windfall development, i.e., those sites which will come forward and gain planning permission (and subsequently be built) which are not site-specific development plan allocations. Such sites could come forward within or adjacent to existing built-up areas (as defined by development boundaries through Policy LP04 and illustrated on the Policies Map) in line with New Policy - Residential Development on Windfall Sites and other relevant policies in this Plan.

² This applies the standard 1ha of employment land accommodating 4,640m² floorspace, defined in the 2017 Employment Land Review, and 2010 Employment Densities Guide for the calculation of job numbers.

The Housing Trajectory and the Schedule which underpins this is provided in full as New Appendix - Housing Trajectory.

New Table - Housing Supply during the Plan period

<u>Housing Supply over 19 Year Plan Period (2021/22 – 2039/40)</u>	<u>No. of Dwellings</u>
<u>Completions Total</u>	<u>1,562</u>
<u>Completions (2021/22)</u>	<u>387</u>
<u>Completions (2022/23)</u>	<u>569</u>
<u>Completions (2023/24)</u>	<u>606</u>
<u>Commitments on 1 April 2024 Total (excluding Local Plan allocations)</u>	<u>2,676</u>
<u>Sites of 1 to 4 dwellings</u>	<u>709</u>
<u>Sites of 5 to 9 dwellings</u>	<u>318</u>
<u>Sites of 10 dwellings or more</u>	<u>1,571</u>
<u>Neighbourhood Plan allocations with planning permission</u>	<u>78</u>
<u>Local Plan Allocations Total</u>	<u>5,044</u>
<u>Local Plan Allocations with Planning Permission</u>	<u>1,978</u>
<u>Local Plan Allocations without Planning Permission</u>	<u>3,066</u>
<u>Neighbourhood Plan Allocations without Planning Permission</u>	<u>75</u>
<u>Windfall Allowance (2027/28 to 2039/40)</u>	<u>3,081</u>
<u>Total Deliverable Supply</u>	<u>12,438</u>
<u>Housing Need (LHN 554 x 19 years)</u>	<u>10,526</u>
<u>Surplus of Housing Supply over the Housing Need</u>	<u>1,912</u>

Windfall allowance explanation

The windfall allowance which is considered a part of the anticipated supply has been calculated on a basis consistent with NPPF & PPG. There is compelling evidence that this will provide a reliable source of supply. The allowance is realistic and has regard to the Housing and Economic Land Availability Assessment (HELAA), historic windfall delivery rates, and expected future trends.

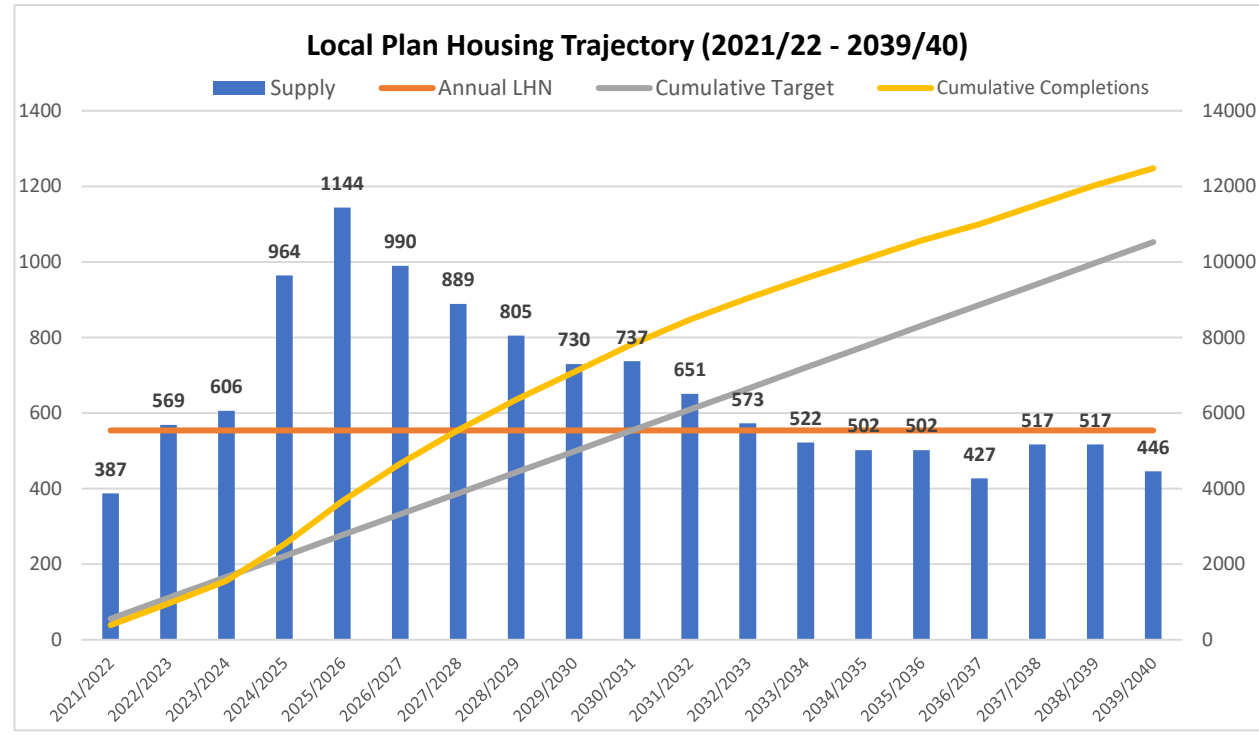
The average annual housing completions from windfall sites is 412. This is based upon the last 23 years' worth of data (2001/2002 - 2023/24). This time period has been selected as it coincides with the start of the previous Plan period and ends with the last complete financial year. It also takes into account changes in the housing market over time, including different economic climates. In addition, it is a similar time period to that of the Local Plan. Recognising that land is a finite resource this figure is discounted by 25% to give a windfall allowance of 309 dwellings per year.

The windfall allowance is applicable for the last 13 years of the Plan period, from 2027/28 to 2039/40 to avoid double counting (309 (annual allowance) x 13 (years) = 4,017).

However, the settlement capacity sense check in New Appendix – Neighbourhood Plan Housing Requirement Methodology, which includes taking account of the HELAA sites submitted capacity, indicates that for 3 Main Towns (King's Lynn, Downham Market, and Hunstanton) and North Wootton, South Wootton, and West Winch that 938 dwellings are unlikely to be accommodated. This number of dwellings is therefore taken away from the total. $4,017 - 938 = 3,079$.

The total of 3,079 is then divided by the number of years the windfall allowance is applicable for. $3,079 / 13 = 237$ (rounded up). The final windfall allowance for the housing trajectory and land supply calculations is 237 dwellings per year (from 2027/28 onwards). In total this is a figure of 3,081 dwellings.

Housing Trajectory



5 Year Housing Land Supply Position

New Table – Identified Housing Land Supply, below, illustrates that the Identified Housing Land Supply for the five-year period from 2024/25 to 2028/29 is 4,619 dwellings. This comprises the various sources of housing listed, including two years’ worth of the windfall allowance in years 4 and 5, to avoid double counting.

A 7% discount/ lapse rate is applied to commitments as per the table below. These are houses which have planning permission and are on sites which were not specifically allocated in the Development Plan. This recognises that some homes from this source might not come forward as originally envisaged. The rate is based upon the fact that over a recent 5-year period (2018/19 – 2022/23) 2,326 dwellings were granted planning permission on windfall sites, and in this same timeframe planning permissions for 166 dwellings have lapsed. The calculation is as follows: 166/2,326 x 100 = 7%.

A similar rate has not been applied to the Local and Neighbourhood Plan Site-Specific Allocations, as these have broadly been expressed as 'at least' and have in most cases come forward for planning permission and are being built out for a higher number of homes than the original policies stated. There has also been a detailed examination of the progress of these sites, they have been categorised and their future delivery predicted based on a combination of evidence from the site owner/controller/agent/developer and planning judgment.

New Table: Identified Housing Land Supply

<u>5 Year Housing Supply Source (2024/25 – 2028/29)</u>	<u>No. of Dwellings</u>	<u>7% Discount / Lapse Rate</u>
<u>Commitments on 1 April 2024 (excluding Local Plan allocations)</u>		
<u>Windfall sites of 10 dwellings or more</u>	<u>1,092</u>	<u>1,016</u>
<u>Windfall sites of 5 to 9 dwellings</u>	<u>318</u>	<u>296</u>
<u>Windfall sites of 1 to 4 dwellings</u>	<u>709</u>	<u>659</u>
<u>Windfall Commitments Total</u>	<u>2,119</u>	<u>1,971</u>
<u>Neighbourhood Plan allocations with planning permission</u>		<u>78</u>
<u>Total Commitments (excluding Local Plan allocations)</u>		<u>2,049</u>
<u>Local Plan Allocations</u>		
<u>Local Plan allocations with planning permission</u>		<u>1,603</u>
<u>Local Plan allocations without planning permission</u>		<u>485</u>
<u>Local Plan Allocations Total</u>		<u>2,088</u>
<u>Neighbourhood Plan allocations without Planning Permission</u>		<u>8</u>
<u>Windfall Allowance</u>		<u>474</u>
<u>Total 5 Year Identified Supply (IDS)</u>		<u>4,619</u>

New Table - 5 Year Housing Land Supply Calculation provides the 5-Year Housing Land Supply Calculation at 1 April 2024. It takes the total identified housing supply from New Table - Identified Housing Land Supply and demonstrates that the Housing Land Supply Position for The Borough Council of King's Lynn and West Norfolk on 1 April 2024 is 8 years. This is a healthy position that is significantly in excess of the required minimum 5 years' worth.

New Table - 5 Year Housing Land Supply Calculation

<u>Local Housing Need (LHN) (based on standard method)</u>	<u>554</u>
<u>LHN x 5 (Years)</u>	<u>2,770</u>
<u>LHN x 5 (Years) + 5% NPPF Buffer (to ensure choice and competition in the market for land)</u>	<u>2,909</u>
<u>Identified Housing Supply (as per New Table)</u>	<u>4,619</u>
<u>Identified Housing Supply / LHN x 5 + 5% NPPF Buffer</u>	<u>1.59</u>
<u>Above x 5 (Years)</u>	<u>7.9</u>

Distribution of Growth across the Borough, consistent with the Spatial Strategy and the Settlement Hierarchy, will be delivered via existing sites with planning permission, sites allocated in the Local Plan and Neighbourhood Plans (including sites with planning permission), and new planning permissions granted in accordance with the policies of the Local Plan, including windfall development. The distribution of housing and employment growth is set out in New Policy - Spatial Strategy and Settlement Hierarchy.

New Policy - Spatial Strategy and Settlement Hierarchy

1. The spatial strategy for King's Lynn and West Norfolk will deliver a minimum of 12,438 dwellings and around 85ha of employment land between 2021 – 2040, distributed broadly in accordance with New Table as follows:

	<u>Completions 2021-24</u>	<u>Commitments on 1 April 2024 Total (excluding Local Plan allocations)</u>	<u>Local Plan Allocations (deliverable sites 2024-2040)</u>	<u>% planned growth: Local Plan allocations</u>	<u>Neighbourhood Plan Allocations (excluding completions and commitments, 2021-24)</u>	<u>Total Growth (2021- 2040)</u>	<u>% of Housing Growth</u>	<u>Employment Growth (ha)</u>
<u>King's Lynn Sub- Regional Centre</u>	<u>391</u>	<u>906</u>	<u>2,462</u>	<u>49%</u>	<u>0</u>	<u>3,759</u>	<u>30%</u>	<u>53</u>
<u>Main Towns</u>	<u>215</u>	<u>291</u>	<u>1,218</u>	<u>24%</u>	<u>0</u>	<u>1,724</u>	<u>14%</u>	<u>32</u>
<u>Settlements adjacent to King's Lynn and Main Towns</u>	<u>79</u>	<u>65</u>	<u>576</u>	<u>11%</u>	<u>0</u>	<u>720</u>	<u>6%</u>	
<u>Key Rural Service Centres (KRSCs)</u>	<u>601</u>	<u>1,024</u>	<u>708</u>	<u>14%</u>	<u>50</u>	<u>2,383</u>	<u>19%</u>	
<u>Rural Villages (RVs)</u>	<u>245</u>	<u>286</u>	<u>80</u>	<u>2%</u>	<u>25</u>	<u>636</u>	<u>5%</u>	
<u>Smaller Villages & Hamlets</u>	<u>29</u>	<u>98</u>	<u>0</u>	<u>0%</u>	<u>0</u>	<u>127</u>	<u>1%</u>	
<u>Countryside</u>	<u>2</u>	<u>6</u>	<u>0</u>	<u>0%</u>	<u>0</u>	<u>8</u>	<u>0%</u>	
<u>Sub-Total</u>	<u>1,562</u>	<u>2,676</u>	<u>5,044</u>	<u>100%</u>	<u>75</u>	<u>9,357</u>	<u>75%</u>	
<u>Windfall</u>						<u>3,081</u>	<u>25%</u>	
<u>TOTAL</u>						<u>12,438</u>	<u>100%</u>	<u>85</u>

2. To deliver the spatial strategy, appropriate levels of growth will be distributed to the Settlement Hierarchy, as follows:

Settlement Hierarchy					
Tier 1: King's Lynn Sub-Regional Centre					
Settlement	Completions 2021-24	Commitments (as of 1 April 2024)	Local Plan Allocations (deliverable sites, 2024-2040)	Neighbourhood Plan Allocations (excluding completions and commitments, 2021-24)	Total
King's Lynn Existing Urban Area: (Including Gaywood, Hardwick and South Lynn)	391	906	432	0	3,759
West Winch Growth Area	0	0	2,030	0	
Tier 2: Main Towns					
Settlement	Completions 2021-24	Commitments (as of 1 April 2024)	Local Plan Allocations (deliverable sites, 2024-2040)	Neighbourhood Plan Allocations (excluding completions and commitments, 2021-24)	Total
Downham Market	31	89	596	0	1,724
Hunstanton	184	202	122	0	
Wisbech (Fringe – East Wisbech urban extension)	0	0	500	0	
Tier 3: Settlements adjacent to King's Lynn and the Main Towns					
Settlement	Completions 2021-24	Commitments (as of 1 April 2024)	Local Plan Allocations (deliverable sites, 2024-2040)	Neighbourhood Plan Allocations (excluding completions and commitments, 2021-24)	Total

171	<u>North of King's Lynn:-North Wootton and South Wootton</u>	<u>51</u>	<u>26</u>	<u>538</u>	<u>0</u>	<u>720</u>	
	<u>East of Wisbech: Walsoken</u>	<u>20</u>	<u>29</u>	<u>0</u>	<u>0</u>		
	<u>Southeast of King's Lynn: West Winch</u>	<u>8</u>	<u>10</u>	<u>0</u>	<u>0</u>		
	<u>West of King's Lynn: West Lynn</u>	<u>0</u>	<u>0</u>	<u>38</u>	<u>0</u>		
	Tier 4: Key Rural Service Centres						
	<u>Settlement</u>	<u>Completions 2021-24</u>	<u>Commitments (as of 1 April 2024)</u>	<u>Local Plan Allocations (deliverable sites, 2024-2040)</u>	<u>Neighbourhood Plan Allocations (excluding completions and commitments, 2021-24)</u>	<u>Total</u>	
	<u>Brancaster with Brancaster Staithe/ Burnham Deepdale</u>	<u>13</u>	<u>26</u>	<u>0</u>	<u>0</u>	<u>39</u>	
	<u>Burnham Market</u>	<u>26</u>	<u>28</u>	<u>0</u>	<u>0</u>	<u>54</u>	
	<u>Castle Acre</u>	<u>16</u>	<u>5</u>	<u>0</u>	<u>4</u>	<u>25</u>	
	<u>Clenchwarton</u>	<u>32</u>	<u>53</u>	<u>20</u>	<u>0</u>	<u>105</u>	
	<u>Dersingham</u>	<u>5</u>	<u>4</u>	<u>20</u>	<u>0</u>	<u>29</u>	
	<u>Docking</u>	<u>102</u>	<u>47</u>	<u>0</u>	<u>0</u>	<u>149</u>	
	<u>Emneth</u>	<u>17</u>	<u>205</u>	<u>0</u>	<u>0</u>	<u>222</u>	
<u>Feltwell with Hockwold-cum-Wilton</u>	<u>13</u>	<u>43</u>	<u>50</u>	<u>0</u>	<u>106</u>		
<u>Great Massingham</u>	<u>2</u>	<u>1</u>	<u>16</u>	<u>0</u>	<u>19</u>		

<u>Grimston/ Pott Row with Gayton</u>	<u>81</u>	<u>74</u>	<u>37</u>	<u>0</u>	<u>192</u>
<u>Heacham</u>	<u>12</u>	<u>16</u>	<u>133</u>	<u>0</u>	<u>161</u>
<u>Marham/ Upper (RAF) Marham</u>	<u>1</u>	<u>19</u>	<u>85</u>	<u>0</u>	<u>105</u>
<u>Methwold with Northwold</u>	<u>96</u>	<u>67</u>	<u>0</u>	<u>0</u>	<u>163</u>
<u>Middleton</u>	<u>6</u>	<u>7</u>	<u>0</u>	<u>0</u>	<u>13</u>
<u>Snettisham</u>	<u>29</u>	<u>86</u>	<u>0</u>	<u>0</u>	<u>115</u>
<u>Stoke Ferry</u>	<u>1</u>	<u>117</u>	<u>52</u>	<u>0</u>	<u>170</u>
<u>Terrington St Clement</u>	<u>40</u>	<u>19</u>	<u>119</u>	<u>0</u>	<u>178</u>
<u>Terrington St John with St Johns Highway/ Tilney St Lawrence</u>	<u>25</u>	<u>65</u>	<u>40</u>	<u>0</u>	<u>130</u>
<u>Upwell/ Outwell</u>	<u>39</u>	<u>75</u>	<u>90</u>	<u>46</u>	<u>250</u>
<u>Walpole St Peter/ Walpole St Andrew/ Walpole Marsh</u>	<u>17</u>	<u>18</u>	<u>6</u>	<u>0</u>	<u>41</u>
<u>Watlington</u>	<u>3</u>	<u>24</u>	<u>40</u>	<u>0</u>	<u>67</u>
<u>West Walton/ Walton Highway</u>	<u>25</u>	<u>25</u>	<u>0</u>	<u>0</u>	<u>50</u>
				<u>TOTAL</u>	<u>2,383</u>
<u>Tier 5: Rural Villages</u>					
<u>Settlement</u>	<u>Completions 2021-24</u>	<u>Commitments (as of 1 April 2024)</u>	<u>Local Plan Allocations (deliverable sites, 2024-2040)</u>	<u>Neighbourhood Plan Allocations (excluding completions and commitments, 2021-24)</u>	<u>Total</u>

<u>Castle Rising</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>3</u>
<u>Denver</u>	<u>2</u>	<u>6</u>	<u>6</u>	<u>0</u>	<u>14</u>
<u>East Rudham</u>	<u>4</u>	<u>11</u>	<u>10</u>	<u>0</u>	<u>25</u>
<u>East Winch</u>	<u>6</u>	<u>8</u>	<u>0</u>	<u>0</u>	<u>14</u>
<u>Fincham</u>	<u>7</u>	<u>14</u>	<u>3</u>	<u>0</u>	<u>24</u>
<u>Flitcham</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Great Bircham/ Bircham Tofts</u>	<u>4</u>	<u>17</u>	<u>10</u>	<u>0</u>	<u>31</u>
<u>Harpley</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>
<u>Hilgay</u>	<u>9</u>	<u>23</u>	<u>16</u>	<u>0</u>	<u>48</u>
<u>Hillington</u>	<u>7</u>	<u>11</u>	<u>0</u>	<u>0</u>	<u>18</u>
<u>Ingoldisthorpe</u>	<u>26</u>	<u>6</u>	<u>0</u>	<u>0</u>	<u>32</u>
<u>Marshland St James/ St John's Fen End with Tilney Fen End</u>	<u>29</u>	<u>23</u>	<u>6</u>	<u>0</u>	<u>58</u>
<u>North Creake</u>	<u>3</u>	<u>7</u>	<u>0</u>	<u>0</u>	<u>10</u>
<u>Old Hunstanton</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>4</u>
<u>Pentney</u>	<u>9</u>	<u>17</u>	<u>0</u>	<u>0</u>	<u>26</u>
<u>Runcton Holme</u>	<u>11</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>13</u>
<u>Sedgeford</u>	<u>5</u>	<u>11</u>	<u>11</u>	<u>25</u>	<u>52</u>
<u>Shouldham</u>	<u>2</u>	<u>11</u>	<u>0</u>	<u>0</u>	<u>13</u>
<u>South Creake</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Southery</u>	<u>22</u>	<u>12</u>	<u>0</u>	<u>0</u>	<u>34</u>
<u>Stanhoe</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
<u>Stow Bridge</u>	<u>27</u>	<u>25</u>	<u>0</u>	<u>0</u>	<u>52</u>

<u>Syderstone</u>	<u>6</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>8</u>
<u>Ten Mile Bank</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Thornham</u>	<u>20</u>	<u>11</u>	<u>0</u>	<u>0</u>	<u>31</u>
<u>Three Holes</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Tilney All Saints/ Tilney High End</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>
<u>Tottenham</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Walpole Highway</u>	<u>10</u>	<u>7</u>	<u>2</u>	<u>0</u>	<u>19</u>
<u>Welney</u>	<u>10</u>	<u>7</u>	<u>12</u>	<u>0</u>	<u>29</u>
<u>Wereham</u>	<u>12</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>16</u>
<u>West Newton</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>
<u>Whittington</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Wiggenhall St Germans</u>	<u>6</u>	<u>3</u>	<u>4</u>	<u>0</u>	<u>13</u>
<u>Wiggenhall St Mary Magdalen</u>	<u>4</u>	<u>10</u>	<u>0</u>	<u>0</u>	<u>14</u>
<u>Wimbotsham</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>0</u>	<u>7</u>
<u>Wormegay</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>3</u>
				<u>TOTAL</u>	<u>636</u>
<u>Tier 6: Smaller Villages and Hamlets</u>					
<u>Settlement</u>	<u>Completions 2021-24</u>	<u>Commitments (as of 1 April 2024)</u>	<u>Local Plan Allocations (deliverable sites, 2024-2040)</u>	<u>Neighbourhood Plan Allocations (excluding completions and commitments, 2021-24)</u>	<u>Total</u>
<u>Ashwicken</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Barroway Drove</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Barton Bendish</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>

<u>Bawsey</u>	1	1	0	0	2
<u>Blackborough End</u>	0	0	0	0	0
<u>Boughton</u>	0	3	0	0	3
<u>Brookville</u>	0	0	0	0	0
<u>Burnham Norton</u>	0	0	0	0	0
<u>Burnham Overy Staithe</u>	2	0	0	0	2
<u>Burnham Overy Town</u>	0	0	0	0	0
<u>Burnham Thorpe</u>	4	2	0	0	6
<u>Congham</u>	0	0	0	0	0
<u>Crimplesham</u>	1	2	0	0	3
<u>Gayton Thorpe</u>	0	0	0	0	0
<u>Hay Green</u>	0	0	0	0	0
<u>Holme Next the Sea</u>	0	6	0	0	6
<u>Lakes End</u>	0	0	0	0	0
<u>Leziate</u>	0	10	0	0	10
<u>Methwold Hythe</u>	0	0	0	0	0
<u>Nordelph</u>	1	4	0	0	5
<u>North Runcton</u>	1	2	0	0	3
<u>Ringstead</u>	0	13	0	0	13
<u>Roydon</u>	0	3	0	0	3
<u>Saddlebow</u>	0	0	0	0	0
<u>Salter's Lode</u>	0	4	0	0	4
<u>Shouldham Thorpe</u>	1	5	0	0	6

<u>Tilney cum Islington</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Titchwell</u>	<u>5</u>	<u>6</u>	<u>0</u>	<u>0</u>	<u>11</u>
<u>Walpole Cross Keys</u>	<u>9</u>	<u>20</u>	<u>0</u>	<u>0</u>	<u>29</u>
<u>West Acre</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>4</u>
<u>West Dereham</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>3</u>
<u>West Rudham</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Wiggenhall St Mary the Virgin</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Wretton</u>	<u>2</u>	<u>11</u>	<u>0</u>	<u>0</u>	<u>13</u>
				<u>TOTAL</u>	<u>127</u>

Other hamlets and smaller groups of rural dwellings which are not listed in this table are excluded from the settlement hierarchy as they are deemed to be within the wider countryside and will be subject to other policies in this Plan.

Settlement Hierarchy Supporting Text

The following supporting text provides a brief description of each of the tiers within the Settlement Hierarchy.

Tier 1: King's Lynn Sub-Regional Centre

Includes the historic town of King's Lynn, the suburbs of Gaywood, Hardwick and South Lynn and the West Winch Growth Area. It contains the greatest number and diversity of employment uses, retail, leisure, cultural and administrative facilities and services within the Borough and is an important driver of economic growth and prosperity. Growth will be delivered through a combination of committed developments and site-specific allocations. There may also be the delivery of additional growth through windfall development via planning applications and/or allocations in New Policy - Neighbourhood Plans over the Plan period.

Tier 2: Main Towns

The Main Towns of Downham Market, Hunstanton and Wisbech (which falls mainly within Fenland District Council's area) have a significant range of local employment, retail, service and facility provision which provide daily needs to their residents and a wider catchment of settlements. Growth will be delivered through a combination of committed developments and site-specific allocations. There may also be the delivery of additional growth through windfall development via planning applications and/or allocations in New Policy - Neighbourhood Plans over the Plan period.

Tier 3: Settlements adjacent to King's Lynn and the Main Towns

Provide significant local facilities which meet the daily needs. Each adjoins and is functionally related to the King's Lynn Urban Area or Wisbech but have their own distinctive character which marks them out as separate and distinct places. Growth will be delivered through a combination of committed developments and site-specific allocations. There may also be the delivery of additional growth through windfall development via planning applications and/or allocations in New Policy - Neighbourhood Plans over the Plan period.

Tier 4: Key Rural Service Centres

Key Rural Service Centres are larger villages that provide a good range of services that meet the daily needs of their residents and other nearby villages. Growth will be delivered through a combination of committed developments and site-specific allocations. There may also be the delivery of additional growth through windfall development via planning applications and/or allocations in New Policy - Neighbourhood Plans over the Plan period.

Tier 5: Rural Villages

Rural Villages provide only a limited number and range of services that help meet some of the daily needs of their residents. Growth will be delivered through a combination of committed developments and site-specific allocations. There may also be the delivery of additional growth through windfall development via planning applications and/or allocations in New Policy - Neighbourhood Plans over the Plan period.

Tier 6: Smaller Villages and Hamlets

Smaller Villages and Hamlets have very limited services and facility provision. Growth will be delivered through committed developments. There may also be the delivery of additional growth through windfall development via planning applications and/or allocations in New Policy - Neighbourhood Plans over the Plan period.

<p>MM6</p> <p>178</p>	<p>New Policy – Windfall Development and its supporting text</p>	<p><i>Insert New Policy – Windfall Development and its supporting text after the New Policy Spatial Strategy and Settlement Hierarchy and its supporting text as follows:</i></p> <p><u>New Policy on Windfall Development</u></p> <p><u>Residential development on windfall sites</u></p> <p><u>Windfall development will be an important component of housing growth throughout the Plan period. Its location and scale should reflect the Plan’s spatial strategy and settlement hierarchy set out in New Policy – Spatial Strategy and Settlement Hierarchy. Windfall development refers to development which occurs on sites other than those allocated in the development plan.</u></p> <p><u>Most windfall development will be on sites within development boundaries. However, in the interests of positive planning, this policy makes provision for some development outside, but adjoining, the development boundaries of the most sustainable settlements (Tiers 1-4), provided certain criteria are met.</u></p> <p><u>The housing needs of rural settlements within Tiers 5 and 6 of the Settlement Hierarchy will largely be provided for by existing planning permissions and sites allocated in this Plan or a Neighbourhood Plan. Windfall development can also take place in Tiers 5 and 6. However, this should normally be confined to sites located within development boundaries. This restriction is intended to protect the smaller villages from over development, promote local choice, and protect their character and distinctiveness. Furthermore, it would not preclude Neighbourhood Plans allocating sites for residential development outside development boundaries.</u></p>
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New Policy - Residential development on windfall sites

Residential development within development boundaries

- A. Residential development within the development boundaries of settlements in Tiers 1-6 of the Settlement Hierarchy in New Policy – Spatial Strategy and Settlement Hierarchy, as defined on the Policies Map, will be supported, provided it complies with other relevant policies in the development plan, and meets the following criteria:
- a. It results in a sustainable design of development which respects and enhances local character, contributes to place making and the reinforcement of local distinctiveness, and can be readily assimilated into the settlement in accordance with policies LP18, LP21, LP22; and
 - b. It has regard to the size, type, tenure and range of housing that supports the needs of communities in accordance with policies LP28, LP29, LP30; and
 - c. It will not cause significant adverse impacts on services and infrastructure, or adverse effects can be mitigated through financial contributions towards improving provision in accordance with Policy LP05; and
 - d. Its context makes a positive contribution to the local environment and landscape setting in accordance with policies LP06, LP15, LP16, LP19, LP23, LP26; and
 - e. It does not result in an unacceptable impact on highway safety, or residual, cumulative impacts on the road network which would be severe in accordance with Policy LP13; and
 - f. The development maximises opportunities to reduce the need to travel and encourages sustainable and active travel modes of transport in accordance with Policy LP13.

Residential development outside of development boundaries

- B. In tier 1-4 settlements, as defined by New Policy - Spatial Strategy and Settlement Hierarchy, proposals for new residential development outside of, but adjoining development boundaries, as defined on the Policies Map, will be supported, provided they comply with other relevant policies of the development plan, and meet the criteria set out under Part A of this Policy, as well as the following criteria:
- a) It respects or enhances the character of the adjoining settlement and countryside, and can be readily assimilated into the existing fabric of the adjoining built up area; and
 - b) It can be supported by existing and future service and infrastructure provision, or adverse effects can be mitigated through financial contributions towards improving provision; and
 - c) It is not located within the boundary of the Norfolk Coast National Landscape, and would not adversely affect its setting; and

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

Residential developments in excess of the following dwelling thresholds outside of, but adjoining, the development boundary must be brought forward as allocations through the Local Plan or Neighbourhood Plans:

<u>King's Lynn</u>	<u>100 dwellings</u>
<u>Downham Market</u>	<u>75 dwellings</u>
<u>Hunstanton</u>	<u>50 dwellings</u>
<u>Tier 3 Settlements adjacent to King's Lynn and the Main Towns</u>	<u>25 dwellings</u>
<u>Key Rural Service Centres</u>	<u>25 dwellings</u>

Where it appears that windfall sites brought forward separately could be part of a larger development exceeding these thresholds, the Council will require it to be demonstrated that the provision of infrastructure and other essential services that ought to be provided to meet the needs of the larger development, would not be prejudiced by piecemeal development.

C. In tiers 5 and 6 of the settlement hierarchy, residential development will not normally be supported outside development boundaries, unless allocated through the Local Plan or a Neighbourhood Plan. That is except at Tier 5 settlements that have a housing requirement identified in the New Appendix to New Policy – Neighbourhood Plans, for which there are no opportunities within the development boundaries and which the relevant Neighbourhood Plan does not address through allocations. In such circumstances, small scale development of up to 5 dwellings will be supported where this is necessary to meet that housing requirement, and subject to the criteria under Parts A and B of this policy.

MM7
New Policy -
Neighbourhood
Plans and its
supporting text

Insert the New Policy Neighbourhood Plans and its supporting text after the New Policy Residential Development on Windfall Sites and its supporting text as follows:

Neighbourhood Plans

Neighbourhood Plans were introduced through the Localism Act 2011 and enable communities to produce their own policies and to allocate sites for development. It is for Town and Parish Councils to decide whether they wish to produce a Neighbourhood Plan and where they do the Council has a supporting role in the production of the Plan.

The National Planning Policy Framework requires local planning authorities to provide a housing requirement for designated Neighbourhood Plan areas.

It is acknowledged that not all Neighbourhood Plan groups will wish to address housing, however the Council's starting point is that Neighbourhood Plan groups should have the opportunity to address housing wherever this is consistent with the strategy of the Local Plan. New Policy - Neighbourhood Plans therefore provides each Neighbourhood area designated at the time of Plan preparation with a minimum housing number. The methodology used to calculate the housing number is set out in New Appendix – Neighbourhood Plan Housing Requirement Methodology and will be used to calculate the housing requirements for future neighbourhood areas.

New Policy – Neighbourhood Plans

The Council will support the production of Neighbourhood Plans in identifying appropriate, locally specific policies that are in general conformity with the strategic policies of this Local Plan.

Where Neighbourhood Plans seek to plan for housing growth, they will be expected to plan for the minimum housing requirements set out below:

<u>Neighbourhood Plan Area</u>	<u>Minimum Net Housing Requirement</u>	<u>Neighbourhood Plan Area</u>	<u>Minimum Net Housing Requirement</u>	<u>Neighbourhood Plan Area</u>	<u>Minimum Net Housing Requirement</u>
<u>Brancaster</u>	<u>12</u>	<u>Hunstanton</u>	<u>100</u>	<u>South Wootton</u>	<u>134</u>
<u>Burnham Market</u>	<u>11</u>	<u>Ingoldisthorpe</u>	<u>2</u>	<u>Stoke Ferry</u>	<u>8</u>
<u>Burnham Overy</u>	<u>0</u>	<u>Marshland St James</u>	<u>3</u>	<u>Syderstone</u>	<u>1</u>

<u>Castle Acre</u>	<u>4</u>	<u>North Runcton</u>	<u>0</u>	<u>Terrington St John</u>	<u>6</u>
<u>Congham</u>	<u>0</u>	<u>Old Hunstanton</u>	<u>2</u>	<u>Thornham</u>	<u>2</u>
<u>Dersingham</u>	<u>38</u>	<u>Outwell</u>	<u>16</u>	<u>Tilney All Saints</u>	<u>1</u>
<u>Docking</u>	<u>11</u>	<u>North Wootton</u>	<u>73</u>	<u>Tilney St Lawrence</u>	<u>11</u>
<u>Downham Market</u>	<u>473</u>	<u>Pentney</u>	<u>1</u>	<u>Upwell</u>	<u>0</u>
<u>Gayton</u>	<u>12</u>	<u>Ringstead</u>	<u>0</u>	<u>Walpole</u>	<u>13</u>
<u>Great Massingham</u>	<u>7</u>	<u>Roydon</u>	<u>0</u>	<u>Walpole Cross Keys</u>	<u>0</u>
<u>Grimston</u>	<u>15</u>	<u>Sedgeford</u>	<u>0</u>	<u>Watlington</u>	<u>18</u>
<u>Heacham</u>	<u>43</u>	<u>Shouldham</u>	<u>1</u>	<u>West Dereham</u>	<u>0</u>
<u>Holme Next the Sea</u>	<u>0</u>	<u>Snettisham</u>	<u>25</u>	<u>West Winch</u>	<u>92</u>

Where new Neighbourhood Plan areas are designated, minimum housing requirements will be based on the methodology set out in New Appendix – Neighbourhood Plan Housing Requirement Methodology.

<p>MM8</p> <p>183</p>	<p>Policy LP03 – Presumption in favour of sustainable development (page 39)</p>	<p>Amend Policy LP03 – Presumption in favour of sustainable development as follows:</p> <ol style="list-style-type: none"> 1. Planning applications <u>Proposals</u> that accord with the policies in this Local Plan (and, where relevant, with policies in <u>made</u> neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. 2. Where there are no <u>development plan</u> policies relevant to the application or relevant <u>the policies which are most important for determining the application</u> 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: <ol style="list-style-type: none"> a. 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 b. specific policies in that Framework indicate that development should be restricted. a. <u>the application of policies in the National Planning Policy Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or</u> b. <u>any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.</u>
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MM9	Policy LP04 – Development Boundaries and its supporting text at paragraphs 4.4.1 to 4.4.11 (pages 40-42)	<p>Delete Policy LP04 – Development Boundaries and its supporting text as follows:</p> <p>4.4 — LP04 - Development Boundaries Policy</p> <p>Introduction</p> <p>4.4.1—The development boundaries define the areas where development (of a type suitable for the settlement) is likely to be acceptable, provided it conforms to other policies in the plan. Areas outside the development boundaries will be subject to policies for development in the countryside, except where Policy LP31 also applies, and on specific allocations for development, where the provisions of the relevant policy will apply.</p> <p>4.4.2—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 limit urban and village sprawl.</p> <p>4.4.3—Development Boundaries are defined for each of the Borough’s towns and rural settlements designated by the Strategic Policies, and are shown under each relevant settlement later in the Plan.</p> <p>4.4.4—The main change to development boundaries from the 2016 Local Plan is that boundaries are now designated for Smaller Villages and Hamlets. Policy LP41 (Development in Rural Areas) states more modest levels of development will be permitted to meet local needs and maintain the vitality of settlements.</p> <ul style="list-style-type: none"> •— Relevant Local and National Policies •— National Planning Policy Framework (2019) •— Strategic Policies: •— LP01: Spatial Strategy •— LP02: Settlement Hierarchy •— LP07: The Economy •— Housing Policies (LP28 Affordable Housing Policy and LP29 Housing for the elderly and specialist care) •— LP36: Community and Culture •— LP41: Development in Rural Areas <p>Policy Approach</p> <p>4.4.5—The development boundaries are used to indicate the distinction between largely built up areas of settlements where development is generally acceptable, and areas of the countryside and areas of more sporadic</p>
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buildings considered generally less suitable for new development, and where a more restrictive approach will be applied.

4.4.6 The boundaries are not intended to necessarily reflect the full extent of existing built development or of settlements. They exclude parts of settlements where further development is not encouraged. In particular, extensive gardens and other back land are generally excluded from the development boundary, as the Borough Council considers back land development is generally incompatible with the form and character of development it wishes to promote in the area. (Note that exclusion of such back land does not affect existing use rights, nor limit any permitted development rights the property might enjoy.)

4.4.7 Within these boundaries, development and redevelopment will be supported in principle. That does not mean, however, all sites within the boundary can be developed or that any type of development will be acceptable. The Borough Council will use local policies in this document (including allocations for particular development), neighbourhood plans, as well as any relevant national policies or other material planning considerations, to assess development applications within these boundaries.

4.4.8 Outside these boundaries a more restrictive approach is applied. Development will be limited to that identified as suitable for open countryside in various local plan policies (including any allocation policy applying to the site), as identified in the Policy below.

4.4.9 Among those categories is rural affordable housing exceptions sites. The Council will consider allowing a minor element of market housing on these if this would facilitate the provision of significant additional affordable housing to meet local needs identified by the Council, and where it is shown such provision could not otherwise be made.

4.4.10 A new category is entry level exception sites. These are sites that provide entry level homes suitable for first time buyers (or equivalent, for those looking to rent) in line with paragraph 71 of the NPPF.

4.4.11 Neighbourhood plans could potentially define different development boundaries to those included in this Plan, so long as these meet national requirements including general conformity with strategic policies. The Borough Council will support alternative development boundaries in neighbourhood plans where these facilitate an amount and mix of housing (and other uses) that is consistent with the settlement's role in the hierarchy. In the event that a neighbourhood plan with alternative development boundaries is brought into force, these will replace the development boundaries for that settlement in this Plan.

4.4.12 Strategic Policy**Policy LP04 — Development Boundaries**

- ~~1. Development will be permitted within the development boundaries of settlements shown on the Policies Map provided it is in accordance with the other policies in the Local Plan.~~
- ~~2. The areas outside development boundaries (excepting specific allocations for development) will be treated as countryside where new development will be more restricted and will be limited to that identified as suitable in rural areas by other policies of the local plan, including:

 - ~~a) farm diversification (under Strategic Policy LP41 Rural Areas);~~
 - ~~b) small scale employment (under Strategic Policy LP07 The Economy);~~
 - ~~c) tourism facilities (under Strategic Policy LP07 The Economy);~~
 - ~~d) community facilities, development in support (under Strategic Policy LP36 Community & Culture);~~
 - ~~e) renewable energy generation (under Policy LP24 Renewable Energy);~~
 - ~~f) entry level exception housing (under NPPF para. 71 as defined by Annex A);~~
 - ~~g) rural workers' housing (under Policy LP34 Housing Needs of rural Workers); and~~
 - ~~h) affordable housing (under Strategic Policy LP28 Affordable Housing).~~~~
- ~~3. Development in accordance with Policy LP31 (LP31 Residential Development Reasonably Related to Existing Settlements) will also be permitted in addition to those categories identified in the previous paragraph.~~

<p style="text-align: center;">187</p>	<p>MM10 Policy LP05 (pages 45-47)</p>	<p>Amend Criterion 3 of Policy LP05 as follows:</p> <p>3. In addition, obligations will be sought from developers through Section 106 Legal Agreements or other successor mechanisms. <u>All obligations are required to meet the tests in the NPPF and CIL Regulations.</u> These contributions will be sought for specific on-site infrastructure (or otherwise directly related to the development). <u>Details of required provision will be are listed in the Infrastructure Delivery Plan and its subsequent updates, and either set out in either allocation policies in this plan or will be negotiated at planning application stage if it is not an allocation.</u> This will apply to but is not limited to infrastructure, including, where applicable:</p> <ul style="list-style-type: none"> a. community and recreation facilities (including:- education facilities, community halls, health facilities, libraries, social services facilities, allotments, indoor/outdoor sports facilities); b. improved public transport facilities; c. other appropriate transport infrastructure including pedestrian and cycle links; d. affordable or supported housing (in line with LP28 Housing and the NPPF); e. Sustainable Drainage Systems (SuDS), including surface water; f. flood management infrastructure; g. green infrastructure including habitat creation/ recreation facilities/landscaping; h. water conservation measures. i. emergency services including crime prevention; j. recycling/composting facilities; k. improvements to the public realm including the historic environment: S106 will continue to offer opportunities for funding improvements to and the mitigation of adverse impacts on the historic environment, such as archaeological investigations, access and interpretation, and the repair and reuse of buildings or other heritage assets; l. utilities; m. public art. <u>green Infrastructure as required by Policy LP19.</u> n. next generation mobile technology (e.g. 5G) and full fibre broadband <p>Amend Criterion 4. of Policy LP05 as follows:</p> <p>4. Key borough wide infrastructure projects <u>will be funded by</u> from CIL, they will be used-include:-</p> <p>Delete Criterion 5.f. of Policy LP05 as follows:</p> <p>f. in the case of community or social development, a reduced contribution, taking account of the social value of the development concerned.</p>
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Amend Criterion 6. of Policy LP05 as follows:

6. The resulting funds will be ~~gathered~~ collected, managed and spent ~~in a transparent way according to infrastructure priorities.~~

Amend Criterion 8. of Policy LP05 as follows:

8. The type, amount and phasing of contributions sought from developers ~~will be related to the form of the development, its potential impact on the site and surrounding area, and levels of existing infrastructure and community services/facilities.~~ should identify, where relevant, the number/floorspace and phasing of homes and/or employment development to be permitted and the infrastructure delivery linked with the level and type of development proposed. Proposals should ensure that:
- a. infrastructure needs and delivery timescales have the support of the relevant infrastructure partner(s), informed by relevant assessments and other relevant policies in this Plan; and
 - b. the infrastructure required to support each phase should address the specific site constraints, potential impacts of each phase and harness the site opportunities to deliver the relevant infrastructure.

Where appropriate, any such infrastructure provision will firstly be required to be provided on-site. Where this is not possible, a commuted payment will be sought to deliver the necessary infrastructure elsewhere. ~~Details of the Council's approach to developer contributions and planning obligations will be set out in a Supplementary Planning Document which will be subject to periodic review reflecting relevant cost indices.~~

Amend Criterion 9. of Policy LP05 as follows:

9. The Council will take account of the impact of non-CIL contributions on the viability of a scheme (particularly on brownfield sites) and where appropriate agree a lower or nil contribution provided:
- a. the development of the site accords with the policies and proposals of this Plan ~~is in the wider public interest; and~~
 - b. ~~the developer is prepared to share information on development costs and margins with the Council prior to consent being granted.~~ Where an applicant considers there are significant economic viability constraints that would prevent the provision of infrastructure in accordance with this policy, they will be required to provide full justification of the particular circumstances. Where a viability assessment is required, it should refer back to the viability assessment that informed the Plan, providing evidence of what has changed since then. Any viability assessment will be funded by the applicant and should reflect the Government's recommended approach as set out in National Planning Practice Guidance.

<p>MM11</p> <p>189</p>	<p>Paragraphs 4.6.1 to 4.6.11 (pages 48-50)</p>	<p>Delete paragraphs 4.6.1 to 4.6.11 of the supporting text to Policy LP06 – Climate Change as follows:</p> <p>4.6.1 The United Nations Framework Convention on Climate Change (1992) defined climate change to mean “a change of climate which is attributed directly or indirectly to human activity that alters the composition of the global atmosphere and which is in addition to natural climate variability observed over comparable time periods” (4). The systematic change in weather patterns and average temperatures on a large and long-term scale has been at the forefront on international down to local concern over the last few decades; and has risen in the agenda of importance in recent years.</p> <p>4.6.2 The changes of adverse effects of climate change has been acknowledged and accepted by many in the global community on the change in the physical environment, how we must adapt to resilience, productivity and manage ecosystems, and the operation of socio-economic systems and our human health. Evidence has shown that the last three decades have been particularly warmer than any preceding decade since 1850.(5) Although natural factors and internal processes (i.e. solar cycles, volcanic eruptions) influence climate change, the main changes have been due to anthropogenic greenhouse gas emissions (i.e. arising from human activity) since pre-industrial times (1850).</p> <p>4.6.3 The greatest and most harmful contribution to climate change has been from carbon dioxide (CO2) which is primarily from fossil fuel use. As defined in the Borough Council’s Corporate Climate Change Policy (6) (October, 2020): “Greenhouse gases are those gaseous constituents of the atmosphere, both natural and anthropogenic, that absorb and emit radiation at specific wavelengths within the spectrum of thermal infrared radiation emitted by the Earth’s surface, the atmosphere itself, and by clouds. This property causes the greenhouse effect. Water vapour (H2O), carbon dioxide (CO2), nitrous oxide (N2O), methane (CH4) and ozone (O3) are the primary greenhouse gases in the Earth’s atmosphere.</p> <p>4.6.4 Moreover, there are several entirely human-made greenhouse gases in the atmosphere, such as the halocarbons and other chlorine and bromine-containing substances. Besides CO2, N2O and CH4, the Kyoto Protocol deals with the greenhouse gases sulphur hexafluoride (SF6), hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs); which can be used within different industries including gas and electric.</p> <p>4.6.5 A vast amount of scientific data has been published over the last decade to show the impacts of climate change and how this could be alarming if stabilisation is not achieved. The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting, Making the country resilient to a changing climate (2018), sets the scene for climate change by stating that the UK has been experiencing some of the wettest and warmest climatic changes to be recorded (7). Observations have shown the highest recorded temperature of 38.7°C set on 25th July</p>
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2019 in Cambridge (Met Office, 2019 (8)). Additionally, 2019 saw the 5th wettest autumn on record (348.4mm during September to November) (Met Office, 2019 (9)), and 2020 saw the wettest February on record (Met Office, 2020 (10)). The UK Climate Projections (UKCP18) provides forecasts and climate models based on two 50-year simulations at global mean warming of 2 degrees and 4 degrees levels above pre-industrial levels (1850). The results show that both projections suggest an increase in daily temperatures and wetter precipitation (11).

4.6.6 Anthropogenic emissions are estimated to have caused around 1 degree Celsius of global warming since pre-industrial levels and could increase a further 1.5C between 2030 and 2052 if it continues to increase at the current rate (IPCC Special Report: Global Warming of 1.5 Celsius: 2018). The Intergovernmental Panel on Climate Change (IPCC) report estimates different data sets which could happen if global warming increased to 1.5C instead of 2C. It breaks down environmental, economic and social factors which can be affected by this change including: health risks, economic growth and water scarcity.

Legislative Framework

4.6.7 The IPCC and the Paris Agreement (2015) aim to strengthen the response of global stakeholders in dealing with climate change and wants to encourage limiting the increase in global temperature to 1.5C rather than 2C to realistically avoid the worst extremes this change could bring. By encouraging a global participatory approach at local, regional and national levels, stakeholders can bring positive attempts to reduce the local risks we may face by improving their adaptation and mitigation strategies which are required to limit our carbon footprint.

4.6.8 The Climate Change Act (2008) introduced a legally binding target for the UK to reduce its carbon emissions, this was amended in June 2019 to become carbon neutral by the year 2050. This is expected to be achieved by reducing the greenhouse gas emissions already present in our atmosphere by 100% (previously 80%) from the 1990 baseline levels to 2050. This national reduction trajectory shows how serious the issue has become and requires all stakeholders, from local to global, to fully engage and understand the importance of climate change and how we will alleviate and adjust to the changes which are already apparent.

4.6.9 The Planning and Energy Act (2008) allows all councils in England and Wales to adopt in their development plans, policies which impose reasonable requirements for “a proportion of energy used in development in their area to be energy from renewable sources [or low carbon energy] in the locality of the development Planning and Energy Act 2008 Source: (12) ”; and to comply with energy efficiency standards for new buildings which exceed those defined by the Building Regulations. This policy can also be known as the Merton Rule.

4.6.10 The Merton Rule is known for being the innovative planning policy which was first pioneered by the London Borough of Merton and adopted in 2003. The policy requires the use of onsite renewable energy to reduce the amount of carbon emissions in the built environment; which has now led this implementation to be adopted in the majority of council's policies in their own adapted way. The rule is regularly adopted at a local level as a requirement for a percentage reduction in the predicted emissions of carbon dioxide, or the predicted energy demand, in new buildings, through the use of on-site renewables. It is typically specified for new developments over a certain threshold size. Ten percent is commonly set as the emissions reduction required for new domestic developments of 10 units or more, and new commercial developments over 1000m² and this is requirement which will be addressed in this local plan.

4.6.11 Notwithstanding the above, the Borough Council must also take account of current Government advice and forthcoming advice. Following a consultation on 'Future Homes Standards' the Government has announced it's intention in January 2021, to pursue Option 2 for the FHS through a change in Part L of the Building Regulations, thus making it mandatory. The effect of this change would be similar to the 'Merton Rule' i.e. a reduction in carbon emissions, but actually to a greater beneficial effect. In considering the impact on the costs of construction (and thus the viability of the Local Plan) the Borough Council has assumed Option 2 is to apply. (Refer to the 'Viability Assessment' para 8.4). Advice on viability suggests a greater cost will be incurred by the mandatory Building Regulations change than use of the 'Merton Rule'. In the circumstances it would be appropriate to discontinue using the 'Merton Rule' in deference to the anticipated Building Regulation change. However, the Borough Council will continue to use Merton until that point.

MM12	Paragraph 4.6.14 (page 51)	<p>Amend paragraph 4.6.14 of the supporting text to Policy LP06 – Climate Change as follows:</p> <p>This climate change policy contributes to this phase 2 work. The borough council adopted a climate change policy in October 2020 and will develop a separate strategy and action plan to reduce its corporate emissions. Current council work to reduce corporate emissions includes (but is not limited to):</p> <ul style="list-style-type: none"> • A Climate Change Policy adopted by full council on the 15/10/2020. • The BCKLWN Corporate Business Plan which includes climate change as one of its corporate priorities: “protecting and enhancing the environment including tackling climate change”. • The Norfolk Climate Change Partnership which was established in January 2020 to investigate further ways climate change and reducing emissions can be tackled in the district • Re: fit of the Borough Council estate and reducing emissions by approximately 450 tonnes CO2 per year • Small scale tree planting programme initiated in 2020 • The Borough Council generates renewable electricity from solar panels on top of King’s Court and Alive Lynn Sport Leisure Centre.
MM13	Paragraph 4.6.15 (page 51)	<p>Amend paragraph 4.6.15 of the supporting text to Policy LP06 – Climate Change as follows:</p> <p>4.6.15 One example of change has been shown in the flood risk and climate change allowance guidance published by the Environment Agency (2020) where it is expected that potential change could lead to sea level rise, an increase rate of coastal erosion and peak flow rise. <u>This guidance, first published in 2016 and most recently updated in May 2022, provides the Government’s definitive guidance as to how local planning authorities, developers and their agents should use climate change allowances in flood risk assessments.</u> For the East of England, the cumulative rise from 1990 to 2125 is expected to be 1.21m (13); just one issue that we must acknowledge for future development in West Norfolk. This is built into the strategic flood risk assessment which supports the Local Plan. Review</p>

<p>MM14</p> <p>193</p>	<p>Paragraphs 4.6.25 to 4.6.27 (pages 54-55)</p>	<p>Amend paragraph 4.6.25 of the supporting text to Policy LP06 – Climate Change as follows:</p> <p>4.6.25 As set out in part of Agreement 2 as a proposed spatial vision the NSPF seek to positively contribute towards the delivery of the vision of making ‘it’s settlements and key infrastructure be physically resilient to the impacts of climate change.’ This important issue led to a subgroup being made in 2019 to address climate change; a strategy paper is being produced at a cross boundary level which assesses how local plans can address climate change under topic areas such as new build design, energy production and movement. This paper allows individuals to see how local plans are already addressing climate change and what other actions can plans take to also tackle the causes of climate change.</p> <p>Delete paragraph 4.6.26 of the supporting text to Policy LP06 – Climate Change as follows:</p> <p>4.6.26 In order to move towards becoming net zero by 2050 there are a range of factors which we recognise from working with strategic partners which could play an important role in adapting and mitigating the climatic changes we face today and in years to come. Examples could include but are not limited to:</p> <ul style="list-style-type: none"> • The development of live work units (which are living accommodation specifically designed to allows someone to both live and work within the same unit), subject to appropriate controls and other local planning policies to help reduce commuting and the further impact from transport emissions • The provision of flexible space in new dwellings which could be utilised as home working facilities • Car-free developments which are in locality to a good provision of public transport, walking and cycling networks • Proposals coming forward which are new or upgrading/retrofitting the current housing stock to be more energy efficient by designing in a way that reduces energy demand, incorporates energy efficiency measures to assist in a more sustainable energy system <p>Amend paragraph 4.6.27 of the supporting text to Policy LP06 – Climate Change as follows:</p> <p>Policy Approach <u>Justification</u></p> <p>4.6.27 The policy is set to ensure a positive approach in supporting the <u>Government’s movement target of moving towards being becoming earbon a net zero economy neutral</u> by 2050 and emphasising a practical and greener approach for new development and applications. When considering development proposals, the Council will take a positive approach that reflects the needs set by national policy and international concern of supporting the transition into a low carbon future and avoiding increased vulnerability to the range of impacts arising from climate change.</p>
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<p>MM15</p> <p>194</p>	<p>Policy LP06 – Climate Change (pages 56-58)</p>	<p>Amend Policy LP06 – Climate Change as follows:</p> <p>Policy LP06 - Climate Change Policy</p> <p>Development shall recognise and contribute to the importance of, and future proofing against, the challenges of climate change and to support the <u>transition towards meeting the Government target of movement towards becoming carbon neutral a net zero economy</u> by 2050, through where relevant:</p> <p>Minimising and reducing carbon emissions, including by:</p> <ol style="list-style-type: none"> 1. Locating new development in areas to minimise the need to travel and maximise the ability to make journeys via sustainable modes of transport, such as through public transport (bus and rail) (in accordance with policies LP01,02,13); 2. Major development should where appropriate/feasible support the facilitating of active travel through the preparation of a travel plan for the development; 3. Supporting the development of sustainable transport systems to reduce the reliance on fossil-fuelled private cars and contribute to more walkable and cyclable localities (in accordance with LP12, LP13, LP18); 4. All applications for development should be designed to enable and implement charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations on site; to help reduce fuel consumption, CO2 emissions and air quality pollutants in the district (in accordance with LP14,18); 52. Incorporating and encouraging blue/green infrastructure schemes, such as tree planting, to help sequester carbon from the atmosphere (in accordance with LP18,23); 6. Until the Building Regulations change when new development is assumed to conform to the Future Homes Standard (Option 2, as will likely be implemented through a change to Part L of the Building Regulations) all new development will be required to follow the ‘Merton Rule’, whereby 10% of all energy will come from onsite renewable sources for new domestic development of 10 units or more, and new commercial developments over 1000m2; proposals which exceed these CO2 reduction targets will be encouraged and supported; including developments over 100 dwellings providing a 20% reduction of CO2 emissions (in accordance with LP18, 24); 73. New development shall minimise <u>Minimising</u> and mitigating pollution during both the construction and operational phases of development to reduce potential impacts on existing pollution levels (in accordance to LP18, 21); 84. All developments are encouraged to Exceeding present thermal energy and high efficiency systems set by Building Regulations to reduce domestic CO2 emissions (in accordance to LP18); 95. All developments are encouraged to maximise <u>Maximising</u> opportunities from solar technologies and through design to support solar orientation and enhance solar gain (in accordance to LP18,23); 106. Retrofitting of existing buildings with measures to reduce energy and heat consumption will be encouraged and supported (in accordance to LP18).
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Adapting and mitigating the impacts of climate change, including by:

- ~~117.~~ Ensuring new development will be located and should be is designed to be better and adapted to incorporate climate change and flood risk resilience (in accordance with LP15,16,22) and the latest Government guidance regarding the use of climate change allowances in flood risk assessments;
- ~~12.~~ Managing the sensitive impacts and threats of coastal erosion and flooding associated with more extreme weather events (in accordance with LP15, 23);
- ~~13.~~ Providing, maintaining and improving effective defences to reduce or mitigate areas at risk of coastal or fluvial flooding (in accordance with LP01,14, 17, 25);
- ~~14.~~ 148. Minimising and mitigating air pollution so as to reduce the potential for higher temperatures which in turn leads to poorer air quality (LP18,21);
- ~~15.~~ 15. Providing and protecting green infrastructure and shade to reduce overheating of settlements during warmer seasons (in accordance with LP18,19,22,23,26);
- ~~16.~~ 169. Incorporating appropriate water efficiency and water recycling measures, to help minimise the potential for drought and climatic impacts (in accordance with LP18,21);
- ~~17.~~ 17. Creating places that promote social interaction and health and wellbeing, to allow people who are isolated and more vulnerable to cope with the impacts of climate change (in accordance with LP18,23,26,36,37);
- ~~18.~~ 18. Protecting and encouraging proposals that enables biodiversity (animals and plants) to adapt and adjust to a changing climate (in accordance with LP19,27);4 and 6
- ~~19.~~ 190. Supporting and encouraging local businesses to adapt to the need of work pattern changes, including working from home, creating sustainable transport plans, and taking advantage of technological innovations to reduce car dependency within the Borough and adapt to climate change (in accordance with LP07,12, 13);
- ~~20.~~ 2011. Supporting and encouraging the need and proposal of advanced, high-quality and highspeed communications within development proposals and new infrastructure to complement clause ~~49~~10 and the wider benefits for social inclusion, reducing travel and improved connectivity and accessibility to digital infrastructure;

Sustainability and Climate Change Statement:

For all developments of ~~5 dwellings or over~~ 1 hectare in size or more (including apartments) and all non-residential developments ~~over 500 square metres gross internal floor space,~~ we will require a sustainability and climate change statement to be submitted as part of a valid planning application. This statement will be a separate document which will answer the six key questions outlined in the Councils Sustainability and Climate Change Statement Guidance in the Appendices. This is in place to demonstrate how new development is addressing beneficial impacts which pay particular attention to LP06, other appropriate policies and our commitment to international and national law.

		<p>The six key questions to answer are:</p> <ol style="list-style-type: none"> 1. What are the intended characteristics of the development as a whole which will contribute to climate adaptation and mitigation? 2. How will the development contribute to the importance of sustainable and accessible transport options within West Norfolk, and help reduce the CO2 emissions in the borough particularly from transport? 3. How will the development integrate high quality design which addresses our obligation to move towards being carbon neutral <u>net zero</u> by 2050? 4. How will the development protect and enhance West Norfolk's natural environment and assets? 5. How will the development support the local economy in West Norfolk? 6. How will the development support local neighbourhoods and the community needs when adapting and mitigating to the local impacts of climate change? <p>Policy LP06 contributes to Core Strategic Objectives 3 Economy, 8,9,10,11 Society, 12,13,14,15 Environment, 17,19, King's Lynn, 22,23,24 Downham Market, 25,30 Hunstanton, 32,33,34,35,36 Rural Areas, 37,38 Coastal Areas.</p>
MM16	Paragraph 5.1.6 (page 59)	<p><i>Amend paragraph 5.1.6 of the supporting text to Policy LP07 – The Economy as follows:</i></p> <p>5.1.6 The promotion of tourism needs to be balanced with a recognition of the potential negative impacts that too many visitors may have on the amenity of existing residents. There are also risks from tourism growth for European sites in relation to recreational pressure from increased numbers of visitors. Any tourism growth will need to comply with Policy LP27, <u>including the requirement for project level HRAs to be prepared in support of development proposals.</u></p>
MM17	Paragraph 5.1.8 (page 60)	<p><i>Amend paragraph 5.1.8 of the supporting text to Policy LP07 – The Economy as follows:</i></p> <p>Employment Land Requirements</p> <p>5.1.8 The Employment Land Review 2017/18 concludes <u>concluded</u> that allocating large areas for employment land as in the 1998 Local Plan seems to be unnecessary, in particular the fact that the current SADMP existing <u>employment allocations from the previous local plan amount to include</u> available employment land worth 19.6 years of supply. In addition, employment land is available at other sites in the borough, such as the Nar Ouse Regeneration Area.</p>

MM18	Paragraph 5.1.9 (page 60)	<p><i>Amend paragraph 5.1.9 of the supporting text to Policy LP07 – The Economy as follows:</i></p> <p>Locations for Employment Growth</p> <p><u>5.1.9 In the light of the Employment Land Review 2017/18 findings it is proposed in this Plan to continue to allocate maintains the existing undeveloped employment allocations from the previous local plan sites from the SADMP, with one small additional site at Estuary Road, King's Lynn. Three of the Borough's main employers are situated in the rural area: the National Construction College at Bircham Newton, the British Sugar Factory at Wissington, and RAF Marham. Given the strategic importance of these major established employment sites, the Local Plan includes a separate policy (LP10), to address the needs of these economic hubs.</u></p>
MM19	Paragraph 5.1.12 (page 60)	<p><i>Amend paragraph 5.1.12 of the supporting text to Policy LP07 – The Economy as follows:</i></p> <p>5.1.12 Allocated employment locations are the:</p> <ul style="list-style-type: none"> • <u>E1.12-HAR</u> land adjacent to the Hardwick Industrial Estate (24.2ha); • <u>E1.12-SAD</u> land adjacent to the Saddlebow roundabout (23ha); • <u>E1.12-EST</u> and land off Estuary Road- (3ha); • <u>E1.5 Boal Quay</u> (1.8ha); • <u>E2.1 West Winch Growth Area</u> (1ha).
MM20	Paragraph 5.1.15 (page 61) and New Paragraph	<p><i>Amend paragraph 5.1.15 of the supporting text to Policy LP07 – The Economy as follows:</i></p> <p><u>5.1.15 A location for employment is allocated to the south west of the town off St. John's Way (17 ha in total area) This 17ha site was allocated in the previous Local Plan. Initial phases of development (including on-site infrastructure) were completed by 2017 (5.8ha), with the remaining 11.2ha anticipated to be completed by the end of this Plan period.</u></p> <p><i>Insert a New Paragraph after paragraph 5.1.15 as follows:</i></p> <p><u>A 20ha employment site is allocated at Bexwell Business Park to the east of the town, east of the A10 bypass. This is part of a longstanding employment land commitment (total 23ha), of which initial development phases (3ha) are already delivered.</u></p>

<p>MM22</p> <p>199</p>	<p>Paragraphs 5.2.4 to 5.2.8 and two New Paragraphs (page 65)</p>	<p><i>Amend paragraphs 5.2.4 to 5.2.6 of the supporting text to Policy LP08 – Retail Development as follows:</i></p> <p><u>Policy Approach-Policy Justification</u></p> <p>5.2.4 Local planning authorities should apply a sequential test to planning applications for main town centre uses <u>in line with national policy</u> which are neither in an existing centre nor in accordance with an up-to-date plan.</p> <p><u>Applying the sequential approach to main town centre uses</u></p> <p>5.2.5 Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered. <u>There are three defined town centres in the Borough – King’s Lynn, Downham Market and Hunstanton, together with a district shopping centre at Gaywood Clock.</u></p> <p><i>Insert a New Paragraph after paragraph 5.2.6 of the supporting text to Policy LP08 – Retail Development as follows:</i></p> <p><u>An impact assessment will be required for retail and leisure development if the proposal is over the local floorspace threshold of 2500 sqm for areas outside identified Retail Centres. In the case of the Hardwick area of King’s Lynn, a threshold of 500 sqm or more will apply.</u></p> <p><i>Amend paragraph 5.2.7 of the supporting text to Policy LP08 – Retail Development as follows:</i></p> <p><u>Small scale/ convenience retailing</u></p> <p>5.2.7 This <u>The NPPF (paragraph 93) specifies that the sequential approach should not be applied to applications for small scale rural offices or other small scale rural development, although a threshold for “small scale” is not specified. However, the 2020 Use Classes Order has introduced some additional clarity, differentiating between main town centre retailing (Class E) and single freestanding convenience retail units (Class F2 – >280 sq m floorspace). This distinction between main town centre retailing (Class E) and community/ convenience retailing (Class F) is reflected in Policy LP07.</u></p> <p><i>Insert a New Paragraph after paragraph 5.2.8 of the supporting text to Policy LP08 – Retail Development as follows:</i></p> <p><u>These thresholds reflect local evidence, the size and function of the existing centres and will help protect them from medium and large out of centre food stores and other shops which could have significant impacts. The threshold should not only apply to new floorspace, but also to changes of use that require planning permission, and variations of planning condition to remove or amend restrictions on how units operate in practice. In considering proposals for variations of condition, the threshold should apply to the whole of the unit in question, rather than just the quantity of floorspace subject to the condition.</u></p>
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MM23	Policy LP08 – Retail Development (page 66)	<p>Amend Criterion 3. of Policy LP08 – Retail Development as follows:</p> <p>3. The Council will strongly resist proposals for out of centre retail uses that either individually or cumulatively would undermine the attractiveness and viability of the town centres. Retail impact assessments will be required for individual schemes having a gross floorspace greater than 2,500 square metres, although in the case of the Hardwick area in King’s Lynn <u>as shown on the Policies Map</u> (where there is already a significant accumulation of out of town centre retailing) greater weight will be attached to the cumulative impact of new development on the town centre. New retail uses in this area will not be subject to a floorspace threshold and will only be approved where they meet the sequential test set out in the NPPF and will not individually or cumulatively undermine the viability of the town centre <u>Therefore, new retail uses in the Hardwick area of 500 sqm or more for individual schemes will require an impact assessment, and will be supported where this shows that they will not individually or cumulatively undermine the viability of the town centre.</u></p> <p>Amend Criterion 4. of Policy LP08 – Retail Development as follows:</p> <p>4. The provision of local scale retail and service provision as part of the development of larger residential-led schemes will be supported where these are designed to provide facilities for local residents and are of small scale (individual units not exceeding 500 <u>280</u> sq. m.) because these assist in reducing the need to travel to such services and hence the sustainability of the development, without undermining the viability of the town centres.</p>
MM24	Paragraph 5.3.1 (page 67)	<p>Amend paragraph 5.3.1 of the supporting text to Policy LP09 – Touring and Permanent Holiday Sites as follows:</p> <p>5.3.1 Holiday <u>sites are defined as:</u> sites <u>that</u> 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. <u>These can either be developed on a permanent basis or provided as temporary accommodation.</u> Existing sites play an important role in the local economy and help the viability of local tourist attractions.</p>

MM25	Paragraph 5.3.4 (page 68)	<p><i>Amend paragraph 5.3.4 of the supporting text to Policy LP09 – Touring and Permanent Holiday Sites as follows:</i></p> <p>Policy Approach <u>Policy Justification</u></p> <p>5.3.4 In order that touring and permanent holiday sites do not have a significant adverse impact on the landscape designated areas and their setting, it is proposed <u>considered</u> that any <u>proposals for major development of new holiday sites within these areas will be refused</u> and <u>other proposals for sites (particularly within the Norfolk Coast National Landscape area (formerly AONB) or within its setting and where it will impact upon international and national biodiversity designations) will be limited in scale and extent and sensitively located and designed to avoid or minimise adverse impacts.</u> extensions to and intensification of existing sites will not normally be permitted within the Norfolk Coast AONB, SSSIs and the coastal change management area.</p>
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<p>MM26</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">202</p>	<p>Policy LP09 – Touring and Permanent Holiday Sites (pages 68-69)</p>	<p>Delete the first paragraph of Policy LP09 – Touring and Permanent Holiday Sites as follows:</p> <p>(NOTE – For the purposes of this policy the term ‘holiday accommodation’ is used to describe caravan based accommodation, including touring and permanent sites/units, as well as permanent buildings constructed for the purpose of letting, etc).</p> <p>Amend Criterion 1. of Policy LP09 – Touring and Permanent Holiday Sites as follows:</p> <p>1. Proposals for new holiday accommodation sites or units or extension or intensification to existing holiday accommodation will not normally be permitted unless <u>Proposals for new holiday sites or extensions to, or intensification of, existing holiday sites, will be supported where it can be demonstrated that these could deliver sustainable tourism, whereby:</u></p> <ul style="list-style-type: none"> a. the proposal is supported by a business plan demonstrating how the site will be managed and how it will support tourism or tourist related uses in the area; b. the proposal demonstrates a high standard of design in terms of layout, screening and landscaping ensuring minimal adverse impact on visual amenity and conserves and enhances the historical and natural environment; and c. <u>a suitable and proportionate transport assessment has been undertaken, to demonstrate that the site can be safely accessed;</u>... <p>Amend Criterion 2. of Policy LP09 – Touring and Permanent Holiday Sites as follows:</p> <p>Major development proposals for holiday <u>sites</u> accommodation in the Norfolk Coast Area of Outstanding Natural Beauty (AONB) <u>National Landscape area</u> will be refused other than in exceptional circumstances and where it can be demonstrated that the development is in the public interest. Minor development proposals for holiday <u>sites</u> accommodation will only be permitted within the AONB <u>National Landscape area or its setting</u> where it can be demonstrated that the proposal will <u>be limited in scale and extent and sensitively located and designed to avoid or minimise harm not negatively and adverse impacts</u> on the <u>landscape setting and scenic beauty of the AONB National Landscape or on the landscape setting of the AONB if outside the designated area.</u></p>
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MM27	Paragraph 5.4.6 (page 71)	<p>Amend paragraph 5.4.6 of the supporting text to Policy LP10 – Development associated with the National Construction College site, Bircham Newton (CITB), British Sugar Factory, Wissington and RAF Marham as follows:</p> <p>5.4.6 British Sugar’s diverse operations at Wissington Sugar Factory are of national importance, as it is one of the largest sugar beet processing factories in the world and one of the four sugar beet factories in the UK. It is a major enterprise in the Borough and the wider region, generating and supporting onsite and off-site jobs, including sugar beet growers. <u>British Sugar has confirmed that it is committed to the ongoing growth of its Wissington facility, including promoting opportunities for reducing CO₂ emissions from the sugar beet processing and associated operations. The policy therefore supports new operational and non-operational development, including renewable energy provision, which will enable the retention, enhancement and expansion of the Wissington facility.</u></p>
MM28	Policy LP10 (page 72)	<p>Amend Criterion 2. of Policy LP10 – Development associated with the National Construction College site, Bircham Newton (CITB), British Sugar Factory, Wissington and RAF Marham as follows:</p> <p>2. The Council will adopt a positive approach to new <u>operational</u> development to improve these facilities. Non-operational development, <u>including proposals for renewable energy projects</u>, which supports the retention, enhancement or expansion of these facilities will be permitted where it can be demonstrated that:</p> <ol style="list-style-type: none"> a. the development will enhance the facility’s long-term value to the Borough’s economy and employment; and b. there are robust mechanisms to ensure the improvements justifying the supporting development are delivered and sustained; and c. the resulting development will not undermine the spatial strategy set out in Strategic Policy LP01; and d. it will not result in the loss of land needed for operation of the facility or reduce its reasonably foreseeable potential to expand or be reconfigured.

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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">204</p>	<p>MM29 Policy LP11 (page 75)</p>	<p>Amend Policy LP11 – Strategic Road Network as follows:</p> <p>Policy LP11 – Strategic and Major Road Network</p> <ol style="list-style-type: none"> 1. The Strategic Road Network within the Borough, comprising the A10, A17, A47, A134, A148, A149, A1101 & A1122 and shown on the Policies Map, will be protected as follows outside of the settlements specified within Strategic Policy LP02: <ol style="list-style-type: none"> a. New development, apart from specific plan allocations, will not be permitted if it would include the provision of vehicle access leading directly onto a road forming part of the is Strategic and Major Road Network; b. New development served by a side road which connects to a road forming part of the Strategic and Major Road Network will <u>only</u> be permitted provided <u>that it will not result in any unacceptable impact on highway safety, capacity, access or that the residual cumulative impacts from development, on the existing road network, would be considered severe.</u> any resulting increase in traffic would not have a severe cumulative impact on: <ol style="list-style-type: none"> i. the route’s national and strategic role as a road for long distance traffic; ii. Highway safety; iii. the route’s traffic capacity over peak times – this may be anytime depending on different area’s characteristics; iv. the amenity and access of any adjoining occupiers. 2. In appropriate cases a Transport Assessment will be required to demonstrate that development proposals can be accommodated on the local road network, taking into account any infrastructure improvements proposed. 3. Strategic Policy LP13 sets out the transport requirements for development proposals to demonstrate that they accord with Paragraph 013 – Transport Assessments and Statements of the Planning Practice Guidance should also be considered.
<p>MM30</p>	<p>Inset Map: Disused Railway Trackway – Denver to Wissington (page 78)</p>	<p>Amend the route of the Denver to Wissington Disused Railway Trackway as shown in Appendix 1 to this MM Schedule.</p>

MM31	New Paragraph (page 85)	Insert a New Paragraph after paragraph 5.7.3 of the supporting text to Policy LP13 – Transportation Policy as follows: <u>Development proposals which give rise to transport implications either in isolation or cumulatively with other development proposals will need to submit a Transport Assessment or a Transport Statement, and where relevant a Travel Plan alongside a planning application. These documents will need to take into account Norfolk County Council transport assessment and travel plan guidance and national Planning Practice Guidance, and where appropriate, the scope should be agreed with National Highways.</u>
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MM32	Norfolk Local Transport Plan section, paragraphs 5.7.4-5.7.13 (pages 85-87)	<p>Amend paragraphs 5.7.4-5.7.13 of the supporting text to Policy LP13 – Transportation Policy as follows:</p> <p>Norfolk Local Transport Plan (2011-2026 2021-2036)</p> <p>5.7.4 Norfolk's third Local Transport Plan 2011-26 has been adopted. The fourth Local Transport Plan, covering the period 2021-2036, was adopted by the County Council in July 2022. The new plan replaces the previous version of the plan adopted in 2011.</p> <p>5.7.5 This describes the county's strategy and policy framework for delivery up to 2026. It will be used as a guide for transport investment and considered by other agencies when determining planning or delivery decisions describes the council's strategy and policy framework for transport and is used as a guide for investment priorities as well as being considered by other agencies when determining their planning or delivery decisions.</p> <p>5.7.6 The plan reflects the views of local people and stakeholders, identifying six priorities; is in two parts, consisting of a Strategy and Implementation Plan. It details how the County Council will deliver a transport network in Norfolk through identifying the projects and programmes important to Norfolk, and in their design and direct delivery. The plan also shows how Norfolk County Council will seek to influence key partners in government, communities, the commercial sector and the third sector.</p> <ul style="list-style-type: none"> ● Maintaining and managing the highway network ● Delivering sustainable growth ● Enhancing strategic connections ● Reducing emissions ● Improving road safety ● Improving accessibility <p>King's Lynn Transport Study and Strategy</p> <p>5.7.7 Norfolk County Council (NCC) and the borough council in partnership are carrying out transport study work leading to the development of a Transport Strategy for the town. The study will comprise a series of workstreams some of which will run in parallel:</p> <p>Traffic surveys during spring 2018</p> <p>Analysis of the current and future transport problems and issues;</p> <p>Development of possible transport options identified by both BCKLWN and NCC to address the issues;</p>
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		<p>Building a microsimulation traffic model of the central area of the town and using this to test possible transport schemes;</p> <p>Stakeholder consultation/workshop and identification of a preferred strategy for BCKLWN and NCC to pursue.</p> <p><u>The King's Lynn Transport Strategy (KLTS), adopted in 2020, was devised to unlock the significant potential of King's Lynn by identifying transport barriers to growth and economic development and set out transport interventions to address these in support of the Core Strategy and adopted Site Allocations and Development Management Policies (SADMP) document.</u></p> <p>5.7.8 The project is to understand current and future issues and develop a preferred strategy, including modelling of the options available, to arrive at a series of implementable scheme proposals. It will provide a focus for activities in and around the town particularly with regard to ongoing initiatives by the Borough Council to improve the town:</p> <p>King's Lynn Riverfront Regeneration — Nelson Quay;</p> <p>Heritage Action Zone including the HAZ Paking Study;</p> <p>Declared Air Quality Management Areas;</p> <p><u>Local Plan review. The KLTS is currently being updated in partnership between the Borough Council (BCKLWN) and Norfolk County Council (NCC) and this work is expected to take about a year to complete so could be in place by spring 2025. In line with the current national and local policies, the new KLTS will have a much greater focus on sustainable transport to support the housing and employment growth as set out spatially in the Plan. Extensive work has already been carried out in devising and adopting a Local Cycling and Walking Infrastructure Plan (LCWIP) and this will be developed further and incorporated into the KLTS and its Implementation Plan of sustainable transport measures.</u></p> <p>5.7.9 The study is intended to unlock the significant potential of King's Lynn by identifying transport barriers to growth and economic development and setting out a focus and direction for how this will be addressed following the direction of the Local Plan.</p> <p>5.7.10 The King's Lynn Transport Strategy sets out the vision, objectives and short, medium and long-term transport improvements required to support the existing community of King's Lynn and to assist in promoting economic growth in the area. The Vision and Objectives can be applied in a slightly modified form to the wider Borough as follows:</p>
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Vision and Objectives

5.7.11 [paragraphs to be re-numbered consequently] ~~To support sustainable economic growth in King's Lynn and West Norfolk by facilitating journey reliability and improved travel mode choice for all, whilst contributing to improved air quality, safety, and protection of the built environment. The draft vision and objectives for the updated KLTS are proposed as shown below and will be subject to agreement with input from stakeholders at the Issues and Opportunities stage.~~

Vision

To support sustainable economic growth in King's Lynn by facilitating journey reliability and improved travel mode choice for all, whilst contributing to improve health, air quality, safety and protection of the built and natural environment

Objectives

- ~~• Provide a safe environment for travel by all modes;~~
- ~~• Encourage accessibility by all modes whilst conserving and enhancing the Borough's rich natural and historic environment;~~
- ~~• Support sustainable housing and economic growth;~~
- ~~• Reduce the need to travel by car through development planning;~~
- ~~• Manage traffic congestion where it occurs;~~
- ~~• Increase active travel mode share for short journeys;~~
- ~~• Promote and encourage the use of public transport; and~~
- ~~• Reduce harmful emissions and air quality impacts.~~
- Enhance connectivity and accessibility for all within King's Lynn
- Encourage greater use of public transport in King's Lynn
- Encourage modal shift from private car to active travel in King's Lynn
- Support the delivery of planned housing growth and development in the Borough
- Protect and enhance King's Lynn's heritage and cultural environment through place-making
- Improve local air quality and King's Lynn's natural environment and reduce overall transport emissions
- Improve road safety in King's Lynn

5.7.12 Parts of King's Lynn are designated as Air Quality Management Areas due to vehicle emissions. Congestion and associated pollution from vehicle traffic is a key issue in the town centre. Improvements to the public realm will prioritise pedestrian and cycle access, helping to make central King's Lynn less car orientated, as well as safer and more attractive. Congestion is also an issue on the outskirts of the town causing traffic to be

		<p>held up between King's Lynn town centre and the A47 and A149, ultimately affecting the ability to connect the Sub Regional Centre to the wider area.</p> <p>5.7.13 Road safety is a particular issue in the King's Lynn area. There has been a high proportion of road accidents on A roads and several corridors were identified as having large clusters of accidents, including the A148, A149, A1076, and B1144, which form the gyratory and its southern and eastern access routes. The Borough Council are continuing to work with Norfolk County Council and <u>National Highways England</u> to improve road safety and reduce accident rates within the King's Lynn and West Norfolk area.</p> <p>New paragraph, to follow 5.7.14</p> <p><u>Area Wide Modelling has identified various locations across King's Lynn and West Norfolk which experience congestion issues. It is considered all of the locations which are identified will either have proposals in place to deal with future traffic growth or are locations which show congestion but would continue to operate within capacity. The Area Wide Modelling is considered to demonstrate that the highway traffic growth associated with the developments within the Local Plan can be accommodated. Table below presents a summary of the transport issues discussed following analysis of forecasts and the solutions for the issues which have been raised.</u></p>
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Location	Issues shown in Area Wide Modelling	Solution
A149 Queen Elizabeth Way	A149 itself and junctions between Hardwick Interchange and A1076 are close to or at capacity	Study of A149 corridor is currently being scoped. This study will determine potential improvements and linkages to area-wide sustainable transport strategies which can be implemented in order to ease any potential future congestion along this corridor
A47 / A17 Pullover roundabout	All arms of this junction are shown to be over capacity in either the AM or PM	Proposed mitigation solutions are being considered by NCC at this location in consultation with National Highways. Seeking to ensure improvements at this junction form part of the Major Road Network (MRN) fund
Southgates roundabout	Capacity issues shown	Part of STARS scheme which secured £24m in Levelling Up funding. Scheme will lead to reconfiguration of the existing junction layout
Kings Lynn town centre gyratory	Operates within but close to capacity northbound within the gyratory	Part of STARS scheme which secured £24m in Levelling Up funding.
Tennyson Avenue and A148	Close to capacity on the A148	Shown to operate within capacity and will benefit from wider shift to sustainable modes
A148 / Castle Rising Road / A1078 signals	Close to or over capacity in the AM & PM	Improvements proposed at this junction related to off-site works associated with planning applications
A1078 Edward Benefer Way	Two sets of signals are close to capacity in either the AM or PM peak	Improvements proposed along this corridor related to off-site works associated with planning applications

MM33	Downham Market and Hunstanton section, paragraphs 5.7.15-5.7.17 (page 87)	<p>Amend paragraphs 5.7.4-5.7.13 of the supporting text to Policy LP13 – Transportation Policy as follows:</p> <p>Hunstanton, <u>and</u> Downham Market and Growth Key Rural Service Centres</p> <p>5.7.15 The priority for Hunstanton, <u>and</u> Downham Market and the Growth Key Rural Service Centres is to increase connectivity between these centres and the surrounding settlements, to ensure people have access to the services they need. As part of this, it is important for the public transport network to be maintained and improved on key routes to and within the main towns and service centres.</p> <p>5.7.16 Norfolk County Council is conducting <u>has conducted</u> Market Town Network Improvement Strategies. The strategies are <u>were</u> transport focused, aimed at resolving issues and delivering local growth in jobs and housing. Downham Market is <u>was</u> one of the market towns currently being studied.</p> <p>5.7.17 The proposed scope of the study is <u>was</u> to understand for each market town the current transport issues in areas such as cycle network, road traffic, parking and access to services and facilities; its future situation such as the impacts of any growth proposals on local transport network; the implications of future changes to the economy and what infrastructure requirements is required to help bring forward growth; and identify and develop <u>an</u> appropriate implementation plan.</p>
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<p>MM34</p> <p>212</p>	<p>Policy LP13 - Transportation (pages 89-90)</p>	<p>Amend Criterion 1 of Policy LP13 – Transportation as follows:</p> <p>1. The Council will work with partner organisations (including the New Anglia Transport Board, Transport East, National Highways England, the Department for Transport, public transport operators, Network Rail, Norfolk County Council and neighbouring authorities) to deliver a sustainable transport network which improves connectivity within and beyond the borough, and reinforcing the role of King's Lynn as a regional transport node, so as to:...</p> <p>Amend Criterion 2.b. of Policy LP13 – Transportation, to include list of strategic transport schemes, as follows:</p> <p>b. implementing the King's Lynn Transport Study and Strategy (KLTSS) schemes including delivering a package of transport improvements within King's Lynn arising from the KLTSS. This will involve balancing ease of access, and car parking, with flows and highway safety, active travel and public transport. <u>Priority locations for specific transport improvements are as follows:</u></p> <ul style="list-style-type: none"> • <u>A149 Queen Elizabeth Way;</u> • <u>A47/ A17 Pullover roundabout;</u> • <u>Southgates roundabout (A148 STARS scheme);</u> • <u>King's Lynn town centre gyratory;</u> • <u>Tennyson Avenue and A148;</u> • <u>A148/ Castle Rising Road/ A1078 signals; and</u> • <u>A1078 Edward Benefer Way.</u> <p>Amend Criterion 2. f. of Policy LP13 – Transportation to include an additional subsection as follows:</p> <p>f. improving accessibility and connections between (and within) towns and villages; so, helping to reduce social exclusion, isolation and rural deprivation. To do this the Council and its partners will seek to:</p> <ul style="list-style-type: none"> i. improve the quality of the bus network; <u>[new criterion] improve public transport connectivity through enhanced integration between bus and rail services at King's Lynn, Downham Market, Watlington and Lakenheath;</u> ii. extend the choice of transport available for communities; iii. work with commercial providers of broadband to increase the accessibility of high speed connections within the borough; iv. provide integrated and safe routes for pedestrians and cyclists;
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Amend Criterion 4. of Policy LP13 – Transportation as follows:

Dealing with transport issues in new development

4. Development proposals should demonstrate that they have been designed to:

- a. reduce the need to travel.
- b. promote sustainable forms of transport appropriate to their particular location and related to the uses and users of the development. In order of preference this should consider:
 - i. walking
 - ii. cycling
 - iii. public transport
 - iv. private car
 - v. ~~development proposals which are likely to have significant transport implications will need to be accompanied by a transport assessment and travel plan to show how car based travel can be minimised.~~
- c. provide for safe and convenient access for all modes.

Insert a New Criterion after Criterion 4. of Policy LP13 – Transportation as follows:

Development proposals which are likely to have significant transport implications will need to be accompanied by a transport assessment or transport statement and travel plan to show how car based travel can be minimised.

MM35	Paragraph 5.8.1 (page 91)	<p>Amend paragraph 5.8.1 of the supporting text to Policy LP14 – Parking Provision in New Development Policy as follows:</p> <p>Relevant Local and National Policies and Guidance</p> <ul style="list-style-type: none"> • National Planning Policy Framework: Promoting sustainable transport • National Planning Policy Framework: Delivering a sufficient supply of homes • Strategic Policy LP13: Transportation • Norfolk County Council: Parking Standards for Norfolk 2007 (currently under review) <u>Parking Guidelines for new developments in Norfolk²</u>
214 MM36	Policy LP14 – Parking Provision in New Development (page 92)	<p>Amend Criterion 3. of Policy LP14 – Parking Provision in New Development as follows:</p> <p>3. Reductions in car parking requirements may be considered for town centres, and for other urban locations where it can be shown that the location and the availability of a range of sustainable transport links and <u>taking into consideration local car ownership levels</u> is likely to lead to a reduction in car ownership and hence need for car parking provision.</p> <p>Delete Criterion 5. of Policy LP14 – Parking Provision in New Development as follows:</p> <p>5. Each dwelling will be supported and encouraged to provide a minimum of one secure electric vehicle charging point wherever is possible on site.</p> <p>Amend Criterion 6. Of Policy LP14 – Parking Provision in New Development as follows:</p> <p>Other developments</p> <p>6. For developments other than dwellings car parking provision will be negotiated having regard to the current <u>parking</u> standards published by Norfolk County Council.</p>

² Parking Guidelines for new developments in Norfolk

MM37	Paragraph 6.1.4 (page 93)	<p>Amend paragraph 6.1.4 of the supporting text to Policy LP15 – Coastal Areas as follows:</p> <p><u>Policy Justification</u></p> <p>6.1.4 To ensure that people and their homes are protected from flooding, new development will need to be carefully considered. Therefore, where the Shoreline Management Plans and Strategic Flood Risk Assessments highlight an area at high risk of flooding on the coast with no possible mitigation, development will be resisted for safety reasons. High risk refers to areas in Flood Zone 3 and areas shown to flood to a certain depth in the Tidal Hazard Mapping (THM). <u>For development management purposes, it will normally be requirement for the applicant to undertake a bespoke assessment where the THM is lacking or not fit for purpose; e.g. sites in between modelled breach locations.</u></p>
MM38	Paragraph 6.2.1 (page 97)	<p>Amend paragraph 6.2.1 of the supporting text to Policy LP16 - Norfolk Coast National Landscape Area as follows:</p> <p>6.2.1 An area of outstanding natural beauty (AONB) is land protected by the Countryside and Rights of Way Act (CROW) 2000 and under section 82, means an area designated for the purpose of conserving and enhancing the natural beauty of the area. They are considered to be exceptional landscapes with distinctive natural landscape character that should be safeguarded in the national interest for nature, people, business and cultural heritage. The Countryside and Rights of Way Act (2000), gave a legal duty of regard to many public bodies and officers to have regard to the purpose of designation of an AONB when undertaking any action that might affect its natural beauty ⁽¹⁷⁾. <u>National policy (NPPF section 15) explains that, for managing development within National Landscape areas, great weight should be given to conserving and enhancing landscape and scenic beauty, which have the highest status of protection in relation to these issues. Furthermore, development within the setting of the Norfolk Coast National Landscape area should be sensitively located and designed to avoid or minimise adverse impacts.</u></p>

MM39	Paragraphs 6.2.7-6.2.8 (page 98)	<p>Amend paragraphs 6.2.7-6.2.8 of the supporting text to Policy LP16 - Norfolk Coast National Landscape Area as follows:</p> <p>6.2.7 The joint plan is to support a range of opportunities for our Norfolk coast. It supports cooperation and policy input where necessary for local communities and businesses to invest in natural capital and sustainable management, supporting the development of adapting and mitigating the effects which may become present from climate change and potential coastal change, supporting our local bio and geodiversity within our AONB and continue to support our future visitors and recreational activities which boost our local economy but also mitigate and promote the pressures which may come to sensitive areas (https://norfolk-coast.adaptaledev.com/our-work/resources/norfolk-coast-partnership-management-plan/).</p> <p>6.2.8 There is a new AONB Management Plan currently out for consultation. <u>The Norfolk Coast Partnership is responsible for the management of the National Landscape area. The partnership is required to produce 5-year Management Plan, which provides advice regarding design and making practical and financial contributions towards management plan delivery as appropriate, towards protecting the special qualities (natural features, settlements and working environments) that are distinctive characteristics of the area. The current Plan is the Norfolk Coast Management Plan 2019-2024, and this will be reviewed in the near future.</u></p>
MM40 216	Policy LP16 - Norfolk Coast National Landscape Area (page 99)	<p>Move Policy LP16 criterion c into supporting text (amended paragraph 6.2.8) and consequential changes to criteria a and b:</p> <p>Policy LP16 Norfolk Coast AONB <u>National Landscape area</u> Policy...</p> <p>Permission for major developments in the Norfolk Coast Area of Outstanding Natural Beauty <u>Norfolk Coast National Landscape</u> will be refused unless exceptional circumstances prevail as defined in the National Planning Policy Framework. Planning permission for any proposal within the AONB National Landscape, or affecting the setting of the AONB National Landscape, will only be granted when it:</p> <ul style="list-style-type: none"> a. conserves and enhances the Norfolk Coast AONB National Landscape Area's special qualities, distinctive character, tranquillity and remoteness in accordance with national planning policy and the overall purpose of the AONB National Landscape designation; and avoids adverse impacts from individual proposals (including their cumulative effects), unless these can be satisfactorily mitigated; and b. is appropriate to the economic, social and environmental wellbeing of the area or is desirable for its understanding and enjoyment; and c. meets the aims of the statutory Norfolk Coast AONB Management Plan and design advice, making practical and financial contributions towards management plan delivery as appropriate.

MM41	New Paragraph (page 102)	Insert New Paragraph after paragraph 6.3.6 of the supporting text to Policy LP17 – Coastal Change Management Area as follows: <u>Sea level rise and coastal changes associated with climate change, are inevitable and bring both challenges and opportunities for people and nature. Sustainable coastal management needs to embrace long-term change and achieve positive outcomes for both. The Borough Council will work with Natural England and other relevant stakeholders to develop a robust and effective Integrated Coastal Zone Management approach, setting sustainable levels of economic and social activity for the Coastal Change Management Area, whilst protecting the environment.</u>
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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">218</p>	<p>MM42 Policy LP17 (page 105)</p>	<p>Amendments to Policy LP17 heading, criteria 2 and 3, as follows:</p> <p><u>Policy LP17 – Coastal Change Management Area (Hunstanton to Dersingham) Management of development within the Coastal Area...</u></p> <p>Replacement Dwellings</p> <p>2. Replacement dwellings will only be permitted in areas at risk of flooding in a 1 in 200 AEP event (including the relevant allowance for climate change), either directly or as a result of a breach in the coastal defences where all of the following seven criteria are satisfied:</p> <ol style="list-style-type: none"> a. Flood Risk Assessment (FRA) must be undertaken for the development; b. 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); c. The dwelling will only be occupied between 1st April and 30th September in any one year; d. the dwelling will incorporate resistance and resilience measures in accordance with the Department for Communities and Local Government publication: “Improving the flood performance of new buildings, flood resilient construction” (2007); e. the building must be appropriately designed to withstand and be resilient to hydrostatic pressure resulting from a breach/overtopping of the tidal defences; f. a flood warning and evacuation plan will be prepared for the property and retained on site; g. the level of habitable accommodation provided by the new dwelling would not be 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; <u>and</u> h. <u>The replacement dwelling and associated landscaping works, will not encroach any closer to the flood defences than the footprint of the current dwelling. Where the current dwelling already encroaches onto/into the defence structure, the replacement shall be set back from the defence and the defence restored to an appropriate condition.</u> <p>Replacement Caravans</p> <p>3. The replacement of existing permitted caravans will be allowed, in doing so opportunities should be taken to improve the resilience/resistance of the replacement caravans. Proposals must not:-</p> <ol style="list-style-type: none"> a. result in an increase in the number of bedrooms over and above the number in the original caravan; <u>and</u> b. <u>encroach closer to the flood defences than the current plot, or where encroachment already occurs, the replacement caravan should be set back from the defence.</u>
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MM43	Paragraph 6.4.1 (page 107)	<p>Amendments to paragraph 6.4.1 of the supporting text to Policy LP18 - Design and Sustainable Development Policy as follows:</p> <p>6.4.1 Good design is a key element of sustainable development. In preparing for population growth in the borough it is imperative that proposals for new development and redevelopment are based on sound design principles. This will help ensure that what is being constructed now will be of high quality and can last far beyond the timescale of the plan. Developers will be encouraged to refer to publications and best practice on quality design in formulating development proposals. <u>Key design principles include, but are not limited to:</u></p> <ul style="list-style-type: none"> • <u>Protect existing natural environment assets including green and blue infrastructure.</u> • <u>Restore and enhance local and regional natural systems to increase climate resilience and carbon capture.</u> • <u>Establish a network of green and open spaces that create benefits for the whole community.</u>
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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">220</p> <p>MM44</p>	<p>Paragraph 6.4.24 (page 110) Policy LP18 – Design and Sustainable Development (pages 111-113)</p>	<p>Amend paragraph 6.4.24 of the supporting text to Policy LP18 – Design and Sustainable Development as follows:</p> <p>6.4.24 Renewable and low carbon energy includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels). <u>Electricity usage (from all sources) creates waste, particularly through functions such as lighting. Light pollution, both in terms of local amenity and energy wastage, has impacts across the Borough with particular implications for sensitive areas such as the Norfolk Coast National Landscape area. It is therefore important to minimise these effects.</u> All these technologies have a role to play in meeting Government targets and were positive outcomes for the borough in the Sustainability Appraisal.</p> <p>Amend Criterion 3.f. of Policy LP18 – Design and Sustainable Development as follows:</p> <p>f. the provision of swift and bat boxes, bee bricks and hedgehog highways <u>whenever built-in nesting boxes (e.g. boxes for migratory bird species, bats, or bee bricks) and/ or safe road crossing methods (e.g. for hedgehogs), wherever possible;</u></p> <p>Amend Criterion 3.g. of Policy LP18 – Design and Sustainable Development as follows:</p> <p>g. the promotion of water efficiency - all new housing must meet Building Regulation requirement of 110 l/h/d. Non-domestic buildings, <u>where relevant,</u> should as a minimum reach 'Good' BREEAM status:</p> <p>Amend Criterion 3.m. of Policy LP18 – Design and Sustainable Development as follows:</p> <p>m. the maximisation of internal space by encouraging all new homes across all tenures to meet the Government's Nationally Described Space Standard (NDSS), unless other material planning considerations would mean that these space standards are not achievable <u>well-designed homes which provide good standard and quality internal environments for their users, promoting health and well-being, will be encouraged including those which meet the National Described Space Standards.</u></p>
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<p>MM45</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">221</p>	<p>Paragraph 6.5.2-6.5.3 (page 114)</p>	<p>Amend paragraph 6.5.2 of Policy LP19 – Environmental Assets – Green Infrastructure, Landscape Character, Biodiversity and Geodiversity supporting text, as follows:</p> <p>6.5.2 Part of the appeal of the area to visitors and local people is the environment, therefore it is important that these assets are protected and enhanced. <u>European sites (formerly known as Natura 2000 sites), which consist of Ramsar sites, Special Areas of Conservation (SAC) and Special Protection Areas (SPAs), will be protected, in accordance with the Norfolk Green Infrastructure and Recreational Avoidance & Mitigation Strategy (GI RAMS), prepared in accordance with the 2017 Habitat Regulations, as amended. Policy LP27 provides the mechanism by which GI RAMS is implemented through the planning system.</u></p> <p>6.5.3 The Council will work to the NPPF to ensure that our biodiversity and geodiversity are protected and that opportunities for enhancement sensitive to the area and features are grasped. Appropriate weight will be given to the roles performed by the area's soils. These <u>Geodiversity (including soils and sub-soils) should be valued as a finite multi-functional resource which underpins our wellbeing and prosperity. Decisions about development should take full account of the impact on soils, their intrinsic character and the sustainability of</u> seek to protect (ideally enhance) sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality), quality, taking account of economic benefits and the many ecosystem services they deliver. The long-term capability of best and most versatile agricultural land (Grades 1, 2 and 3a in the Agricultural Land Classification) should be safeguarded as a resource for the future in line with <u>the NPPF paragraph 170 (Planning and flood risk).</u></p>
<p>MM46</p>	<p>New sub-section “Biodiversity Net Gain (BNG)” to follow paragraph 6.5.4 (page 114)</p>	<p>New sub-section to follow paragraph 6.5.4 of Policy LP19 – Environmental Assets – Green Infrastructure, Landscape Character, Biodiversity and Geodiversity supporting text, as follows:</p> <p><u>Biodiversity Net Gain (BNG)</u></p> <p><u>The 2021 Environment Act has introduced a legal requirement to delivery 10% BNG in association with nearly all new developments. These requirements came into force, with effect from 12 February 2024. The Government (Department for Levelling Up, Housing and Communities) has also produced detailed practice guidance as to how 10% BNG should be delivered (https://www.gov.uk/guidance/biodiversity-net-gain).</u></p> <p><u>The 10% requirement is also reflected in LP19 itself, in the interests of clarity and usability. This ecological assessment will inform the Biodiversity Net Gain Statement and the site baseline calculation input within the Statutory Biodiversity Metric, both of which must be submitted at validation. A Habitats Mitigation and Monitoring Plan (HHMP) and Biodiversity Net Gain Plan (BGP) will be required to discharge a Biodiversity Net Gain condition. These documents may be required prior to this to inform decision making process where necessary.</u></p>

<p>MM47</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">222</p>	<p>Policy LP19 – Environmental Assets – Green Infrastructure, Landscape Character, Biodiversity and Geodiversity (pages 115-116)</p>	<p>Amend Policy LP19 – Environmental Assets – Green Infrastructure, Landscape Character, Biodiversity and Geodiversity as follows:</p> <p>Amend Criterion 1 of Policy LP19 – Environmental Assets – Green Infrastructure, Landscape Character, Biodiversity and Geodiversity as follows:</p> <ol style="list-style-type: none"> Proposals <u>incorporating nature-based solutions such as natural capital, and/ or green infrastructure</u>, to protect and enhance our landscape character, biodiversity and geodiversity will be encouraged and supported. . <u>All developments covered by the 10% Biodiversity Net Gain requirement (Environment Act 2021 and associated regulations) will need to be supported by an ecological assessment that identifies how this can be delivered.</u> <p>Amend Criterion 3 of Policy LP19 – Environmental Assets – Green Infrastructure, Landscape Character, Biodiversity and Geodiversity as follows:</p> <ol style="list-style-type: none"> Development should seek to avoid, and where this is not possible, justify, mitigate or compensate for any adverse impacts on biodiversity, geodiversity and heritage, as well as seeking to enhance sites through the creation of features of new biodiversity interest. The design of new development should be sensitive to the surrounding area and not detract from the inherent quality of the environment. <u>Development should, in line with the mitigation hierarchy, seek to avoid, and where this is not possible, with justification, mitigate or compensate for any adverse impacts on biodiversity, geodiversity and heritage, as well as seeking to enhance sites through the creation of features of new biodiversity interest.</u> <p>Delete criterion 4 of Policy LP19 – Environmental Assets – Green Infrastructure, Landscape Character, Biodiversity and Geodiversity (repetition of paragraph 6.5.3):</p> <ol style="list-style-type: none"> Appropriate weight will be given to the roles performed by the area’s soils. These must be valued as a finite multi-functional resource which underpins our wellbeing and prosperity. Decisions about development must take full account of the impact on soils, their intrinsic character and the sustainability of the many ecosystem services they deliver. <p>Amend Criterion 6 of Policy LP19 – Environmental Assets – Green Infrastructure, Landscape Character, Biodiversity and Geodiversity as follows:</p> <ol style="list-style-type: none"> The Council and its partners will support a range of initiatives and proposals that will improve areas of poor quality lacking in biodiversity and geodiversity as well as maintaining, enhancing and linking areas of good quality. The Council and its partners will support a range of initiatives and proposals, for example, Local Nature Recovery Strategies and biodiversity net gain, that will improve areas of poor quality, lacking in biodiversity and geodiversity as well as maintaining, enhancing and linking areas of good quality. For European sites (Ramsar/
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		<p><u>Special Areas of Conservation/ Special Protection Areas) this will be delivered through mechanisms such as GI RAMS, in accordance with Policy LP27.</u></p> <p>Amend Criterion 7(d) of Policy LP19 – Environmental Assets – Green Infrastructure, Landscape Character, Biodiversity and Geodiversity as follows:</p> <p>7. (d) contribute to an improved quality of life for current and future residents and visitors; <u>including through the provision of recreational open space for residential developments in accordance with LP22;</u></p>
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MM48	Policy LP20 – Environmental Assets – Historic Environment and its supporting text (page 117-119)	<p>Delete Policy LP20 - Environmental Assets – Historic Environment and its supporting text as follows:</p> <p><u>6.6 LP20- Environmental Assets - Historic Environment Policy</u></p> <p><u>Introduction</u></p> <p><u>6.6.1 The NPPF defines historic environment as ‘all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora’.</u></p> <p><u>6.6.2 The historic environment and heritage assets within the borough feed into the importance of local identity, health and wellbeing, tourist exploration and having open spaces for all to use. The conservation and enhancement of the historic environment amongst adapting to environmental and socio-economic challenges is a key consideration when determining planning applications; and contributing to the Government’s goals for improving our natural heritage and achieving goal 6 of the DEFRA 25 Year Environment Plan “enhanced beauty, heritage and engagement with the natural environment”.</u></p> <p><u>6.6.3 The Borough has a rich and varied cultural heritage. The historic environment makes a significant contribution to sustainable communities through supporting economic vitality, social and cultural links to the past and a dynamic and varied built environment.</u></p> <p><u>6.6.4 The Borough has a significant number of heritage historic assets, including:</u></p> <ul style="list-style-type: none"> • <u>5 Registered Parks and Gardens;</u> • <u>42 Conservation Areas;</u> • <u>approximately 1,545 Listed Buildings;</u> • <u>127 Scheduled Monuments (which is the greatest number for any district or unitary authority in the East of England);</u> • <u>many non-designated heritage assets.</u> <p><u>6.6.5 Much of the landscape of the Borough is a product of historic and cultural practices and is of itself an historic landscape. There are many designated and non-designated heritage assets.</u></p> <p><u>6.6.6 Parks and Gardens are fundamental components within the historic environment and are landscapes which are important heritage assets. In the Borough there are five Registered Parks and Gardens which play a large contribution to the benefits of the local community and its historical identity. Parks and gardens, amongst other natural and historical assets, all play crucial and valuable roles within society for their contribution to green infrastructure, climate change adaptation and enhancing the beauty of such natural spaces</u></p>
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6.6.7 Heritage assets are defined by the NPPF as ‘a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing)’.

- Designated heritage asset. The NPPF defines these as World Heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Registered Parks and Gardens, Registered Battlefields or Conservation Areas designated under the relevant legislation.
- Non-Designated Heritage Assets. The PPG says these are locally designated ‘buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions, but which are not formally designated heritage assets’.

6.6.8 There will be archaeological interest in a heritage asset if it holds, or may potentially hold, evidence of past human activity worthy of expert investigation. Heritage assets with archaeological interest are the primary evidence source about the substance and evolution of places, and the people and cultures that made them.

6.6.9 Heritage at Risk is a term applied to designated heritage assets at risk as a result of neglect, decay, or inappropriate development, or vulnerable to becoming so. The Council generally supports improvements to the ‘at risk’ assets that will enable them to be taken off the register, but these changes must be in conformity with the other adopted policies of the Local Plan and with national planning policies.

East Marine Plans Supporting Policies :

6.6.10 In summary the policies bullet pointed below support policy LP20, to find out more information on the supporting policies the hyperlink is active over the policy number.

- Heritage Assets – SOC2
- Health and social well-being and access to the coast and marine area – SOC3

Strategic Policy

Policy LP20: Historic Environment Policy

The historic environment of the Borough will be conserved and enhanced. Key buildings, structures and features which contribute to the Borough’s character and distinctiveness will be protected from inappropriate development or change. Proposals which maintain, enhance and provide better understanding of the significance of the overall cultural heritage value of the Borough will be sought through:

		<p>i. <u>Supporting the repair and appropriate re-use of buildings and structures of historic, architectural, cultural or landscape value where the repair and/or use would not be detrimental to the character, appearance or integrity of the building or structure, its context or setting; and</u></p> <p>ii. <u>Requiring the highest standard of design which will protect the historic environment and add to the future cultural heritage value of the locality.</u></p> <p><u>The archaeology of the Borough will be better understood, protected and enhanced by:</u></p> <p>iii. <u>Protecting archaeology from inappropriate development or change.</u></p> <p><u>Appropriate development proposals that bring into use or improve an asset so it is no longer deemed at risk on the heritage at risk register will be supported where appropriate to their significance.</u></p> <p><u>Policy LP20 contributes to Strategic Objectives 6 Economy; 10, Society; 12, 13, 16 Environment.</u></p>
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<p>MM49</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">227</p>	<p>New Policy – Historic Environment and its supporting text (pages 117 - 119)</p>	<p>Insert New Policy Historic Environment and its supporting text after Policy LP19 Environmental Assets – Green Infrastructure, Landscape Character, Biodiversity and Geodiversity (to replace section 6.6 and Policy LP20 Historic Environment Policy) as follows:</p> <p><u>Strategic Policy</u></p> <p><u>Policy LP20: Historic Environment Policy</u></p> <p><u>The historic environment of the Borough contains many important heritage assets, both designated and non-designated, which make a significant contribution to the Borough’s character, sense of place and quality of life.</u></p> <p><u>This includes significant buildings, monuments, sites, places, areas and landscape which all add heritage interest to the area and require protection from inappropriate development.</u></p> <p><u>The Borough’s historic environment is not just important for its own sake but contributes towards the high quality of environment in the Borough and is an important resource bringing social, cultural, economic and environmental benefits to the community.</u></p> <p><u>Heritage assets and the historic environment will be protected from inappropriate development to sustain and where appropriate enhance their significance, including putting heritage assets into uses consistent with their conservation. The more significant the heritage asset, the greater the presumption for its conservation.</u></p> <p><u>Within the Borough, heritage assets which make a positive contribution to the historic environment include:</u></p> <ul style="list-style-type: none"> • <u>Designated heritage assets such as Scheduled Monuments, Listed Buildings, Registered Parks and Gardens and Conservation Areas, and the setting of these assets;</u> • <u>Non-Designated heritage assets such as unregistered historic parks and gardens, and archaeology, and the setting of these assets.</u> <p><u>The significance of a heritage asset is a result of the value of the asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting which is the surroundings in which a heritage asset is experienced. The extent of the setting of a heritage asset is not fixed and may change as the asset and its surroundings evolve. Elements of setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate the significance of the asset or may be neutral.</u></p>
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The conservation and enhancement of heritage assets will be given weight appropriate to the significance of the asset. The Council will seek to identify heritage assets at the earliest opportunity within the decision-making process.

Where relevant, the Council will consider whether the benefits of a proposal for enabling development which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset would outweigh the disbenefits of departing from those policies.

Further guidance on 'Enabling Development and the Conservation of Significant Places' is available at www.historicengland.org.uk.

Non-designated heritage assets

The Borough has many attractive and locally significant buildings and features which contribute to the distinctiveness of the area but which are not formally designated as heritage assets. The National Planning Policy Framework identifies these as non-designated heritage assets.

Non-designated heritage assets include a range of buildings, monuments, sites, places, areas or landscapes which have heritage value and should be considered in determining planning applications. These can either be identified as part of the planning process, through neighbourhood plans or conservation area character statements.

Non-designated heritage assets which are not yet identified, and which come to light during the preparation of proposals for a site will be taken into account following guidance set out by Historic England so that proportionate weight can be given in the decision-making process. Other assets which are identified through the processes such as neighbourhood plans will be reviewed and recognised as non-designated heritage assets.

When planning permission is required for any proposal which directly or indirectly affects the significance of a non-designated heritage asset then the Council will treat the significance of that asset as a material consideration when determining the application. As part of a planning proposal, applicants should provide an explanation regarding the social and historic context of the non-designated heritage asset and how the proposals have responded to this.

This should follow guidance set out in the National Planning Policy Framework and guidance provided by Historic England.

Listed Buildings

The Government's List of Buildings of Special Architectural or Historic Interests contains over 1,545 entries relating to buildings within the Borough which form an integral part of the Borough's historic landscape.

Listed Building Consent is required for demolition or for any alteration or extension to a Listed Building which could affect its character (interiors as well as exteriors) and for works to any fixtures and to buildings or structures within the curtilage of the building. Control over changes to Listed Buildings is not intended to prevent all alterations but to protect the buildings from unnecessary demolition and from unsuitable alterations which would be detrimental to the historical significance of the building.

All works to Listed Buildings must conserve or enhance these structures and their significance in accordance with national policy requirements.

Conservation Areas

There are 44 Conservation Areas which make a very significant contribution to the character and distinctiveness of the Borough. They range from large Conservation Areas covering the older parts of central King's Lynn, to the Conservation Area at Burnham Overy Mills covering a small group of important buildings on the North Coast.

Development within Conservation Areas should conserve or enhance their significance in accordance with national policy requirements and guidance on how significance will be considered within this policy.

The Council will continue with a programme of Conservation Area Character Statements which will provide information about the Conservation Area including its origins and historical development and will be used as a material consideration when assessing planning applications.

Registered Parks and Gardens

Historic Parks and Gardens are part of our heritage and are as important as buildings and settlements.

Historic England maintains a register of Parks and Gardens of special historic interest. The sites are graded depending on their level of importance. The grades are:

- I (exceptional interest)
- II* (great interest)
- II (special interest)

The Borough has 6 registered Parks and gardens:

- The Walks - Grade II
- Houghton Hall Park - Grade I
- Houghton Hall Kitchen Garden - Grade II
- Sandringham House - Grade II*
- Stradsett Hall - Grade II
- Hunstanton Hall - Grade II

Scheduled Monuments

Scheduled Monuments are areas of great historical and/or archaeological importance. Most of these are earthworks or unoccupied structures, often in a ruinous or semi-ruinous condition.

Historic England has the responsibility of giving legal protection to nationally important sites and monuments. These sites are added to a list, or 'schedule', as laid down in the Ancient Monuments and Archaeological Areas Act of 1979.

A monument in the list, known as scheduled, is protected against disturbance. It's against the law to carry out any work without the authority of the Secretary of State. Work will need Scheduled Monument Consent (SMC). The Secretary of State will not usually consent to work that might damage a scheduled site.

There are 127 Scheduled Monuments in the Borough, which is the greatest number for any district or unitary authority in the East of England. Historic England maintain the details of these and provide further information online.

Archaeology

There will be archaeological interest in a heritage asset if it holds, or may potentially hold, evidence of past human activity worthy of expert investigation. Heritage assets with archaeological interest are the primary evidence source about the substance and evolution of places, and the people and cultures that made them.

The archaeology of the Borough will be better understood, protected and enhanced by protecting archaeology from inappropriate development or change.

Heritage at Risk

Historic England produce a national Heritage at Risk Register¹ which includes grade I and grade II* Listed Buildings, Scheduled Monuments, Registered Parks and Gardens and Conservation Areas. The programme identifies those sites that are most at risk of being lost as a result of neglect, decay or inappropriate development. There are 24 of the Borough's heritage assets included on the Register.

New Policy: Historic Environment

- 1) The historic environment will be conserved and enhanced in a manner appropriate to its significance. Development of the highest design quality that will sustain and, where appropriate, enhance the special interest, character and significance of the Borough's heritage assets and their settings and that will make a positive contribution to local character and distinctiveness will be supported.
- 2) Protecting and enhancing the wide range of historic and cultural assets which contribute to the character and identity of the Borough is a priority including:
- 3) Designated heritage assets such as Scheduled Monuments, Listed Buildings, Registered Parks and Gardens and Conservation Areas, and the settings of these assets;
- 4) Non-Designated heritage assets such as unregistered historic parks and gardens, and archaeology, and the settings of these assets.
- 5) Opportunities to promote the historic environment as a key element of the vitality of the District, and to reduce the number of heritage assets at risk will be sought.
- 6) Initiatives and opportunities to mitigate the effects of climate change by seeking the reuse of historic buildings, and where appropriate, their modification to reduce carbon emissions and secure sustainable development will be supported where this would not harm the significance of the heritage asset or its setting.
- 7) Applications for development must be supported by a Heritage Statement which demonstrates a clear understanding of the significance of any relevant heritage assets and the contribution of their settings, details the likely impacts of the proposal on these assets and their significance and where relevant, explains how this significance has informed the proposals. Proposals on sites which include, or have the potential to include, archaeological interest should be accompanied by an appropriate desk-based assessment, and where necessary a field evaluation.

- 8) There is a presumption in favour of the retention and enhancement of heritage assets and putting heritage assets to viable and appropriate uses to secure their future protection. Applications will be supported where they sustain, conserve and where appropriate enhance the significance, character and setting of the asset itself and the surrounding historic environment.
- 9) The impact of development proposals on the significance of heritage assets and their settings will be considered in accordance with case law, legislation and the NPPF, as well as the following criteria:

Listed Buildings

- 1) Proposals should conserve or enhance Listed Buildings. Applications involving demolition of, or substantial harm to, a Grade II Listed Building will only be granted in exceptional circumstances, and demolition of, or substantial harm to, the significance (including any contribution to significance by setting) to a Grade I or Grade II* Listed Building will only be granted in wholly exceptional circumstances. Where development proposals will lead to harm to heritage assets they will be assessed against the relevant criteria in the National Planning Policy Framework, taking into account the scale of harm and the impact on the significance of the heritage asset.
- 2) Extensions or alterations to a Listed Building should not adversely affect its character as a building of special architectural or historic interest, its significance or its wider setting.
- 3) Any change of use of a Listed Building should conserve or enhance its character as a building of special architectural or historic interest and its significance and should ensure its continued use and viability.

Conservation Areas

Within Conservation Areas, development will only be permitted if the proposal:

- I. Is of a design and scale that preserves or enhances the character or appearance of the area;
- II. Uses building materials and finishes, including those for features such as walls, railings, gates and hard surfacing, that are appropriate to the local context;
- III. Retains historically significant boundaries, important open spaces and other elements of the area's established pattern of development, character and historic value, including gardens, roadside banks and verges;
- IV. Retains and restores, where relevant, traditional features such as shop fronts, walls, railings, paved surfaces and street furniture, and improves the condition of structures worthy of retention;

- V. Does not harm important views into, out of or within the Conservation Area;
 VI. Protects trees, hedgerows and other significant landscape features and incorporates landscaping appropriate to the character and appearance of the Conservation Area.

Historic Parks and Gardens

- 12) Proposals should not cause substantial harm to the significance (including any contribution to significance by setting) harm to historic parks or gardens (both registered and unregistered), their settings or public views into, out of, or within them. Where development proposals will lead to harm to heritage assets, they will be assessed against the relevant criteria in the National Planning Policy Framework, taking into account the scale of harm and the impact on the significance of the heritage asset.

Archaeology

- 13) There is a presumption against any harm to Scheduled Monuments and heritage assets with archaeological interest that are demonstrably of equivalent significance to Scheduled Monuments. Where development proposals will lead to harm to heritage assets they will be assessed against the relevant criteria in the National Planning Policy Framework, taking into account the scale of harm and the impact on the significance of the heritage asset. Where the loss of the whole or a material part of a heritage asset's significance is justified, planning conditions will ensure that an adequate record is made of the significance of the heritage asset and this is published appropriately.

Non-designated Heritage Assets

- 14) The significance of non-designated heritage assets and their setting should be assessed in development proposals or works, against the following criteria, namely the:
- I. special qualities of architectural and historic interest;
 - II. features of interest and the setting of the non-designated historic asset;
 - III. contribution the non-designated historic asset makes to local distinctiveness; local townscape; or rural character; and
 - IV. conservation of interesting or unusual features; architectural detail; materials; construction; or historic interest.
- 15) Development which would remove, harm or undermine the significance of such non-designated heritage assets, or their contribution to the character of a place, will require a balanced judgement having regard to the scale of the harm and significance of the non-designated heritage asset.

- 16) Prior to the loss of the non-designated heritage asset, an appropriate level of survey and recording will be expected including where appropriate archaeological investigation. The results of which should be deposited on the Historic Environment Record.

It is recognised that not all buildings, structures or landscapes of significance are captured on the national lists and these are termed non-designated heritage assets. Where the significance of these buildings, structures or landscapes can be demonstrated, the above policy consideration should be applied.

Supporting Text

The NPPF requires us to provide a positive strategy for the conservation and enjoyment of the historic environment and this policy aims to protect, conserve and enhance our historic environment and the heritage assets within it.

We will also:

- a) support proposals which conserve and enhance the historic environment;
- b) support proposals for heritage-led regeneration, ensuring that heritage assets are conserved, enhanced and secured for the future;
- c) carry out a programme of reviewing existing Conservation Areas and producing Conservation Area Character Statements to identify what it is about the area that contributes to its significance as well as identifying and considering new areas for designation as Conservation Areas
- d) identify buildings that could be included on the national list and prepare reports to support new listings; and,
- e) identify buildings that are falling into disrepair and work with owners to find new uses to ensure their continued beneficial use.

MM50	Paragraph 6.8.1 (page 123)	<p>Amend paragraph 6.8.1 of the supporting text to Policy LP22 – Provision of Recreational Open Space for Residential Developments as follows:</p> <p>6.8.1 With over 11,000 new homes planned for the Borough at an average household size of 2.3 (Census, 2011), this could mean that there may be an additional 25,300 people, which could lead to a further demand of open space over the plan period to 2036<u>2040</u>. It is important that new community facilities and recreational space are provided to meet the needs of an expanded population. Strategic Policy LP05 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, <u>towards achieving healthy, inclusive and safe places, which promote social interaction, are safe and accessible, and enable and support healthy lifestyles (NPPF, “Promoting healthy and safe communities”)</u>.</p>
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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">236</p> <p>MM51</p>	<p>Paragraphs 6.9.4, 6.9.6 and 6.9.11 (pages 126-127)</p>	<p>Amend paragraphs 6.9.4, 6.9.6 and 6.9.11 of the supporting text to Policy LP23 – Green Infrastructure as follows:</p> <p>6.9.4 The Green Infrastructure Study was completed in 2010 and (https://www.west-norfolk.gov.uk/downloads/download/76/green_infrastructure) provides a Borough-wide analysis of:</p> <ul style="list-style-type: none"> • 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. • Projects included - The Fens Waterway Link- Ouse to Nene; the King's Lynn Wash/Norfolk Coast Path Link; the former railway route between King's Lynn and Hunstanton; The Wissey Living Landscape Project; and the Gaywood Valley Living Landscape Project. <p>6.9.6 Norfolk local authorities comprising Broadland District Council, Breckland District Council, Great Yarmouth Borough Council, the Borough Council of King's Lynn and West Norfolk, North Norfolk District Council, Norwich City Council, South Norfolk Council and the Broads Authority combined to commission a Green Infrastructure and Recreational Avoidance and Mitigation Strategy. This will enable more informed strategic planning decisions that will help shape emerging Local Plans. The report will serve as another vehicle to deliver solutions to impacts on Natura 2000 sites by, for example, identifying other less sensitive sites to accommodate visitor pressure. The Strategy also considers cross boundary issues therefore ensuring that the cumulative impact of growth across Norfolk is considered and that the local authorities are all playing a role in addressing the impact of their development targets. <u>This process, often involving the provision of new green/ open space known as Suitable Alternative Natural Green Spaces (SANGS), is necessary to mitigate potential impacts of new developments upon Natura 2000 sites. Further direction regarding delivery of SANGS is set out in Policy LP27.</u></p> <p>6.9.11 A protected area:...</p> <p>Strategic Policies:</p> <ul style="list-style-type: none"> • LP19 Environmental Assets • <u>LP27 Habitat Regulations Assessment (HRA)</u> • LP36 Community and Culture • LP05 Infrastructure Provision
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MM52	New Paragraph (page 128)	<p>Insert a New Paragraph after paragraph 6.9.12 of the supporting text to Policy LP23 – Green Infrastructure as follows:</p> <p><u>Larger residential developments, typically of 50 units or more, should include green space that is proportionate to its scale to minimise any predicted increase in recreational pressure to designated (Natura 2000) sites, by containing the majority of recreation within and around the developed area. Natural England (with the Landscape Partnership) previously developed Accessible Natural Green Space Standards. These may be applied in setting best practice for the development of alternative Suitable Accessible Natural Green Spaces (SANGS), in accordance with the requirements of the 2017 Habitat Regulations. As a minimum, SANGS should include:</u></p> <ul style="list-style-type: none"> i. <u>High-quality, informal, semi-natural areas;</u> ii. <u>Circular dog walking routes of 2.9 km within the site and/or with links to surrounding public rights of way (PRoW);</u> iii. <u>Dedicated ‘dogs-off-lead’ areas;</u> iv. <u>Signage/information leaflets to householders to promote these areas for recreation;</u> v. <u>Dog waste bins; and,</u> vi. <u>Contribution to the long term maintenance and management of these provisions.</u>
MM53	Policy LP23 – Green Infrastructure (page 129)	<p>Amend criteria 3 and 4 of Policy LP23 – Green Infrastructure as follows:</p> <ul style="list-style-type: none"> 3. The Council supports delivery of the outstanding high and medium priority projects detailed in the Green Infrastructure Study, including: <ul style="list-style-type: none"> a. The Fens Waterway Link – Ouse to Nene; b. The King's Lynn Wash/Norfolk Coast Path Link; c. The former railway route between King's Lynn and Hunstanton; and d. The Wissey Living Landscape Project; and e. The Gaywood Valley Living Landscape Project 4. The Council will identify, and coordinate strategic delivery, with relevant stakeholders, of an appropriate range of proportionate green infrastructure enhancements to support new housing and other development, <u>including through delivery of new open spaces in accordance with Policy LP22,</u> and mitigate any potential adverse effects on designated sites of nature conservation interest as a result of increased recreational disturbance arising from new development. All new development must ensure there is no adverse effect on a European Protected Site through the provision of appropriate measures, <u>in accordance with Policy LP27.</u>

MM54	Policy LP24 – Renewable Energy (page 131-132)	<p>Amend Criteria 2.a. Policy LP24 – Renewable Energy as follows:</p> <p>2. Proposals for renewable energy (other than proposals for wind energy development) and associated infrastructure, including the landward infrastructure for offshore renewable schemes, will be assessed to determine whether or not the benefits they bring in terms of the energy generated are outweighed by the impacts, either individually or cumulatively, upon:</p> <p>a. sites of <u>international</u>, national or local nature or landscape conservation importance, whether directly or indirectly, such as the the Norfolk Coast Area of Outstanding Natural Beauty (AONB), <u>National Landscapes</u>;...</p>
MM55	New Paragraph (page 134)	<p>Insert a New Paragraph after paragraph 6.11.4 of the supporting text for Policy LP25 – Sites in Areas of Flood Risk as follows:</p> <p><u>Extensive data is available regarding flood sources, such as fluvial or surface water. A further significant potential flood source is groundwater. The NPPF highlights the need to manage flood risk from all sources. In order to protect against groundwater flooding and contamination, the Council should work with the LLFA to ensure that principal or secondary aquifers are considered on a risk-based approach with the exception of developments involving deep infiltration systems (>2.0m below ground level). Potential sewerage, trade and storm effluent to groundwater needs to incorporate adequate safeguards against possible contamination.</u></p>

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<p>MM56</p> <p>239</p>	<p>Policy LP25: Sites in Areas of Flood Risk (pages 134-135)</p>	<p>Amendment to Criteria 2, 3 and 4 of Policy LP25: Sites in Areas of Flood Risk, as follows:</p> <ol style="list-style-type: none"> 2. For allocated sites the sequential test set out in the National Planning Policy Framework (NPPF) policy 158 <u>(Planning and flood risk)</u> is deemed to be met by the allocation process, as set out in the Planning Practice Guidance - Flood Risk and Climate Change, so that development is, as far as reasonably possible, located where the risk of flooding (from all sources) is lowest. 3. In relation to the exceptions test set out in the NPPF policy 159 <u>(Planning and flood risk)</u>: <ol style="list-style-type: none"> a. the first part (demonstration of wider sustainability benefits) is deemed to be met by the allocation process; and b. 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; 4. The design of new dwellings will be in accordance with the Environment Agency/Borough Council <u>All new dwellings should incorporate flood resilient/ resistant construction/ design measures, in accordance with the Flood Risk Design Guidance (Appendix B)...</u>
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MM57	Paragraphs 6.13.2 and 6.13.7-6.13.9 (page 142)	<p><i>Amend paragraphs 6.13.2 of the supporting text to Policy LP27 Habitats Regulations Assessment as follows:</i></p> <p>6.13.2 Whilst it is extremely unlikely that any of the Borough Council's plans or projects will impact the qualifying features of these sites, they are still included in the HRA due to their status and sensitivity to change. It should be noted that the boundaries of designated sites may change over time. Interested parties should check the Natural England website for confirmation of the extents. To protect the integrity of these designated sites and their qualifying features, the accompanying Local Plan Habitats Regulations Assessment performs rigorous checks to identify any likely significant effects and ensure these effects are mitigated.</p> <p><i>Amend paragraphs 6.13.7-6.13.9 of the supporting text to Policy LP27 Habitats Regulations Assessment as follows:</i></p> <p>6.13.7 Broadland, Breckland, Great Yarmouth, King's Lynn & West Norfolk, North Norfolk, Norwich City and South Norfolk Councils and the Broads Authority (together forming the Norfolk Strategic Planning Framework (NSPF)), commissioned Place Services in April 2019 to prepare a Green Infrastructure (GI) and Recreational Impact Avoidance and Mitigation Strategy (RAMS). <u>With effect from 1 April 2022, the Borough Council's Monitoring and Mitigation Strategy was replaced by the new county-wide GIRAMS.</u> This study will form part of the evidence base for each of the authorities' Local Plans and provides the basis for future agreements through the NSPF and potential Norfolk wide mitigation charges. <u>From here on, GIRAMS payments will be made into the Norfolk wide fund although the Borough Council retains responsibility for monies collected prior to 1 April 2022 under the previous regime. The latter will continue to be used to fund projects that are already committed.</u></p> <p><u>[new paragraph to follow 6.13.7] The GI RAMS will be administered by a collective partnership of Norfolk Planning Authorities are working with Norfolk County Council, Natural England, and other relevant partner bodies through the NSPF. Green Infrastructure will be delivered through a combination of index-linked GI-RAMS tariff payments, developer contributions and CIL receipts. An HRA Monitoring and Mitigation and GI Coordination Panel, set up through the NSPF, will oversee monitoring, provision of new green infrastructure and the distribution of levy funding.</u></p> <p><u>Dersingham Bog SAC/ Ramsar site</u></p> <p>6.13.8 The HRA identified the potential for trip generating uses to increase traffic on the A149 through Dersingham Bog leading to a need to consider the impacts of air quality arising from the proposed development. Development will only be supported when there is no adverse effect on the integrity of Roydon Common and Dersingham Bog SAC/ and Dersingham Bog Ramsar. The Borough Council will produce an Air Quality mitigation Management</p>
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Strategy, to ensure there will be no decrease in air quality which would have an adverse effect on the integrity of the SAC/ and Ramsar, or any other European site. The strategy will be established through consultation with Natural England and will be based on air quality monitoring and traffic modelling.

Breckland SAC and SPA

6.13.9 The Breckland SAC and SPA straddles the Norfolk-Suffolk border. The SPA is situated at the south eastern edge of the Borough, in the proximity of Key Rural Service Centres for the south: Feltwell with Hockwold-cum-Wilton and Methwold with Northwold. The Breckland SPA also incorporates a smaller SAC to the east of Hockwold-cum-Wilton (within Breckland District). New developments in and around these locations may require the preparation of project level HRAs (appropriate assessments). ‡ The Breckland SPA has internationally important populations of Stone-curlew, Nightjar and Woodlark. It also supports small numbers of wintering Hen Harrier and breeding Goshawk. Key issues for the site, as set out in Natural England's site improvement plan, include lack of ground disturbance to create/maintain the early successional habitats, undergrazing, forestry/woodland management (Woodlark and Nightjar have declined markedly due to the reduction in open habitats within Thetford Forest), water pollution (affecting the meres), planning permissions, air quality and public access and disturbance.

Insert new paragraphs to follow 6.13.9, as follows:

Nutrient Neutrality (River Wensum Catchment)

In March 2022 Natural England wrote to local authorities raising concerns about nutrient levels in certain river basin catchments, including the potential impacts of nutrient pollution upon the River Wensum SAC and The Broads SAC and Broadland Ramsar. The catchment area within the Borough includes the villages of Docking, East Rudham, Great Bircham/ Bircham Tofts, Great Massingham, Stanhoe, Syderstone and West Rudham. Two site allocations (G31.1 Land off Fakenham Road, East Rudham and G42.1 Land adjacent to 16 Lynn Road, Great Bircham) are identified as having the potential to adversely affect nutrient levels within the River Wensum Catchment and, through hydrological connectivity, within The Broads SAC and Broadland Ramsar. Although these site allocations are small (combined capacity 20 dwellings), it is necessary for the Plan to ensure that delivery of these would not adversely affect nutrient levels.

The Borough Council, as a competent authority under the 2017 Habitats Regulations, will carefully consider the nutrient impacts of any new development proposals on the River Wensum SAC and The Broads SAC and Broadland Ramsar sites, and whether those impacts may have an adverse effect on the integrity of these European sites that require mitigation, including through nutrient neutrality. To address this, in partnership with other Norfolk authorities and Natural England, in 2022 the Council went live with Nutrient Budget Calculator tools to identify the mitigation needed to address nutrient neutrality issues for developments within the River Wensum Catchment area.

<p>MM58</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">242</p>	<p>Policy LP27 – Habitats Regulations Assessment (page 143-144)</p>	<p><i>Amend Policy LP27 – Habitats Regulations Assessment as follows:</i></p> <p>Policy LP27 Habitats Regulations Assessment (HRA)</p> <p>Proposals for development must not adversely affect the integrity of European sites either alone, or in-combination with other plans and projects, unless the tests set out under the Conservation of Habitats and Species Regulations (2017) (as amended) are met.</p> <p><u>Recreational impacts</u></p> <p>In relation to recreation monitoring and mitigation the Council has endorsed a Monitoring and Mitigation Strategy including:</p> <ol style="list-style-type: none"> 1. A need for <u>Development proposals likely to have a significant effect on a European site (either alone or in combination with other plans or projects) will need to be supported by a Project level HRA to establish potential impacts upon</u> affected areas (SPA, SAC, RAMSAR) and a suite of measures including all/some of: <ol style="list-style-type: none"> a. provision of an agreed package of habitat protection measures, to monitor recreational pressure resulting from the new allocations and, if necessary, mitigate adverse impacts before they reach a significant threshold, in order to avoid an adverse effect on the European sites identified in the HRA. This package of measures will require specialist design and assessment but is anticipated to include provision of: <ol style="list-style-type: none"> i. a monitoring programme, which will incorporate new and recommended further actions from the Norfolk visitor pressure study (2016) as well as undertaking any other monitoring not covered by the County-wide study. ii. enhanced informal recreational provision on (or in close proximity to) the allocated site [Sustainable Accessible Natural Greenspace], 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: <ul style="list-style-type: none"> ▪ informal open space (over and above the Council’s normal standards for play space); ▪ landscaping, including landscape planting and maintenance; ▪ 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. iii. contribution to enhanced management of nearby designated nature conservation sites and/or alternative green space; iv. a programme of publicity to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities. 2. Notwithstanding the above suite of measures the Borough Council will levy an interim Habitat Mitigation Payment of £50 per indexed link tariff per house dwelling to cover monitoring/small scale mitigation at the
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European sites. ~~This Strategy and associated payments will be in place until superseded by the Norfolk wide Green Infrastructure (GI) and Recreational impact Avoidance and Mitigation Strategy (RAMS).~~

3. The potential impacts on European sites from recreational pressure from residential development will be addressed through:
 - i. the provision of local level GI/open space and
 - ii. mitigation of residual effects through developer contributions.
4. ~~The Borough Council anticipates using CIL receipts for contributing to green infrastructure provision across the plan area.~~
5. ~~An HRA Monitoring and Mitigation and GI Coordination Panel oversees monitoring, provision of new green infrastructure and the distribution of levy funding.~~

Development proposals in the Breckland SPA

6. ~~New built development will be restricted within 1,500m of the Breckland SPA. Development will be restricted to the re-use of existing buildings or where existing development completely masks the new proposal from the Breckland SPA. Beyond the SPA, a 1,500m buffer will also be applied to areas where the qualifying features are known to exist, or where nesting attempts have been made. In this area, development may be acceptable where suitable alternative habitat (outside the SPA) can be secured. Within 1500m of the Breckland SPA (excluding the areas of conifer plantation that do not support nesting Stone Curlew), where qualifying features are known to exist, or where nesting attempts have been made, adverse effects can only be ruled out for:~~
 - Developments of up to 10 dwellings within the boundaries of KRSCs, where it is completely masked from the SPA on all sides (i.e. infill development); or
 - Development that is a re-development of existing building(s) and would not increase the existing footprint or intensity of use and potential detractors (such as noise, light, people).

Insert new headings and new criteria after Criterion 6. of Policy LP27 – Habitats Regulations Assessment as follows:

Nutrient Neutrality (River Wensum Catchment)

[new criterion] Proposals within the River Wensum catchment and with the potential to adversely affect the water quality and the integrity of the River Wensum SAC and The Broads SAC and Broadland Ramsar sites through increased nutrient pollution, should be accompanied by a project level HRA, which will need to satisfactorily demonstrate nutrient neutrality by assessing impacts, identifying appropriate mitigation and providing for monitoring the impacts of development on the integrity of these European sites.

		<p><u>Roydon Common and Dersingham Bog SAC/Dersingham Bog Ramsar</u></p> <p><u>[new criterion] Development proposals should be consistent with the Council’s Air Quality Management Strategy and must demonstrate that any effect on air quality will not adversely affect the integrity of the Roydon Common and Dersingham Bog SAC and Dersingham Bog Ramsar, or any other European sites.</u></p>
MM59	Paragraph 7.1.3 (page 145)	<p><i>Amend Paragraph 7.1.3 of the supporting text to the Housing Introduction as follows:</i></p> <p><u>Policy Justification</u></p> <p>7.1.3 In accordance with the requirements of the NPPF, affordable housing should include provisions to remain at an affordable price for future eligible households or for any subsidy to be recycled for alternative affordable housing provision. Affordable rented properties are either Social-Rented or Affordable Rent, which determines the level of rent chargeable. <u>Nearly all rural parishes within the Borough are designated rural areas under the 1985 Housing Act (section 157)³. This restricts the future sale of rural affordable housing under the “Right to Buy”; recognising that rural affordable housing is a valuable asset.</u></p>
MM60	Paragraphs 7.1.7-7.1.9 (page 146)	<p><i>Amend Paragraphs 7.1.7 to 7.1.9 of the supporting text to the Housing Introduction as follows:</i></p> <p>7.1.7 The NPPF Paragraph 64 (section 5: Delivering a sufficient supply of homes) states that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups (subject to exemptions see NPPF).</p> <p>7.1.8 In light of the above evidence from the HNA 2020 and the overall percentages of affordable housing being sought, securing at 10% of sites as affordable home ownership would significantly prejudice the ability to meet the identified affordable housing needs of specific groups including families. Therefore, the 70/30% split as identified in the Core Strategy Policy CS09: Housing is carried forward in the Local Plan review <u>from the previous Local Plan is retained</u>, based upon the latest HNA and subject to viability.</p> <p>7.1.9 The HNA provides the following conclusion as illustrated by figure 7.1 below. This sets out the size and tenure requirements over the plan period (between 2016 and 2036<u>2021 -2040</u>).</p>

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³ <https://www.local.gov.uk/sites/default/files/documents/rural-designated-areas-735.pdf>

MM61	Paragraph 7.1.24 (page 149)	Amend paragraph 7.1.24 of the supporting text to Policy LP28 – Affordable Housing as follows: 7.1.24 For Rural Exception sites a sequential approach will be taken to assess and ensure that the site proposed is the best one available for the specified settlement in order to meet the need. For this purpose, planning considerations such as location, context, access, and flood risk will be considered. This should therefore avoid having multiple completing sites which meet the same need.
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<p>MM62</p> <p>246</p>	<p>Policy LP28 – Affordable Housing (pages 151-155)</p>	<p>Amend Criteria 6, 10, 14 and 16 of Policy LP28 – Affordable Housing as follows:</p> <p>6. On new developments affordable housing should be fully integrated with general market housing to achieve a mixed and balanced community. The affordable housing element in terms of aesthetics should be in keeping with the wider development, reflecting local distinctiveness and design policies of the Local Plan review and Neighbourhood Plan (should one be in force) ensuring characteristics of the development are carried across all of the housing. This avoids large concentrations of single tenure dwellings and creates mixed and sustainable communities in which accommodation is tenure-blind with the appearance of <u>and indistinguishable between</u> affordable and market homes being indistinguishable;</p> <p>Commuted Sums <u>and Viability</u></p> <p>10. Affordable housing should be delivered on site. Only where schemes seek not to meet the policy requirement will an open book viability assessment (prepared in accordance with NPPG on Viability) be necessary and accepted. If provision is made on site in line with the requirements set out in this policy, a commuted sum will be sought at £60,000 per equivalent whole dwelling as recommended by the Borough Council's Local Plan CIL Viability Assessment (or the figure set out in any successor evidence endorsed by the Borough Council).</p> <p>14. On sites allocated for residential development through the Local Plan process the requirement to provide affordable housing under Strategic Policy LP01 Housing Distribution will apply jointly to the whole of a single allocated site that is developed incrementally (through sub-division etc.) and where development of the whole site results in a requirement for a proportion of (or in exceptional circumstances a contribution to) affordable housing. For allocated sites, the minimum requirement for affordable housing will be set against the number of units specified in the site-specific policy or planning application(s), whichever is greater [new footnote: "Example: if a site is allocated for 20 dwellings in the rural area, then a minimum of 4 affordable units (20%) would need to be delivered on the site, even if separate/ independent applications come forward for different development phases.].</p> <p>16. The Borough Council will support schemes for the provision of affordable housing as exceptions to normal planning policies where:</p> <ol style="list-style-type: none"> The site adjoins a sustainable <u>is reasonably related to an existing settlement and amenities</u>, as defined by the settlement hierarchy (LP02 <u>New Policy – Spatial Strategy and Settlement Hierarchy</u>); The proposal is supported by evidence of local affordable housing need; Future management for affordable housing is supported by a Registered Social Landlord <u>recognised Registered Provider of Social Housing or other arrangements for the effective management of affordable homes</u>; The scheme must be genuinely affordable housing led and any element of subsidy through provision of market housing is proven through viability assessments.
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MM63	Policy LP29 - Housing for the Elderly and Specialist Care (pages 156-157)	Delete criterion 6 of Policy LP29-Housing for the Elderly and Specialist Care as follows: 6. Additionally, special consideration in terms of the design, layout and massing will be required for areas which could potentially impact upon the Norfolk Coast AONB and/or its setting.
MM64	Policy LP30 – Adaptable and Accessible Homes (page 161)	Amend the first bullet point of Policy LP30 – Adaptable and Accessible Homes as follows: Policy LP30- Adaptable and Accessible Homes All new homes must be designed and constructed in a way that enables them to be adaptable, so they can meet the changing needs of their occupants over their lifetime. Planning permission will be granted for new dwellings subject to the following: <ul style="list-style-type: none"> • 50% <u>40%</u> of new homes must be built to meet requirement M4(2) of Part M of the Building Regulations: Category 2 for accessible and adaptable dwellings... Exemptions will only be considered where the applicant can robustly demonstrate that compliance would significantly harm the financial viability of the scheme, or where it is not practical to do so given the flood risk. All residential proposals should be accompanied by a separate document setting out how proposals (including each dwelling type) accord with each of the standards as detailed in Building Regulations. Where exemptions are sought on practicality or viability grounds, the minimum number of units necessary will be exempted from the requirements i.e. If only 1 out of 3 wheelchair accessible <u>adaptable</u> dwellings can be provided, then the 1 still applies.
MM65	Paragraph 7.4.5 (page 162)	Amend Paragraph 7.4.5 of the supporting text to Policy LP30 – Adaptable and Accessible Homes as follows: 7.4.5 The National Building Regulations include specific nationally agreed construction standards (the M4(2) standard) which would deliver accessible and adaptable homes. However, as a national standard they are optional and depend partly on the viability of this aspect when considered with other requirements of the Local Plan. So, the Borough Council is requiring that 50% <u>40%</u> of dwellings on a scheme must meet the M4(2) standard, <u>in accordance with the 2020 Housing Needs Assessment (HNA)</u> . Homes built to this standard are more flexible and readily adaptable as people’s needs change. They are suitable not just for the elderly but also for families with pushchair needs, or those with a temporary or permanent disability or health issue.

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MM66	Paragraph 7.4.10 (page 163)	<p>Amend Paragraph 7.4.10 of the supporting text to Policy LP30 – Adaptable and Accessible Homes as follows:</p> <p>7.4.10 The evidence studies suggest that all new homes in the Borough should be designed to be adaptable to meet current and future needs. The HNA (page 83/84) states that the need for adaptable and accessible homes in King’s Lynn and West Norfolk by the end of the plan period (2036 (the end-date for the study)) will be either be 12,354 or 13,215 depending upon whether it is assumed that all or 50% of the institutional population have mobility issues. However, the <u>The Local Plan Review Viability Assessment (Simon Drummond-Hay, 2020)</u> has concluded that it is only financially viable for 50% <u>40%</u> of all new homes to meet requirement M4(2) of Part M of the Building Regulations. The Policy reflects the supporting evidence base findings.</p>
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<p>MM67</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">249</p>	<p>Policy LP31 – Residential Development Reasonably Related to Existing Settlements and its supporting text (pages 164-167)</p>	<p>Delete Policy LP31 – Residential Development Reasonably Related to Existing Settlements and its supporting text as follows:</p> <p>7.5 — LP31- Residential Development Reasonably Related to Existing Settlements Policy Introduction</p> <p>7.5.1 This policy is designed to provide a flexible framework for more modest levels of growth of an appropriate character by identifying the key types of development likely to be suitable, and enabling appropriate, small-scale development reasonably related to existing settlements in a sensitive manner. The policy should support housing developments which reflect local needs and promotes sustainable development in rural areas, with a view to enhancing and maintaining the vitality of such communities, including supporting local services, allowing communities to grow and thrive. This reflects the aims of the NPPF and in particular paragraph 78.</p> <p>7.5.2 For the purpose of this policy small scale refers to schemes of between 1 to 5 dwellings. The policy does allow for small groups of development (not major development so less than 10 dwellings) but only in exceptional circumstances. In both cases the development needs to be appropriate in scale and character of the settlement and its surroundings.</p> <p>Relevant Local and National Policies:</p> <p>National Planning Policy Framework – Delivering a sufficient supply of homes:</p> <p>Core planning principles (roles and characters of different areas)</p> <p>para 59: Delivering a sufficient supply of homes</p> <p>para 77 – 79: Rural Housing</p> <p>para 172: Conserving and enhancing the natural environment</p> <p>Strategic Policies:</p> <p>LP01 Spatial Strategy</p> <p>LP02: Settlement Hierarchy</p> <p>LP03 – Presumption in Favour of Sustainable Development</p> <p>LP04 – Development Boundaries</p> <p>LP07 – The Economy</p> <p>LP16 – Norfolk Coast AONB</p> <p>LP18 – Design and Sustainable Development</p> <p>LP19 – Environmental Assets – Green Infrastructure, Landscape Character, Biodiversity and Geodiversity</p> <p>LP21: Environment, Design and Amenity Policy</p> <p>LP28 Affordable Housing</p>
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LP36 Community and Culture
LP41 Development in Rural Areas

Policy Approach

7.5.3 It is recognised that windfall development makes an important contribution towards housing supply and delivery throughout the Borough. It enables people to live in desirable sustainable locations. This policy creates the opportunity for further windfall development to come forward, however it appreciates that such development needs to be appropriately located and of an appropriate nature. This policy clarifies the form of development which could be permitted.

7.5.4 The policy recognises that areas which sit outside of defined development boundaries, for settlements listed in the settlement hierarchy, which are close to the settlement and their defined development boundaries may be sustainable locations for housing development, i.e. close to services and facilities. This is why the policy states 'reasonably related to' the settlement and development boundary as these areas could be considered part of the settlement although they sit outside of the settlement's development boundary. The policy also caters for the rounding off existing development boundaries. The policy makes it clear that the proposed development does not have to be immediately next to the development boundary.

7.5.5 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 for growth without spoiling the form and character of the settlement.

7.5.6 The Borough Council recognises the importance that custom and self-build housing can play in contributing not only to housing supply but also to completions. Given this, and that it allows people to create a home which they ultimately want, the Borough Council is supportive of this type of housing. Further details on this can be found within the introductory text to Policy LP01 – Spatial Strategy Policy, under the heading 'Custom and Self-Build' and the Borough Council's Custom & Self-Build Action Plan.

7.5.7 The Norfolk Coast Area of Outstanding Natural Beauty (AONB) covers a significant portion of the Borough. The statutory purpose of designating an area of land as an AONB is to conserve and enhance the natural beauty of the area. This comprises the area's distinctive landscape character, biodiversity and geodiversity, historic and cultural environment. With this in mind and in line with the NPPF, Policy LP16 Norfolk Coast AONB, and taking into consideration the Norfolk Coast Partnership's management strategy 'Norfolk Coast Area Of Outstanding Natural Beauty Strategy' this policy does not apply to areas which are within the AONB.

~~7.5.8 Careful Consideration will be required for areas which could impact upon natural environment designations and their setting, for example the Breckland Special Protection Area (SPA). And for areas which could have an impact upon historic environment designations and their settings such as conservation areas.~~

~~7.5.9 The Borough Council is very supportive of those communities who wish to prepare a Neighbourhood Plan for their Area. As such the Borough Council believes it should be up to the Qualifying Body (town/parish council or forum) and the local community to decide if this policy should apply within their Area. Please see Policy LP01 – Spatial Strategy Policy for further information in relation to Neighbourhood Plans.~~

~~**Policy LP31 Residential Development Reasonably Related to Existing Settlements**~~

~~For the purpose of this policy small scale refers to development of between 1 to 5 dwellings.~~

~~1. Residential development will be permitted in areas reasonable related to existing settlements identified in the Settlement Hierarchy Policy LP02 and their development boundaries where it involves:~~

- ~~a. the sensitive infilling of small gaps either wholly or in part, or rounding off the existing development boundary; and~~
- ~~b. the development is appropriate to the scale and character of the settlement and its surroundings; and~~
- ~~d. it will not fill a gap which provides a positive contribution to the street scene or views in/out of the locality; and~~
- ~~e. recognition that the development must conserve or enhance the natural environment and conserve and where appropriate enhance any heritage assets in the locality; and~~
- ~~f. sitting sympathetically within the wider landscape, preserves or enhances the setting of the nearest settlement; and~~
- ~~g. where possible the development is located to maximise the use of walking, cycling, and public transport to access services.~~

~~2. In exceptional circumstances the development of small groups of dwellings, i.e. not major development, so less than 10 dwellings, may be considered appropriate where the development is of a particularly high quality and would provide significant benefits to the local community.~~

~~3. Meaningful consultation with the Town/Parish Council, local community and other local stakeholders will be encouraged prior to submitting a planning application.~~

~~4. Additional weight will be given to proposals for Custom and Self-Build development.~~

~~5. This Policy does not apply within the Norfolk Coast Area of Outstanding Natural Beauty (AONB).~~

~~6. This Policy does not apply to settlements covered by a Made Neighbourhood Plan. Unless the relevant Neighbourhood Plan allows this.~~

<p>MM68</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">252</p>	<p>Supporting text to New Policy – Custom and Self-Build Housing moved from section 4.1 (paragraphs 4.1.32-4.1.42, pages 26-28) and updated.</p>	<p>Move sub-section “Custom and Self-Build Housing” of Policy LP01 Spatial Strategy supporting text (paragraphs 4.1.32-4.1.42) into section 7, to replace deleted section 7.5/ Policy LP31, with amendments to paragraphs 4.1.32, 4.1.34 and 4.1.40 as follows:</p> <p>4.1.32 The Self-build and Custom Housebuilding Act 2015 (as <u>subsequently</u> amended by the Housing and Planning Act 2016 <u>and Levelling Up and Regeneration Act 2023</u>) provides a legal definition of self-build and custom house building:</p> <p>Self-build and custom housebuilding means the building or completion by:</p> <ul style="list-style-type: none"> • individuals; • associations of individuals, <p>or</p> <ul style="list-style-type: none"> • persons working with or for individuals or associations of individuals, of houses to be occupied by those individuals; <p>but it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person...</p> <p>4.1.34 The Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) placed a duty that (by 1st April 2016) all local authorities should keep a register of individuals and associations of individuals who are seeking to acquire plots of land for self and custom build housing in the local authority’s area (to build houses for those individuals to occupy as homes). This the Borough Council does. The legislation requires that all local authorities should keep a register of individuals and associations of individuals who are seeking to acquire plots of land for self and custom build housing in the local authority’s area (to build houses for those individuals to occupy as homes). This the Borough Council does. The Levelling Up and Regeneration Act 2023 includes a legal obligation to grant permission for sufficient self-build and custom housing plots to meet the identified need, as defined by the register...</p> <p>4.1.40 The Local Plan review seeks to introduce a new policy (LP31) for residential development adjacent to existing settlement in which additional weight will be given to proposals for custom and self-build development.</p>
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MM69	New Policy - Custom and Self-Build Housing	<p>Insert a New Policy – Custom and Self-Build Housing after Paragraph 7.4.10 as follows:</p> <p><u>New Policy Custom and Self-Build Housing</u></p> <p><u>Proposals for self-build and custom housebuilding will be supported where they respect local character and comply with other relevant policies in the plan.</u></p> <p><u>On multi-plot sites, proposals will be encouraged to make a proportion of serviced dwelling plots available to self and custom housebuilders, for which consideration should be given to the sizes of plots identified as required on the Self Build Register.</u></p> <p><u>The delivery of plots for custom and self-build housing will be secured by a planning condition or S106 agreement.</u></p>
MM70	Policy LP32 (page 169)	<p>Amend criteria a and b and delete criterion d of Policy LP32– Houses in Multiple Occupation (HMOs) as follows:</p> <p>Policy LP32– Houses in Multiple Occupation (HMOs)</p> <p>4. The conversion of <u>both</u> existing dwellings to, and new development of properties for, multiple occupation may be permitted where:</p> <ol style="list-style-type: none"> a. there is no <u>potential</u> adverse impacts on the amenity of existing and new residents and the historic and natural environment <u>can be satisfactorily mitigated</u>; and b. the development and <u>potential adverse impacts of</u> associated facilities, including bin storage, car and cycle parking, can be provided without detriment to the <u>upon</u> occupiers of adjoining or neighbouring properties <u>are minimised</u>; and c. the site is within reasonable distances to facilities, public open space, supporting services and local employment. d. the proposed scheme is of a high quality and meets the necessary standards set out in legal national requirements.

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MM71	Paragraph 7.7.4 (page 170)	<p>Amend paragraph 7.7.4 of the supporting text to Policy LP33– Enlargement or Replacement of Dwellings in the Countryside as follows:</p> <p>7.7.4 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. <u>In line with the presumption against new dwellings in the countryside, proposals to replace a property should not increase the number of units. The NPPF advises that planning policies should avoid the development of isolated homes in the countryside, except to meet essential needs of rural workers; re-use of a heritage asset, redundant or disused buildings; sub-division of an existing residential building, or where the design is of exceptional quality. In accordance with national guidance, the Plan needs to recognise the challenges faced by people living in rural areas in terms of housing supply and affordability. It is also noted that the development of replacement dwellings in the countryside may provide opportunities to deliver custom and self-build housing.</u></p>
MM72	Policy LP33 (page 171)	<p>Amend criterion 2 of Policy LP33– Enlargement or Replacement of Dwellings in the Countryside as follows:</p> <p>2. Schemes which fail to reflect the scale and character of their surroundings or which would be oppressive or adversely affect the amenity of the area or neighbouring properties will be refused. <u>Schemes should reflect the scale and character of their setting and contribute to enhancing the local natural and built environment, recognising the intrinsic character and beauty of the surrounding countryside, and minimising potential adverse impacts of development.</u></p>
MM73	Paragraph 7.8.6 and Policy LP34 (pages 172-173)	<p>Amend paragraph 7.8.6 of the supporting text to Policy LP34 – Housing needs of rural workers, as follows:</p> <p>7.8.6 For the purposes of this policy a ‘rural worker’ is defined as someone who is needed to live permanently in the countryside or a Smaller Village and Hamlet (outside other designated settlements) and:</p> <ul style="list-style-type: none"> • to provide vital support to, an agricultural, forestry or other enterprise which supports the rural economy and environment; • and on or in close proximity to that enterprise; • and where neither the worker nor the enterprise can be located in a designated settlement (excepting Smaller Villages and Hamlets). <p>Amend criterion 1.c.iv of Policy LP33 – Housing needs of rural workers, as follows:</p> <p>iv. <u>acceptable in all other respects accords with all other relevant countryside and development management policies within the Plan, in particular the New Policy – Spatial Strategy and Settlement Hierarchy, the New Policy on Windfall Development, and Policies LP18 and LP21.</u></p>

<p>MM74</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">255</p>	<p>New paragraph to follow 7.10.15 and Policy LP36 (pages 180-182)</p>	<p>New paragraph to follow 7.10.15 of the supporting text to Policy LP36 Community and Culture as follows:</p> <p><u>[new paragraph] Demand for cultural facilities varies over time and as a result there may no longer be a demand for an existing facility. Where proposals would involve the loss of a cultural facility, we will expect the applicant to demonstrate to the Council's satisfaction there had been a search for alternative cultural uses for the site through a marketing exercise which should be undertaken over a period of at least 12 months and be based on a realistic price/rent which is supported by the Council. This recognises that competition from other land uses could harm the variety of the Borough's cultural offer. Once lost, cultural uses cannot easily be replaced as land and construction costs make it challenging to provide new facilities.</u></p> <p>Amend criterion 6 of Policy LP36 Community and Culture as follows:</p> <p>6. <u>Proposals for the redevelopment or change of use of any premises resulting Development will not be permitted in cases where it would result in a loss of existing cultural facilities will be supported where:</u></p> <ul style="list-style-type: none"> a. <u>unless</u> equivalent new or improved facilities, where need justifies, can be provided within the same settlement boundary or in close proximity to the existing facility: <u>or</u> b. <u>it can be demonstrated that there is no current or forecast future demand for the use through provision of marketing information.</u> c. <u>Where the use is no longer viable, the Council will require supporting information setting out reasons as to why the use is no longer viable and cannot be made viable in the foreseeable future. This should include details demonstrating that the premises has been marketed for use as a cultural facility for a period of at least 12 months.</u>
<p>MM75</p>	<p>Policy LP37 (page 184)</p>	<p>Amend criterion 2 of Policy LP37 – Community Facilities as follows:</p> <p>2. Development leading to the loss of an existing community facility will not be permitted unless it is demonstrated that either:</p> <ul style="list-style-type: none"> a. the <u>facility or service concerned will be adequately area currently served by an easily accessible existing or new facility in an appropriate alternative location</u> it would remain suitably provided following the loss, or, if not; b. it is no longer viable or feasible to retain the premises in a community facility use.
<p>MM76</p>	<p>Paragraph 8.0.1 (page 185)</p>	<p>Amend Paragraph 8.0.1 as follows:</p> <p>8.0.1 This part of the document provides more specific details of individual sites and allocations. <u>Maps detailing the allocation boundaries are provided for each site within the Plan. However, the Policies Map provides the definitive geographical illustration of site allocation boundaries.</u></p>

MM77	Paragraphs 9.1.20 to 9.1.22 (pages 188-189)	<p>Amend paragraphs 9.1.20 and 9.1.21 of the Introduction to King's Lynn and the surrounding area as follows:</p> <p>Regeneration Areas</p> <p>9.1.20 Regeneration plans include the <u>The Nar Ouse Regeneration Area (NORA)</u>, which is already underway with houses already constructed and an Enterprise Zone designation was previously the most significant regeneration project within King's Lynn. An area of South Lynn (within the greater King's Lynn urban area) was designated an Enterprise Zone, granted planning permission in 2005 and is now mostly complete; the Riverfront Regeneration Area; and the Town Centre Extension Development Framework (see Retail section above). The <u>NORA Enterprise Zone</u> comprises 15-hectares of serviced employment land and can accommodate approximately 40,000m² of employment floor space. Sites are available for a range of uses including office, industrial and research and development. A reserved matters application was approved in November 2018</p> <p>9.1.21 The <u>other main regeneration area is the Great Ouse riverfront Regeneration area</u> aims to maximise the potential of the riverfront area in King's Lynn. This regeneration scheme, now branded as 'Nelson Quay', is a high priority project for the Borough Council. A delivery plan was agreed in 2017. 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 potential.</p> <p>Delete paragraph 9.1.22 of the Introduction to King's Lynn and the surrounding area as follows:</p> <p>9.1.22 The Heritage Action Zone (HAZ) status granted in 2017 is about ensuring new development works with historic Lynn and reinforce the economic, social and environmental vitality of this modern medieval town. HAZ projects include:</p> <ul style="list-style-type: none"> • Researching the history of key sites in King's Lynn to inform future new development; • Reviewing King's Lynn's listed buildings to improve knowledge; • Designing new developments to reinforce the importance of historic King's Lynn; • Finding economic uses for underused historic town centre buildings; • Bringing historic buildings back into use; • Programming community events exploring historic King's Lynn and its future.
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MM78	New Paragraph	<p>Insert a New Paragraph after paragraph 9.1.1.1 of the supporting text to Policy LP38 – King’s Lynn Area as follows:</p> <p><u>Justification</u></p> <p><u>The spatial strategy explains that the King’s Lynn area will continue to fulfil its key role as the Borough’s main town and administrative and cultural centre and develop its role as a sub-regional centre for the East of England. Policy LP38 explains in greater detail how the overall spatial strategy should be applied in the case of King’s Lynn, building upon the overall spatial strategy (New Policy – Spatial Strategy and Settlement Hierarchy).</u></p>
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<p style="text-align: center;">258</p>	<p>MM79 Policy LP38 – King’s Lynn Area (pages 191- 193)</p>	<p>Amend Criterion 1. of Policy LP38 – King’s Lynn Area as follows:</p> <ol style="list-style-type: none"> 1. Provide at least 4,950 <u>4,430</u> new dwellings within and around King’s Lynn including: <ol style="list-style-type: none"> a. West Lynn; b. South Wootton; and c. West Winch. <p>Amend Criterion 2. of Policy LP38 – King’s Lynn Area as follows:</p> <ol style="list-style-type: none"> 2. At least 4,100 <u>1,729</u> of these dwellings are provided as part of the regeneration of the central part of the town main urban area, consisting of the historic core of King’s Lynn and later suburbs and the remaining number will be/are allocated within urban expansion areas to the north and south east of the town. <p>Amend Criterion 4. of Policy LP38 – King’s Lynn Area as follows:</p> <ol style="list-style-type: none"> 3. Provide at least 3,000 new jobs in existing and new employment areas to the east and south of the town at the Nar Ouse Business Park Enterprise Zone, the Hardwick Extension and the allocated sites at Boal Quay, Hardwick Saddlebow Road and Estuary Road, and as part of the West Winch Growth Area as part of a balanced mix of uses within areas of renewal and replacement. <p>Amend Criterion 6. of Policy LP38 – King’s Lynn Area as follows:</p> <ol style="list-style-type: none"> 6. To achieve these outcomes precedence will be given to proposals set out in the: <u>The focus for regeneration will be waterfront and regeneration projects, including Nelson Quay,</u> <ol style="list-style-type: none"> a. Urban Development Strategy; b. Riverfront Delivery Plan; c. St Margaret’s Conservation Area Management Plan; d. Heritage Action Zone; and the e. Town Centre Extension Development Framework. <p>Amend Criterion 12. of Policy LP38 – King’s Lynn Area as follows:</p> <ol style="list-style-type: none"> 12. Open space and recreational facilities will be provided within and around the town to serve the needs of the existing residents and to meet the needs of the growing population. <u>The amount of open space and recreational facilities will be assessed at the application stage in accordance with Policy LP22 requirements.</u>
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MM80	Policy E1.1 – King’s Lynn – Town Centre (pages 194-195)	<p>Amend Criterion 1.f. of Policy E1.1 – King’s Lynn – Town Centre, and insert a new criterion as follows:</p> <p>f. redevelopment to increase the provision of larger, modern format retail units <u>will need to be carefully located and designed to avoid harm to heritage assets, and where this can be achieved</u> will be encouraged where this can be achieved in a way that is consistent with the other objectives for the town centre.</p> <p><u>[new criterion, to follow criterion 1.f] A flood risk assessment should be submitted with applications for commercial development in the King’s Lynn town centre areas within Flood Zones 2 and 3a. This must consider guidance on any flood risk mitigation that would be required to make the development acceptable.</u></p>
MM81	New Paragraphs	<p>Insert two new paragraphs after the heading ‘9.1.3 E1.2 King’s Lynn – Port Policy’ as follows:</p> <p><u>The industrial operations of the Port abut the identified town centre area. While this adds to the vibrancy of the area as a whole, housing proposals in the vicinity of the Port need to be considered in the light of the defined hazard zoning around the Port, the potential for noise and lighting, etc., disturbance to potential future residents and the potential for conflict between these and the operation for the Port. The East Marine Plans’ Policy PS3 considers future opportunities for the expansion of ports and harbours.</u></p> <p><u>Justification</u></p> <p><u>Policy E1.2 ensures the Port’s role and capacity is retained and enhanced whilst remaining compatible with residential dwellings in the vicinity.</u></p>

<p>MM82</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">260</p>	<p>Paragraphs 9.1.4.1-9.1.4.2 (page 199) and New Paragraph</p>	<p>Amend paragraphs 9.1.4.1 and 9.1.4.2 of the supporting text to Policy E1.3 – King’s Lynn – Gaywood Clock as follows:</p> <p>9.1.4.1 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. This area includes a number of grade II listed buildings and the grade II* Church of St Faith. The remainder of the area is a mixture of housing interspersed with open space. The centre particularly benefits local residents without a car or with constrained mobility. The Council’s policy approach seeks to ensure that the Gaywood Clock Area continues to fulfil its primary role of providing convenient and accessible shopping facilities within walking distance of nearby housing areas by retaining and enhancing the existing retail choice. Policy E1.3 below sets out this approach.</p> <p>9.1.4.2 The King's Lynn Transport Strategy identifies improvements to promote access to Gaywood Clock by active travel modes and by public transport. <u>Traffic generated by development in and around the Gaywood Clock area will need to be effectively managed in accordance with the relevant transportation criteria at Policy LP13.</u></p> <p>Insert a new paragraph after paragraph 9.1.4.2 of the supporting text to Policy E1.3 – King’s Lynn – Gaywood Clock as follows:</p> <p><u>Justification</u></p> <p><u>The Council’s policy approach seeks to ensure that the Gaywood Clock Area continues to fulfil its primary role of providing convenient and accessible shopping facilities within walking distance of nearby housing areas by retaining and enhancing the existing retail choice. Policy E1.3 below sets out this approach.</u></p>
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MM83	Policy E1.3 – King’s Lynn – Gaywood Clock (page 199)	<p>Insert new sub-criterion to Criterion 1. Of Policy E1.3 – King’s Lynn – Gaywood Clock as follows:</p> <ol style="list-style-type: none"> 1. Development will be supported in the Gaywood Clock Area (as defined on the Policies Map) where it is: <ol style="list-style-type: none"> a. a retail use (Class E) or otherwise complementary to the neighbourhood retail function of the area; b. of an appropriate scale to serve the population of their catchment without harming vitality and viability of other centres; and c. <u>conserving and enhancing the significance of heritage assets.</u>
MM84	Paragraphs 9.1.5.2 to 9.1.5.3 (page 201)	<p>Amend paragraph 9.1.5.2 of the supporting text to Policy E1.KLR - King's Lynn Riverfront Regeneration Area as follows:</p> <p>9.1.5.2 The King’s Lynn riverfront is an important space for business, living, leisure and activities. The areas which are allocated in the Site Allocations and Development Management Policies Plan (SADMP) (2016) still hold importance for creating a unique place which balances the needs of the economic, social and considerations to create a balanced and sustainable place.</p> <p>Amend paragraph 9.1.5.3 of the supporting text to Policy E1.KLR - King's Lynn Riverfront Regeneration Area as follows:</p> <p><u>Justification</u></p> <p>The riverfront regeneration policy aims to build upon the foundations laid by the SADMP and aims to bring a long standing and high-level ambition together by drawing together in one strategic policy which sits above the four separate policies for each site. With the overall aim of maximising the potential of the riverfront area in King's Lynn with the provision of a substantial, high calibre, mixed use regeneration vision.</p>

MM85	Paragraph 9.1.5.5 (page 201)	<p>Amend paragraph 9.1.5.5 of the supporting text to Policy E1.KLR - King's Lynn Riverfront Regeneration Area as follows:</p> <p>9.1.5.5 Whilst housing numbers are provided for each area, the requirements of each individual site's policy will determine which parcels of land can or cannot be developed i.e. clearly some portions will be for green or blue space. <u>The successful implementation of a comprehensive scheme for the Waterfront Regeneration Area needs to recognise development constraints, such as key heritage assets and flood defences. The latter consists of buildings, roads and flood walls. Redevelopment projects may provide opportunities for removing demountable defences and replacing them with more passive measures such as areas of raised ground and flood walls.</u> A very careful approach to each site is required in terms of assessing the viability of any scheme proposed and the Borough Council will consider this on a case by case basis considering the merits of each, and in particular its contribution to achieving the overall aim as highlighted with the strategic policy E1.KLR.</p>
MM86	King's Lynn Allocations (Policies E1.5/E1.8/E1.10/ E1.11) Zoomed Plan (page 202)	Amend the King's Lynn Allocations (Policies E1.5/E1.8/E1.10/ E1.11) Zoomed Plan as shown in Appendix 1 to this MM schedule.
MM87	Policy E1.KLR - King's Lynn Riverfront Regeneration Area (pages 203-204)	<p>Amend the second and third bullet points of Criterion 3. of Policy E1.KLR - King's Lynn Riverfront Regeneration Area as follows:</p> <p>3. Development will be subject to compliance with the following:</p> <ul style="list-style-type: none"> • Consideration of adjacent property/heritage assets/archaeology, through a heritage impact and archaeology impact assessment; • Suitable access arrangements, and provision for active travel; • Flood risk considerations, including submission of a site-specific flood risk assessment <u>and maintenance of flood defences to at least the current Standard of Protection provided for this area, taking account of climate change;...</u> <p>Amend the final bullet point of Criterion 3 of Policy E1.KLR - King's Lynn Riverfront Regeneration Area as follows:</p> <ul style="list-style-type: none"> • Provision of affordable housing in line with the current standards. <u>Policy LP28.</u>

MM88	Paragraph 9.1.6.3 (page 205) and New Paragraph	<p>Amend paragraph 9.1.6.3 of the supporting text to Policy E1.5 – King’s Lynn – Boal Quay as follows:</p> <p>9.1.6.3 The site contains the former loop of the River Nar, with elements of reedbed and saltmarsh, habitats of principal importance (UK Biodiversity Action Plan habitats), which should be addressed through the Ecological Study requirement in the policy. <u>The site also functions as flood defence infrastructure serving upstream developments, most significantly the Nar Ouse Regeneration Area. Therefore, development should maintain current standards of protection.</u></p> <p>Insert new paragraph after paragraph 9.1.6.4 of the supporting text to Policy E1.5 – King’s Lynn – Boal Quay as follows:</p> <p><u>Justification</u></p> <p><u>The Boal Quay site, consisting of brownfield land, is in accordance with paragraph 119 of the NPPF which requires strategic policies to make as much use as possible of brownfield land. The site is currently used for car parking and has been assessed as suitable for regeneration.</u></p>
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MM89	Policy E1.5 – King’s Lynn – Boal Quay (pages 205-206)	<p>Amend the first paragraph of Policy E1.5 – King’s Lynn – Boal Quay as follows:</p> <p>Land amounting to 4.1 hectares as identified on the Policies Map is allocated for a high calibre mixed use. This could include residential development, most likely apartments, of no more than <u>at least 50 homes and at least 1.8ha of employment land.</u></p> <p>Amend Criterion 3. of Policy E1.5 – King’s Lynn – Boal Quay as follows:</p> <p>3. Submission of a site-specific Flood Risk Assessment. This must consider the residual risk of flooding to the site in the event of a breach of the flood defences. This should include details of the impact and likelihood of a breach occurring, <u>and how the current Standard of Protection will be maintained, taking account of climate change;</u></p> <p>Amend Criterion 5. of Policy E1.5 – King’s Lynn – Boal Quay as follows:</p> <p>5. <u>A project level HRA should be undertaken and</u> Informal recreation provision on, or in the vicinity of, the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to the exercising of dogs) on Roydon Common Special Area of Conservation. This provision may consist of some combination of:</p> <p>Amend Criterion 9. of Policy E1.5 – King’s Lynn – Boal Quay as follows:</p> <p>9. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u></p>
MM90	King’s Lynn Allocations (Policies E1.5/E1.8/E1.10/E1.11) Zoomed Plan (page 207)	P207 map to be deleted, as this is covered by changes to the King’s Lynn Allocations (Policies E1.5/E1.8/E1.10/E1.11) Map Insets, as set out in Appendix 1 to this MM Schedule.

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MM91	Paragraph 9.1.7.1 (page 208) and New Paragraph	<p>Amend paragraph 9.1.7.1 of the supporting text to Policy E1.6 – King’s Lynn – South of Parkway as follows:</p> <p>9.1.7.1 The site at Parkway, Gaywood consists of former College of West Anglia playing fields, lying between the King's Lynn Academy to the west, the Howard schools to the east and the cycleway and Sand Line railway to the south. Development of this land is being taken forward as part of the Government’s Accelerated Construction Programme. A full planning application was submitted in June 2020 following a consultation process. This is for 380 new homes and associated green space, landscaping and infrastructure, together with a new vehicular bridge over the sand line, including new roads, infrastructure and hard and soft landscaping on a larger site.</p> <p>Insert a new paragraph after paragraph 9.1.7.1 of the supporting text to Policy E1.6 – King’s Lynn – South of Parkway as follows:</p> <p><u>Justification</u></p> <p><u>Development of this land is being taken forward as part of the Government’s Accelerated Construction Programme. Planning permission for 226 dwellings was granted on 30 March 2022.</u></p>
MM92 265	Policy E1.6 – King’s Lynn – South of Parkway (pages 208 - 209)	<p>Amend the first sentence of Policy E1.6 – King’s Lynn – South of Parkway as follows:</p> <p>Land amounting to 8.8 hectares is allocated for residential development of some <u>at least 260 226</u> dwellings.</p> <p>Amend Criterion 2. of Policy E1.6 – King’s Lynn – South of Parkway as follows:</p> <p>2. Submission of a site specific Flood Risk Assessment <u>in accordance with Policy LP25</u></p> <p>Insert a new criterion after Criterion 5. of Policy E1.6 – King’s Lynn – South of Parkway as follows:</p> <p><u>[New criterion] A project level HRA to be undertaken to ensure appropriate mitigation is provided to avoid recreational pressure on Roydon Common SAC.</u></p> <p>Amend Criterion 11. of Policy E1.6 – King’s Lynn – South of Parkway as follows:</p> <p>11. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u></p>
MM93	New Plan	Insert a new plan after Policy E1.6 – King’s Lynn – South of Parkway as shown in Appendix 1 to this MM schedule.

MM94	Paragraph 9.1.8.1 (page 210)	<p>Amend paragraph 9.1.8.1 of the supporting text to Policy E1.7 King’s Lynn – Land at Lynnsport as follows:</p> <p>9.1.8.1 A Land Review and Feasibility Study in 2009 identified the potential to rationalise existing uses and develop parts of the Lynnsport site for housing. Lynnsport is situated to the east of Columbia Way. A new access road from Edward Benefer Way was completed in 2016.</p> <p><u>Justification</u></p> <p>This site is the last of three sites identified for development as part of a holistic plan for redevelopment of the area and is another of the sites being brought forward through the public/private joint venture. Full permissions have been issued for 225 dwellings on the 3 sites and construction is underway and largely completed.</p>
MM95	Policy E1.7 King’s Lynn – Land at Lynnsport (pages 210-211)	<p>Amend the first sentence of Policy E1.7 King’s Lynn – Land at Lynnsport as follows:</p> <p>Land amounting to 13.7 <u>4</u> hectares is allocated for residential development of at least 297 <u>96</u> dwellings. Development will be subject to compliance with all of the following:</p> <p>Amend Criterion 1. of Policy E1.7 King’s Lynn – Land at Lynnsport as follows:</p> <p>1. Submission of a site specific Flood Risk Assessment <u>in accordance with Policy LP25</u>;</p> <p>Amend Criterion 7. of Policy E1.7 King’s Lynn – Land at Lynnsport as follows:</p> <p>7. Provision of affordable housing in line with the current standards <u>Policy LP28</u>.</p>
MM96	New Plan	Insert a new plan after Policy E1.7 – King’s Lynn – Land at Lynnsport as shown in Appendix 1 to this MM schedule.
MM97	Paragraph 9.1.9.3 (page 212)	<p>Amend paragraph 9.1.9.3 of the supporting text to Policy E1.8 – King’s Lynn – South Quay as follows:</p> <p><u>Justification</u></p> <p>9.1.9.3 The former Grain Silos site (0.32 ha) received planning permission, subject to a section 106 agreement, for 37 apartments and commercial unit(s) in 2014. The Silos site has since been purchased by the Borough Council. <u>To give more certainty to the premise of this site coming forward, the site has been allocated.</u></p>

MM98	Policy E1.8 – King’s Lynn – South Quay (page 212)	<p>Amend the first sentence of Policy E1.8 – King’s Lynn – South Quay as follows:</p> <p>Land amounting to 0.5 hectare is allocated for residential development for no more than <u>of at least</u> 50 dwellings.</p> <p>Amend Criterion 7. of Policy E1.8 – King’s Lynn – South Quay as follows:</p> <p>7. Submission of a site-specific Flood Risk Assessment <u>in accordance with Policy LP25</u>. This must consider the residual risk of flooding to the site in the event of a breach of the flood defences. This should include details of the impact and likelihood of a breach occurring;</p> <p>Amend Criterion 10. of Policy E1.8 – King’s Lynn – South Quay as follows:</p> <p>10. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u></p>
MM99 267	King’s Lynn Allocations (Policies E1.5/E1.8/E1.10/E1.11) Zoomed Plan (page 213)	<p>P213 map to be deleted, as this is covered by changes to the King’s Lynn Allocations (Policies E1.5/E1.8/E1.10/E1.11) Map Insets, as set out in Appendix 1 to this MM Schedule and replaced by New Plan – Policy E1.8 South Quay.</p>

MM100	Policy E1.9 – King’s Lynn – Land west of Cumbria Way (pages 214-215)	<p>Amend the first sentence of Policy E1.9 – King’s Lynn – Land west of Columbia Way as follows:</p> <p>Land amounting to 3.3 hectares is allocated for residential development of at least 400 78 dwellings.</p> <p>Amend Criterion 2. of Policy E1.9 – King’s Lynn – Land west of Columbia Way as follows:</p> <p>2. Submission of a site specific Flood Risk Assessment <u>in accordance with Policy LP25.</u></p> <p>Insert a new criterion after Criterion 3. of Policy E1.9 – King’s Lynn – Land west of Columbia Way as follow</p> <p><u>A project level HRA to be undertaken to ensure appropriate mitigation is provided to avoid recreational pressure on Roydon Common SAC.</u></p> <p>Amend Criterion 11. of Policy E1.9 – King’s Lynn – Land west of Columbia Way as follows:</p> <p>11. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u></p>
MM101	New Plan	Insert a new plan after Policy E1.9 – King’s Lynn – Land west of Columbia Way as shown in Appendix 1 to this MM schedule.
MM102	Paragraphs 9.1.11.1-9.1.11.2 (page 216)	<p>Amend paragraphs 9.1.11.1 and 9.1.11.2 of the supporting text to Policy E1.10 – King’s Lynn – North of Wisbech Road as follows:</p> <p>9.1.11.1 The land north of Wisbech Road consists of a mixture of industrial/former industrial uses to the east of the Hardings Way bus route adjoining the River Nar to the east, together with derelict, scrubland north of Blubberhouse Creek on the eastern side of the bus route and land between the northern boundary of the Harding’s Pits Doorstep Green and the Rivers Great Ouse and Nar, west of the bus route.</p> <p><u>Justification</u></p> <p>9.1.11.2 Planning permission for accesses and the moving of the bus gate was granted in September 2017. In addition, planning permission for 7 dwellings at the rear of Harvest House on part of the allocated area was granted in September 2018. This site is allocated to provide sustainable residential development, making best use of <u>previously development land in accordance with the NPPF.</u></p>

MM103	Policy E1.10 – King’s Lynn – North of Wisbech Road (pages 216-217)	<p>Amend the first sentence of Policy E1.10 – King’s Lynn – North of Wisbech Road as follows:</p> <p>Land amounting to 3.8 <u>2.1</u> hectares is allocated for residential development of up to <u>at least</u> 50 dwellings.</p> <p>Amend Criterion 1. of Policy E1.10 – King’s Lynn – North of Wisbech Road as follows:</p> <ol style="list-style-type: none"> 1. Submission of a site-specific Flood Risk Assessment <u>in accordance with Policy LP25</u>. This must consider the residual risk of flooding to the site in the event of a breach of the flood defences. This should include details of the impact and likelihood of a breach occurring <u>and how the current Standard of Protection will be maintained, taking account of climate change;</u> <p>Insert a new criterion after Criterion 3. of Policy E1.10 – King’s Lynn – North of Wisbech Road as follows: <u>A project level HRA to be undertaken to ensure appropriate mitigation is provided to avoid recreational pressure on Roydon Common SAC.</u></p> <p>Amend Criterion 8. of Policy E1.10 – King’s Lynn – North of Wisbech Road as follows:</p> <ol style="list-style-type: none"> 8. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u>
MM104	New Plan	Insert a new plan after Policy E1.10 – King’s Lynn – North of Wisbech Road as shown in Appendix 1 to this MM schedule.

MM105	Policy E1.11 – King’s Lynn – Southgates and its supporting text (page 218)	<p>Delete Policy E1.11 – King’s Lynn – Southgates and its supporting text as follows:</p> <p>9.1.12 E1.11 King's Lynn - Southgates Policy</p> <p>Site Allocation</p> <p>9.1.12.1 This brownfield site is situated to the north of Wisbech Road, adjacent to the Southgates roundabout. The River Nar lies to the west of the site and a retail unit is situated to the north.</p> <p>Policy E1.11 King's Lynn – Southgates</p> <p>Land amounting to 0.2 hectare is allocated for residential development of up to 20 dwellings.</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Submission of a site specific Flood Risk Assessment; 2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission; 3. The precise provision of open space will be considered with regard to the proximity of the development to existing safeguarded facilities (such as the Harding’s Pits Doorstep Green and Central Park). The Local Planning Authority will consider flexibility of open space provision where this would result in qualitative and quantitative benefits to the community; 4. Development should conserve and where appropriate enhance heritage assets and their settings; 5. Financial contributions towards the provision of infrastructure; 6. Provision of affordable housing in line with the current standards.
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MM106	Paragraphs 9.1.13.1 and 9.1.13.3 (page 219) and New Paragraph	<p>Amend paragraph 9.1.13.1 of the supporting text to Policy E1.12 – King’s Lynn – Employment Land as follows:</p> <p>9.1.13.1 The land adjacent to Hardwick Industrial Estate is an allocation (E1.12-HAR), brought forward from the 1998 Local Plan, and <u>that has been identified as a strategic employment site for the County. The site area for this is approximately 27-24 hectares and now has planning consent. A larger site was allocated in the previous Local Plan, however, around 3ha is now committed for retail uses (2ha) and small business units (1ha) at St Andrew's Road. These areas do not form part of this allocated site.</u></p> <p>Amend paragraph 9.1.13.3 of the supporting text to Policy E1.12 – King’s Lynn – Employment Land as follows:</p> <p>9.1.13.3 A third site off Estuary Road, previously allocated in the 1998 Local Plan, is allocated to provide an additional 3 ha for B2, B8 and E use (and potential ancillary uses to support the employment uses). Part of the site was recently granted full planning permission for three commercial/industrial units - B2, B8 and E use on the redundant former farmyard.</p> <p>Insert a new paragraph after paragraph 9.1.13.3 of the supporting text to Policy E1.12 – King’s Lynn – Employment Land as follows:</p> <p><u>Justification</u></p> <p><u>In line with the recommendations from the Employment Land Review Background Paper 2017/2018, land is allocated at King’s Lynn to ensure new jobs can support King’s Lynn as the economic driver for the sub region.</u></p> <p>9.1.13.4 Strategic Policy</p>
MM107	Policy E1.12 – King’s Lynn – Employment Land (page 219)	<p>Amend Criterion 1. of Policy E1.12 – King’s Lynn – Employment Land as follows:</p> <p>1. Sites at Hardwick (E1.12-HAR) (27-24 hectares), Saddlebow (E1.12-SAD) (23 hectares) and Estuary Road (E1.12-EST) (3 hectares) as shown on the Policies Map will be the preferred locations for employment expansion in King's Lynn.</p>

MM108	Employment Expansion Areas (E1.12-SAD/E1.2-HAR/E1.12-EST) Plan (page 220)	Amend the Employment Expansion Areas (E1.12-SAD/E1.2-HAR/E1.12-EST) Plan as shown in Appendix 1 to this MM schedule.
MM109	New Paragraph and Paragraph 9.1.14.2 (page 221)	<p>Insert a new paragraph and heading before paragraph 9.1.14.1 of the supporting text to Policy E1.13 – King’s Lynn – Green Infrastructure as follows:</p> <p><u>Green infrastructure (GI) is needed to protect the GI assets that currently exist in urban areas and to configure new GI provision to create a coherent network. The scale of development in the Riverfront area requires GI linkages and provision to be considered. The Bawsey/ Leziate Countryside and Recreation Zone (identified in the GI Strategy) offers the opportunity to provide access to an area of countryside and former mineral workings close to the eastern edge of the urban area of King's Lynn. The Leziate, Sugar and Derby Fens SSSI sites are home to important and diverse plant communities and these sites are particularly sensitive to recreational pressures or trespassing, so effective GI planning may alleviate these pressures. There may be future opportunities to enhance or extend the green infrastructure provision in the vicinity of the Gaywood Valley and Bawsey/Leziate.</u></p> <p><u>Justification...</u></p> <p>Delete paragraph 9.1.14.2 of the supporting text to Policy E1.13 – King’s Lynn – Green Infrastructure as follows:</p> <p>9.1.14.2 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 Riverfront area requires GI linkages and provision to be considered. The Bawsey/Leziate Countryside and Recreation Zone (identified in the GI Strategy) offers the opportunity to provide access to an area of countryside and former mineral workings close to the eastern edge of the urban area of King's Lynn. There may be future opportunities to enhance or extend the green infrastructure provision in the vicinity of the Gaywood Valley and Bawsey/Leziate.</p> <p>Insert a new paragraph to follow paragraph 9.1.14.2 of the supporting text to Policy E1.13 – King’s Lynn – Green Infrastructure as follows:</p> <p><u>Environmental asset designations (priority green infrastructure) are shown on the Policies Map. These include European, national and local (County Wildlife Sites) in and around King’s Lynn.</u></p>

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MM110	Policy E1.13 – King’s Lynn – Green Infrastructure (page 222)	<p>Amend criterion 1 of Policy E1.13 – King’s Lynn – Green Infrastructure, as follows:</p> <p>1. Strategic Green Infrastructure in and around King's Lynn will be protected, enhanced and extended <u>in the first instance. Where it is acceptable for Strategic Green Infrastructure to be replaced, it should occur on site in the first instance, or if that is not possible, in a suitable offsite location that enhances other aspects of the built environment such as habitat corridors, spaces for urban cooling, or flood mitigation.</u></p>
MM111	West Lynn Zoomed Plan (page 224)	<p>Replace the West Lynn Zoomed Plan as shown in Appendix 1 to this MM schedule.</p>
MM112	Paragraphs 9.2.1.1 to 9.2.1.2 (pages 225-226)	<p>Amend paragraph 9.2.1.1 of the supporting text to Policy E1.14 – West Lynn – West of St Peter’s Road as follows:</p> <p><u>Site Allocation Introduction</u></p> <p>9.2.1.1 <u>The allocated site has good access to services in West Lynn and is a short walk away from the regular passenger ferry service to King’s Lynn town centre. 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.</u> Outline permission was granted in March 2017 for 44 dwellings on the bulk of the allocated site. A reserved matters application was submitted for 44 dwellings in March 2020. Reserved matters has recently been granted for 38 dwellings (covering most of the site), with the remainder of the site (11 dwellings) to come forward later during the Plan period.</p>
MM113	Policy E1.14 – West Lynn – Land West of St Peter’s Road (pages 225-226)	<p>Amend Criterion 7. of Policy E1.14 – West Lynn – Land West of St Peter’s Road as follows:</p> <p>7. Provision of affordable housing in line with the current standards <u>Policy LP28</u>;</p> <p>Amend Criterion 9. of Policy E1.14 – West Lynn – Land West of St Peter’s Road as follows:</p> <p>9. Submission of a site specific Flood Risk Assessment <u>in accordance with Policy LP25</u>. This must consider the residual flood risk to the site in the event of breaching and/or overtopping of the tidal River Ouse. Where possible, a sequential approach should be adopted regarding the layout of the site, with the most vulnerable development situated in areas at lowest risk of flooding (i.e. shallower flood depths).</p>

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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">274</p>	<p>MM114 Policy E1.15 West Lynn – Land at Bankside and its supporting text (page 227)</p>	<p>Delete Policy E1.15 West Lynn – Land at Bankside and its supporting text as follows:</p> <p>Policy E1.15 West Lynn – Land at Bankside</p> <p>Land amounting to 2.6 hectares is allocated for residential development of at least 120 dwellings. Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Provision of additional car parking and cycle storage to serve the West Lynn Ferry; 2. Development should conserve and where appropriate enhance Kings Lynn Conservation Area and associated listed buildings and their settings; 3. Submission of a site specific Flood Risk Assessment. This must consider the residual risk of flooding to the site in the event of a breach of the flood defences. This should include details of the impact and likelihood of a breach occurring; 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 precise provision of open space will be considered with regard to the proximity of the development to existing safeguarded facilities (such as the nearby recreational facilities to the west of the site). The Borough Council will consider flexibility of open space provision where this would result in qualitative and quantitative benefits to the community; 6. Financial contributions towards the provision of infrastructure; 7. Provision of affordable housing in line with the current standards. <p>Site Description and Justification</p> <p>9.2.2.1 The former Del Monte site at Bankside, West Lynn is a derelict brownfield site capable of achieving a high density, waterfront development.</p> <p>9.2.2.2 The site should include additional car parking to serve the West Lynn Ferry, which gives it direct access to King's Lynn town centre.</p>
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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">275</p> <p>MM115</p>	<p>Paragraphs 9.3.6-9.3.8 and 9.3.13 (pages 228- 230)</p> <p>Policy E2.1 – West Winch Growth Area (pages 231-234)</p>	<p>Amend paragraphs 9.3.6-9.3.8 of the supporting text to Policy E2.1 – West Winch Growth Area as follows:</p> <p>9.3.6 The adopted Core Strategy (adopted in 2011) previous Local Plan designated the area to the South East of King’s Lynn adjoining West Winch (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 the principal location for a strategic King’s Lynn urban extension. It This area, known as the West Winch Growth Area (WWGA), is relatively unconstrained by flood risk and infrastructure problems, etc., and relatively easily accessed and serviced.</p> <p>9.3.7 Further details of the West Winch Growth Area were established through the Site Allocations and Development Management Policies Plan (adopted in 2016) The Inspector concluded that with the main modifications proposed incorporated that the allocation and development of the West Winch Growth Area represented the most appropriate strategy. It is the intention of the Local Plan review to carry The location and site has <u>have already</u> been found to be a sound, being located south of, and acting as an extension to, the most sustainable settlement within the Borough, King’s Lynn. This position also means it is within the A10/Main Rail Growth Corridor, an overall area identified for the majority of growth to take place over the Plan period. <u>The previous Local Plan allocated the WWGA for 1,600 dwellings, with the potential to accommodate 3,000-3,500 additional dwellings beyond that Plan period (2026 end date), subject to future development plans. This Local Plan carries forward the WWGA as a key element of the Plan’s spatial strategy. It increases the allocation to up to 4,000 dwellings, which will help to meet the need for market and affordable housing in the Borough identified in the Plan period to 2040 and longer term housing needs arising beyond the end of the Plan period. The alternative spatial strategies to accommodate this level of growth in the longer term would likely lead to more widespread adverse effects across the Borough. The evidence submitted during the Examination demonstrates that the site and local infrastructure are capable of supporting up to 4,000 dwellings, with appropriate improvements and mitigations in place. This includes the construction of the West Winch Housing Access Road (WWHAR) in full, as well as improvements to the A10 corridor through West Winch, to connectivity to King’s Lynn, and to community infrastructure. The WWHAR will also provide wider strategic benefits, including some relief of pressure on the A47 Hardwick roundabout, and Department for Transport funding for the WWHAR is predicated on the delivery of 4,000 homes at WWGA. The 2023 West Winch Area Framework Masterplan Supplementary Planning Document () provides a more detailed analysis of the developable area (total capacity) of the site, whereby 4,000 dwellings could be accommodated along with schools, community facilities, shops and services, open space, landscape buffer zones and flood management infrastructure. The Framework Masterplan is available to view through the following link:</u></p>
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9.3.8 The ~~West Winch Growth Area~~ WWGA is around 192ha in size and is allocated for ~~in the region of 3,500—up to 4,000~~ up to 4,000 new homes. It is currently anticipated that over the Local Plan ~~review~~ period, to ~~2036~~2040, at least ~~2,500~~ around 2,030 new homes are likely to be delivered, as per New Policy LP04: Spatial Strategy and Settlement Hierarchy and the Housing Trajectory, with the balance delivered after 2040. The size of the site and anticipated housing numbers means that development will be delivered in phases, details of which are set out in the Framework Masterplan. This is supported through work by the Prince's Foundation for the Built Environment (sponsored by a major landowner and undertaken with the active involvement of local people), and the updated Infrastructure Delivery Plan.

Amend paragraph 9.3.13 of the supporting text to Policy E2.1 – West Winch Growth Area as follows:

9.3.13 The extent of the site, at some 192ha, is clearly sufficient to accommodate ~~the 2,500~~ 2,030 new homes in the Local Plan ~~review~~ period to ~~2036~~ 2040 and ~~between 3,500 and~~ up to 4,000 new homes in total beyond the end of Plan period . The site area also allows for generous provision of landscaping together with recreational and other open space, a mix of areas of differing character, and space for the significant new road infrastructure.

<p>MM116</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">277</p>	<p>Policy E2.1 West Winch Growth Area Strategic Policy Part A (pages 231-233)</p>	<p>Policy E2.1 West Winch Growth Area Strategic Policy</p> <p>Land in the vicinity of West Winch of around 192ha (as shown on the Policies Map) is allocated for development to provide the following strategic outcomes. (*Indicative locations for items marked with an asterisk are represented on the ‘West Winch Growth Area Strategic Diagram’ accompanying this Policy):</p> <p>Part A - AREA WIDE STRATEGIC OUTCOMES</p> <ol style="list-style-type: none"> 1. <u>At least 2,500 Up to 4,000 new dwellings to meet housing needs within the Plan period and beyond, of which at least 2,030 should be delivered by 2040, together with associated facilities and infrastructure, including around 1ha of employment land, to support the overall balance of housing and employment in the Borough, and improved connectivity for the strategic road network, particularly the A10 corridor and A47 trunk road in the current Plan period. Within the region of 3,500—4,000 new homes being delivered in the fullness of time;</u> 2. The potential for further development beyond the plan period (subject to future development plans). 3. A broad range of dwelling types, to provide choice and meet different needs, including a proportion of affordable housing commensurate with the local planning authority’s standards at the time. 4. A new road linking the A10 and A47 to facilitate housing growth and prevent undue pressure on the existing highway network. <p><u>[New Criterion] Development will be subject to the following:</u></p> <ul style="list-style-type: none"> • <u>up to 300 dwellings with access to the A10, in the vicinity of Lemuel Burt Way, without further strategic intervention;</u> • <u>for anything above 300 dwellings and up to 1,100 dwellings, completion of a link from the A10, in the vicinity of Lemuel Burt Way, to the A47 will be required; and</u> • <u>for more than 1,100 dwellings on site, completion of the West Winch Housing Access Road (WWHAR) in full will be required.</u> <ol style="list-style-type: none"> 5. Early and continuing delivery of various traffic calming measures and environmental enhancements on the existing A10 in and around West Winch, for the benefit of existing local residents, with the first measures commencing within 12 months of the start of development. 6. Provision of suitable arrangements for public transport to route through the wider site, and connectivity to main routes to encourage non car modes.
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7. A network of cycle and pedestrian routes, including links to King's Lynn town centre, a cycle route alongside the WWHAR, a network of routes linking different development phases and improved crossings (e.g. near Gravel Hill Lane), which would facilitate the level of growth ~~both that planned to 2036~~ 2040 and beyond.
8. Local highway improvements and management measures to fully integrate the development into the surrounding network while avoiding adverse impacts including, in particular, consideration of the capacity of the Hardwick interchange and environmental and amenity impacts of potential additional traffic through North Runcton.
9. Three new distinct neighbourhoods to the east of the A10, with some smaller areas of development expanding the existing neighbourhoods to its west.
10. Provide financial contributions towards the provision of infrastructure, including additional primary and secondary school places, and, in an appropriate location provide sufficient land free of charge for a new primary school up to 2 hectares to service the development to 2040 and a further 2ha of land free of charge, in an appropriate location for a new primary school post 2040.
11. A neighbourhood centre in the each of these new neighbourhoods (containing facilities of a suitable scale to serve the local rather than wider areas), providing a cluster of local facilities and a visual and community focus for both existing and new residents. These are each to be at a point where pedestrian and cycle routes intersect with a primary street. The bulk of new housing is to be within a walkable distance of one of these neighbourhood centres.
12. Open 'green' areas separating the three neighbourhoods, and aligned roughly with the two gas pipelines crossing the growth area. These 'green' areas may incorporate a mix of uses such as recreation, nature conservation, agriculture, landscaping, and foot/ cycle/ bridle paths.
13. An orderly phasing of development ensuring that this proceeds broadly in step with infrastructure provision. Development is encouraged to proceed concurrently in northern and southern parts of the growth area.
14. Significant 'green infrastructure', including (separately and/or combination, as appropriate):
[New criterion] Retaining existing vegetation grassland, trees, woodland, hedgerows and watercourses where they are considered in good condition and contribute positively towards local landscape character;
~~a.~~ b. Providing new or enhanced natural landscape planting, amounting to 28 hectares of new natural and semi natural green space and 4 hectares of other green spaces, to reinforce existing landscape features

and to integrate the development within the local landscape, character and provide visual amenity within the growth area;

[New criterion] Creating new habitats where necessary, with an emphasis on grassland, heathland and/or hedgerows;

~~b.~~ d. Providing recreational open space of at least 10 hectares;

~~c.~~ e. Conserving ~~conservation and enhancement~~ enhancing of local biodiversity;

~~d.~~ f. Providing measures to mitigate potential adverse recreational impacts on designated nature conservation sites (SPAs, SACs, Ramsar) outside the growth area.

[New criterion] Consideration should be given to the establishment of new areas of planting and open space, to be implemented at an early stage in site preparation, in advance of the construction of the adjacent areas of development. Proposals should set out how this will be achieved, with target dates.

15. Incorporation of Sustainable Drainage Systems (SuDS) to address surface water run-off, flood risk, biodiversity and the avoidance of groundwater pollution:-

a. SuDS should manage overland surface water flow and include features such as green/blue infrastructure, developed in accordance with the Conceptual Surface Water Drainage Strategy, and Preliminary Flood Risk Assessment and Surface Water Drainage System recommendations, in consultation with the LLFA; and

b. Retention of access to all existing waterbodies within the WWGA to facilitate maintenance.

16. High standards of design, featuring:

a. distinct areas with different characters;

b. a range of densities, with generally higher densities in the vicinities of the neighbourhood centres and public transport routes;

[new criterion] Water efficiency measures to meet a minimum 100 litres/person/day, incorporating integrated water management measures such as rainwater/stormwater harvesting linked to SuDS, to maximise efficiencies for potable water use;

[new criterion] buildings adaptable to climate change, to minimise impacts on people and property;

c. sensitivity to the character and amenity of existing developed areas, and to the qualities and setting of heritage assets.

[New criterion] good acoustic design, to satisfy the British standards for noise in residential development.

[New criterion] Deliver the necessary infrastructure to service the development, as follows:

- a. Transport, including delivery of WWHAR, dualling A47 east of Hardwick, A10 traffic calming, a bus strategy including arrangements for free school transport, and active transport measures (cycle and shared use pathways);
- b. Education facilities, including two new primary schools, expansion of the existing West Winch Primary schools, and secondary school/ Sixth Form capacity increases;
- c. Utilities, including protection of existing National Grid/ Gas pipelines (on-site), improved connections and capacity increases to electricity, gas, water and sewerage systems;
- d. Community facilities, including community centres, a sports centre, a multi-use games area (MUGA), a health centre, shops, library contributions, equipped play areas amounting to 6 hectares in total and at least 0.6 hectares of allotments.

[New criterion] Deliver the infrastructure requirements in accordance with the trigger points specified in the Infrastructure Delivery Plan and North Runcton & West Winch Neighbourhood Plan 2016-2026, including as follows:

- a. West Winch Primary School expansion from 1 to 2 FE - before occupation of 500 dwellings;
- b. New 2 FE Primary School West Winch (north) before occupation of 600 dwellings;
- c. New 2 FE Primary School West Winch (south) before occupation of 2,000 dwellings;
- d. A10- Minor improvement to Hardwick for A10 arm - to be delivered by construction of 400 dwellings;
- e. A10 West Winch Bypass (WWHAR) - Phase 1 - to be delivered by 400 dwellings.
- f. A10 West Winch Bypass (WWHAR) - Phase 2 - To be delivered by 1600 dwellings;
- g. Traffic Calming through West Winch Village - To be commenced within 12 months of start of development.

<p>MM117</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">281</p>	<p>Policy E2.1 West Winch Growth Area Strategic Policy Part B (pages 233-234)</p>	<p>PART B – PROCESS</p> <p>In order to achieve the above strategic outcomes, proposals for development within the Growth Area will need to:</p> <ol style="list-style-type: none"> 1. Demonstrate how the proposals for development of the individual application area(s) contribute to the implementation of the each of the outcomes listed above and their indicative distribution shown on the Strategic Diagram. 2. Demonstrate through an Infrastructure Delivery Plan, to be agreed by the local planning authority, how the growth area's infrastructure can be delivered in a way which is proportionate to the scale and value of development on the application site, and showing how the various considerations and requirements (including those above) can be satisfactorily integrated and delivered across the site. (Where appropriate (in terms of location, etc.) this may be by providing a particular contribution on site or in kind in one aspect to balance commensurate and complementary contributions in other aspects provided on other sites in the growth area.) 3. Provide a scheme and timetable of phasing of construction over the period to 2036 <u>2040</u> demonstrating how it complements the timely and coordinated implementation of the whole growth area development to 2036 <u>2040</u> and the potential for further development beyond the plan period. 4. Be accompanied by a comprehensive strategic transportation assessment for the area, covering the traffic likely to be generated by the development and its interaction with the existing road and path network, and planned additions and improvements. The strategic transportation plan should expressly address the provision of and role in minimising car based traffic of public transport across the wider allocation. <p><u>[New criterion] Mitigate unacceptable air quality impacts, through:</u></p> <ol style="list-style-type: none"> a. <u>being consistent with the Council's Air Quality Management Strategy.; and</u> b. <u>alignment with best practice dust and emissions management measures to protect human health and amenity during any demolition and construction phases.</u> c. <u>Development proposals will require a detailed air quality assessment where they result in a change in anticipated emissions which are above relevant screening criteria (such as those contained within the IAQM Guidance document "Land-Use Planning & Development Control: Planning for Air Quality").</u> <u>Developments should align with the priorities identified within the Council's Air Quality Action Plan and proposals should outline mitigation activities that will be undertaken based on the mitigation hierarchy.</u> <ol style="list-style-type: none"> 5. An Prepare an ecological assessment that identifies:
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[New criterion] How a minimum of 10% biodiversity net gain can be delivered, both for the Growth Area as a whole and individual development phases,

- a. the ecological assets, sensitivities and potential of the application site and its surroundings, including County Wildlife Sites beyond the Growth Area boundaries,
- b. the likely impacts of the proposed development on these, [New criterion] impacts of development upon protected and priority species (particularly Great Crested Newts, bats, reptiles and breeding birds)
- c. where habitats of ecological significance will be lost, proposals for mitigation, conservation and enhancement, which may include habitat enhancements beyond the development boundary or micro measures such as bird or bat boxes, and
- d. the likely net impact on these.

6. Undertake and submit a project level HRA, to establish potential impacts upon affected areas (SPA, SAC, Ramsar sites) and necessary mitigation measures, in accordance with Policy LP27, and provide a A-package of habitat protection measures, to mitigate potential adverse impacts of additional recreational pressure associated with the allocated development upon nature conservation sites covered by the habitats assessment regulations. This package of measures will require specialist design and assessment, but is anticipated to include provision of an integrated combination of:
 - a. application site, to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on nearby relevant nature conservation sites;
 - b. informal open space (potentially over and above the local planning authority's normal standards for play space), including publicly accessible semi-natural habitats to mitigate impacts of recreational activity upon more sensitive areas;
 - c. 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;
 - d. contribution to enhanced management of nearby designated nature conservation sites and/or alternative green space including wooded areas, hedgerows and field boundaries;
[New criterion] development of multi-functional green spaces including, where possible, retention of existing blue and green infrastructure features (e.g. drainage ditches);
[new criterion] retention of Brook Watering Meadow County Wildlife Site (CWS);
[New criterion] mitigation measures within the Growth Area boundary or compensatory measures beyond, to address the disturbance to protected and priority species (particularly Great Crested Newts, bats, reptiles and breeding birds);

- [New criterion] measures to address habitat fragmentation;
- e. a programme of publicity to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities.
7. Provide a detailed Heritage Impact Assessment (HIA) to inform the layout of any applications, that identifies any heritage assets (including archaeology) potentially affected by the proposed development, and intended measures for their protection, recording, enhancement, and setting treatment, etc. as appropriate. The HIA should identify, in advance, any necessary mitigation and enhancement measures and be sufficiently detailed and proportionate to satisfy the requirements of the NPPF.
- a. The HIA should include (but is not exclusive of);
- Survey and investigation of the archaeological potential of the application site in accordance with a scheme of investigation agreed in advance;
 - An LVIA of the application site that includes views to and from the heritage assets identified in the Council's HIA (2022) and in the course of the applicant's own research, in both summer and winter views and the establishment of any key views of or from the heritage assets;
 - An assessment of how the proposed layout and design have been informed by the Council's HIA (2022) as well as the information contained within the above documents; and
 - An assessment of how the application takes into account the cumulative impacts of the development alongside others proposed.
- b. Mitigation and enhancement should:
- Include a Heritage Buffer, as shown on the Heritage Buffer Zone Concept Plan in the supporting text to this policy, which identifies areas that shall remain open (e.g. informal open space, pasture, village green or other such green infrastructure) along with supplementary planting/ landscaping;
 - Maintain key views of the Church of St Mary and Mill from within the West Winch Growth Area;
 - Include appropriate planting around the Mill;
 - Include appropriate siting and buffering around Old Dairy Farmhouse;
 - Include heritage interpretation;
 - Conserve and enhance Green Dyke.
8. Provide an assessment of the potential for extracting, either in advance of development or in the course of its development (should that prove to be appropriate), any viable reserve of silica sand on the site.

		<p>9. <u>Submission-Submit of a site specific Flood Risk Assessment in accordance with LP25 demonstrating compliance with the national sequential and exception tests, using topographic surveys and the latest hydraulic modelling data.</u></p> <p><u>[New criterion] Seek opportunities for flood reduction or relief to the existing community through offsite betterment where possible. This could be achieved either through a reduction in site surface water discharge rates to being below the existing greenfield runoff rates where possible.</u></p> <p><u>[New criterion] A package of measures to mitigate the potential impacts associated with noise from the surrounding road network. This package of measure will require specialist design and assessment through the provision of a Noise Impact Assessment and is anticipated to include provision of an integrated combination of effective external and internal measures to reduce the impact of noise on the private amenity of residents.</u></p> <p>10. The Borough Council will prepare a supplementary planning document 'Masterplan' to co-ordinate development provisions for the Strategic Growth Area.</p>
MM118	Inset E2 West Winch Plan (page 235)	Amend the Inset E2 West Winch Plan as shown in Appendix 1 to this MM schedule.
MM119	Paragraph 9.3.1.6 (page 237)	<p>Amend paragraph 9.3.1.6 of the supporting text to Policy E2.1 – West Winch Growth Area as follows:</p> <p>9.3.1.6 Policy E2.1 Part B, b requires the preparation of an Infrastructure Delivery Plan. This is an important mechanism to ensure that an agreed set of infrastructure is identified; costed and; apportioned between respective landowners. The Borough Council has produced an IDP – December 2018. The IDP has identified the individual elements and ensures the programming of them. Trigger points and phasing are included. With the numbers of units involved and the complexity of the wider growth area to beyond 2036/2040, the IDP sets out monitorable milestones.</p>
MM120	New Paragraph	<p>Insert a new paragraph after paragraph 9.3.1.7 of the supporting text to Policy E2.1 – West Winch Growth Area as follows:</p> <p><u>In 2021 the County Council advised that the increase in capacity to up to 4,000 dwellings (delivery of approximately 2,000 beyond 2040) will have significant additional infrastructure implications/ requirements, notably a need for a further 2ha of land to accommodate a second new primary school in an appropriate location; and free of charge, when the additional housing comes forward (up to 2,000 dwellings).</u></p>

MM121	Paragraph 9.3.1.14 (page 239)	<p>Amend paragraph 9.3.1.14 of the supporting text to Policy E2.1 – West Winch Growth Area as follows:</p> <p>9.3.1.14 The major land-owning interests for the area are known, and the Borough Council is working towards an agreed statement of how the development can be phased and how the costs of infrastructure can be fairly and practically divided between the different ownerships and phases. This assessment should include development areas beyond the initial phases intended to deliver 3200 <u>around 2,030</u> units to 2036 <u>2040</u>, consideration of how the new development will affect the existing community, and how the benefits can be shared should be a part of this agreement.</p>
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<p>MM122</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">286</p>	<p>Paragraphs 9.3.1.59 and 9.3.1.60 (page 245)</p>	<p>Amend paragraphs 9.3.1.59 and 9.3.1.60 of the supporting text to Policy E2.1 – West Winch Growth Area and addition of new paragraph following paragraph 9.3.1.60, as follows:</p> <p>9.3.1.59 The Growth Area comes close to the listed buildings of: Church of All Saints in North Runcton (Grade I listed); Church of St Mary in West Winch (Grade II* listed); and also Dairy Farmhouse; Old Windmill; and The Gables. The setting of these will need to be treated with great care. The HIA identified that the Site <u>forms part of the setting of the following designated heritage assets:</u></p> <ul style="list-style-type: none"> • <u>Church of St Mary, Winch, Grade II* Listed</u> • <u>War Memorial, Grade II Listed (located in the churchyard of Church of St Mary)</u> • <u>Windmill, Grade II Listed, and</u> • <u>The Old Dairy Farmhouse</u> <p>9.3.1.60 A <u>detailed Heritage Impact Assessment</u> will need to identify any other key issues to be considered, including the archaeological considerations and unlisted built development of particular character.</p> <p><u>[New paragraph to follow 9.3.1.60] Historic England and the Borough Council have identified suitable buffer areas, (based on heritage impact assessment, site visits, and professional judgment) around the Church of St Mary and moat, which should be kept free of development in order to preserve the settings of those heritage assets. These areas are shown on the Heritage Buffer Zone Concept Plan, below:</u></p>
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MM123

Policy E2.2
(page 247)

Amend criterion 1.a. of Policy E2.2 Development within existing built up areas of West Winch, as follows:

a. no development resulting in significant new traffic or accesses onto to the A10 (~~excepting that provided under growth area Policy E2.1~~) will be permitted in advance of the new West Winch link road opening. Significance in this instance refers to effect on the capacity and free flow of traffic on the A10 and its ability to accommodate the existing traffic and that arising from the growth area, and both individual and cumulative potential impacts will be considered;...

MM124	Paragraphs 9.4.5-9.4.6 (page 248)	<p>Amend paragraphs 2.4.5 and 2.4.6 of the supporting text to Policy E3.1 – South Wootton – Hall Lane as follows:</p> <p>9.4.5 Significant growth has been sought in the King’s Lynn and surrounding area, which includes South Wootton. No specific number of dwellings has been assigned to South Wootton and thus part of the role of Site Allocations and Development Management Policies Plan (SADMP) (2016) sets the balance between this and the other strategic urban expansion areas of Knights Hill (King’s Lynn North-East) and West Winch (King’s Lynn South-East). The balance weights the relative constraints and opportunities associated with each of these three areas.</p> <p>9.4.6 The SADMP made an allocation at Hall Lane, South Wootton, for at least 300 575 dwellings. The Local Plan review seeks to support this, it also recognises that this poses, represents significant growth for the South Wootton Area which will take a number years to be fully realised (completed). With this in mind the Local Plan review does not seek to make a further allocation at South Wootton.</p>
MM125	Paragraph 9.4.1.1 (page 252)	<p>Amend paragraph 2.4.1.1 of the supporting text to Policy E3.1 – South Wootton – Hall Lane as follows:</p> <p><u>Site Allocation Introduction</u></p> <p>9.4.1.1 The allocated site is off Hall Lane, and provides the opportunity to accommodate at least 300 <u>575</u> new dwellings in a manner compatible with the existing character of South Wootton, and provide enhancements to local facilities. Like the existing built up area, development here would be visible but not prominent in a range of distant views, and is expected to be softened by planting within the development area and on its boundary.</p>
MM126	South Wootton Plan (page 250)	Amend the South Wootton Plan as shown in Appendix 1 to this MM schedule.
MM127	Policy E3.1 – South Wootton – Hall Lane (pages 252-255)	<p>Amend the first part of Policy E3.1 - South Wootton, Hall Lane as follows:</p> <p>Land at South Wootton of approximately 40ha, as shown on the proposed Policies Map, is allocated for a high quality, well landscaped development of at least 300 <u>575</u> dwellings and associated facilities.</p> <p>Amend Criterion 1.b. of Policy E3.1 – South Wootton – Hall Lane as follows:</p> <p>b. <u>provision of affordable housing commensurate in line with the local planning authority’s standards at the time Policy LP28.</u></p>

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">289</p> <p>MM128</p>	<p>Paragraphs 9.5.1-9.5.6 (page 257)</p>	<p>Delete Section 9.5 North Wootton as follows:</p> <p>9.5 North Wootton</p> <p>Settlement adjacent to King's Lynn</p> <p>Description</p> <p>9.5.1 The parish of North Wootton has an estimated population of 2,380(34). Residential development predominates in North Wootton with the built environment largely made up of modern two-storey, semi-detached and detached dwellings following mass residential expansion from the 1960s onwards. North Wootton also contains a more traditional centre consisting of some older housing built of carstone with red pantiles; the church and former railway station and hotel; an old schoolhouse; the former post office and a small village green.</p> <p>9.5.2 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.</p> <p>Strategic Background</p> <p>9.5.3 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.</p> <p>9.5.4 North Wootton was included as one of the areas to accommodate the major housing growth around King's Lynn through the Core Strategy in 2011, but no suitable sites were identified for such growth in North Wootton through the Site Allocations and Development Management Policies Plan in 2016. Given the current local housing need and that is being sufficiently met, no further site allocations are proposed by the Local Plan review for North Wootton. It should be noted that there is a significant strategic allocation within close proximity at the adjoining settlement of South Wootton.</p> <p>9.5.5 The development boundary for North Wootton is shown on the map below. There may be some scope for windfall development to continue to come forward in this area.</p>
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		<p>Neighbourhood Plans</p> <p>9.5.6 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. North Wootton Parish Council is in the process of preparing a Neighbourhood Plan for their Area. The North Wootton Neighbourhood Plan Area was formally designated by the Borough Council 22/06/2021 and corresponds with the boundaries of North Wootton Parish.</p>
MM129	North Wootton Plan (page 259)	Delete the North Wootton Plan as shown in Appendix 1 to this MM schedule.
MM130	Paragraphs 10.1.9-10.1.10 (page 262)	<p>Amend paragraphs 10.1.9 and 10.1.10 of the supporting text to Policy LP39 – Downham Market as follows:</p> <p>10.1.9 The SADMP (2016) Local Plan made <u>makes</u> provision for:</p> <ul style="list-style-type: none"> • at least 390 <u>600</u> new homes – <u>allocated sites to North-East and South West of the town (policies F1.3 and F1.4, respectively);</u> • at least 17 <u>31</u> ha in land for a balanced mix of employment uses – <u>allocated sites at St John’s Way (Policy F1.2) and Bexwell Business Park (New Policy).</u> Support will also be given to the for the development of a business park at Bexwell (to the east of the town) as per the extant planning permission. <p>10.1.10 These significant development sites are defined within the Local Plan review and indicated on the Policies Map.</p>
MM131	Policy LP39 – Downham Market (pages 263-264)	<p>Amend Criterion 5 of Policy LP39 – Downham Market as follows:</p> <p>5. The growth of Downham Market will be supported through the provision of land for housing for at least 390 <u>600</u> new homes across two allocations and employment through the provision of an allocation for at least 15ha <u>31ha</u> for a balanced mix of employment uses, and through the development of services and facilities. This growth will be carefully balanced to meet the needs of the existing and future population.</p>
MM132	Downham Market Town Centre Area Plan (page 267)	Delete the Downham Market Town Centre Area Plan as shown in Appendix 2 to this MM schedule.

MM133	Paragraph 10.1.3.1 (page 268)	Amend paragraph 10.1.3.1 of the supporting text to Policy F1.2 – Land off St John’s Way as follows: 10.1.3.1 The Local Plan review aims to provide a sufficient and flexible supply of employment land during the Plan period (Policy LP07: The Economy). This is to include the allocation of 16.5ha worth of employment land at Downham Market <u>made by the SADMP (2016) rolled forward from the previous Local Plan, of which 11ha remain undeveloped (as of 2024).</u>
MM134	Paragraph 10.1.3.4 (page 268)	Delete paragraph 10.1.3.4 of the supporting text to Policy F1.2 – Land off St John’s Way, Downham Market as follows: Employment Site Allocation 10.1.3.4 The allocation was made by the SADMP (2016) and is in fulfilment of the requirement of the Core Strategy (2011). This stated 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’.
MM135	New Plan	Insert a New Plan – Site F1.2 – Land off St John’s Way after Policy F1.2 – Land off St John’s Way, Downham Market as shown in Appendix 2 to this MM schedule.
MM136	Paragraph 10.1.4.1 (page 270)	Amend paragraph 10.1.4.1 of the supporting text to Policy F1.3 – Downham Market North-East: Land east of Lynn Road in vicinity of Bridle Lane as follows: 10.1.4.1 Two areas to the east of the town were <u>are</u> allocated for housing development by the SADMP (2016), one to the south-east and the other to the north-east. The Local Plan review seeks to support these. The spread of the new housing across two sites will help provide a degree of choice and competition, reduce the impact upon existing residents and businesses in each locality, and mitigate the risk of the development of either area being held up by problems and help ensure timely delivery.
MM136a	Policy F1.3 (page 270-272)	Amend the first part of Policy F1.3 - Downham Market North East: Land east of Lynn Road in vicinity of Bridle Lane as follows: Land north-east of Downham Market of around 16.2ha, as shown on the Policies Map, is allocated for a high quality, well landscaped development of at least 250 <u>296</u> dwellings and associated facilities

MM137	New Plan	Insert a New Plan – Site F1.3 – Land east of Lynn Road in vicinity of Bridle Lane after Policy F1.3 – Downham Market North-East: Land east of Lynn Road in vicinity of Bridle Lane as shown in Appendix 2 to this MM schedule.
MM138	New Plan	Insert a New Plan – Site F1.4 – Land north of southern bypass in vicinity of Nightingale Lane after Policy F1.4 – Downham Market South-East: Land north of southern bypass in vicinity of Nightingale Lane as shown in Appendix 2 to this MM schedule.
MM138a	Policy F1.4 (page 274-275)	Amend the first part of Policy F1.4 - Downham Market South East: Land north of southern bypass in vicinity of Nightingale Lane as follows: Land to the south east of Downham Market of around 13.9ha, as shown on the Policies Map, is allocated for a high quality, well landscaped development of at least 140 <u>300</u> dwellings and associated facilities

MM139	New Policy – Downham Market – Bexwell Business Park and its supporting text	<p>Insert New Policy – Downham Market, Bexwell Business Park and its supporting text after Policy F1.4 – Downham Market South-East: Land north of southern bypass in vicinity of Nightingale Lane as follows:</p> <p><u>Downham Market – Bexwell Business Park</u></p> <p><u>Justification</u></p> <p><u>The Bexwell Business Park allocation is a longstanding employment land commitment to the east of the town, east of the A10. It has extant permission for around 23ha of employment land, of which 3ha (Karoo Close) has been delivered to date. The remaining 20ha is allocated in this Plan, to support the delivery of a significant employment hub, in addition to the established employment area at Bexwell.</u></p> <p><u>The site has existing highway access off the A1122 Bexwell Road (Karoo Close). This infrastructure was constructed to serve the entire 23ha employment site commitment. The site is unconstrained and would complement the existing employment area.</u></p> <p><u>New Policy – Downham Market, Bexwell Business Park (BEX)</u></p> <p><u>Land in the vicinity of Bexwell Business Park, as shown on the Policies Map, is allocated for employment uses. Development of the site will be subject to compliance with the following:</u></p> <ol style="list-style-type: none"> 1. <u>Access to the site should be provided via the existing Bexwell Road/ Karoo Close route.</u> 2. <u>Where possible, pedestrian and cycle links between the site and existing Bexwell area should be provided.</u> 3. <u>A Site-Specific Flood Risk Assessment may be required for certain development in line with Policy LP25 - Sites in Areas of Flood Risk.</u>
MM140	New Plan	Insert a New Plan – New Site – Downham Market, Bexwell Business Park (BEX) after New Policy – Downham Market, Bexwell Business Park (BEX) in Appendix 2 to this schedule.

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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">294</p>	<p>MM141 Paragraphs 10.2.7 to 10.2.9 (page 278)</p>	<p>Amend paragraph 10.2.7 of the supporting text to Policy LP40 – Hunstanton as follows:</p> <p><u>Justification</u></p> <p><u>10.2.7 Due to the excellent range of services and facilities in Hunstanton, Policy LP40 states requires that the town will provide for at least 333 new homes (existing allocations), with new allocations of at least 40 new dwellings 508 dwellings over the Plan period, consisting of completions (2021-24), windfall commitments and Plan allocations, and approximately 1 ha of employment land (existing allocation).</u></p> <p>Insert a new paragraph after paragraph 10.2.7 of the supporting text to Policy LP40 – Hunstanton as follows:</p> <p><u>The focus for Hunstanton will be on ensuring that as a Main Town it develops its position as a successful service hub for the local area, while strengthening the role as a tourist destination with year-round activities. This will utilise evidence within the previous masterplan and the Hunstanton Prospectus, Southern Seafront Masterplan and Neighbourhood Plan.</u></p> <p>Delete paragraphs 10.2.8 and 10.2.9 and headings of the supporting text to Policy LP40 – Hunstanton as follows:</p> <p><u>Neighbourhood Plan</u></p> <p>10.2.8 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Hunstanton Town Council is in the process of preparing a Neighbourhood Plan for their area. The Hunstanton Neighbourhood Plan Area was formally designated by the Borough Council on 5 February 2013 and corresponds with the boundaries of Hunstanton Parish.</p> <p>10.2.9 The Hunstanton Town Council and local community have prepared a draft version of their Neighbourhood Plan which went to consultation under the Regulation 16 stage between March and May 2021. The plan is now at the examination stage. Once made their Neighbourhood Plan will form part of the Local Development Plan and will sit alongside the Local Plan. It will assist in guiding development within the Neighbourhood Plan Area through local policies.</p>
<p>MM142</p>	<p>Inset F2 Hunstanton Plan (page 279)</p>	<p>Delete the Inset F2 Hunstanton Plan as shown in Appendix 2 to this MM schedule.</p>

<p>MM143</p> <p>295</p>	<p>Policy LP40 – Hunstanton (pages 280-282)</p>	<p>Delete Criterion 1. of Policy LP40 – Hunstanton as follows:</p> <p>1. The focus for Hunstanton will be on ensuring that as a main town it develops its position as a successful service hub for the local area, while strengthening the role as a tourist destination with year-round activities. This will utilise evidence within the previous masterplan and the Hunstanton Prospectus, Southern Seafront Masterplan and Neighbourhood Plan.</p> <p>Amend Criterion 3. of Policy LP40 – Hunstanton as follows:</p> <p>3. Provision will be made for at least 333 <u>324</u> new homes with new, including allocations of at least 40 <u>122</u> houses, <u>to be delivered over the remainder of the Plan period (2024-2040).</u></p> <p>Delete the Neighbourhood Plan section from Policy LP40 – Hunstanton as follows:</p> <p>Neighbourhood Plan A draft Hunstanton Neighbourhood Plan was published for consultation in accordance with the Regulation 14 stage in November 2018. The Neighbourhood Plan is still in the process of being prepared accordingly.</p> <p>Delete the Seafront Master Plan section from Policy LP40 – Hunstanton as follows:</p> <p>Southern Seafront Master Plan 10.2.1.2 A Southern Seafront Master Plan is being prepared for an area of the seafront between The Green and the Power Boat Ramp.</p> <p>Amend the final sentence of Policy LP40 – Hunstanton as follows:</p> <p>10.2.1.3 Policy LP40 contributes to Strategic Objectives 1-5 Economy, 6-10 Society, 11-15 Environment and 23 to 27 for Hunstanton.</p>
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MM144	New Paragraphs (page 283)	<p>Insert new paragraphs before Policy F2.1 Hunstanton – Town Centre Area and Retailing as follows:</p> <p>Site allocation <u>Introduction</u></p> <p><u>Policy F2.1 covers the retail centre for Hunstanton, setting out what is acceptable development for the area over the Plan period.</u></p> <p><u>Justification</u></p> <p><u>The policy seeks to ensure this area is able to provide the necessary services and facilities to maintain sustainable living.</u></p>
MM145	New Paragraphs (page 285)	<p>Insert new paragraphs before Policy F2.2 Hunstanton – Land to the East of Cromer Road as follows:</p> <p>Site allocation <u>Introduction</u></p> <p><u>Policy F2.2 allocates land for residential development. The site has been granted reserved matters permission (18/00418/RMM) for 120 new homes. Construction is already underway and it is anticipated that the scheme will be completed during 2024/25.</u></p> <p><u>Justification</u></p> <p><u>The policy seeks to ensure this area is able to provide the necessary housing to maintain vitality of the area.</u></p>
MM146 296	Policy F2.2 - Hunstanton – Land to the East of Cromer Road (pages 285-286)	<p>Amend Criterion 2. of Policy F2.2 - Hunstanton – Land to the East of Cromer Road as follows:</p> <p>2.Provision of affordable housing in line with the current standards. <u>Policy LP28.</u></p>
MM147	Paragraph 10.2.3.1 (page 286)	<p>Delete paragraph 10.2.3.1 of the supporting text to Policy F2.2 - Hunstanton – Land to the East of Cromer Road as follows:</p> <p>10.2.3.1 The site has been granted reserved matters (18/00418/RMM) for 120 new homes, the site has commenced.</p>
MM148	Hunstanton (F2.2) Zoomed Plan (page 287)	Delete the Hunstanton (F2.2) Zoomed Plan and insert a New Plan Site F2.2 Land to the East of Cromer Road after Policy F2.2 - Hunstanton – Land to the East of Cromer Road as shown in Appendix 2 to this MM schedule.
MM149	Hunstanton (F2.3 & F2.5) Zoomed Plan (page 291)	Delete the Hunstanton (F2.3 & F2.5) Zoomed Plan and insert a New Plan Site F2.3 Land South of Hunstanton Commercial Park after Policy F2.3 - Hunstanton – Land South of Hunstanton Commercial Park as shown in Appendix 2 to this MM schedule.

<p>MM150</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">297</p>	<p>Policy F2.4 – Land North of Hunstanton Road and its supporting text and Hunstanton (pages 292-294)</p>	<p>Delete Policy F2.4 – Land North of Hunstanton Road and its supporting text as follows:</p> <p>10.2.5 F2.4 - Hunstanton Land north of Hunstanton Road Policy</p> <p>Site Allocation</p> <p>Policy F2.4 Land North of Hunstanton Road</p> <p>Land north of Hunstanton Road amounting to 12.6 hectares is allocated for development of 163 dwellings on 6.2 ha of the site, and open space on 6.4 ha of the site.</p> <p>Development will be subject to:</p> <ol style="list-style-type: none"> 1. Submission of a final masterplan for the site incorporating details of layout, phasing and conceptual appearance; 2. Provision of affordable housing in line with current standards; 3. Provision of safe vehicular and pedestrian access; 4. Local highway improvements to fully integrate the development into the surrounding network. 5. Details of plans for the proposed open space with regards to public access, recreational and ecological opportunities, potential hard and soft landscaping including play space(s) and arrangements for the ongoing management of the space; 6. Enhanced informal recreational provision on, or in the vicinity of the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on Habitats Regulations protected nature conservation sites in the wider area. 7. This provision may consist of some combination of: <ol style="list-style-type: none"> a. informal open space (over and above the Council's normal standards for play space); b. pedestrian routes which provide a variety of terrain, routes and links to greenspace and/or the wider footpath network; c. a contribution to implementation of the Borough's Green Infrastructure Strategy as it relates to Hunstanton, or other greenspace provision or management in the wider area within which the site is located. 8. Provision of a programme of publicity aimed at both occupants of the development and other residents of Hunstanton, highlighting the opportunities for recreation (especially dog walking) in the vicinity avoiding areas within the Wash Special Protection Area and the North Norfolk Coast Protection Area, and the sensitivity of those areas to dog walking and other recreation; 9. Submission of a project level habitats regulations assessment, with particular regard to the potential for indirect impacts through recreational disturbance on the Wash Special Protection Area and the North Norfolk Coast Special Protection Area;
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		<p>10. Submission of a site specific Flood Risk Assessment, and accompanying topographical information, to be prepared in order to ensure that development is designed appropriately and built in those areas of the site least at risk of flooding;</p> <p>11. Incorporation of a high quality landscaping scheme to limit the visual impact of proposed development on the countryside and on the southern approach to Hunstanton;</p> <p>12. Submission of details of sustainable drainage measures and how they will integrate with the design of the development and how they will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;</p> <p>13. An Archaeological Field Evaluation of the site should be undertaken following on from the results of the desk based Archaeological Assessment. This should be undertaken prior to consideration of extraction of minerals from the site;</p> <p>14. A financial contribution to existing infrastructure and/or services or provision of new infrastructure necessary to serve the development to be determined upon submission of the planning application.</p> <p>Site Description</p> <p>10.2.5.1 Full planning permission (14/01022/FM) for 166 new homes. Construction of the site is underway with a significant number of the homes being completed and now lived in.</p> <p>10.2.5.2 The allocation Policy F2.4 contained a requirement for: “Submission of an Environmental Statement that satisfies Norfolk County Council that: the applicant has carried out investigations to identify whether the resource (sand, gravel, carstone) is viable for mineral extraction; and if the mineral resource is viable, that: the applicant has considered whether it could be extracted economically prior to development taking place; and if the mineral resource can be extracted economically, whether (or not): there are opportunities to use the onsite resource during the construction phase of development.” A mineral assessment was submitted to the Mineral Planning Authority as part of the application. Intrusive site investigations that took place across the site were able to prove to the satisfaction of the Mineral Planning Authority that viable mineral did not occur on site, and that ‘needless sterilisation’ would not occur.</p>
MM151	(F2.4) Zoomed Plan (page 295)	Delete Hunstanton (F2.4) Zoomed Plan as shown in Appendix 2 to this MM schedule.

MM152	New Paragraphs (page 296)	<p>Insert two new paragraphs of the supporting text before Policy F2.5 – Hunstanton – Land south of Hunstanton Commercial Park as follows:</p> <p><u>Introduction</u></p> <p><u>The Land south of Hunstanton Commercial Park is allocated for employment uses. Planning permission has recently been granted for Development of 61 housing with care apartments, 39 care ready bungalows and 60 residential dwellings together with community facilities and services (22/00929/F; August 2023) and construction started in early-2024. This covers both the housing (F2.3) and employment (F2.5) site allocations.</u></p> <p><u>Justification</u></p> <p><u>As per the Employment land Review 2016/2017, this additional piece of employment land will help ensure there are jobs to support residents, helping to ensure Hunstanton remains sustainable. Development of housing with care apartments will deliver year-round employment opportunities on the site.</u></p>
MM153	New Plan	<p>Insert a New Plan – Site F2.5 – Employment Land South of Hunstanton Commercial Park after Policy F2.5 – Hunstanton – Land South of Hunstanton Commercial Park as shown in Appendix 2 to this MM schedule.</p>
MM154	Paragraph 10.3.3 (page 297)	<p>Amend paragraph 10.3.3 of the supporting text to Policy F3.1 – Wisbech Fringe – Land east of Wisbech (west of Burrettgate Road) as follows:</p> <p>10.3.3 The Borough’s Local Plan provides for a minimum of 550 houses on the edge of Wisbech up to 2036<u>2040</u>. Strategic directions of growth are indicated towards Walsoken and West Walton as well as Emneth.</p>
MM155	Policy F3.1 – Wisbech Fringe – Land east of Wisbech (west of Burrettgate Road) (pages 299-301)	<p>Amend Criterion 1.d. of Policy F3.1 – Wisbech Fringe – Land east of Wisbech (west of Burrettgate Road) as follows:</p> <p>d. submission of a site-specific Flood Risk Assessment <u>in accordance with Policy LP25</u>, and accompanying topographical information, to be prepared in order to ensure that development is designed appropriately and built in those areas of the site least at risk of flooding.</p>

MM156	Wisbech Fringe (including Walsoken) Plan (page 302)	Delete the Wisbech Fringe (including Walsoken) Plan and insert a New Plan Site F3.1 Wisbech Fringe (including Walsoken) after Policy F3.1 – Wisbech Fringe – Land east of Wisbech (west of Burrettgate Road) as shown in Appendix 2 to this MM schedule.				
MM157	Paragraph 11.0.1 (page 308)	<p>Amend paragraph 11.0.1 of the supporting text in respect of Growth Key Rural Service Centres as follows:</p> <p>11 Growth Key Rural Service Centres</p> <p>11.0.1 Two Growth Key Rural Service Centres have been identified, by the Settlement Hierarchy (LP02), as they are closely related to overall Growth Strategy in close proximity to A10 / Main rail line Growth Corridor. They not only provide a range of services and facilities for the local population and wider rural areas but have been identified as being capable of potentially accommodating a higher level of growth than previously. 22 Key Rural Service Centres are designated in the New Policy - Spatial Strategy and Settlement Hierarchy, consisting of single villages and rural settlement clusters. These are considered the most sustainable settlements within the rural areas of the district. They are large enough to sustain a range of local facilities, which help to meet the day-to-day needs of their residents, but also provide services to other nearby smaller settlements. They are also accessible by public transport. Key Rural Service Centres will provide some growth to support their roles as ‘service centres’ and to maintain and enhance local service and public transport provision.</p> <table border="1" data-bbox="562 799 2190 874"> <tr> <td colspan="2" data-bbox="562 799 2190 836">Growth Key Rural Service Centres (2)</td> </tr> <tr> <td data-bbox="562 836 1397 874">Marham</td> <td data-bbox="1397 836 2190 874">Watlington</td> </tr> </table>	Growth Key Rural Service Centres (2)		Marham	Watlington
Growth Key Rural Service Centres (2)						
Marham	Watlington					

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MM158	Paragraphs 11.1.1, 11.1.4 and 11.1.5 (page 309)	<p>Amend paragraph 11.1.1 of the supporting text in Section 11.1 Marham as follows:</p> <p>11.1 Marham/<u>Upper (RAF) Marham</u> Growth Key Rural Service Centre</p> <p>Description</p> <p>11.1.1 Marham is situated to the southeast of King’s Lynn, and is almost equidistant between King’s Lynn, Downham Market (to the southwest) and Swaffham (to the east). The settlement of Marham is spread over a large area, comprising both Marham village and <u>RAF Upper (RAF) Marham</u>. A proportion of the village services and facilities are associated with the RAF Base and some of these are available for residents to use. Services/facilities include a school, GP surgery, bus routes, retail and employment uses. The Parish of Marham has a population of 3,531. (37). <u>2,600 (2021, ONS).</u></p> <p>Amend paragraphs 11.1.4 and 11.1.5 of the supporting text in Section 11.1 Marham as follows:</p> <p>11.1.4 The combination of <u>RAF Upper (RAF) Marham</u> and the Village of Marham together ensure that the settlement is classed a Growth Key Rural Service Centre. Please see Policy LP10 for details of support for the RAF Marham.</p> <p>11.1.5 The SADMP (2016) made an allocation for at least 50 dwellings (G56.1). The Local Plan review carries this forward. In addition, given the above, it makes a further allocation for at least another 35 dwellings.</p>
MM159	Marham Plan (page 310)	Delete the Marham Plan and insert a New Plan Site 56.1 – Land at The Street after Policy G56.1 – Marham – Land at The Street as shown in Appendix 2 to this MM schedule.

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MM160	Policy MAR1 – Marham – Land off School Lane (page 312)	<p>Policy MAR1 – Marham – Land off School Lane <u>Land south of The Street</u></p> <p>Land of around 1.6 hectares to the south of The Street, as shown on the Policies Map, is allocated for residential development of at least 35 dwellings. Development will be subject to compliance with the following:</p> <ol style="list-style-type: none"> 1. Subject to safe access, <u>including a financial contribution towards improvements to the footpath between the old village and the airbase;</u> 2. Submission of details showing sustainable drainage measures will integrate with the design of the development and the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for future management and maintenance of the SUDS should be included with submission; 3. Development will be subject to a programme of archaeological mitigatory work in accordance with National Planning Policy Framework para. 199; 4. Provision of affordable housing in line with the current standards <u>Policy LP28.</u>
MM161	New Plan	Insert a New Plan Site MAR1 – Land south of The Street after Policy MAR1 – Marham – Land off School Lane as shown in Appendix 2 to this MM schedule.
MM162 302	Paragraphs 11.2.1 and 11.2.3 (page 314)	<p>Amend paragraph 11.2.1 of the supporting text in Section 11.2 Watlington as follows:</p> <p>Growth Key Rural Service Centre</p> <p>Description</p> <p>11.2.1 Watlington is situated approximately six miles south of King’s Lynn, and seven miles north of Downham Market. The village is served by Watlington railway station (on the Fen Line between London Kings Cross-Cambridge and King’s Lynn) which is situated less than a mile from the centre of the village. The Parish of Watlington has a population of 2,455.(38) <u>2,600 (2021 ONS).</u></p> <p>Amend paragraph 11.2.3 of the supporting text in Section 11.2 Watlington as follows:</p> <p>Strategic Context <u>Justification</u></p> <p>11.2.3 The Local Plan review seeks to promote Watlington within the Settlement Hierarchy (LP02) to a Growth Key Rural Service Centre this is for two main reasons as discussed it currently has a wealth of facilities including the railway station and it is geographically located within the Local Plan review’s A10/main rail line growth corridor, being almost equidistant between King’s Lynn and Downham Market. <u>Watlington is designated as a Key Rural Service Centre. It contains a range of services and facilities, including a GP surgery, primary school, convenience store and Post Office. Watlington also has a railway station, situated between King’s Lynn and Downham Market, with regular rail services to Ely, Cambridge, and London.</u></p>

303	MM163 Paragraphs 11.2.4-11.2.7 (page 314) and New Paragraph	<p>Delete paragraphs 11.2.4 to 11.2.7 of the supporting text in Section 11.2 Watlington as follows:</p> <p>11.2.4 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area.</p> <p>11.2.5 Watlington Parish Council in combination with the local community are in the process of preparing a Neighbourhood Plan for their Area. This was formally designed 05/03/2020 and corresponds with the parish boundary.</p> <p>11.2.6 Once made their Neighbourhood Plan will form part of the Local Development Plan and will sit alongside the Local Plan. It will assist in guiding development within the Neighbourhood Plan Area through local policies and possibly allocations.</p> <p>11.2.7 The Borough Council will assist the Parish Council with their preparations. Given this it would be inappropriate for the Local Plan review to impose development upon the Area. The Parish Council through their Neighbourhood Plan will have the opportunity to consider sites which have been proposed through the Local Plan review process, and others. Given the status of Watlington within the Settlement Hierarchy (LP02) and its role within the Borough it would be appropriate for further allocations to be considered through the Neighbourhood Plan.</p> <p>Insert a new paragraph after the heading Neighbourhood Plans of the supporting text in Section 11.2 Watlington as follows:</p> <p><u>Watlington Neighbourhood Area was designated in March 2020. The Neighbourhood Plan was submitted in March 2023, examined during summer 2023 and made on 13 December 2023, following the referendum (7 December). The Neighbourhood Plan contains policies regarding housing mix, design (supported by a design code), non-designated heritage assets and local green space. The Local Plan should not impinge on non-strategic matters that are better dealt with by Neighbourhood Plan policies (NPPF, Strategic policies section).</u></p>
MM163a	Watlington Plan (page 315)	Delete the Watlington plan as shown in Appendix 2 to this MM schedule.

MM164	Paragraphs 11.2.1.3 and 11.2.1.9 (pages 316-317)	<p>Amend paragraph 11.2.1.3 of the supporting text to Policy G112.1 – Watlington – Land south of Thieves Bridge Road as follows:</p> <p>11.2.1.3 This site was allocated by the SADMP (2016) and the Local Plan review seeks to support this. The site lies in the southern part of Watlington in a relatively built up area. It is situated south of Thieves Bridge Road and opposite established residential development in the form of bungalows and large detached houses.</p> <p>Amend paragraph 11.2.1.9 of the supporting text to Policy G112.1 – Watlington – Land south of Thieves Bridge Road as follows:</p> <p>11.2.1.9 The Borough Council considers that the site is of a sufficient scale to accommodate at least 32 <u>40</u> dwellings, which were originally sought by the SADMP (2016) in this settlement, at a density consistent with its surroundings and without detriment to the form and character of the locality. <u>Planning permission for the development of the site was granted in January 2023 (21/02421/FM). It is anticipated that this will deliver housing from 2024/25.</u></p>
MM165 304	Policy G112.1 – Watlington – Land south of Thieves Bridge Road (page 316)	<p>Insert the Policy title and amend the first sentence of Policy G112.1 – Watlington – Land south of Thieves Bridge Road as follows:</p> <p><u>G112.1 - Watlington - Land south of Thieves Bridge Road</u></p> <p>Land of around 1.8 hectares, as shown on the Policies Map, is allocated for residential development of at least 32 <u>40</u> dwellings.</p> <p>Amend Criteria 1, 2 and 3 of Policy G112.1 – Watlington – Land south of Thieves Bridge Road as follows:</p> <ol style="list-style-type: none"> 1. Submission of and Environmental Statement that satisfies Norfolk County Council that: 2. Development is subject to the demonstration of safe highway access that meets the satisfaction of the Highway Authority in line with Policy LP13; 3. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u>
MM165a	New Plan	Insert a New Plan Site G112.1 - Watlington – Land south of Thieves Bridge Road as shown in Appendix 2 to this MM schedule.

MM166	Paragraph 12.0.1 (pages 318-319)	<p>Delete paragraph 12.0.1 and move text to paragraph 11.0.1 at the new start of section on Key Rural Service Centres, as follows:</p> <p>12 Key Rural Service Centres</p> <p>Key Rural Service Centres</p> <p>12.0.1 23 Key Rural Service Centres are identified by the Settlement Hierarchy (LP02). They help to sustain the wider rural community. They provide a range of services that can meet basic day-to-day needs and a level of public transport that can enable access to and from the settlement. The Borough Council will seek to maintain and enhance facilities to support this function.</p> <table border="1" data-bbox="562 480 2172 1129"> <thead> <tr> <th colspan="2" data-bbox="562 480 2172 518">Key Rural Service Centres (23)</th> </tr> </thead> <tbody> <tr> <td data-bbox="562 518 1397 592">Brancaster with Brancaster Staithe and Burnham Deepdale</td> <td data-bbox="1397 518 2172 592">Methwold with Northwold</td> </tr> <tr> <td data-bbox="562 592 1397 665">Burnham Market</td> <td data-bbox="1397 592 2172 665">Marshland St James with St John's Fen End and Tilney Fen End</td> </tr> <tr> <td data-bbox="562 665 1397 703">Castle Acre</td> <td data-bbox="1397 665 2172 703">Middleton</td> </tr> <tr> <td data-bbox="562 703 1397 742">Clenchwarton</td> <td data-bbox="1397 703 2172 742">Snettisham</td> </tr> <tr> <td data-bbox="562 742 1397 780">Dersingham</td> <td data-bbox="1397 742 2172 780">Stoke Ferry</td> </tr> <tr> <td data-bbox="562 780 1397 818">Docking</td> <td data-bbox="1397 780 2172 818">Southery</td> </tr> <tr> <td data-bbox="562 818 1397 857">East Rudham</td> <td data-bbox="1397 818 2172 857">Terrington St Clement</td> </tr> <tr> <td data-bbox="562 857 1397 930">Emneth</td> <td data-bbox="1397 857 2172 930">Terrington St John with St Johns Highway and Tilney St Lawrence</td> </tr> <tr> <td data-bbox="562 930 1397 968">Feltwell with Hockwold-cum-Wilton</td> <td data-bbox="1397 930 2172 968">Upwell and Outwell</td> </tr> <tr> <td data-bbox="562 968 1397 1042">Great Massingham</td> <td data-bbox="1397 968 2172 1042">Walpole St Peter with Walpole St Andrew and Walpole Marsh</td> </tr> <tr> <td data-bbox="562 1042 1397 1080">Grimston with Pott Row and Gayton</td> <td data-bbox="1397 1042 2172 1080">West Walton</td> </tr> <tr> <td data-bbox="562 1080 1397 1118">Heacham</td> <td data-bbox="1397 1080 2172 1118"></td> </tr> </tbody> </table>	Key Rural Service Centres (23)		Brancaster with Brancaster Staithe and Burnham Deepdale	Methwold with Northwold	Burnham Market	Marshland St James with St John's Fen End and Tilney Fen End	Castle Acre	Middleton	Clenchwarton	Snettisham	Dersingham	Stoke Ferry	Docking	Southery	East Rudham	Terrington St Clement	Emneth	Terrington St John with St Johns Highway and Tilney St Lawrence	Feltwell with Hockwold-cum-Wilton	Upwell and Outwell	Great Massingham	Walpole St Peter with Walpole St Andrew and Walpole Marsh	Grimston with Pott Row and Gayton	West Walton	Heacham	
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MM167	Paragraphs 12.1.1- 12.1.8 (pages 320-321)	<p>Delete paragraphs 12.1.1 to 12.1.8 of the supporting text to section 12.1 Brancaster with Brancaster Staithe/Burnham Deepdale, as follows:</p> <p>12.1 Brancaster with Brancaster Staithe/Burnham Deepdale Key Rural Service Centre Description 12.1.1 Brancaster, Brancaster Staithe and Burnham Deepdale are coastal settlements within the Norfolk Coast Area of Outstanding Natural Beauty (AONB) which have developed in a linear pattern along the A149. The settlement hierarchy designated the settlements as a joint Key Rural Service Centre, according to their proximity to each other providing the opportunity for mutual support, with a combined population of 797(39). 12.1.2 The highest concentration of local services is in Burnham Deepdale which contains a local centre focused around a set of small business and retail outlets adjacent to a fuel station and convenience store and a tourist information centre and camping business. Additionally, the settlements also contain public houses, a school, churches, a village hall and other businesses associated largely with tourism. The villages are connected via a bus route along the A149. 12.1.3 Part of Brancaster has been designated a Conservation Area for its historic interest. The settlements are interspersed with small-scale infilling of modern development. The area is rich in natural and historic assets including:</p> <ul style="list-style-type: none"> ● 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. <p>12.1.4 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. 12.1.5 The policies below carry forward the allocations made by the SADMP (2016) for at least fifteen houses altogether; at least five houses in Brancaster and at least ten houses in Brancaster Staithe. Brancaster Neighbourhood Plan 12.1.6 The Brancaster Neighborhood Plan first came into force for this area on the 30 November 2015. The neighbourhood plan went through a review from 2018 and came into force on the 22 February 2021. The Area this</p>
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		<p>covers corresponds with the Parish Boundary and includes the settlements of Brancaster, Brancaster Staithe and Burnham Deepdale.</p> <p>12.1.7 The neighbourhood plan review forms part of the Local Development Plan and sits alongside the Local Plan. It assists in guiding development within the Neighbourhood Plan Area through local policies and allocations. To find more information please go to: https://www.west-norfolk.gov.uk/info/20127/neighbourhood_plans/117/completed_plans</p> <p>12.1.8 It is not the Borough Council's intention to make further allocations at this joint Key Rural Service Centre. However, within the spirit of the NPPF (2018) and the Localism Act (2011), the Parish Council and local community were left to decide how best to accommodate future growth in a sustainable manner regarding the neighbourhood plan review</p>
MM168	Brancaster Plan (page 322)	Delete the Brancaster Plan, as shown in Appendix 3 to this schedule.

MM169	Policy G13.1 and Paragraphs 12.1.1 to 12.1.1.5 (pages 323 - 324)	<p>Delete Policy G13.1 – Brancaster – Land to the east of Mill Road, as follows:</p> <p>12.1.1 G13.1 - Brancaster - Land to the east of Mill Road Policy Site Allocation Policy G13.1 Brancaster – Land to the east of Mill Road Land amounting to 0.5 hectares, as shown on the Policies Map, is allocated for residential development of at least 5 dwellings. Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Provision of a new road to access the site from the B1153; 2. Submission of an ecological study that establishes that either: <ol style="list-style-type: none"> a. there would be no negative impact on flora and fauna; b. or, if any negative impacts are identified, establishes that: c. 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. <p>Delete the supporting text to Policy G13.1, in paragraphs 12.1.1.1 to 12.1.1.5, as follows:</p> <p>Site Description and Justification 12.1.1.1 The site offers the opportunity to create a small development on land which is currently unused to the south of the A149 away from more sensitive locations near the coast or the remains of the Roman Fort. Vehicular access to the B1153 could be achieved through creating a new separate access road, this is supported by Norfolk County Council as the local highway’s agency. 12.1.1.2 The location of the site offers safe walking and cycling access to nearby local services and Brancaster Primary School.</p>
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	<p>12.1.1.3 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.</p> <p>12.1.1.4 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.</p> <p>12.1.1.5 The site came forward with a planning application (17/01517/FM & 18/02114/F) and currently has the benefit of full planning permission for 12 dwellings and indeed development of the site has started.</p>
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310	<p>MM170 Policy G13.2 and paragraphs 12.1.2 to 12.1.2.4 (pages 325-326)</p>	<p>Delete Policy G13.2 - Brancaster Staithe and Burnham Deepdale - Land off The Close, as follows:</p> <p>12.1.2 G13.2 - Brancaster Staithe and Burnham Deepdale - Land off The Close Policy Site Allocation</p> <p>Policy G13.2 Brancaster Staithe and Burnham Deepdale - Land off the Close</p> <p>Land amounting to 0.7 hectares, as shown on the Policies Map, is allocated for residential development of at least 40 dwellings.</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Submission of details demonstrating safe access provision onto The Close; 2. The design of development, and in particular its massing and materials, shall have regard to its potential impact on the scenic beauty of the Norfolk Coast Area of Outstanding Natural Beauty; 3. Incorporation of a high quality landscaping scheme to the south and east boundaries to minimise the impact of the development on the wider countryside; 4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission; 5. Provision of affordable housing in line with the current standards. <p>Delete the supporting text to Policy G13.2, in paragraphs 12.14.4.1-12.14.4.6, as follows:</p> <p>Site Description and Justification</p> <p>12.1.2.1 The borough council considers that the site is considered to have the least impact on the visual amenity of the Area of Outstanding Natural Beauty than any other suggested options.</p> <p>12.1.2.2 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. The site has the advantage of being well related to other built development and safe pedestrian access is achievable to the village services.</p> <p>12.1.2.3 Views of the site are limited but it would have some impact on adjacent properties and the site can be partly seen from Common Lane. However, the site would present a continuation of existing development around The Close and therefore it is not considered to have a significant detrimental impact on the wider scenery as existing housing can already be seen from Common Lane. Effective natural screening will be sought to reduce the wider visual impact on the countryside. The policy contains a clause to ensure the form of development will be designed with special regard to the potential impact on the Area of Outstanding Natural Beauty.</p> <p>12.1.2.4 The site came forward with a planning application (16/02140/FM) and currently has the benefit of full planning permission for 12 dwellings.</p>
MM171	Brancaster Staithe/ Burnham Deepdale Plan (page 327)	Delete the Brancaster Staithe/ Burnham Deepdale Plan, as shown in Appendix 3 to this schedule.

MM172	Section 12.2 (page 328)	<p>Delete section 12.2 Burnham Market, as follows:</p> <p>12.2 Burnham Market Key Rural Service Centre Description 12.2.1 Burnham Market is situated close to the coast within the Norfolk Coast Area of Outstanding Natural Beauty and has a traditional village form consisting of a high street occupied by small independent retailers and a pub fronting the village green. Built character within the village comprises a mixture of colour-washed buildings, interspersed with brick, which provide strong definition to the streets. There is a high concentration of Listed Buildings surrounding the village green which is part of the Conservation Area. 12.2.2 The parish of Burnham Market has a population of 877(40) 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 Coast hopper bus route along the A149. 12.2.3 The village is in a scenic location within the Area of Outstanding Natural Beauty (AONB) and the central part of the village is designated a Conservation Area. When assessing potential development, the Borough Council considers the potential impact of development on the rural and historic character of the village and surrounding scenic countryside. 12.2.4 The Site Allocations and Development Management Policies Plan (2016) made an allocation for land amounting to 2.7 hectares for a development of at least 32 dwellings and a 1.2 hectare public car park, along with associated landscaping and public toilets. This site duly came forward, gained planning permission (13/01810/FM) and the development is now complete. Accordingly, the allocation has been removed from the Policies Map and the completed site is now included within the development boundary for Burnham Market. Burnham Market Neighbourhood Plan 12.2.5 During the latter part of 2019 and early part of 2020 Burnham Market Parish Council and the local community have been seriously exploring the option of preparing a neighbourhood plan for their area. Planning Policy officers from the Borough Council have met with them on several occasions and it is anticipated that a neighbourhood plan for Burnham Market Parish will be forthcoming in the near future. The Borough Council would fully support this.</p>
MM173	Burnham Market Plan (page 329)	Delete the Burnham Market Plan, as shown in Appendix 3 to this schedule.

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312 MM174	Paragraphs 12.3.1-12.3.5 (page 330)	<p>Delete paragraphs 12.3.1 to 12.3.5 of the supporting text in section 12.3 Castle Acre, as follows:</p> <p>12.3 Castle Acre Key Rural Service Centre Description</p> <p>12.3.1 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 King's Lynn and 5 miles north of Swaffham. The origin of the form of the settlement lies in the Norman Castle. The High Street, Bailey Street and Stocks Green have a strong urban character and these linear spaces also have a strong sense of enclosure. The rest of the village is more rural in character, and generally new dwellings have been incorporated well into the village.</p> <p>12.3.2 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.</p> <p>12.3.3 Castle Acre benefits from a range of services including a school, bus service, a shop, pub, and other employment opportunities. The population was recorded as 848 in the 2011 Census(41).</p> <p>12.3.4 Castle Acre is designated a Key Rural Service Centre and therefore is identified as having potential to accommodate growth to sustain the wider rural community. The Site Allocations and Development Management Policies Plan (2016) provided an allocation of at least 15 dwellings in order to meet the identified need at that time. The Local Plan review seeks to support this and carry the allocation forward.</p> <p>Castle Acre Neighbourhood Plan 12.3.5 Castle Acre Parish Council had their Area designated in 2017. This corresponds with the Parish Boundary. The Castle Acre Parish Council and local community have prepared a draft version of their Neighbourhood Plan which has passed its examination and is now at the decision making stage. Once made their Neighbourhood Plan will form part of the Local Development Plan and will sit alongside the Local Plan. It will assist in guiding development within the Neighbourhood Plan Area through local policies and possibly allocations of land should they wish to explore this.</p>
MM175	Castle Acre Inset Plan (page 331)	Delete the Castle Acre Inset, as shown in Appendix 3 to this schedule.

<p>MM176</p> <p style="text-align: center; vertical-align: middle;">313</p>	<p>Policy G22.1 and paragraphs 12.3.1.1-12.3.1.6 (pages 332-333)</p>	<p>Delete Policy G22.1 - Castle Acre - Land west of Massingham Road, as follows:</p> <p>12.3.1 G22.1 - Castle Acre - Land west of Massingham Road Site Allocation Policy G22.1 Castle Acre - Land west of Massingham Road Land amounting to 1.1 hectares to the west of Massingham Road, as shown on the Policies Map, is allocated for residential development of at least 15 dwellings. Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Submission of a Heritage Asset Statement that establishes that development would enhance and preserve the setting of the Conservation Area and the setting of the adjacent Grade II Listed Building. 2. The design and layout of the development, and in particular its massing and materials, shall preserve and enhance Castle Acre Conservation Area; 3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission; 4. In order to achieve development that preserves and enhances the character of this part of the village, the Council requires a coordinated scheme on the entire site and the incorporation of a significant landscaping belt along the northern and western site boundaries to soften any impact of development on the wider landscape. Details of this shall be agreed by the LPA prior to use of the land taking place; 5. Development is subject to the demonstration of safe highway access and provision of appropriate footway improvements that meets the satisfaction of the local highway authority; 6. Provision of affordable housing in line with the current standards. <p>Delete the supporting text to Policy G22.1 in paragraphs 12.3.1.1 to 12.1.1.6, as follows:</p> <p>Site Description and Justification 12.3.1.1 The allocated site is situated on the northern part of Castle Acre, adjacent the proposed development boundary. The landscape of the site is undeveloped and comprises of Grade 3 (moderate quality) agricultural land although it is not currently in agricultural production. Other than the boundary hedgerows there are no landscape features of importance on the site. 12.3.1.2 The site is located in a fairly built up part of the settlement with housing development to the east and south and mature planting mostly screening the site from the wider landscape on the northern and western sides. Views of the site are limited to near distance from adjacent roads, properties and public rights of way. Medium and long distance views are possible from the north and west however in this view development would mainly be</p>
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314		<p>seen in the context of the existing settlement. It is considered that development on the site would not be visually intrusive in the landscape. In addition, a policy is included to ensure that any potential conflict of built development with the landscape when viewed from the north-west would be mitigated using appropriate and high quality landscaping.</p> <p>12.3.1.3 The Borough Council considers that the site is capable of accommodating at least 15 dwellings at a density consistent with its surrounding without detriment to the form and character of the locality. It would form a continuation to the established residential development to the south. Castle Acre Parish Council supported the development of the site over others considered at the time.</p> <p>12.3.1.4 The site is well located to services scoring positively in the sustainability appraisal in terms of proximity and access to services. Site access and egress is obtainable from Massingham Road as supported by Norfolk County Council Highway Authority subject to local foot-way improvements and demonstration of safe access.</p> <p>12.3.1.5 The eastern site boundary immediately abuts Castle Acre Conservation Area. Three Grade II Listed Buildings are also to be found close to the eastern part of the site. The sensitivity of the site will require careful design to ensure that the site makes a positive contribution to the Conservation Area and the setting of the nearby Listed Buildings. Standard housing designs are unlikely to achieve this.</p> <p>12.3.1.6 It should be noted that this site has come forward with a planning proposal and does now benefit from planning permission (15/00942/OM). This is a hybrid permission in that the houses to the front of the site which are within the development boundary have full planning permission and the houses behind these have outline planning permission. The front section has since been superseded (16/02057/F). These 4 houses have been completed. This rear section has since come forward with a reserved matters application for 11 dwellings (17/02341/RMM) which also has now been granted. In total this will provide the 15 new homes which were originally sought.</p>
MM177	12.4.1-12.4.2 (page 334)	<p>Amend paragraphs 12.4.1 and 12.4.2 of supporting text in section 12.4 Clenchwarton, as follows:</p> <p>12.4.1 Clenchwarton is a large, scattered village situated on the old A17 (now by-passed) on the west side of the River Great Ouse about two miles west of King's Lynn. The settlement has a population of 2171(42) <u>2,200 (2021, ONS)</u>. Clenchwarton benefits from a range of facilities including school, bus route, post office, pub, church and other employment and retail uses.</p> <p>12.4.2 Clenchwarton is designated a Key Rural Service Centre. It is identified as having the potential to accommodate growth to sustain the wider rural community. The SADMP (2016) made three allocations to accommodate at least 50 new dwellings. The Local Plan review seeks to carry these forwards.</p>
MM178	Clenchwarton Plan (page 335)	Delete the Clenchwarton Plan, as shown in Appendix 3 to this schedule.

<p>MM179</p> <p>315</p>	<p>Policy G25.1 and paragraphs 12.4.1.1-12.4.1.7 (pages 336-337)</p>	<p>Delete Policy G25.1 - Clenchwarton - Land between Wildfields Road and Hall Road Policy, as follows:</p> <p>12.4.1 G25.1 - Clenchwarton - Land between Wildfields Road and Hall Road Policy Site Allocation Policy G25.1 Clenchwarton - Land between Wildfields Road and Hall Road Land amounting to 0.7 hectare to the south of Wildfields Road as shown on the Policies Map is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 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). The FRA must consider the residual flood risk to the site in the event of breaching and/or overtopping of the tidal River Ouse. Where possible, a sequential approach should be adopted regarding the layout of the site, with the most vulnerable development situated in areas at lowest risk of flooding (i.e. shallower flood depths); 2. Suitable improvements to pedestrian links from the site to existing highway infrastructure; 3. Submission of details relating to the sewer that crosses the site together with mitigation if required (i.e. easement/diversion) to the satisfaction of Anglian Water; 4. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SUDS) should be included with the submission; 5. Provision of affordable housing in line with the current standards. <p>Delete the supporting text to Policy G25.1 in paragraphs 12.4.1.1 to 12.4.1.7, as follows:</p> <p>12.4.1.1 Site Description and Justification 12.4.1.2 The allocated site is situated to the north of Clenchwarton in a built-up part of the village, with its southern and eastern boundaries immediately abutting the proposed development boundary. 12.4.1.3 The site comprises Grade 2 (good quality) agricultural land. Whilst development on the site would result in the loss of good quality agricultural land, majority of the site options in the settlement fall within the same category and the need to allocate additional housing to sustain existing services outweigh this constraint.</p>
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		<p>12.4.1.4 The site is considered to be suitably located for residential development. It is situated on the edge of a built up area with established residential development on the east and south. Development would form a natural continuation of housing along Hall Road without detriment to the form and character of the surrounding area. The site is relatively close to village services and provides some opportunity for residents to walk or cycle to these services. The local Highway Authority identifies the site to be well located and has no objections to the allocation of the site subject to a safe access and provision of the appropriate footway links.</p> <p>12.4.1.5 Landscape features within the site include boundary hedgerows and trees, a ditch along the northern boundary, and a number of trees within the site but these are not subject to any tree preservation orders. The site is well integrated with its surrounding and it is considered that development would not be visually intrusive in the landscape as the site is well screened and the mature planting along the western site boundary forms a natural boundary with existing line of development. Views are limited to near distance from adjacent roads and properties.</p> <p>12.4.1.6 The site falls within flood zone 3 (high flood risk area) and the flood hazard zone, but this applies to the majority of the settlement. As such development is subject to the appropriate flood mitigation measures as set out in the policy above.</p> <p>12.4.1.7 The site benefits from both outline planning permission (15/01315/OM) and reserved matters (19/00913/RMM) for 10 dwellings (granted 08/10/2019). Indeed, a number of conditions have since been discharged. As part of the planning process the Environment Agency were satisfied with the flood risk assessment submitted, subject to conditions.</p>
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MM180	Policy G25.2 and Paragraphs 12.4.2.1-12.4.2.8 (pages 338-339)	<p>Amend criterion 3 of Policy G25.2 Clenchwarton – Land north of Main Road, as follows:</p> <p>3. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u></p> <p>Delete paragraph 12.4.2.8 of the supporting text to Policy G25.2, move paragraphs 12.4.2.1-12.4.2.7 to precede Policy G25.2, and amend sub-headings, as follows:</p> <p><u>Introduction</u></p> <p>12.4.2.2 The allocated site is located on the eastern part of Clenchwarton in a built-up part of the settlement. The site comprises Grade 2 agricultural land but is not currently in agricultural production.</p> <p>12.4.2.3 The site is bordered by mature trees and hedgerows but there are no identified biodiversity constraints.</p> <p>12.4.2.4 The site is well located within the built-up area of the village and is mostly surrounded by existing residential development. It is well screened, and views are limited to long distance from the wider landscape, but in this view the site is seen in context of the existing built environment. Near distance views are limited to glimpses from adjacent roads and from neighbouring properties.</p> <p><u>Site description and Justification</u></p> <p>12.4.2.5 The site is identified as the highest scoring site in terms of proximity to services. Clenchwarton is well serviced and the central location of the site makes it easily accessible to a number of local services including the school, bus route, shop and Post Office. Thus, providing an opportunity for residents to walk and cycle to these services. Safe access into the site can be achieved from the existing access to the south of the site from Main Road. Norfolk County Council Highways has no objections to the allocation of the site provided safe access is delivered and has shown a preference to the allocation of the site over some other sites in the settlement.</p> <p>12.4.2.6 The Borough Council considers that the site is of a suitable scale to accommodate 20 dwellings at a density consistent with its surrounding area and without detriment to the form and landscape character of the locality.</p> <p>12.4.2.7 The site falls within a high flood risk area and hazard zone, but this applies to the majority of the settlement. As such development is subject to the appropriate flood mitigation measures as set out in the policy above.</p> <p>12.4.2.8 The site has come forward and benefits from outline planning permission (15/01269/OM) and reserved matters (19/00466/RMM) for 19 dwellings.</p>
MM181	New Plan	Insert a New Plan Site G25.2 Land north of Main Road after Policy G25.2 Clenchwarton – Land north of Main Road as shown in Appendix 3 to this MM schedule.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">318</p>	<p>MM182 Policy G25.3 and paragraphs 12.4.3.1-12.4.3.5 (pages 340-341)</p>	<p>Delete Policy G25.3 Clenchwarton – Land south of Main Road, as follows:</p> <p>12.4.3 G25.3 – Clenchwarton – Land south of Main Road Policy Site Allocation</p> <p>Policy G25.3 Clenchwarton – Land south of Main Road</p> <p>Land amounting to 1.2 hectares to the south of Main Road as shown on the Policies Map is allocated for residential development of at least 20 dwellings.</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures); 2. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SUDS) should be included with the submission; 3. Development is subject to demonstration of safe access and visibility to the satisfaction of the local Highway Authority and the provision of the appropriate footway links; 4. Provision of affordable housing in line with the current standards. <p>Delete the supporting text to Policy G25.3 in paragraphs 12.4.3.1 to 12.4.3.5, as follows:</p> <p>Site Description and Justification</p> <p>12.4.3.1 The allocated site is situated on the western edge of Clenchwarton south of Main Road. The eastern site boundary immediately abuts the proposed development boundary.</p> <p>12.4.3.2 The site, classed as grade 2 agricultural land, comprises of two separate sections with a detached two storey dwelling between the two sections. There are no landscape features of note within the site.</p> <p>12.4.3.3 The surrounding area comprises of existing development to the north and east with open fields to the south and west. The site scores positively in terms of proximity and access to services; it is situated on Main Road where majority of the local services in the settlement are located with a public house immediately opposite. Safe site access and egress is obtainable off Main Road as supported by the Local Highway Authority subject to provision of adequate footpath links.</p>
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		<p>12.4.3.4 The site is on the edge of a line of established development. It is considered that in comparison to some other site options, development on the site would have minimal impacts on the form and character of the locality but would form a natural continuation of existing housing along Main Road. The site is capable of accommodating 20 dwellings at a density consistent with its surrounding area. The site falls within a high flood risk area and hazard zone, but this applies to the majority of the settlement. As such development is subject to the appropriate flood mitigation measures as set out in the policy above.</p> <p>12.4.3.5 The site has come forward and benefits from outline planning permission and reserved matters for 20 dwellings (15/02008/O, 19/01288/RM & 16/00305/OM, 19/01287/RMM).</p>
MM183	Paragraphs 12.5.1 and 12.5.3 (page 342)	<p>Amend supporting text in paragraphs 12.5.1 and 12.5.3 in section 12.5 Dersingham, as follows:</p> <p>12.5.1 The village of Dersingham is well served by a range of local amenities including a Post Office, supermarket, library, fire station, pubs, churches and schools. The parish of Dersingham has a population of 4,640(43). <u>6,000 (2021, ONS)</u>. In addition, the village has a health centre and range of small business premises. Dersingham is approximately eight miles from King's Lynn and seven miles from Hunstanton and benefits from a regular bus service between the settlements along the A149. The level of services and facilities as well as the good accessibility to larger towns qualifies Dersingham as a Key Rural Service Centre.</p> <p>12.5.3 Dersingham has seen a high level of housing development in the last century, and benefits from a high proportion of services and facilities which relate to the population size. Accordingly, the SADMP (2016) made two allocations for a combined 30 new homes.</p>
MM184	Dersingham Plan (page 343)	Delete the Dersingham Plan, as shown in Appendix 3 to this schedule.

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MM185	Policy G29.1 and supporting text (pages 344-346)	<p>Amend criteria 1 and 8 of Policy G29.1 Dersingham – Land north of Doddshiill Road, as follows:</p> <p>1. Provision of safe access following improvement works to the local highways network including footpath extensions, junction improvements and road widening, to the satisfaction of Norfolk County Council Highways Authority <u>in line with the requirements of Policy LP13</u>;</p> <p>8. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u></p> <p>Amend paragraph 12.5.1.9 of supporting text to Policy G29.1, move paragraphs 12.5.1.1-12.5.1.9 to precede Policy G29.1, and insert sub-headings, as follows:</p> <p><u>Introduction</u></p> <p>12.5.1.1 The allocated site provides the opportunity to create a development which is located alongside existing housing and is close to some local services and the Junior School.</p> <p>12.5.1.2 In comparison to alternative site options, the proposed allocation site is in a less sensitive location, outside of the Conservation Area and is not subject to an objection by Norfolk County Council Highways Authority. The site is also of a suitable scale to accommodate 20 dwellings at a density that is consistent with the surrounding area.</p> <p>12.5.1.3 The site lies to the east of the village immediately adjacent to the existing settlement boundary. The site has previously been used for horse paddocks and smallholdings and is classified as Grade 4 agricultural land which is not the highest quality. The site is bordered by a hedge fronting Doddshill Road. The policy contains a clause to ensure the existing hedgerow is retained, where possible in the new development.</p> <p><u>Site Description and Justification</u></p> <p>12.5.1.4 While the site is on higher ground to the north and east, the majority of views of the site are limited to the near distance from adjacent roads and properties. The slope and the wood beyond in the north-west corner afford some natural screening from the wider landscape. For medium and long distance views from the wider landscape and the village, these views of the site are seen in the context of the existing built environment. There are no significant landscape features of importance within the site boundary other than the hedgerow.</p> <p>12.5.1.5 The impact of potential growth on Dersingham Bog National Nature Reserve which, amongst other designations is a Special Area of Conservation, needs to be established before development is commenced. A</p>
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321		<p>project level Habitats Regulation Assessment would be required to establish the impact of growth and potential mitigation strategies.</p> <p>12.5.1.6 Areas to the west and north of the site have been marked by Historic Environment Records relating to probable medieval and post medieval earthworks. To the west of the site there are possible Late Iron Age and Roman cropmarks. The western boundary of the site abuts the newly designated Conservation Area. It is likely the site could contain further historical finds therefore further work is necessary to assess the archaeological significance of the site.</p> <p>12.5.1.7 The policy includes a clause to give emphasis to the importance of addressing heritage impacts in the design of the proposed housing. The policy also requires a Heritage Asset Statement and Archaeological Field Evaluation to be undertaken prior to development. A high quality development incorporating natural landscaping would reduce the visual impact of the development on the surrounding area, minimising the impact on the setting of the Conservation Area.</p> <p>12.5.1.8 The Borough Council considers that a modest development, designed sensitively in response to the location, including appropriate screening, would not have a significant adverse impact on the historic character of the surrounding area. The new development would enable the settlement to grow over the plan period at a modest scale and also improve connectivity to the eastern part of the settlement.</p> <p><u>12.5.1.9 The site has come forward with a planning proposal and now benefits from outline planning permission (17/01336/OM) for 30 new homes. Outline permission was initially granted in 2018 for the development of the site, but this has since lapsed. A revised scheme is anticipated to come forward during 2024/25.</u></p>
MM186	New Plan	Insert a New Plan Site G29.1 Land north of Doddshill Road after Policy G25.2 Dersingham – Land north of Doddshill Road as shown in Appendix 3 to this MM schedule.

<p style="text-align: center;">322</p>	<p>MM187 Policy G29.2 and paragraphs 12.5.2.1-12.5.2.7 (pages 346-348)</p>	<p>Delete Policy G29.2 Dersingham – Land at Manor Road, as follows:</p> <p>12.5.2 G29.2 – Dersingham – Land at Manor Road Policy Site Allocation</p> <p>Policy G29.2 Dersingham – Land at Manor Road</p> <p>Land amounting to 0.3 hectares, as shown on the Policies Map, is allocated for residential development of at least 10 dwellings.</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Provision of safe access via Church Lane following the removal of part of the wall and the closure of existing access onto Manor Road/Church Lane junction. Details of this shall be submitted and agreed by Norfolk County Council Highways Authority as part of the planning application. 2. Retention of the wall which encloses the site other than a new opening to enable safe vehicular access to the site on the northern boundary. Any potential necessary improvements or alterations to the wall should not alter the visual appearance of the wall and should be outlined in the planning application; 3. The design of development, and in particular its massing and materials, shall preserve and enhance Dersingham Conservation Area. Development will be limited to single storey dwellings with a restricted roof height to minimise the visual impact on the setting of Dersingham Conservation Area and the Grade 1 Listed Church of Nicholas; 4. 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; 5. Provision of affordable housing in line with the current standards; 6. Submission of a project level Habitats Regulation Assessment to ascertain the effects of growth in Dersingham on the Dersingham Bog National Nature Reserve, (designated Special Area of Conservation, Site of Special Scientific Interest and Ramsar) and provide suitable mitigation where necessary. <p>Delete the supporting text to Policy G29.2 in paragraphs 12.5.2.1 to 12.5.2.7, as follows:</p> <p>Site Description and Justification</p> <p>12.5.2.1 The allocated site lies east of Dersingham, adjacent the development boundary.</p> <p>12.5.2.2 The site is situated in a less built up part of the settlement with the surrounding area consisting of mixed uses. Opposite the site, on the north-western side is the Grade 1 Listed Church of St Nicholas, to the west is a detached residential dwelling and on the north is a small complex of businesses including the doctor's surgery. Open fields border the eastern and southern site boundaries. The site is enclosed by an attractive low old brick wall and currently houses a few outbuildings and a grass area used as pastureland. A policy is included above to</p>
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ensure retention of the attractive low brick wall which is considered to be of heritage and amenity value. There are no other landscape features of note within the site.

12.5.2.3 In terms of views, existing development screens the site from the north and partly from the west. The majority of views of the site are limited to those from adjacent roads and properties. There are opportunities for medium and long distance views from the wider landscape particularly from the east and south but in these views, development on the site would be seen in the context of the existing built environment.

12.5.2.4 The site scored averagely in the SADMP (2016) sustainability appraisal in terms of proximity and access to services, this is mainly because it is not in the central part of the village where majority of the local amenities are situated. It is however within walking distance to the doctor's surgery, some business uses, a place of worship, bus stops, and a public house with good vehicular and pedestrian links to other local amenities. Site access is obtainable through St Nicholas Court to the north. The access point would be gained through removal of two parking spaces and the removal of part of the wall. Norfolk County Council Highway Authority has no objections to the proposed access arrangements, but this is subject to its implementation.

12.5.2.5 The site enjoys a fairly prominent position within Dersingham Conservation Area. In addition, it is opposite the Grade 1 Listed Church of St Nicholas, and its walled yard is also referred to in the accompanying character statement suggesting some heritage value. Therefore, given its sensitive location, the development would require careful design and layout that would enhance and preserve the character of the Conservation Area and the setting of the Listed Building. The scale, height and layout of the scheme is crucial in determining the impact on heritage and landscape.

12.5.2.6 The site is promoted by the landowner for development of retirement dwellings. The Council considers that modest scale development of 10 sensitively designed single storey housing for a specific identified need in the area, makes the best use of the otherwise fairly untidy plot, without detriment to the form and character of the locality.

12.5.2.7 This site has come forward with a planning proposal and now benefits from full planning permission (17/01376/FM) for 10 new homes, this is in line with allocated policy.

MM188	Paragraphs 12.6.1-12.6.2 (page 349)	Delete section 12.6 Docking, as follows: 12.6 Docking Key Rural Service Centre Description 12.6.1 Docking is a large rural village centred around the Church of St. Mary with a landmark tower, Docking Hall and its associated mature parkland landscape and a village pond. The settlement has a Conservation Area and contains a mix of older buildings constructed with traditional materials and interspersed with pockets of more modern development. Docking has a high level of services for a rural settlement including a GP surgery, school, convenience store, pub and small retail and business premises. The parish of Docking has a population of 1,200 (44) 12.6.2 The SADMP (2016) made an allocation to accommodate at least 20 new dwellings.
MM189	Docking Plan (page 350)	Delete the Docking Plan, as shown in Appendix 3 to this schedule.

<p>MM190</p> <p style="text-align: center; vertical-align: middle;">325</p>	<p>Policy G30.1 and paragraphs 12.6.1.1-12.6.1.10 (pages 351-352)</p>	<p>Delete Policy G30.1 Docking - Land situated off Pound Lane (Manor Pasture), as follows:</p> <p>12.6.1 G30.1 - Docking - Land situated off Pound Lane (Manor Pasture) Policy Site Allocation</p> <p>12.6.1.1 The site lies in a central village location and is therefore well integrated with the services and facilities that address the daily needs of residents.</p> <p>Policy G30.1 Docking - Land situated off Pound Lane (Manor Pasture)</p> <p>Land amounting to 3.4 hectares, as shown on the Policies Map, is allocated for residential development of at least 20 dwellings.</p> <p>Development is subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Suitable provision / improvements to pedestrian links including road widening and links to footways on Pound Lane from the site to Station Road and / or Chequers Street; 2. Submission of a Heritage Asset Statement that establishes that there will be no negative impact on Heritage Assets in the locality; 3. Incorporation of a high quality landscaping scheme including the retention of established hedgerow, where possible, to the west and south boundaries to minimise the impact of the development on the Conservation Area; 4. Retention of the existing pond at the centre of the site to form an integral part of the development scheme. Opportunities for ecological enhancement should be implemented, as identified in the Ecological Study; 5. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission; 6. Submission of an Ecological Study that establishes that either there would be no negative impact on flora and fauna. If any negative impacts are identified, establishes that these negative impacts could be suitably mitigated against; 7. Provision of affordable housing in line with the current standards. <p>Delete the supporting text to Policy G30.1 in paragraphs 12.6.1.1 to 12.6.1.10, as follows:</p> <p>Site Description and Justification</p> <p>12.6.1.2 The site lies in a central village location and is therefore well integrated with the services and facilities that address the daily needs of residents. 12.6.1.3 In comparison to alternative options for development which are situated on the outskirts of the settlement, the preferred site will not encroach on the surrounding countryside and provides the greatest opportunity for new residents to walk to existing services and the school.</p>
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12.6.1.4 The site is classified as grade 3 agricultural land and appears to be used for grazing. Whilst development would result in the loss of undeveloped land, this applies to all potential development options located outside the village boundary, most of which are used more intensively for arable crop production.

12.6.1.5 The south west border of the site abuts Docking Conservation Area. Views from and to the Conservation Area are obscured as the site is bordered by significant trees along its eastern, south-eastern, southern, and south-western boundaries. The policy includes a clause to give emphasis to the importance of addressing heritage impacts in the design of the proposed housing.

12.6.1.6 The majority of views of the site are limited to the near distance from adjacent roads to the north and north-east of the site (where established hedgerows are sporadic in places) and nearby properties and public rights of way. Medium and long-distance views are limited to the diagonal trajectory that may be glimpsed through the break in development between Sandy Lane and Bradmere Lane. These glimpses of the site are read in the settlement's semi-urban character. In this context it is considered that development in this location would have minimal visual impact on the wider countryside.

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

12.6.1.8 The policy includes a clause to establish the importance of the sites ecology and a clause to ensure that identified ecological enhancements are implemented.

12.6.1.9 A pond occupies a relatively central position within the site. The site presents the opportunity to create a high quality, low density development that makes use of this natural environmental feature as part of the design of the development.

12.6.1.10 The site has come forward and currently benefits from outline planning permission and reserved matters for 33 dwellings (16/00866/OM & 18/01960/RMM).

MM191	Paragraphs 12.7.1-12.7.3 (page 353)	<p>Amend paragraphs 12.7.1 to 12.7.3 of the supporting text in section 12.7 East Rudham, as follows:</p> <p>Key Rural Service Centre <u>Rural Village</u></p> <p>Description</p> <p>12.7.1 East Rudham is situated on the A148 road between King’s Lynn and Fakenham (seven miles west of Fakenham) and has a population of 541(45). <u>550 (2021, ONS)</u>. The village centre is characterised by the attractive village green, enclosed with buildings and mature trees.</p> <p>12.7.2 The approved northern route for the A148 East and West Rudham Bypass (46) will continue to be protected. The route can be seen on the Policies Map.</p> <p>12.7.3 <u>12.7.2</u> East Rudham acts as a centre for the surrounding rural area. It has a range of facilities including a primary school, bus service, pub, shop, and limited mobile post service. This role is reflected in the designation of Key Rural Service Centre. The SADMP (2016) made an allocation for at least 10 new dwellings. The Local Plan review seeks to carry this forward.</p>
MM192	East Rudham Plan (page 354)	Delete the East Rudham Plan, as shown in Appendix 3 to this schedule.

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MM193	Policy G31.1 and paragraphs 12.7.1.1-12.7.1.9 (pages 355-356)	<p>Amend paragraph 12.7.1.5 of the supporting text to Policy G31.1, move paragraphs 12.7.1.2-12.7.1.9 to precede Policy G31.1, and amend sub-headings, as follows:</p> <p>Site Allocation</p> <p>12.7.1.1 The allocated site is situated towards the north east of the settlement, along Fakenham Road (A148) and adjacent to residential development in the form of semi-detached houses on Eye Lane.</p> <p>Site Description and Justification</p> <p>12.7.1.2 The site is located next to bus stops and whilst in a peripheral location, the site is immediately adjacent to the existing development boundary and is therefore considered to be a relatively sustainable location for development in the context of this settlement, which is characterised by outlying pockets of development. Development here provides the opportunity for safe walking access to village services and the local primary school via Fakenham Road, which is paved.</p> <p>12.7.1.3 The site is classified as grade 3 agricultural land and bounded by hedgerows. The policy contains a clause to retain the existing site boundary hedgerows, in order to minimise the impact of development on the wider countryside. Apart from these hedgerows there are no other landscape features of importance within the site boundary. The western boundary of the site is adjacent to existing development on Eye Lane and would connect a lone single-story property to the east but otherwise is surrounded by agricultural land. Whilst the development would result in the loss of undeveloped land the Council considers due to the modest scale of development and the need to allocate new dwellings, development on this land is justified.</p> <p>12.7.1.4 The Council considers the site suitable to accommodate the 10 residential units required in the settlement at a density consistent with the surrounding area. The site as submitted was slightly larger and has been reduced in size, in order to create a development that would be less visually intrusive in the countryside to the south. Given that the site is bordered by semi-detached housing to the west and a detached bungalow to the east it would represent an infill plot.</p> <p>12.7.1.5 The SADMP's Habitats Regulations Assessment Report identified the need for a measure to ensure suitable sewerage capacity, to avoid adverse impact on the nearby Wensum Special Area of Conservation, as included in the policy. The allocation is situated within the catchment of the River Wensum SAC, which was identified by Natural England in March 2022, as among the habitat sites in unfavourable condition due to the effect of nutrients on water quality and where nutrient neutrality is a potential solution. As such proposals on this site will require a project level HRA and to satisfactorily demonstrate nutrient neutrality, by assessing impacts and identifying appropriate mitigation. The HRA should include assessment of likely significant effects on water quality in the Broads SAC/Broadland Ramsar site, as hydrological connectivity between the River Wensum and The Broads via the River Yare creates a potential impact pathway.</p>
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		<p>Amend criteria 2 and 4 of Policy G31.1 East Rudham – Land off Fakenham Road, as follows:</p> <p>Land amounting to 0.4 hectares, as identified on the Proposals Map, is allocated for residential development of at least 10 dwellings.</p> <p>Development will be subject to compliance with the following:</p> <p>[new criterion] <u>Submission of a project level HRA to ascertain any nutrient effects on water quality in the River Wensum SAC and The Broads SAC/Broadland Ramsar, and provide suitable mitigation where necessary.</u></p> <ol style="list-style-type: none"> 1. No construction shall commence before sewerage arrangements and confirmation of sewerage capacity have been submitted to and approved by the local planning authority (given the concerns identified in the HRA). 2. Provision of safe vehicular and pedestrian access connecting the site to Fakenham Road (A148), <u>in line with the requirements of Policy LP13 to the satisfaction of the local highway authority;</u> 3. Retention of existing hedgerows on the site boundaries; 4. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u>
MM194 329	New Plan	Insert a New Plan Site G31.1 Land off Fakenham Road after G31.1 East Rudham – Land off Fakenham Road as shown in Appendix 3 to this MM schedule.
MM195	Paragraphs 12.8.1-12.8.2 (page 357)	<p>Delete section 12.8 Emneth, as follows:</p> <p>12.8 Emneth Key Rural Service Centre Description 12.8.1 Emneth is a relatively large village which is closely related to the neighbouring town of Wisbech to the west. It is to the south west 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 to the west along the A1101. 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 (47), and a range of services including a school, shops, bus services and employment uses.</p> <p>12.8.2 Emneth is classed as Key Rural Service Centre and accordingly the SADMP (2016) made an allocation for at least 36 dwellings. The Local Plan review carries this forward.</p>

MM196	Emneth Plans (pages 358-359)	Delete the Emneth and Emneth Zoomed Plans, as shown in Appendix 3 to this schedule.
MM197	Policy G34.1 and paragraphs 12.8.1.1-12.8.1.4 and Policy G34.1 (page 360)	<p>Delete Policy G34.1 Emneth - Land on south of The Wroe, as follows:</p> <p>Policy G34.1 Emneth - Land on south of The Wroe Land amounting to 1.1 hectares, as identified on the Policies Map, is allocated for the residential development of at least 36 dwellings. Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Provision of safe access and visibility to the satisfaction of the Highways Authority. 2. Provision of affordable housing in line with the current standards. 3. A Public Right of Way crosses through the site and this should be appropriately integrated within the design of the scheme. <p>Delete the supporting text to Policy G30.1 in paragraphs 12.8.1.1 to 12.8.1.4, as follows:</p> <p>Site Description and Justification 12.8.1.1 The site is located in the central area of the settlement in close proximity to the village services. The development boundary immediately abuts the sites northern and eastern boundaries and part of the western boundary. The Borough Council considers the site is capable of the achieving at least 36 residential units at a density consistent with that of the surrounding area. Development of this site is supported by Emneth Parish Council. 12.8.1.2 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 Borough 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 the Highways Authority support development of the site. 12.8.1.3 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. 12.8.1.4 This site is allocated for housing development due to its proximity to services and facilities, and limited impact on the character of the settlement.</p>

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MM198	Paragraphs 12.9.1 and 12.9.8-12.9.10 (pages 361-362)	<p>Amend paragraphs 12.9.1 and delete 12.9.8-12.9.10 of the supporting text in section 12.9 Feltwell with Hockwold-cum-Wilton, as follows:</p> <p>12.9.1 Feltwell and Hockwold cum Wilton are situated to the far southeast of the Borough. The villages are respectively 13 and 16 miles to the north of Downham Market and 5 and 7 miles to the east of Brandon. The villages benefit from a full range of services and facilities including a school, GP surgery, bus route, shop, pub and local employment. Feltwell is also home to an RAF station (currently used by the United States Air Forces, Europe). The Parish of Feltwell has a population of <u>3,100 (2021, ONS)</u>...</p> <p>12.9.8 The SAMP (2016) made four allocations for a combined total of at least 105 new homes. The Local Plan review carries the two of these allocations made at Feltwell forward (a total of at least dwellings).</p> <p>12.9.9 The site known as G35.2 Land north of Munson's Lane, which was allocated through the SADMP is not carried forward as the majority landowner has no intention of pursuing the possibility of gaining planning permission on the land or developing the site.</p> <p>12.9.10 The site at Hockwold has come forward, gained planning permission and has subsequently been built out and there is complete and now included within the development boundary.</p>
MM199	Feltwell and Hockwold cum Wilton Plans (pages 363-364)	Delete the Feltwell and Hockwold cum Wilton Plans, as shown in Appendix 3 to this schedule.

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MM200	Policy G35.1 and paragraphs 12.9.1.1-12.9.1.7 (pages 365-367520)	<p>Amend criteria 2 and 7 of Policy G35.1 Feltwell – Land to the rear of Chocolate Cottage, 24 Oak Street, as follows:</p> <ol style="list-style-type: none"> 1. Submission of a project level Habitats Regulations Assessment demonstrating no likely significant adverse effect on Natura 2000 <u>European</u> sites (in particular the Breckland SPA) and their qualifying features; 2. Provision of access from Lodge Road to the satisfaction of Norfolk County Council as the local highway authority <u>in line with the requirements of Policy LP13;</u> 7. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u> <p>Amend paragraph 12.9.1.7 of the supporting text to Policy G35.1, move paragraphs 12.9.1.1-12.9.1.7 to precede Policy G35.1, and amend sub-headings, as follows:</p> <p>Amend Policy G35.1 supporting text (paragraphs 12.9.1.1-12.9.1.7), as follows:</p> <p><u>Introduction</u></p> <p>12.9.1.1 The allocated site is located a short distance to the east of the centre of Feltwell, within close proximity to village services and facilities.</p> <p><u>Site description and Justification</u></p> <p><u>12.9.1.2</u> Development at this location provides the greatest opportunity for new residents to walk to existing services, in particular the local school. The Borough Council considers the site suitable to accommodate at least 50 residential <u> dwellings</u>.</p> <p><u>12.9.1.23</u> Norfolk County Council as the local highway authority has no objection to the site providing safe access is achieved from Lodge Road. The site is in multiple ownership, with all the owners agreeing to promote the site for a comprehensive scheme including the provision for addition car-parking for the Alms Houses situated on Oak Street.</p> <p><u>12.9.1.34</u> The site is classified as grade 3 agricultural land, currently being used to keep horses and includes paddocks, a ménage and stables. Trees and hedgerows form the site boundaries, and this could potentially be incorporated into the design of the development. The site is situated within the Special Protection Area (SPA) “buffer zone,” for Stone Curlews but it is well screened on all sides by single and two storey development and</p>
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333		<p>therefore development at this location is likely to have minimal impact on the visual amenity of the surrounding landscape and the SPA, although a project level habitats regulations assessment will be required.</p> <p>12.9.1.45 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 south east. However, in these views the site is seen in the context of the existing settlement.</p> <p>12.9.1.56 The site although mainly within Flood Zone 1 (low risk) is at risk of flooding (partially being within Flood Zones 2 and 3). The site has been through the local plan process and was found sound. The SADMP (2016) Inspector recommended modifying the plan to include all of this site as adopted. As part of that process a site-specific flood risk assessment was shared with the Environment Agency and as the Inspectors report states the Environment Agency concluded they had no objection to the larger site being allocated. In light of this, the above policy includes a flood risk clause for completeness.</p> <p>12.9.1.67 The Historic Environment Services have identified the site as having considerable archaeological potential, as it is adjacent to a medieval cross, which may indicate a former focal point for the settlement. Therefore, an archaeological field evaluation must be submitted with any planning permission, in accordance with paragraph 189 of the NPPF (2019).</p> <p>12.9.1.78 This site has come forward with a planning proposal for the northern portion of the site, which has been granted for 18 new homes (19/00859/FM) the scheme has been designed in such a way which would enable the southern element of the site to come forward.</p>
MM201	New Plan	Insert a New Plan G35.1 Feltwell – Land to the rear of Chocolate Cottage, 24 Oak Street after Policy G35.1 Feltwell – Land to the rear of Chocolate Cottage, 24 Oak Street as shown in Appendix 3 to this MM schedule.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">334</p>	<p>MM202 Policy G35.3 and paragraphs 12.9.2.1-12.9.2.6 (pages 367-368)</p>	<p>Delete Policy G35.3 Feltwell – Land at 40 Lodge Lane/Skye Gardens, as follows:</p> <p>12.9.2 G35.3 – Feltwell – Land at 40 Lodge Lane / Skye Gardens Policy Site Allocation</p> <p>Policy G35.3 Feltwell – Land at 40 Lodge Lane / Skye Gardens</p> <p>Land of around 0.3 hectares, as shown on the Policies Map, is allocated for the residential development of at least 10 dwellings,</p> <p>Development will be subject to compliance with the following:</p> <ol style="list-style-type: none"> 1. Submission of a project level Habitats Regulations Assessment demonstrating no likely significant adverse effect on Natura 2000 Sites (in particular the Breckland SPA) and their qualifying features; 2. Provision of highway improvements including an access road of adoptable standard, to the satisfaction of Norfolk County Council as the local highway authority; 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. Provision of affordable housing in line with the current standards. <p>Delete the supporting text to Policy G35.3 in paragraphs 12.9.2.1 to 12.9.2.6, as follows:</p> <p>Site Description and Justification</p> <p>12.9.2.1 The allocated site lies to the north east of the settlement and is within walking distance to the local services and facilities. The site abuts the development boundary to the south. The Borough Council considers the site is of suitable scale to accommodate 10 residential units at a density consistent with that of the surrounding area.</p> <p>12.9.2.2 The site scored highly in terms of sustainability and contains good pedestrian links to services which will encourage new residents to walk to existing services. Furthermore, with housing development to the immediate north, development of the site would form an acceptable continuation of this residential estate development. Norfolk County Council as the local highway authority have stipulated that the current access road from Lodge Road (Skye Gardens) must be of an adoptable standard for the site to be developed.</p> <p>12.9.2.3 The site is identified as grade 3 agricultural land, although is not in agricultural usage. Whilst development would result in the loss of undeveloped land, the Council considers due to the scale of development and the benefits of the site it is appropriate to develop on this grade of agricultural land.</p>
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MM203	Paragraph 12.10.4 (page 369)	<p>Amend the supporting text in paragraph 12.10.4 of section 12.10 Great Massingham, as follows:</p> <p>12.10.4 Great Massingham is designated as a Key Rural Service Centre. It has a range of facilities and the potential to accommodate growth to sustain existing rural services and the wider rural community. The SADMP (2016) therefore made an allocation for at least 12 new homes, and the Local Plan review carries this forward. A site is allocated for 16 dwellings, for which reserved matters has now been granted (18/02038/RMM). <u>Construction is anticipated to start during 2024/25.</u></p>
³ MM204	Great Massingham Plan (page 370)	Delete the Great Massingham Plan, as shown in Appendix 3 to this schedule.

MM205	Policy G43.1 and paragraphs 12.10.1.1 to 12.10.1.8 (pages 371-372)	<p>Amend the preamble to and criteria 7 and 8 of Policy G43.1 Great Massingham – Land south of Walcup’s Lane, as follows:</p> <p>Land amounting to 0.6 hectares on Walcup’s Lane, adjacent to Abbey Farm as shown on the Policies Map, is allocated for residential development of at least 42 <u>16</u> dwellings.</p> <ol style="list-style-type: none"> 7. Demonstration of safe highway access that meets the satisfaction of the local Highway Authority and adequate local improvements to the footway network, in line with the requirements of Policy LP13; 8. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u> <p>Delete paragraph 12.10.1.8 of the supporting text to Policy G43.1, move paragraphs 12.10.1.1-12.10.1.8 to precede Policy G43.1, and amend the sub-headings, as follows:</p> <p><u>Introduction</u></p> <p>12.10.1.1 The allocated site is situated west of the centre of the village along Walcup’s Lane. The site consists of flat arable land classed as Grade 3 (moderate quality) agricultural land not currently in agricultural production.</p> <p>Site description and Justification</p> <p>12.10.1.2 The eastern site boundary is bordered by an overgrown and heavily treed area ,with a number of mature trees that are subject to a Tree Preservation Order. This area is of landscape value and is considered to contribute to the amenity of the area. As such, a policy is included above, to ensure that the proposed development has special regard to this area in terms of its design and layout. The mature planting within this area, also provides a natural screening of development when viewed from Abbey Road and the notable village pond immediately opposite.</p> <p>12.10.1.3 Other surrounding features consists of built development to the north and partly to the south, and open fields to the west. The western site boundary is bordered by a public right of way. The site is sufficiently large for development to take place without any substantial detriment to this public amenity.</p> <p>12.10.1.4 The site is situated in a fairly built-up part of the village and is considered to be well-contained within its surroundings without encroaching into open countryside. In the medium and long distance views that are available from the wider landscape, particularly from the west, development would be seen in the context of the existing village.</p>
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337		<p>12.10.1.5 The site is well located in terms of proximity to services and is within reasonable walking distance to a number of local amenities that address the day-to-day needs of the local population. Safe access and egress can be achieved through Walcup's Lane. Norfolk County Council as the local highway authority would not object to the allocation of the site subject to evidence demonstrating a safe and deliverable access and local improvements being made to the footpath network.</p> <p>12.10.1.6 The eastern site boundary immediately abuts Great Massingham Conservation Area, and the Grade II Listed Abbey House adjacent the south-east boundary. The sensitivity of its location requires careful design to ensure that the site makes a positive contribution to the character and distinctiveness of the Conservation Area and the setting of the nearby Listed Building. Standard housing designs are unlikely to achieve this. The design and layout of the scheme must be sympathetic to the historic character of the area.</p> <p>12.10.1.7 The allocated site is identified in the Sustainability Appraisal as the least constrained of all other options to accommodate the required growth in the village. It is of a suitable scale to allow flexibility in layout and could potentially accommodate different forms of development. This is considered to facilitate a development which contributes successfully to the Conservation Area and the site's surroundings.</p> <p>12.10.1.8 The site has come forward and benefits from planning permission for 16 dwellings (16/01634/OM & 18/02038/RMM).</p>
MM206	New Plan	Insert a New Plan G43.1 Great Massingham - Land south of Walcup's Lane after Policy G43.1 Land south of Walcup's Lane as shown in Appendix 3 to this MM schedule.

MM207	Paragraphs 12.11.5-12.11.8 (pages 373-374)	<p>Amend the supporting text in paragraphs 12.11.5 to 12.11.7 of section 12.11 Grimston/Pott Row and Gayton, as follows:</p> <p>12.11.5 Gayton, Grimston, and Pott Row are together with Grimston and Pott Row, is designated a joint Key Rural Service Centre. Accordingly the SADMP (2016) made two allocations for at least 46 new homes.</p> <p>Neighbourhood Plan</p> <p>12.11.6 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area.</p> <p>Gayton Neighbourhood Plan</p> <p>12.11.7 Gayton Parish Council is in the process of preparing a Neighbourhood Plan for their Area. The Gayton Neighbourhood Plan Area was formally designated by the Borough Council 08/05/2017 and corresponds with the boundaries of Gayton Parish. They are currently preparing a draft plan for formal consultation. <u>Gayton Neighbourhood Area was designated in May 2017. The Gayton and Gayton Thorpe Neighbourhood Plan was submitted in March 2023, examined during summer 2023 and made on 20 November 2023, following the referendum (9 November). The Neighbourhood Plan contains policies regarding housing mix; design, landscape and character; local green space; green infrastructure and active travel. The Local Plan should not impinge on non-strategic matters that are better dealt with by Neighbourhood Plan policies (NPPF, Strategic policies section).</u></p> <p>Grimston, Roydon & Congham Joint Neighbourhood Plan</p> <p>12.11.8 The three Parishes of Grimston, Roydon & Congham are jointly preparing a Neighbourhood Plan for their Area. Note this includes the village of Pott Row. This Neighbourhood Plan Area was formally designated by the Borough Council 05/10/2017, following the relevant consultation, and corresponds with the boundaries of the three Parishes. <u>Currently they are preparing a draft plan for formal consultation. The Grimston, Pott Row, Roydon & Congham Neighbourhood Plan was submitted in March 2023, with the examination taking place from autumn 2023 to spring 2024. The Plan, which is expected to be made in 2024, focuses upon environmental protections, housing mix and design.</u></p>
MM208	Gayton Plan (page 375)	Delete the Gayton Plan, as shown in Appendix 3 to this schedule.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">339</p>	<p>MM209 Policy G41.1 and paragraphs 12.11.1.1 to 12.11.1.5 (pages 376-377)</p>	<p>Amend the preamble to and criterion 5 of Policy G41.1 Gayton – Land north of Back Street, as follows:</p> <p>Land amounting to 2.8 hectares north of Back Street as shown on the Policies Map, is allocated for residential development of at least 23 <u>37</u> dwellings.</p> <p>5. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u></p> <p>Amend paragraph 12.11.1.5 of the supporting text to Policy G41.1, move paragraphs 12.11.1.1-12.11.1.5 to precede Policy G41.1, and amend sub-headings, as follows:</p> <p><u>Introduction</u></p> <p>12.11.1.1 The allocated site is situated in the south of Gayton, in a built-up part of the village. Its south, east and western boundaries about the proposed development boundary. The site comprises of undeveloped Grade 3 (moderate quality) agricultural land. The land is flat with no landscape features of particular note.</p> <p><u>Site description and Justification</u></p> <p>12.11.1.2 The site is well integrated with the village, with the surrounding area mostly consisting of existing housing. Views are limited to glimpses from adjacent roads and properties. There are few opportunities for long distance views from the wider landscape but in these views, development would be seen in the context of the existing built environment. The location of the site in a built-up area, at the rear of existing housing means that development would not be visually prominent in the landscape and the beauty of the surrounding countryside would remain unaffected by the proposed growth in the village. The site is considered capable of accommodating at least 23 <u>37</u> units at a density consistent with the surrounding area, without detriment to the form and character of the locality.</p> <p>12.11.1.3 The central location of the site means that it is in close proximity and accessible to a number of services in the village. A public right of way runs along the eastern site boundary. The site is of a sufficient scale for development to take place without any substantial detriment to this public amenity. Also walking and cycling access to services particularly the school can be facilitated by connection to this public footpath. Safe site access is obtainable from Back Street as supported by Norfolk County Council as the local highway authority.</p> <p>12.11.1.4 Anglian Water identifies that Grimston Water Recycling Centre (WRC) which also serves Gayton, needs additional capacity for the planned growth in Grimston and Gayton. A clause is included above to ensure that prior to the development taking place the developer, together with Anglian Water, agree a suitable scheme to accommodate the planned growth.</p>
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		12.11.1.5 The site has come forward and benefits from outline planning permission for 40 new homes (15/01888/OM). A reserved matters application in line with this has been submitted and is currently being considered (19/00694/RMM). Revised proposals are for the development of 37 were under consideration, as of spring 2024. These replace an earlier outline permission for 40 new homes, which has since lapsed.
MM210	New Plan	Insert a New Plan G41.1 - Gayton - Land north of Back Street after Policy G41.1 - Land north of Back Street as shown in Appendix 3 to this MM schedule.
MM211	Grimston & Pott Row Plan (page 379)	Delete the Grimston & Pott Row Plan, as shown in Appendix 3 to this schedule.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">341</p>	<p>MM212 Policy G41.2 and paragraphs 12.11.2.1 to 12.11.2.8 (pages 380-381)</p>	<p>Delete Policy G41.2 Grimston and Pott Row – Land adjacent to Stave Farm, west of Ashwicken Road, as follows:</p> <p>12.11.2 G41.2 – Grimston and Pott Row – Land adjacent Stave Farm, west of Ashwicken Road</p> <p>Site Allocation</p> <p>Policy G41.2 Grimston and Pott Row – Land adjacent Stave Farm, west of Ashwicken Road</p> <p>Land amounting to 1.3 hectares south of Stave Farm, as shown on the Policies Map, is allocated for residential development of at least 23 dwellings.</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Submission of a plan identifying the location of the pumping station and the provision of a 15m cordon sanitaire with appropriate screening around it; 2. Submission of details showing how the water main and sewer crossing the site can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water; 3. Details showing a suitable and deliverable scheme that would create the required capacity at Grimston Water Recycling Centre; 4. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission; 5. Delivery of a safe access that meets the satisfaction of the local Highway Authority; 6. Provision of affordable housing in line with the current standards. 7. Development in this location will need to demonstrate compliance with Policy LP27 and project level HRA will be required. This will need to rule out adverse effects on Roydon Common and Dersingham Bog SAC in relation to hydrological issues. <p>Delete the supporting text to Policy G41.2 at paragraphs 12.11.2.1 to 12.11.2.8, as follows:</p> <p>Site Description and Justification</p> <p>12.11.2.1 The allocated site is situated south of Pott Row village along Ashwicken Road, adjacent the development boundary. The site comprises of Grade 4 (fairly poor) agricultural land and currently consists of two flat, open fields, split by hedgerows, with other trees and vegetation along the borders.</p> <p>12.11.2.2 The surrounding area comprises of residential (mainly frontage) development to the north, south and east with the western boundary of the site leading into undeveloped countryside. Views are limited to near distance from adjacent roads and properties. Development on the site would be screened in terms of wider views by existing hedgerows. The location of the site within a built-up area means that the site is viewed in large measure against the backdrop of the existing settlement and that allocation would not encroach into surrounding</p>
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342		<p>countryside but would simply close up the gap between the existing developments. The Borough Council considers that development on the site is unlikely to have any significant detrimental visual impacts on the landscape.</p> <p>12.11.2.3 The site is well located and lies adjacent the road which links the village of Pott Row with Grimston and surrounding towns and villages. It was the highest scoring of all sites under consideration in terms of proximity to services. Its closeness to village services enhances the propensity for residents to walk and cycle. Norfolk County Council as the local highway authority consider that the site well located and appropriate for development but this is subject to the delivery of a safe access.</p> <p>12.11.2.4 A pumping station is located within 15 metres of parts of the site and Anglian Water has also indicated that a water mains and a sewer cross the site. These constraints are addressed in the policy above.</p> <p>12.11.2.5 The site is identified as a mineral safeguarded site for carstone, sand and silica but this is not likely to prevent development as the proposed scale of development is less than 1 hectare, however the developer is encouraged to explore the potential to extract the minerals and utilise them on site in the development.</p> <p>12.11.2.6 The size of the site is sufficiently large to help address any possible issues surrounding road frontage, access, loss of hedgerows, pumping station cordon sanitaire and sterilisation of part of the site by water main and sewer.</p> <p>12.11.2.7 Anglian Water identifies that Grimston Water Recycling Centre (WRC) which also serves Gayton, needs additional capacity for the planned growth in Grimston and Gayton. A clause is included above to ensure that prior to the development taking place the developer, together with Anglian Water, agree a suitable scheme to accommodate the planned growth.</p> <p>12.11.2.8 This site has come forward with a planning proposal and now benefits from outline planning permission (15/01786/OM) for 27 new homes. The first phase of this site has since come forward with a reserved matters application (17/02375/RMM) which has been granted for 12 dwellings. The majority of the new homes on this portion of the site have completed. The second phase has also come forward and now benefits from reserved matters for 15 dwellings (19/01680/RMM).</p>
MM213	Paragraph 12.12.3 (page 382)	<p>Amend paragraph 12.12.3 of the supporting text in section 12.12 Heacham, as follows:</p> <p>12.12.3 Heacham has one of the largest parish population sizes of all designated Key Rural Service Centres, second only to the combined parish population of Upwell and Outwell. Heacham benefits from a high proportion of services and facilities, and therefore is considered to be a sustainable location to accommodate new residents. However, additions and upgrades to infrastructure will be required to serve an expanded population. Accordingly, the SADMP (2016) made <u>this Plan makes two allocations an allocation</u> for at least 66 133 new homes.</p>
MM214	Heacham Map (page 383)	Delete the Heacham Plan, as shown in Appendix 3 to this schedule.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">343</p> <p>MM215</p>	<p>Policy G47.1 and paragraphs 12.12.1.1-12.12.1.7 (pages 384-386)</p>	<p>Amend preamble to and criterion 8 of Policy G47.1 Heacham – Land off Cheney Hill, as follows:</p> <p>Land amounting to 6 hectares, as shown on the Policies Map, is allocated for residential development of at least 60 <u>133</u> dwellings.</p> <p>Development will be subject to compliance with all of the following:...</p> <p>8. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u></p> <p>Amend paragraphs 12.12.1.5 and 12.11.1.7 of the supporting text to Policy G47.1, move paragraphs 12.12.1.1-12.12.1.7 to precede Policy G47.1, and amend the sub-headings, as follows:</p> <p><u>Introduction</u></p> <p>12.12.1.1 The allocated site offers the greatest potential to integrate new housing with existing development as the site is surrounded on three sides by existing development. The site is located close to the village centre and local services, which enables new residents to easily access village facilities by walking or cycling. There are several potential access points to the surrounding road network, which provides the opportunity to improve the connectivity of the surrounding area. Norfolk County Council Highways Authority have indicated that this area of land is favourable for development in terms of access.</p> <p>Site description and Justification</p> <p>12.12.1.2 The site is currently used as arable agricultural land (grade 3) and is split into four fields divided by drainage ditches and some hedgerow in places. Other than the hedgerow and a few trees there are no other significant landscape features on the site. Whilst development would result in the loss of productive agricultural land, it is not possible to provide this level of housing on previously developed land in Heacham and development in this location would not encroach on the wider countryside.</p> <p>12.12.1.3 The SADMP's Habitats Regulations Assessment Report identified the need for measures, as included in the policy, to ensure no adverse impact on the nearby designated nature conservation areas through exacerbation of existing adverse recreational impacts.</p> <p>12.12.1.4 The Surface Water Network has been identified as being at capacity meaning a Sustainable Drainage System (SUDS) would be sought to serve the new development.</p> <p>12.12.1.5 The potential impact on the wider countryside to the east of Heacham is somewhat limited due to the site being screened by existing industrial/agricultural buildings to the east of the site surrounding School Road. A</p>
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		<p>further network of fields separates the site from the Area of Outstanding Natural Beauty <u>National Landscape area</u>, and the Norfolk Coast Partnership and Natural England have expressed a preference for development at this location above alternative options.</p> <p>12.12.1.6 Notwithstanding this, the design of the development should have regard to the potential visual impact on the wider countryside and to existing residents in the surrounding area.</p> <p>12.12.1.7 The site has come forward with a planning proposal and now benefits from outline planning permission (15/00352/OM & 16/01385/OM) for a combined total of 133 new homes. Approximately half the site has come forward with a reserved matters proposal detailing 69 dwellings (18/00226/RMM), which is currently being considered <u>Reserved matters for the two development phases (18/00226/RMM and 21/01412/RMM respectively) are currently under consideration and it is anticipated that construction will commence from 2025/26.</u></p>
MM216	New Plan	Insert a New Plan G47.1 Land off Cheney Hill, Heacham after Policy G47.1 Heacham - Land off Cheney Hill as shown in Appendix 3 to this MM schedule.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">345</p>	<p>MM217 Policy G47.2 and paragraphs 12.12.2.1-12.12.2.7 (pages 386-388)</p>	<p>Delete Policy G47.2 Heacham – Land to the south of St. Mary’s Close, as follows:</p> <p>12.12.2 G47.2 - Heacham - Land to the south of St. Mary's Close Policy</p> <p>Site Allocation</p> <p>Policy G47.2 Heacham – Land to the south of St. Mary's Close</p> <p>Land amounting to 1.3 hectares, as shown on the Policies Map, is allocated for residential development of at least 6 dwellings.</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Establish a safe vehicular and pedestrian access point from St. Mary's Close; 2. Submission of a Tree Survey to establish the significance of the trees on site and identify trees which must be retained; 3. Submission of an Ecological Study that establishes that either there would be no negative impact on flora and fauna. Or, if any negative impacts are identified, establishes that these [negative impacts] could be suitably mitigated; 4. Submission of an archaeological assessment; 5. The design of development, and in particular its massing and materials, shall have regard to its potential impact on the setting of Heacham Conservation Area and the Area of Outstanding Natural Beauty. Established trees and vegetation should be retained on the south-west boundary of the site to provide natural screening from Heacham Conservation Area. The hedgerow should be retained on the eastern boundary of the site to provide natural screening from the Area of Outstanding Natural Beauty; 6. Enhanced informal recreational provision on, or in the vicinity of the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on Habitats Regulations protected nature conservation sites in the wider area. This could be in the form of a contribution to greenspace provision or management in the wider area within which the site is located, or provision may consist of some combination of informal recreational open space (over and above the Council’s normal standards for play space) and/or pedestrian routes which help provide a variety of terrain, routes and links to greenspace and/or the wider footpath network; 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. Provision of a financial contribution towards affordable housing commensurate with the current standards. <p>Delete the supporting text to Policy G47.2, in paragraphs 12.12.2.1 to 12.12.2.7, as follows:</p> <p>Site Description and Justification</p>
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12.12.2.1 The site lies to the south of St Mary's Close, which is a small cul-de-sac of large detached properties. The site currently comprises a private landscaped garden with some established trees within the site. The site provides the opportunity to create a low-density development of detached properties which take advantage of the setting of the site. The site is well integrated with existing development to the north and new development would not encroach on the wider countryside. Views of the site are limited to the near distance from adjacent roads/footpaths and properties. The site is well connected to the more historic part of Heacham within close proximity of the A149 strategic road link and within walking distance of bus stops connected to the village centre and on the A149.

12.12.2.2 There is a Historic Environment Record for the vicinity of a post medieval system of drainage ditches acting as water meadows along the Heacham River valley, which is identified through earthworks and cropmarks. An archaeological assessment is therefore required, and discussion of this with Norfolk Historic Environment Service is recommended.

12.12.2.3 The Surface Water Network has been identified as being at capacity meaning a Sustainable Drainage System (SUDS) would be sought to serve new development.

12.12.2.4 The west and south west boundary of the site abuts Heacham Conservation Area and is close to Historic Park and Gardens. A line of trees and shrubs provides a natural visual screen from the Conservation Area to the site and the policy contains a clause to retain this vegetation. The site does contain further areas of dense vegetation and established trees in addition to a pond to the south. The policy requires an ecological survey to be undertaken to establish the significance of flora and fauna on the site. Where possible, the Council will seek to retain established vegetation but will need to consider detailed design and layout configurations at the planning application stage.

12.12.2.5 To the east of the site lies the Area of Outstanding Natural Beauty (AONB). The site is currently well screened from the AONB by established trees and hedgerow which bound the east of the A149 road. An immature hedgerow, bank and fence exists on the eastern boundary of the site and these should be retained and enhanced to provide further screening from the site.

12.12.2.6 A proportion of affordable housing would normally be expected to be included in the development, however in this particular case in view of the nature of the site and the anticipated character of the development an equivalent contribution to affordable housing elsewhere will be acceptable.

12.12.2.7 This site has come forward with a planning proposal and now benefits from outline planning permission (16/00245/O) for 8 new homes. This has been progressed by a series of reserved matters permissions (17/00251/RM, 17/01114/RM, 18/01458/RM & 19/01005/RM). The first four homes have been completed.

MM218	Paragraphs 12.13.1 to 12.13.3 (page 389)	<p>Amend paragraphs 12.13.1 to 12.13.3 of the supporting text in section 12.13 Marshland St. James/St. John's Fen End with Tilney Fen End, as follows:</p> <p><u>Key Rural Service Centre Rural Village</u></p> <p>12.13.1 Marshland St James is a linear settlement, 11 miles southwest of King's Lynn, extending along Smeeth Road, the central part being south of its junction with Walton Road to the cemetery and north to the village hall. The population of Marshland St James is 1,400. The other villages form part of other parishes (<u>Terrington St John and Tilney St Lawrence</u>).</p> <p>12.13.2 Marshland St James, St John's Fen End & Tilney Fen End are jointly designated as a <u>Key Rural Service Centre Rural Village</u>, and together have a moderate range of services and facilities to serve <u>the existing and wider local</u> rural community.</p> <p>12.13.3 The SADMP (2016) made two residential housing allocations for at least 25 new dwellings. The Local Plan review carries these forwards.</p>
MM219 347	Marshland St James/ St John's Fen End with Tilney Fen End (pages 390-392)	Delete the Marshland St James/ St John's Fen End with Tilney Fen End Plan/ Zoomed Plans, as shown in Appendix 3 to this schedule.

<p style="text-align: center;">348</p>	<p>MM220 Policy G57.1 and paragraphs 12.13.1.1-12.13.1.8 (pages 393-394)</p>	<p>Delete Policy G57.1 Marshland St James Land adjacent to Marshland Saint James Primary School Policy, as follows:</p> <p>12.13.1 G57.1 – Marshland St James Land adjacent to Marshland Saint James Primary School Policy</p> <p>Site Allocation</p> <p>Policy G57.1 – Land adjacent to Marshland Saint James Primary School</p> <p>Land adjacent Marshland Saint James Primary School amounting to 0.8 hectares, as identified on the Policies Map, is allocated for residential development of at least 15 dwellings.</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Achievement of suitable access to the site and local improvements being made to the footway network to the satisfaction of the Highways Authority; 2. 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 suggest appropriate mitigation (flood resiliency measures); 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. Provision of affordable housing in line with the current standards. <p>Delete paragraphs 12.13.1.1 to 12.13.1.8 as the supporting text to Policy G57.2, as follows:</p> <p>Site Description and Justification</p> <p>12.13.1.1 The allocated site is situated towards the south of the settlement, adjacent to the local primary school. The development boundary immediately abuts the sites north west boundary. The Borough Council considers the site is suitable to accommodate at least 15 residential units at a density consistent with that of the surrounding area.</p> <p>12.13.1.2 The site scored highly in terms of sustainability particularly in relation to its proximity to services as it is located next to the primary school, therefore helping minimise the need for new residents to use cars in the settlement.</p> <p>12.13.1.3 The site is currently classed as high-quality agricultural land (grade 2), bound to the north by hedgerows. Whilst development would result in the loss of undeveloped land, this applies to all potential</p>
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development options located outside the village boundary. Whilst development at this site would not create a linear frontage as seen along Smeeth Road, it would be in keeping with the immediate form and surrounding landscape in the settlement, as an estate style development is seen on the opposite side of the school at Hickathrift Field.

12.13.1.4 Norfolk County Council as the local highway authority has no objection to this site been allocated providing safe access can be achieved and improvement to pavements to link the site to the services.

12.13.1.5 The site lies within Flood Zone 3 (high risk of flooding) as identified by the Borough Council's Strategic Flood Risk Assessment. None of the available sites in the settlement is at a lower risk of flooding as the whole of the settlement is in Flood Zone 3. Therefore, the sequential test set by the National Planning Policy is met. A site-specific flood risk assessment is required by the policy. 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. It will be for the site owner or prospective developer to provide such an assessment. The detailed requirements for this are set out in LP25: sites in areas of flood risk (see earlier in this document).

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

12.13.1.7 The majority of the views into the site are limited to near distance from adjacent roads, properties and school. 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 north-west boundary; the remainder of the site abuts open countryside. In the limited views that are available the site is seen in the context of the existing settlement.

12.13.1.8 The site has come forward and benefits from both outline planning permission (15/01826/OM) and reserved matters (17/00866/RMM / 18/00242/RMM) for 17 dwellings.

MM221	Policy G57.2 and paragraphs 12.13.2.1-12.13.2.8 (pages 394-396)	<p>Amend the preamble and criteria 1 and 3 of Policy G57.2 Land adjacent 145 Smeeth Road, Marshland Saint James, as follows:</p> <p>Land adjacent 145 Smeeth Road, Marshland Saint James amounting to 0.75 hectares, as identified on the Policies Map, is allocated for residential development of at least 40 <u>4</u> dwellings.</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Submission of a Flood Risk Assessment (FRA) <u>in accordance with LP25</u> 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); 3. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u> <p>Amend paragraph 12.13.2.8 of the supporting text to Policy G57.2, move paragraphs 12.13.2.1-12.13.2.8 to precede Policy G57.2, and amend sub-headings, as follows:</p> <p><u>Introduction</u></p> <p>12.13.2.1 The allocated site (submitted site Ref. No. 755) is situated towards the centre of the settlement, south of the Smeeth Road and Bonnets Lane junction. The development boundary immediately abuts the site's north east and south west boundaries. The Borough Council considers the site is suitable to accommodate at least 40 <u>4</u> residential units at a density consistent with that of the surrounding area.</p> <p>Site description and Justification</p> <p>12.13.2.2 The site scored highly in terms of sustainability particularly in relation to its proximity to services as it is located near to the village playing field and village hall. The school is within walking distance and an existing footpath runs along the site's frontage, therefore minimising the need for new residents to use cars in the settlement.</p> <p>12.13.2.3 The site is currently classed as high quality agricultural land (grade 2). Whilst development would result in the loss of undeveloped land, this applies to all potential development options located outside the village boundary. Development at this site would create a linear frontage in keeping with the form and surrounding</p>
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351		<p>landscape in the settlement, as seen along Smeeth Road. The site is supported by Marshland Saint James Parish Council.</p> <p>12.13.2.4 Norfolk County Council as the local highway authority has no objection to this site being allocated as it is well related for local services and suitable for low scale frontage development.</p> <p>12.13.2.5 The site lies within Flood Zone 3 (high risk of flooding) identified by the Borough's Strategic Flood Risk Assessment. None of the available sites in the settlement is at a lower risk of flooding as the whole of the settlement is in Flood Zone 3. Therefore, the sequential test set by the National Planning Policy is met. 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. It will be for the site owner or prospective developer to provide such an assessment. The detailed requirements for this are set out in LP25: sites in areas of flood risk (see earlier in this document).</p> <p>12.13.2.6 The majority of the views into the site are limited to near distance from adjacent roads and 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 north-east and south-west boundaries; the remainder of the site abuts open countryside. In the limited views that are available the site is seen in the context of the existing settlement.</p> <p>12.13.2.7 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.</p> <p><u>12.13.2.8 The site has come forward and benefits from outline planning permission for 6 dwellings (17/01675/O) and reserved matters (18/00837/RM) for 2 of these dwellings. These permissions do not cover the entire site and the remaining area of the site is still available. Permission has been granted for 6 dwellings (17/01675/O), delivering a net increase of 4 dwellings. The net capacity is reflected in the allocated site.</u></p>
MM222	New Plan	Insert a New Plan G57.2 Land adjacent 145 Smeeth Road, Marshland Saint James after Policy G57.2 - Land adjacent 145 Smeeth Road, Marshland Saint James as shown in Appendix 3 to this MM schedule.

MM223	Paragraphs 12.14.1-12.14.5 (page 397)	<p>Delete paragraphs 12.14.1-12.14.5 of the supporting text in section 12.14 Methwold with Northwold, as follows:</p> <p>2.14 Methwold with Northwold Key Rural Service Centre Description 12.14.1 Methwold and Northwold are situated to the south of the Borough. The villages are approximately 9 and 10 miles respectively south west of Downham Market. Methwold is a large village and has open views towards the Fens in the west, whilst bordering the Brecks in the south east. The village has contrasting character; an imposing village centre with an almost urban character which is dominated by St. George's Church; the more peaceful, rural, setting of the outskirts of the village, in which farm buildings dominate; and an area of pronounced "industrial" character in the east of the village. The quality of the streetscape, in terms of the design of village spaces and the buildings which define them is outstanding and often enhanced by interesting detailing such as stone walling and well matured, landscape settings.</p> 12.14.2 Northwold has a peaceful rural setting with many quality architectural features. The village is essentially linear village along an east-west axis. 12.14.3 The Parish of Methwold has a population of 1,502, and the Parish of Northwold 1,085(54). Collectively, these villages are in proximity to a range of village services which include a GP surgery, schools, bus route, Post Office, pub, filling station and other employment and retail uses. Both settlements have designated listed buildings which are spread through the Conservation Areas centred in Methwold and Northwold. 12.14.4 Methwold and Northwold collectively form a Key Rural Service Centre and are considered to have a good range of services and facilities which serve the existing community. Accordingly, the SAMP (2016) made four allocations for a combined total of at least 60 new homes. The Local Plan review carries these forwards. Methwold & Northwold Neighbourhood Plans 12.14.5 Both Methwold and Northwold Parish Councils and the local communities are exploring the potential for preparing neighbourhood plans for their respective areas. Should either progress, this would be supported by the Borough Council.
MM224	Methwold and Northwold Plans (pages 398-399)	Delete the Methwold and Northwold Plans, as shown in Appendix 3 to this schedule.

<p>MM225</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">353</p>	<p>Policy G59.1 and paragraphs 12.14.1.1-12.14.1.7 (pages 400-401)</p>	<p>Delete Policy G59.1 Methwold - Land at Crown Street Policy, as follows:</p> <p>12.14.1 G59.1 - Methwold - Land at Crown Street Policy</p> <p>Site Allocation</p> <p>Policy G59.1 Methwold - Land at Crown Street</p> <p>Land at Crown Street amounting to 0.25 hectares, as identified on the Policies Map, is allocated for high quality residential development of at least 5 dwellings.</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Submission of an Odour Assessment, to the satisfaction of Anglian Water, in relation to any impacts on residential occupation of the site from the nearby sewage treatment works; 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. Submission of a Heritage Asset Statement that establishes that development will enhance and preserve the setting of the Conservation Area and the setting of the Grade I Listed Church of St George and the Grade I Listed Old Vicarage. 4. Submission of a field based Archaeological Assessment prior to development 5. The layout of development should preserve the area to the east of the site that is subject to a Tree Preservation Order; 6. Suitable integration with the Public Right of Way to the east and south of the site; 7. Safe access and visibility being achieved to the satisfaction of Norfolk County Council as the local highway authority; 8. Provision of affordable housing in line with the current standards. <p>Delete the supporting text to Policy G59.1 in paragraphs 12.14.1.1-12.14.1.7, as follows:</p> <p>Site Description and Justification</p> <p>12.14.1.1 The allocated site is located in the heart of the village, southeast of the village recreation ground and church and in close proximity to the majority of the village services to address the daily needs of the residents. The Borough Council considers the site is capable of achieving at least 5 dwellings in the settlement at a density consistent with that of the surrounding area.</p> <p>12.14.1.2 The site scored highly in terms of sustainability, being ideally located close to the school and near the Post Office. The allocated site lies with the Conservation Area and abuts a public right of way and is bounded by trees which provide a natural screening to the site. Where possible, these important landscape features should be</p>
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retained and incorporated into the design of the development. Although this is a sensitive location, the Council considers that with a high standard of design and layout, development could conserve and enhance the Conservation Area. The majority of views into the site are from Crown Street and adjacent properties. There are extensive views from Crown Street through the site to the open countryside. The site area selected enabled this view to be maintained. There are opportunities for long distance views looking back at the site from the footpath network in the countryside, but the site is seen in the context of the existing settlement.

12.14.1.3 There is only one suitable access point to the site and that is from Crown Street. The site is Norfolk County Council Highways preferred location for growth providing safe access can be achieved.

12.14.1.4 The Historic Environment Service have indicated that the site is a find spot for late Saxon, medieval and post-medieval finds. Development on this site should take into account the findings of the required archaeological field evaluation.

12.14.1.5 Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;

12.14.1.6 An odour assessment must be carried out to the satisfaction of Anglian Water to ensure any amenity issues relating to odour for new residents are avoided.

12.14.1.7 The site came forward during 2015 prior to the formal adoption of the SADMP (2016) during a period when the Borough Council experienced difficulties in demonstrating a healthy five-year housing land supply position. Full planning permission was gained for a wider sites area for 30 new homes (15/01683/FM). The site was subsequently sold, and further permission granted (19/00144/F) to amend the approved plans, the development has since commenced.

<p>MM226</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">355</p>	<p>Policy G59.2 and paragraphs 12.14.2.1-12.14.2.7 (pages 401-403)</p>	<p>Delete Policy G59.2 Methwold - Land at Herbert Drive, as follows:</p> <p>12.14.2 G59.2 – Methwold – Land at Herbert Drive Policy Site Allocation</p> <p>Policy G59.2 Methwold – Land at Herbert Drive</p> <p>Land amounting to 1.1 hectares, as identified on the Policies Map, is allocated for residential development of at least 25 dwellings.</p> <p>Development will be subject to the following:</p> <ol style="list-style-type: none"> 1. Submission of an Environmental Statement that satisfies Norfolk County Council that the applicant has carried out investigations to identify whether the resource (sand and gravel) is viable for mineral extraction. If the mineral resource is viable, that the applicant has considered whether it could be extracted economically prior to development taking place. If the mineral resource can be extracted economically, whether (or not) there are opportunities to use the on-site resource during the construction phases of the development; 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. Safe access being achieved onto Herbert Drive to the satisfaction of the local highway authority; 4. Provision of affordable housing in line with the current standards. <p>Delete the supporting text to Policy G59.2 in paragraphs 12.14.2.1-12.14.2.7, as follows:</p> <p>Site Description and Justification</p> <p>12.14.2.1 The site is located relatively close to the school, and the site is of a distance from the Conservation Area to suggest that development would not impact to a significant degree on this Heritage Asset. This is reflected in the positive scoring in the sustainability appraisal for these factors.</p> <p>12.14.2.2 The Borough Council considers the site is capable of accommodating at least 25 residential units. The development would form an extension off Herbert Drive and would be of a density which is considered appropriate given the proximity of the site to the centre of settlement and the surrounding area.</p> <p>12.14.2.3 The site is currently greenfield agricultural land (Grade 2), however the Council considers due to the size and location of the development it is appropriate to develop on this high quality land. The only suitable place where access could be achieved is from Herbert Drive, this is supported by the local highway authority.</p> <p>12.14.2.4 Sand and gravel deposits have been identified in this part of the village but Norfolk County Council, as mineral planning authority, has indicated this would not prevent small scale development. However, Norfolk</p>
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		<p>County Council encourages developers to explore opportunities to extract sand and gravel from the development site for use in the construction phases of development.</p> <p>12.14.2.5 There are limited views in to the site with only glimpses available from Herbert Drive and Buntings Lane, which is a private road. The adjacent properties will be affected by development, but suitable boundary treatment and integration would reduce this. Any long distance views from the countryside are seen in the context of the existing settlement.</p> <p>12.14.2.6 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.</p> <p>12.14.2.7 This site has come forward with a planning proposal and now benefits from full planning permission for 44 new homes (15/02125/OM & 19/00029/RMM).</p>
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<p>MM227</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">357</p>	<p>Policy G59.3 and paragraphs 12.14.3.1-12.14.3.6 (pages 404-405)</p>	<p>Delete Policy G59.3 Methwold - Land at Hythe Road, as follows:</p> <p>12.14.3 G59.3 - Methwold - Land at Hythe Road Policy Site Allocation</p> <p>Policy G59.3 Methwold - Land at Hythe Road</p> <p>Land at Hythe Road amounting to 0.6 hectare, as identified on the Policies Map, is allocated for residential development of at least 10 dwellings.</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. 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; 2. Subject to safe access being achieved from Hythe Road to the satisfaction of the local highways authority; 3. Provision of affordable housing in line with the current standards. <p>Delete the supporting text to Policy G59.3 in paragraphs 12.14.3.1-12.14.3.6, as follows:</p> <p>Site Description and Justification</p> <p>12.14.3.1 The allocated site is situated on the west approach to the settlement along Hythe Road. The development boundary immediately abuts the site's southern boundary. The Council considers that the site is capable of accommodating at least 10 residential units. The development density is considered appropriate given the proximity of the site to the centre of settlement and the density of the surrounding area.</p> <p>12.14.3.2 The site is located relatively close to the school, and bus stop, making the site accessible. The site is of a distance from the Conservation Area to suggest that development would not impact to a significant degree on this Heritage Asset. This is reflected in the positive scoring in the sustainability appraisal for these factors.</p> <p>12.14.3.3 The land is currently in agricultural use (Grade 2), however there are no particularly important landscape features on the site and the Council considers due to the modest size of the site it is appropriate to develop on this high quality agricultural land. Development will form a minor extension to the south west of Methwold. Access would be achieved from Hythe Road, as supported by the Highways Authority.</p> <p>12.14.3.4 The majority of the views into the site are limited to near distance from Hythe Road and adjacent properties. There are opportunities for long distance views from the north, but they are seen in the context of the existing settlement.</p> <p>12.14.3.5 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.</p> <p>12.14.3.6 This site has come forward with a planning proposal (15/02122/OM & 19/01261/FM) and now benefits from full planning permission for 12 new homes.</p>
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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">358</p>	<p>MM228 Policy G59.4 and paragraphs 12.14.4.1-12.14.4.6 (pages 405-406)</p>	<p>Delete Policy G59.4 Methwold – Land off Globe Street/St George’s Court, as follows:</p> <p>12.14.4 G59.4 – Methwold – Land off Globe Street/St George’s Court Policy</p> <p>Site Allocation</p> <p>Policy G59.4 Methwold – Land off Globe Street/St George’s Court</p> <p>Land off Crown Street/St George’s Court amounting to 0.5 hectares, as identified on the Policies Map, is allocated for a high quality residential development of at least 5 dwellings.</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Submission of an Odour Assessment, to the satisfaction of Anglian Water, in relation to any impacts on residential occupation of the site from the nearby sewage treatment works; 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. Submission of a Heritage Asset Statement that establishes that development will enhance and preserve the Conservation Area and safeguard archaeology within the adjoining site; 4. Retention of existing trees on the site boundaries; 5. Subject to the submission of a field based Archaeological Assessment prior to development; 6. Provision of affordable housing in line with the current standards. 7. Provision of highway improvements including access of adoptable standard to the satisfaction of Norfolk County Council as the local highway authority <p>Delete the supporting text to Policy G59.4 in paragraphs 12.14.4.1-12.14.4.6, as follows:</p> <p>Site Description and Justification</p> <p>12.14.4.1 The allocated site is centrally located within the village, north west of the recreation ground and church. It is in close proximity to the majority of the village services. The Borough Council considers the site is capable of achieving at least 5 dwellings at a density consistent with that of the surrounding area.</p> <p>12.14.4.2 The site scores highly in terms of sustainability, being located within close proximity of the school and Post Office. It lies within the Conservation Area and is bounded by trees which provide a natural screening to the site. Where possible, these should be retained and incorporated into the design of the development. Despite its sensitive location, the Council considers that with a high standard of design and layout, development could conserve and enhance the Conservation Area, as seen with existing residential dwellings that currently form St George’s Court to the east.</p>
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		<p>12.14.4.3 The majority of views into the site are from the village recreation ground and adjacent properties. There are also medium distance views available from Crown Street. There are opportunities for long distance views looking back at the site from the footpath network in the countryside, but the site is seen in the context of the existing settlement and in particular the St George's Court development.</p> <p>12.14.4.4 The Historic Environment Service (HES) have indicated that the site is immediately adjacent to an earthwork site thought to represent a medieval moat or fishpond and a series of tofts, indicative of medieval settlement. In addition, a possible medieval castle or hall is recorded as being located to the south east of the site. Consequently, there is potential that significant heritage assets with archaeological interest (buried archaeological remains) may be present at the site. They recommend any development on this site takes into account the findings of an archaeological field evaluation.</p> <p>12.14.4.5 Access would be achieved to the site from Globe Street via the St George's Court development. Norfolk County Council as the local highway authority consider this as acceptable.</p> <p>12.14.4.6 The following site constraints must be resolved prior to development. An odour assessment must be carried out to the satisfaction of Anglian Water to ensure any amenity issues relating to odour for new residents are overcome, as the north western edge of the village is within a cordon sanitaire for a sewage treatment works. The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.</p>
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MM229	Paragraphs 12.15.1-12.15.3 (page 407)	<p>Delete section 12.15 Middleton, as follows:</p> <p>12.15 Middleton Key Rural Service Centre Description 12.15.1 Middleton is situated 3 miles southeast of King's Lynn on the A47. The busy traffic corridor of the A47 runs through the village dividing the settlement into two and disturbing its generally tranquil character. The village has a traditional focus around the Church and crossroads. The limits of the village are defined by an immediate transition to agricultural land. The streetscape is varied in character with the area around the village hall being high quality. 12.15.2 Middleton benefits from a range of services including a school, bus route, shop, village hall, post office, church and pub but employment opportunities in the village are limited. The Parish population of the settlement was recorded as 1450 in the 2011 Population Census (55) 12.15.3 Middleton is designated as a Key Rural Service Centre by the Local Plan review. The SADMP (2016) made an allocation for at least 15 dwellings. This was known as G60.1 – Land south of Walter Howes Crescent, Middleton. However, the landowner, through their agent, proposes no further action on the site and suggests it is removed from the Local Plan as they do not wish to develop the site. This is the approach taken by the Local Plan review.</p>
MM230	Middleton Plan (page 408)	Delete the Middleton Plan, as shown in Appendix 3 to this schedule.

MM231	Paragraphs 12.16.1-12.16.7 (page 409)	<p>Delete paragraphs 12.16.1 to 12.16.7 of the supporting text in section 12.16 Snettisham, as follows:</p> <p>12.16 Snettisham Key Rural Service Centre Description 12.16.1 Snettisham is a village situated to the east of the A149 in the vale of the River Ingol. Snettisham is a relatively large village with a good range of services including shops, a GP clinic, a school, pubs and other small businesses. Snettisham parish has a population of 2,570(56). Frequent bus services run between King's Lynn and Hunstanton via Snettisham along the A149. To the west of the village is Snettisham Scalp, and The Wash which has numerous environmental designations for its importance for wildlife and habitats, as well as a RSPB bird reserve. 12.16.2 Part of the village is a Conservation Area which contains many traditional buildings of carstone and red brick covered with pantile roofs. Snettisham has a good range of facilities and is well connected to other larger villages and towns via the A149 coastal road. Like most settlements on the coastal fringe, the local infrastructure can become strained in the summer months due to the seasonal influx of tourists. 12.16.3 The SADMP (2016) made an allocation for at least 34 new homes, and the Local Plan review carries this forward. Snettisham Neighbourhood Plan and Review 12.16.4 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Snettisham Parish Council have prepared a Neighbourhood Plan for their Area, which corresponds with the Parish boundary. The Snettisham Neighbourhood Plan has been made and came into force 03/12/2018. The Neighbourhood Plan sits alongside the Local Plan and forms part of the Local Development Plan. These policies are used to in the planning determination process. 12.16.5 The Snettisham Neighbourhood Plan also makes an allocation (SNP1) at Poppyfields, this is shown on the Policies Map. The site has come forward with a planning proposal for 69 new dwellings (20/00226/OM) which currently being considered. 12.16.6 For further details please see the Snettisham Neighbourhood Plan, link below: https://www.west-norfolk.gov.uk/download/downloads/id/5313/snettisham_neighbourhood_plan_adopted.pdf 12.16.7 Snettisham Parish Council and local community have indicated a desire to undertake a review of their neighbourhood plan. This would be supported by the Borough Council.</p>
MM232	Snettisham Map (page 410)	Delete the Snettisham Plan, as shown in Appendix 3 to this schedule.

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MM233	<p>Policy G83.1 and paragraphs 12.16.1.1-12.16.1.7 (pages 411-412)</p>	<p>Delete Policy G83.1 Land south of Common Road and behind Teal Close, Snettisham, as follows:</p> <p>12.16.1 G83.1 – Snettisham Land south of Common Road and behind Teal Close Policy Site Allocation</p> <p>Policy G83.1 – Land south of Common Road and behind Teal Close, Snettisham</p> <p>Land amounting to 1.5 hectares, as shown on the Policies Map, is allocated for residential development of at least 34 dwellings.</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Provision of safe vehicular and pedestrian access connecting the site to Common Road; 2. Submission of details of sustainable drainage measures and how they will integrate with the design of the development and how they will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission; 3. Provision of affordable housing in line with current standards; 4. 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; 5. Submission of details showing how the sewer crossing the site can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water; 6. Enhanced informal recreational provision on, or in the vicinity of the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on Habitats Regulations protected nature conservation sites in the wider area. This provision may consist of some combination of informal open space (over and above the Council’s normal standards for play space), pedestrian routes which provide a variety of terrain, routes and links to greenspace and/or the wider footpath network, a contribution to greenspace provision or management in the wider area within which the site is located. <p>Delete the supporting text to Policy G83.1 in paragraphs 12.16.1.1 to 12.16.1.7, as follows:</p> <p>Site Description and Justification</p> <p>12.16.1.1 The site is close to the villages’ services and facilities and there is potential for safe walking/cycling access to the village centre from Common Road and Alma Road</p> <p>12.16.1.2 From the surrounding area the site is viewed against a semi-urban backdrop. 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 field to the north. In these views the site is seen in the context of the existing village. The site is adjacent to the Area of Outstanding Natural Beauty (AONB) which abuts the north west boundary of the site opposite Common Road. It is not considered that development on the site would have</p>
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an adverse impact on the AONB as it lies within existing development. Development of part of the site received support of a range of consultees, including the Parish Council, Norfolk County Council as the local highway authority, and Norfolk Coast (AONB) Partnership.

12.16.1.3 The site is a greenfield site (agricultural grade 3/4) mainly used for pasture and grazing, with a hedgerow along the Common Road frontage. Whilst new housing would result in the loss of undeveloped land, there are no currently available opportunities to utilise previously developed land for new housing in Snettisham. Apart from the hedgerows there are no other landscape features of importance within the site boundary. There is a power line over part of the site which would be a design consideration.

12.16.1.4 A number of Medieval and Post-Medieval archaeological finds have been identified immediately west, south and east of the site including drainage and boundary ditches and pits as well as evidence of a probable Roman track or road to the south of the site. Due to the potential for archaeological finds it is required that the site archaeology is further investigated prior to development.

12.16.1.5 The Internal Drainage Board for King's Lynn state that there is a need for careful surface water drainage design to avoid increasing the risk of flooding on drains south of Snettisham meaning a Sustainable Drainage System (SUDS) would be sought to serve new development.

12.16.1.6 The SADMP Habitats Assessment Report has identified a risk of indirect adverse effects on designated nature conservation sites from development in this location. In order to avoid any such effect particular measures, need to be delivered with development, as set out in the Policy

12.16.1.7 This site has come forward in two parts. The first part gained from full planning permission (14/00944/FM) for 23 dwellings, and the is complete. The second part of the site currently benefits from planning permission (15/02006/OM & 19/00577/RM), this details 9 dwellings.

MM234	Paragraphs 12.17.1-12.17.2 (page 413)	<p>Delete paragraphs 12.17.1 and 12.17.2 of section 12.17 Southery, as follows:</p> <p>12.17 Southery Key Rural Service Centre Description 12.17.1 Southery is situated approximately five miles south of Downham Market. The A10 trunk road by-passes the settlement to the west. The village has grown by linear expansion, and the centre has an urban character which contrasts with the quieter rural parts of the village. The village has a range of services and facilities which include a school, bus route, shop and public house with some employment opportunities. 12.17.2 Southery is designated as a Key Rural Service Centre by the Local Plan review and is considered to have an adequate range of services to serve the existing and wider rural community. The SADMP (2016) made an allocation for at least 15 dwellings. The Local Plan review seeks to carry this forward.</p>
MM235	Southery Plan (page 414)	Delete the Southery Plan, as shown in Appendix 3 to this schedule.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">365</p>	<p>MM236 Policy G85.1 and paragraphs 12.17.1.1-12.17.1.8 (pages 415-416)</p>	<p>Delete Policy G85.1 Southery - Land off Lions Close, as follows:</p> <p>12.17.1 G85.1 – Southery – Land off Lions Close Policy Site Allocation Policy G85.1 Southery – Land off Lions Close Land amounting to 1.2 hectares, as identified on the Policies Map, is allocated for the residential development of at least 15 dwellings. Development will be subject to the following:</p> <ol style="list-style-type: none"> 1. 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; 2. Safe and suitable access being achieved with access off Lions Close, with Lions Close being adopted, to the satisfaction of Norfolk County Council as the local highway agency; 3. Provision of affordable housing in line with the current standards. <p>Delete the supporting text to Policy G85.1 in paragraphs 12.17.1.1 to 12.17.1.8, as follows:</p> <p>Site Description and Justification 12.17.1.1 The allocated site is located towards the east in the central area of the settlement. The site will be well integrated with the services and facilities that address the daily needs of the residents, as reflected by the positive scores in the sustainability appraisal. The development boundary immediately abuts the site on the east, south and west boundaries. The site is of high quality agricultural use (Grade 2) and the Council considers due to modest amount of land required for development and proximity to services it is appropriate to develop on this agricultural land. The development will form part of an infill development between two residential sites. 12.17.1.2 The Borough Council considers the site is capable of accommodating at least 15 residential units at a density which is considered appropriate given the proximity of the site to the centre of the settlement. If designed correctly with suitable landscaping and publicly accessible open spaces the allocation would conserve the landscape setting of village. 12.17.1.3 The majority of views of the site are limited to the near distance from adjacent roads, and properties. 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. 12.17.1.4 Norfolk County Council as the local highway authority consider the site to be acceptable with access off Lions Close, this road would need to be adopted.</p>
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		<p>12.17.1.5 One constraint which must be resolved prior to development to the satisfaction of Anglian Water; an odour assessment must be carried out to determine the likelihood of any amenity issues relating to odour, as the site is located within a cordon sanitaire for a sewage treatment works.</p> <p>12.17.1.6 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SuDS) would be sought to serve new development.</p> <p>12.17.1.7 This site is considered favourably by the Borough Council as the allocation for housing in Southery as it is capable of providing the housing numbers as infill rather than extending the settlement. Furthermore, in comparison to the other sites it is considered to have the least negative impact upon the landscape.</p> <p>12.17.1.8 The site has come forward and benefits from full planning permission for 19 dwellings (16/00658/FM). The development has commenced, and several of the dwellings are now complete.</p>
MM237	Paragraphs 12.18.3 and 12.18.5 (page 417)	<p>Amend paragraphs 12.18.3 and 12.18.5 of the supporting text in section 12.18 Stoke Ferry, as follows:</p> <p>12.18.3 Stoke Ferry is designated as a Key Rural Service Centre, it has a range of services and facilities to serve the existing and wider community. The SADMP (2016) Local Plan <u>makes made</u> three allocations for a total of at least 27 <u>52</u> dwellings. The Local Plan review carries these allocations forward.</p> <p>12.18.5 The Borough Council is supportive of those wishing to undertake a Neighbourhood Plan. The Parish Council and local community have expressed their desire to prepare a Neighbourhood Plan for their Area. The Area corresponds with the Parish boundary and was formally designated by the Borough Council 24/10/2018. They are currently working towards a draft version of their plan for consultation. Stoke Ferry Neighbourhood Area was designated in October 2018. The Neighbourhood Plan was submitted in August 2022, examined during summer 2023 and made on 29 August 2023, following the referendum (24 August). The Neighbourhood Plan contains policies regarding housing mix, design (supported by a design code), landscape, green/ blue infrastructure and local green space. The Local Plan should not impinge on non-strategic matters that are better dealt with by Neighbourhood Plan policies (NPPF, Strategic policies section).</p>
MM238	Stoke Ferry Plan (page 418)	Delete the Stoke Ferry Plan, as shown in Appendix 3 to this schedule.

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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">367</p> <p>MM239</p>	<p>Policy G88.1 and paragraphs 12.18.1.1-12.18.1.6 (pages 419-420)</p>	<p>Amend the preamble and criteria 3 and 5 of Policy G88.1 Stoke Ferry - Land South of Lark Road/ Wretton Road, as follows:</p> <p>Land south of Lark Road/ Wretton Road amounting to 0.4 hectares, as identified on the Policies Map, is allocated for residential development of at least 5 <u>13</u> dwellings.</p> <p>3. Demonstration of safe highway access that meets the satisfaction of the Highway Authority <u>in line with the requirements of Policy LP13</u>;</p> <p>5. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u></p> <p>Amend paragraph 12.18.1.6 of supporting text to Policy G88.1, move paragraphs 12.18.1.1-12.18.1.6 to precede Policy G88.1, and amend sub-headings, as follows:</p> <p>Site Description and Justification <u>Introduction</u></p> <p>12.18.1.1 This site is located to the south west area of Stoke Ferry and situated immediately to the south of a new cul-de-sac development at Lark Road. The development boundary immediately abuts the site's northern boundary. The Borough Council considers the site is suitable to accommodate at least 5 <u>13</u> residential units at a density consistent with that of the surrounding area.</p> <p><u>Justification</u></p> <p>12.18.1.2 The site scored relatively highly in the sustainability appraisal due to its proximity to a range of services, in particular the local school. The land is currently in agricultural use (grade 3) and development on the site will form an extension onto Lark Road, which is considered the only suitable access point. Stoke Ferry Parish Council are in favour of this site being allocated.</p> <p>12.18.1.3 There are no major landscape features on the site (e.g tress or hedgerows) however there is a path running across the centre of the site which could potentially be incorporated into the design of development. The site sits a distance from the Conservation Area, screened by development and it is not considered that development of the site would be of detriment to the character and appearance of this Heritage Asset.</p> <p>12.18.1.4 The majority of the views into the site are limited to near distance from Lark 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 north boundary. In the limited views that area available the site is seen in the context of the existing settlement.</p>
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		<p>12.18.1.5 The following constraints must be resolved prior to development; a sewer crosses the site and therefore easement/ diversion may be required in consultation with Anglian Water. An odour assessment must be carried out to the satisfaction of Anglian Water to ensure any amenity issues relating to odour for new residents are overcome. The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.</p> <p>12.18.1.6 The site has come forward and benefits from <u>Previous planning permission for 13 dwellings (15/01931/OM & 18/02068/RM), has since lapsed. Delivery is expected around the middle of the Plan period, after 2029.</u></p>
MM240	New Plan	Insert a New Plan G88.1 Stoke Ferry - Land South of Lark Road/ Wretton Road after Policy G88.1 Stoke Ferry - Land South of Lark Road/ Wretton Road as shown in Appendix 3 to this MM schedule.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">369</p> <p>MM241</p>	<p>Policy G88.2 and paragraphs 12.18.2.1-12.18.2.6 (pages 420-421)</p>	<p>Amend criteria 2 and 4 of Policy G88.2 Stoke Ferry – Land at Bradfield Place, as follows:</p> <p>2. Safe access and visibility being achieved to the satisfaction of Norfolk County Council as the local highway authority <u>in line with the requirements of Policy LP13;</u></p> <p>4. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u></p> <p>Amend paragraph 12.18.2.7 of the supporting text to Policy G88.2, move paragraphs 12.18.2.1-12.18.2.6 to precede Policy G88.2, and amend sub-headings, as follows:</p> <p>Site Description and Justification <u>Introduction</u></p> <p>12.18.2.1 The site is located outside of the Conservation Area and within fairly close proximity of village services, scoring positively for this factor in the sustainability appraisal. The site is situated to the rear of residential properties, with the northern and eastern boundaries abutting the current proposed development boundary.</p> <p><u>Justification</u></p> <p>12.18.2.2 The Borough Council considers the site is suitable to accommodate at least 10 dwellings at a density consistent with that of the surrounding area.</p> <p>12.18.2.3 Currently the site is in agricultural use (Grade 3), and apart from a few hedgerows and trees there are no other landscape features of importance within the site boundary. The Stoke Ferry Conservation Area sits a good distance from the site and due to the built form in the immediate vicinity of the site; it is not considered that development of the site would be of detriment to the character and appearance of the Conservation Area. Stoke Ferry Parish Council support this site.</p> <p>12.18.2.4 Norfolk County Council as the local highways authority support development on this site providing safe access and visibility is achieved.</p> <p>12.18.2.5 The site abuts the development on two sides with the western boundary bordered by agricultural land. Views are limited to near distance from adjacent roads and properties. In the wider views are available from the west the site is seen in the context of the existing settlement.</p> <p>12.18.2.6 A water main(s) crosses the site and therefore easement/diversion may be required in consultation with Anglian Water. The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.</p>
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MM242	New Plan	<p>Insert a New Plan G88.2 Stoke Ferry – Land at Bradfield Place after Policy G88.2 Stoke Ferry – Land at Bradfield Place as shown in Appendix 3 to this MM schedule.</p>

<p>MM243</p> <p>371</p>	<p>Policy G88.3 and paragraphs 12.18.3.1-12.8.3.10 (Pages 422-423)</p>	<p>Amend the preamble to and criteria 2 and 6 of Policy G88.3 Stoke Ferry - Land at Indigo Road / Lynn Road, as follows:</p> <p>Land at Indigo Road / Lynn Road amounting to 0.5 hectares, as identified on the Policies Map, is allocated for residential development of at least 42 <u>29</u> dwellings.</p> <p>2. Safe access and visibility being achieved to the satisfaction of Norfolk County Council as the local highway authority <u>in line with the requirements of Policy LP13</u>;</p> <p>6. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u></p> <p>Amend paragraph 12.18.3.10 of the supporting text to Policy G88.3, move paragraphs 12.18.3.1-12.8.3.10 to precede policy G88.3, and amend the sub-headings, as follows:</p> <p>Site Description and Justification <u>Introduction</u></p> <p>12.18.3.1 Site G88.3 has support from Stoke Ferry Parish Council as well as the public because the site is centrally located within the settlement, therefore in close proximity of village services and it would provide a much-needed formal car parking facility, and financial contributions, to the village hall, benefiting the local community.</p> <p>12.18.3.2 The site is situated to the south of the Indigo Road residential development and to the north of Lynn Road and the feed mill. The southern and western boundaries abut the development boundary, with the southern boundary meeting the Stoke Ferry Conservation Area.</p> <p><u>Justification</u></p> <p>12.18.3.3 The Borough Council considers the site is suitable to accommodate at least 42 <u>29</u> dwellings at a density consistent with that of the surrounding area, in particular that seen at Indigo Road, together with a car park.</p> <p>12.18.3.4 The northern section of the originally submitted site has been excluded as it has already been developed as a residential estate (Indigo Road). The southern section of the originally submitted site is in the same ownership and has been partially excluded. It lies within the development boundary and should come forward for residential development as part of a development phasing scheme, although part of this land, to the west of the village hall, has been included as it will be allocated for the provision of a c.26 car spaces car park for the village hall. An approximate location guide for this facility is indicated on the Policies Map.</p> <p>12.18.3.5 The site an unused brownfield site, formally a petrol station, now cleared. This and other previous site uses have led to contamination of the land.</p>
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		<p>12.18.3.6 Development of this site would allow the reuse of this currently unused, centrally located, parcel of land and through the use of a high design standard has the potential to positively contribute to the visual amenity of the locality.</p> <p>12.18.3.7 Access to the site could be gained from Indigo Road, to the north, and/or Lynn Road, to the south. Norfolk County Council as the local highway authority support development on this site providing safe access and visibility is achieved.</p> <p>12.18.3.8 Views into the site are limited to the near distance from adjacent roads and properties. In these views the site is seen in the context of the existing built environment of the settlement.</p> <p>12.18.3.9 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.</p> <p>12.18.3.10 The site has come forward in combination with a section land which is within the development boundary and benefits from full planning permission for 29 dwellings (16/00493/FM). The development has subsequently <u>Development has commenced, with completions coming forward from 2025/26.</u></p>
MM244 572	New Plan	Insert a New Plan G88.3 - Stoke Ferry - Land at Indigo Road / Lynn Road after Policy G88.3 - Stoke Ferry - Land at Indigo Road / Lynn Road as shown in Appendix 3 to this MM schedule.
MM245	Paragraph 12.19.4 (Page 424)	Amend the paragraph 12.19.4 of the supporting text in section 12.19 Terrington St. Clement, as follows: 12.19.4 Terrington St Clement is designated a Key Rural Service Centre because of the range of facilities available and its potential to accommodate growth to sustain the wider rural community. The SADMP (2016) made three residential housing allocations for at least 55 new dwellings. The Local Plan review seeks to carry these forward and also seeks to make a further allocation for at least 76 new dwellings. The site represents a rather unique opportunity to bring an un-used brownfield (previously developed) parcel of land in a relatively central position back into active use.
MM246	Terrington St Clement Plans (Pages 425-426)	Delete the Terrington St Clement Plan/ Zoomed Plans, as shown in Appendix 3 to this schedule.

<p>MM247</p> <p style="text-align: center;">373</p>	<p>Policy G93.1 and paragraphs 12.19.1.1-12.19.1.5 (Pages 427-428)</p>	<p>Delete Policy G93.1 Terrington St. Clement - Land at Church Bank, Chapel Road, as follows:</p> <p>12.19.1 G93.1 - Terrington St. Clement - Land at Church Bank, Chapel Road Policy</p> <p>Site Allocation</p> <p>Policy G93.1 Terrington St. Clement - Land at Church Bank, Chapel Road</p> <p>Land amounting to 0.5 hectare at Church Bank, Chapel Road, as shown on the Policies Map is allocated for residential development of at least 10 dwellings.</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Prior submission of a desk-based Archaeological Assessment of the site and proposed development; 2. 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); 3. Submission of details showing how the sewer crossing the site can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water; 4. Demonstration of safe access and provision of adequate improvements to local road network; 5. Provision of affordable housing in line with the current standards. <p>Delete the supporting text to Policy G93.1 in paragraphs 12.19.1.1 to 12.19.1.5, as follows:</p> <p>Site Description and Justification</p> <p>12.19.1.1 The allocated site is situated in a central part of the settlement immediately adjacent the development boundary. The site comprises Grade 1 (excellent quality) agricultural land. Whilst development would result in the loss of productive agricultural land, this also applies to other developable site options in the village and there is an identified need for additional housing in the settlement. The land is flat grassland and other than boundary hedgerows there are no landscape features of importance on the site.</p> <p>12.19.1.2 The site is situated in a built-up part of the village. The surrounding area comprises of existing housing development to the south, east and west with open fields to the north. It is considered that development on the site will not be visually intrusive in the landscape. Views are limited to near distance from adjacent roads and properties. Wider views are available from the north but in this view, development would be seen in the context of the existing settlement.</p> <p>12.19.1.3 It is considered that development of 10 residential dwellings in this location will not be detrimental to the form and character of the area but would rather form a continuation of existing housing on Chapel Street, infilling</p>
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		<p>the gap between existing housing to its east and west. The site is well integrated with the central part of the village and in close proximity to a number of services the village has to offer. This potentially provides opportunity for residents to walk or cycle to these amenities. Norfolk County Council as the local highway authority identifies the site to be well located and made no objections to the allocation of this the site subject to localised improvements to the road network.</p> <p>12.19.1.4 All of Terrington St. Clement is located within Flood Zone 3 according to the BCKLWN SFRA (2019), therefore there are no sites located within a lower risk flood zone. The appropriate flood mitigation measures are required by the allocation policy above.</p> <p>12.19.1.5 The site has come forward and benefits from full planning permission for 10 dwellings (17/01649/O & 19/01589/RMM).</p>
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<p style="text-align: center;">375</p>	<p>MM248 Policy G93.2 and paragraphs 12.19.2.1-12.19.2.6 (Pages 428-430)</p>	<p>Delete Policy G93.2 Terrington St. Clement - Land Adjacent King William Close, as follows:</p> <p>12.19.2 G93.2 - Terrington St. Clement - Land Adjacent King William Close Policy Site Allocation Policy G93.2 Terrington St. Clement - Land Adjacent King William Close Land amounting to 0.7 hectare north of Chapel Road, as shown on the Policies Map is allocated for residential development of at least 17 dwellings. Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 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 nearby Listed Building (Grade II Listed Post Office); 2. Submission of a detailed Contamination Assessment in accordance with the requirements of the National Planning Policy Framework (NPPF) and the Environment Agency's 'Guiding Principles for Land Contamination'; 3. Demonstration of safe access and adequate visibility being achieved, the details of which are to be agreed by Norfolk County Council as local highway; 4. Provision of affordable housing in line with the current standards. 5. 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. <p>Delete the supporting text to Policy G93.2 in paragraphs 12.19.2.1 to 12.19.2.6, as follows:</p> <p>Site Description and Justification 12.19.2.1 The site previously contained industrial buildings but these have since been demolished. Development of the site would allow the reuse of this previously developed land thus reducing the pressure to build on productive agricultural land. Landscape features within the site include boundary hedgerows but no other landscape features of note. 12.19.2.2 The site is located in a built-up part of the village. It is largely surrounded on all sides by existing housing. As such, the proposed development would relate satisfactorily with the existing character of the area. Views are limited to glimpses from adjacent roads and properties. There are few opportunities for long and</p>
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medium distance views from the west, but in these views, development would largely be seen in the backdrop of the existing settlement.

12.19.2.3 The site's eastern boundary immediately abuts Terrington St Clement Conservation Area, there is a Listed Building adjacent the site (Grade 2 Listed Post Office) and access is proposed through the Conservation Area. Therefore, given its sensitive location, the design and layout of the development must be of a high standard that would conserve and enhance the setting of the Conservation Area and respect the settings of the Listed Building.

12.19.2.4 This site is identified as the highest scoring site, of those available in the village, in terms of proximity to services; it is well located with good links and provides an opportunity for residents to walk or cycle to key village services. Safe access into the site can be achieved from either King William Close or the junction off Churchgate Way adjacent the public house. King William Close is a private road, as such the developer would be required to bring it up to adoptable standards in order for access to be gained. Access could alternatively be obtained off Churchgate Way, at the junction next to the public house subject to adequate visibility being achieved. The policy ensures that the specific details regarding access be agreed by the local Highway Authority prior to the development taking place.

12.19.2.5 All of Terrington St. Clement is located within Flood Zone 3 according to the BCKLWN SFRA (2019), therefore there are no sites located within a lower risk flood zone. The appropriate flood mitigation measures are required by the allocation policy above.

12.19.2.6 The site has come forward and benefits from full planning permission for 17 dwellings (19/00712/F). The majority of the site is complete.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">377</p>	<p>MM249 Policy G93.3 and paragraphs 12.19.3.1-12.19.3.8 (Pages 431-433)</p>	<p>Amend the preamble and criterion 4 of Policy G93.3 Terrington St. Clement – Land west of Benn’s Lane, as follows:</p> <p>Land amounting to 2.2 hectares west of Benn’s Lane, as shown on the Policies Map is allocated for residential development of at least 35 43 dwellings.</p> <p>4. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u></p> <p>Amend paragraph 12.19.3.8 of the supporting text to Policy G93.3, move paragraphs 12.19.3.1-12.19.3.8 to precede Policy G93.3, and amend the sub-headings, as follows:</p> <p>Site Description and Justification <u>Introduction</u></p> <p>12.19.3.1 The allocated site is situated north-east of the village of Terrington St Clement, with its eastern boundary abutting the development boundary. The site comprises brownfield land. The land currently accommodates derelict greenhouses which were previously used for horticultural purposes. Development of the site reduces the pressure to build on greenfield productive land and also provides an opportunity to improve the existing derelict appearance of the site. Landscape features on the site include mature hedges along the site boundaries.</p> <p>12.19.3.2 The surrounding area consists of residential road frontage development to the east, open fields to the south and west, and industrial land to the north.</p> <p><u>Justification</u></p> <p>12.19.3.3 The site is well screened by mature hedges along the eastern site boundary. Near distance views are limited to glimpses from adjacent road and nearby properties. There is some opportunity for medium and long-distance views particularly when viewed south of Benn's Lane, but in these views, development would be seen in the context of the existing built environment. Therefore, it is considered that development would not be harmful to the visual and landscape amenity of the area but would rather be an improvement on the derelict structures presently on the site.</p> <p>12.19.3.34 The site and the area north of the site is subject to a certificate of lawful use for B2 (general industrial) which was granted in 2010. There is currently no industrial development in the area but in order to avoid any conflicts between the proposed residential development and any future potential industrial uses north of the site, a</p>
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		<p>policy is included as part of the allocation to ensure an explicit buffer area (minimum width of 30m) is provided along the northern site boundary as part of the residential development.</p> <p>12.19.3.45 There is an open drain within the site which is maintained by King's Lynn Internal Drainage Board (IDB). It is recommended that discussions are held with the IDB prior to the planning application stage.</p> <p>12.19.3.56 In terms of access and proximity to services, the site is within reasonable walking distance to Churchgate Way where the majority of local services are situated including the primary and high schools, shops, public house, village hall, post office and bus stops. Site access is proposed from the existing access on Benn's Lane. Due to the nature of the southern part of Benn's Lane and the junction onto Lynn Road, it is recommended that appropriate works are undertaken, and the design and layout of the scheme should aim to encourage use of the Northgate Way junction and the northern part of Benn's Lane.</p> <p>12.19.3.67 The size of the site is sufficiently large to accommodate at least 35 <u>43</u> dwellings at a density consistent with the locality and also accommodate the aforementioned buffer area north of the site and address any other possible issues surrounding the drain within the site, site access and loss of hedgerows.</p> <p>12.19.3.78 Whilst the site is within a high flood risk area (flood zone 3). All of Terrington St Clement is within the same flood zone. The site is suitable in terms of distance to services and proximity to the village. Development on the site is subject to the appropriate flood mitigation measures outlined in the policy above.</p> <p>12.19.3.89 In summary, the Borough Council considers that this site provides an ideal opportunity for a well-located residential development on a derelict, brownfield site whilst also visually improving the area. The site has come forward and benefits from outline-planning permission for 44 <u>43</u> dwellings (16/02230/O & 21/00589/RMM). Should the wider area be allocated for development as proposed by this Plan, as TSC1, the buffer zone originally required by the SADMP policy is no longer required. This is because the two areas will be residential. Whereas the policy originally envisaged the buffer zone being required between a residential area and an employment area.</p>
MM250	New Plan	Insert a New Plan G93.3 Land west of Benn's Lane after Policy G93.3 Terrington St. Clement – Land west of Benn's Lane as shown in Appendix 3 to this MM schedule.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">379</p>	<p>MM251 Policy TSC1 and paragraphs 12.19.4.1-12.19.4.8 (pages 434-436)</p>	<p>Amend criteria 1 and 7 of Policy TSC1 Terrington St. Clement – Land south of Northgate Way and west of Benn’s Lane, as follows:</p> <p>1. Demonstration of safe access from Northgate Way to the satisfaction of Norfolk County Council as the Local Highway Authority <u>in line with Policy LP13</u>, the provision of adequate pedestrian/cyclist links, including a link through to Churchgate Way, and a pedestrian, cycle and road link to the adjacent land allocated as G93.1 <u>G93.3</u>;</p> <p>7. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u></p> <p>Amend paragraphs 12.19.4.1 and 12.19.4.2 of the supporting text to Policy TSC1, move paragraphs 12.19.4.1-12.19.4.8 to precede Policy TSC1, and amend the sub-headings, as follows:</p> <p>Site Description and Justification <u>Introduction</u></p> <p>12.19.4.1 The site proposed for allocation (Site Ref. S369) is a slightly larger site than was originally submitted (Site Ref. H369). The larger site provides additional benefits and some of the constraints associated with the smaller site have been overcome through the evolution of a planning application for the larger site (18/00940/OM). <u>Site allocation TSC1 adjoins G93.3; the latter immediately to the south.</u></p> <p><u>Justification</u></p> <p>12.19.4.2 A significant proportion of the site has brownfield status as it was granted a certificate of lawful use for B2 General Industrial purposes in 2010. The rest of the site comprises remnants of a previous horticultural business, including a range of semi-derelict / derelict structures associated with this. There also some parcels of land which could be classed as greenfield. The site has been vacant for some considerable time (approximately 10 years). Given the rural nature of the Borough the vast majority of sites which come forward are wholly Greenfield, the site therefore represents an opportunity to develop a brownfield and dilapidated site that has a very limited current use and ensure it makes a positive contribution to the local area and housing supply. This is very much in line with current Government thoughts as set out within the National Planning Policy Framework (NPPF 2019)...</p>
<p>MM252</p>	<p>New Plan</p>	<p>Insert a New Plan TSC1 Land south of Northgate Way and west of Benn’s Lane after Policy TSC1 Terrington St. Clement – Land south of Northgate Way and west of Benn’s Lane as shown in Appendix 3 to this MM schedule.</p>

<p style="text-align: center;">380</p>	<p>MM253 Paragraphs 12.20.6-12.20.9 (Pages 437-438)</p>	<p>Amend paragraph 12.20.6-12.20.9 of the supporting text in section 12.20 Terrington St John with St Johns Highway/ Tilney St Lawrence, as follows:</p> <p>12.20.6 The SADMP (2016) made two residential housing allocations. The Local Plan review carries forward G94.1— Land east of School Road for at least 35 dwellings. However, it does not carry forward the site previously known as G94.2— Land north of St John’s Road as the site has not come forward with a planning proposal since the site was originally allocated in 2016 and the landowner/ agent have not responded to Borough Council enquiries. The Development of the site relies upon the relocation of an existing transport business, this has not occurred. Therefore, there is a question mark over the future of the site and its ability to deliver the housing envisaged by the SADMP, hence its removal from the Local Plan. <u>The Local Plan allocates Land east of School Road (Terrington St John) for at least 40 dwellings.</u></p> <p><u>Terrington St John Neighbourhood Plans</u></p> <p>12.20.7 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Terrington St. John with St. Johns Highway / Tilney St. Lawrence combined form a Key Rural Service Centre. Terrington St. John is one Parish which includes St. Johns Highway. Tilney St. Lawrence is a separate Parish.</p> <p>12.20.8 Terrington St. John Parish Council has been in the process of preparing a Neighbourhood Plan for their area. The Terrington St. John Neighbourhood Plan Area was formally designated by the Borough Council 02/12/2015 and corresponds with the boundaries of Terrington St. John Parish. The decision statement was signed in July 2021 and is currently awaiting their referendum. <u>Terrington St John has successfully completed a Neighbourhood Plan. Terrington St John Neighbourhood Area was designated in February 2017. The Terrington St John Neighbourhood Plan 2016-2036 was examined during summer 2021, passed at referendum in September 2021 and made in October 2021. It focuses upon themes such as housing mix, design, local services, flood risk and the historic environment.</u> For further details on the neighbourhood plan’s policies please see the Neighbourhood Plan, link below:</p> <p>12.20.9 https://www.west-norfolk.gov.uk/info/20127/neighbourhood_plans/887/terrington_st_john_neighbourhood_plan</p> <p><u>[new paragraph, following 12.20.9] Tilney St Lawrence parish was designated a Neighbourhood Area in March 2021. This allows preparation of a Neighbourhood Plan for that parish.</u></p>
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MM254	Terrington St John, St John's Highway and Tilney St Lawrence Plan (Page 439)	Delete the Terrington St John, St John's Highway and Tilney St Lawrence Plan, as shown in Appendix 3 to this schedule.
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MM255	<p>Policy G94.1 and paragraphs 12.20.1.1-12.20.1.7 (Pages 440-441)</p>	<p>Amend criterion 4 of Policy G94.1 Terrington St John with St Johns Highway/ Tilney St Lawrence – Land east of School Road:</p> <p>4. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u></p> <p>Amend paragraph 12.20.1.7 of the supporting text to Policy G94.1, move paragraphs 12.20.1.1-12.20.1.7 to precede Policy G94.1, and amend sub-headings, as follows:</p> <p>Site Description and Justification <u>Introduction</u></p> <p>12.20.1.1 The allocated site is situated east of School Road, south of Terrington St. John. It is located in a fairly built up area with its northern and western boundaries immediately abutting the development boundary. Open fields border the site on the south and east. The site mostly comprises of scrub land classed as Grade 2 (good quality) agricultural land but does not currently appear to be in agricultural production. Whilst development of the site would result in the loss of productive agricultural land, this applies to all other growth options in this settlement.</p> <p><u>Justification</u></p> <p>12.20.1.2 There are no significant landscape features within the site other than boundary hedges and trees. There is a school playing field within part of the site. This is proposed to be relocated as part of the scheme. The allocation includes a policy above to ensure that a suitable replacement playing field is provided prior to use of the land taking place.</p> <p>12.20.1.3 The site is considered to be ideally located for housing development. It is situated in a relatively built up area with established housing to its north and west. Development would form a continuation of existing housing on School Road without detriment to the form and character of the locality. In terms of visual and landscape impacts, whilst wider views of the site are available particularly from the south, development would mostly be seen in the backdrop of the existing settlement and would not cause significant harm to the visual amenity of the area.</p> <p>12.20.1.4 In addition, the site is well position in relation to local services, particularly the primary school which is situated immediately opposite. The site is also within reasonable walking/cycling distance to Main Road where the majority of local services are located. Site access is obtainable from School Road as supported by the Local Highway Authority subject to the its design and layout.</p> <p>12.20.1.5 The site is identified to be the least constrained site over other considered sites in the settlement and is of a sufficient scale to accommodate at least 35 <u>40</u> dwellings at a density that is consistent with its surrounding area.</p>
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MM256	New Plan	Insert a New Plan G94.1 Land east of School Road, Terrington St John after Policy G94.1 Terrington St John with St Johns Highway/ Tilney St Lawrence – Land east of School Road as shown in Appendix 3 to this MM schedule.

MM257	Paragraphs 12.21.1-12.21.8 (Pages 442-443)	<p>Amend paragraphs 12.21.3 to 12.21.8 of the supporting text in section 12.21 Upwell/Outwell, as follows:</p> <p>12.21.3 Outwell’s waterside development is distinctive and differs from the more rural parts of the settlement. <u>The existing built-up area is situated within the Churchfield and Plawfield, and Needham & Laddus IDBs; managed by the Middle Level Commissioners. The Commissioners have highlighted the need to mitigate the impacts of new developments upon downstream flood risk and water level management systems.</u> The main part of the village is situated between the two <u>principal</u> watercourses <u>which set the linear built form</u>, but then extends out from this. In the north the character is dictated by the open green area, the filled in course of the Wisbech Canal.</p> <p>12.21.4 Upwell and Outwell are grouped together to form a Key Rural Service Centre. Collectively the villages are considered to have a good range of services and community facilities to serve the community. The SADMP (2016) made 6 allocations. The Local Plan review seeks to carry all of these forwards.</p> <p>Neighbourhood Plans</p> <p>12.21.5 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Upwell and Outwell together form a Key Rural Service Centre. The two settlements are individual parishes in their own right.</p> <p><u>Upwell Neighbourhood Plan</u></p> <p>12.21.6 Upwell Parish Council neighbourhood plan has reached the stage where the decision statement has been signed and it is now awaiting a referendum. The Upwell Neighbourhood Plan was made (adopted) by the Borough Council in July 2021. This makes 5 allocations (A1, A2, A3, A4 and A5) for a total of 50 dwellings. These can be seen on the policies map. Allocation A1 reflects the same site allocation as G104.3, however, the allocation size has been extended in the neighbourhood plan to cater for at least 20 dwellings instead of at least 5 dwellings at present in the adopted SADMP 2016. Allocations A2, A3, A4 and A5 have allocations which add up to 27 new dwellings. In the Local Plan Review G104.3 has now been removed and shows A1 as the policy allocation. For further details please see the Upwell Neighbourhood Plan, link below:</p> <p>12.21.7 https://www.west-norfolk.gov.uk/info/20127/neighbourhood_plans/775/upwell_neighbourhood_plan.</p> <p><u>Outwell Neighbourhood Plan</u></p> <p>12.21.8 Outwell Parish Council are in the process of preparing Neighbourhood Plans for their Area. The Outwell Neighbourhood Plan Area was formally designated by the Borough Council 09/10/2017 and corresponds with the boundaries of Outwell Parish. They are currently preparing draft version of their Neighbourhood Plan for consultation.</p>
MM258	Upwell Plans (pages 444-445)	Delete the Upwell/ Upwell Zoomed Plans, as shown in Appendix 3 to this schedule.

385	<p>MM259 Policy G104.1 and paragraphs 12.21.1.1-12.21.1.7 (Pages 446-447)</p>	<p>Delete Policy G104.1 Upwell – Land north west of Townley Close, as follows:</p> <p>12.21.1 G104.1 - Upwell - Land north west of Townley Close Policy Site Allocation Policy G104.1 Upwell – Land north west of Townley Close Land north-west of Townley Close amounting to 0.5 hectares, as identified on the Policies Map, is allocated for residential development of at least 5 dwellings. Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Submission of details showing how the sewer and water main crossing the site can be accommodated in the development (including any easements/ diversions) to the satisfaction of Anglian Water; 2. Careful design ensuring no adverse impact on the Conservation Area close by, and to strengthen local distinctiveness; 3. Submission of a Heritage Asset Statement that establishes that development would conserve and where appropriate enhance the Conservation Area, The Grade 2* Listed Welle Manor Hall and the Grade 2 Listed War Memorial, and their settings; 4. Safe vehicular access and improvements to the footway being achieved to the satisfaction of the Highways Authority; 5. Provision of affordable housing in line with the current standards. <p>Delete the supporting text to Policy G104.1 in paragraphs 12.21.1.1-12.21.1.7, as follows:</p> <p>Site Description and Justification 12.21.1.1 The allocated site is ideally located in the heart of the village, close to village services and within close proximity of the Conservation Area. 12.21.1.2 The site scored highly for its proximity to village services and facilities; it is well located and with enhancements to the local footway provides encouragement for residents to walk or cycle to key village services. Norfolk County Council, as local highways authority, considers the site acceptable providing safe access can be achieved onto the A1101. 12.21.1.3 The site is classified as Grade 1 agricultural land. Whilst new housing would result in the loss of undeveloped land, the Council considers due to the scale of development and the wider benefits to the community it is appropriate to develop on this high-quality land. 12.21.1.4 The site is situated adjacent to the Conservation Area and within close proximity of the Grade II* listed building Welle Manor Hall and the Grade 2 Listed War Memorial. However, the Borough Council considers that a modest development, if designed sensitively could conserve and potentially enhance the setting of these. Historic</p>
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		<p>England consider that the site forms part of the gateway into the Conservation Area along New Road and the approach to Welle Manor Hall. This way there are clauses within the policy relating to the historic environment.</p> <p>12.21.1.5 The allocation site is located to the west of Townley Close and could potentially accommodate a frontage development which is in keeping with the linear nature of the village. The majority of the views into the site are available from New Road (A1101), Townley Close and adjacent properties on Lister's Road. The site is already surrounded on all sides by development so there are no real long distance views looking back at the site from the footpath network in the countryside.</p> <p>12.21.1.6 The following site constraint must be resolved prior to development. A water main and sewer cross the site, and this may affect the layout of the development. Easement and diversion may be required. Anglian Water should be consulted to resolve these issues.</p> <p>12.21.1.7 This site benefits from outline planning permission (18/01980/O) for 5 dwellings.</p>
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<p>MM260</p> <p style="text-align: center; vertical-align: middle;">387</p>	<p>Policy G104.2 and paragraphs 12.21.2.1-12.21.2.5 (Pages 447-448)</p>	<p>Delete Policy G104.2 Upwell - Land south/ east of Townley Close, as follows:</p> <p>12.21.2 G104.2 - Upwell - Land south/ east of Townley Close Policy</p> <p>Site Allocation</p> <p>Policy G104.2 Upwell - Land south/ east of Townley Close</p> <p>Land south/ east of Townley Close amounting to 0.3 hectares, as identified on the Policies Map, is allocated for residential development of at least 5 dwellings.</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Submission of details relating to overcoming the major constraints with regards to the foul sewerage network to the satisfaction of Anglian Water; 2. Subject to safe access and improvements to the footway being achieved to the satisfaction of the Highways Authority; 3. Provision of affordable housing in line with the current standards. <p>Delete the supporting text to Policy G104.2 in paragraphs 12.21.2.1-12.21.2.5, as follows:</p> <p>Site Description and Justification</p> <p>12.21.2.1 The allocated site is located within the heart of the village, within close proximity of village services and facilities. The site immediately abuts the existing settlement to the west. The Borough Council considers the site is suitable to accommodate at least 5 residential dwellings at a density consistent with that of the surrounding area. This scale of development is supported by the Parish Council. The site is located outside of the Conservation Area, and development will form an extension to the south/east of Townley Close. Norfolk County Council as the local highway authority considers the site acceptable providing safe access can be achieved onto the A1101 and enhancements are made to the local footway.</p> <p>12.21.2.2 The site is classified as Grade 1 agricultural land, and currently a wooded area which where possible could be incorporated into the design of the development. The location of the site means it is well screened from public view.</p> <p>12.21.2.3 The majority of the views into the sites are available from New Road (A1101) and Townley Close and adjacent properties on Lister's Road. The site is already surrounded on all sides by development so there are no real opportunities for long distance views looking back at the site from the footpath network in the countryside.</p> <p>12.21.2.4 There is one constraint which must be resolved prior to development in that the foul sewerage network has reached capacity and therefore agreements with Anglian Water must be made prior to development.</p> <p>12.21.2.5 This site benefits from planning permission (16/01480/O & 19/01062/RM) for 5 dwellings.</p>
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<p style="text-align: center;">388</p>	<p>MM261 Policy G104.4 and paragraphs 12.21.3.1-12.21.3.5 (Pages 448-449)</p>	<p>Delete Policy G104.4 Upwell - Land off St Peter's Road, as follows:</p> <p>12.21.3 G104.4 - Upwell - Land off St Peter's Road Policy</p> <p>Site Allocation</p> <p>Policy G104.4 Upwell - Land off St Peter's Road</p> <p>Land off St Peter's Road amounting to 2.0 has, as identified on the Policies Map, is allocated for residential development of at least 15 dwellings.</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Careful design is required to ensure no adverse impact on the Conservation Area and its setting, and to strengthen local distinctiveness; 2. Subject to safe access and improvements to the footway being achieved to the satisfaction of the Highways Authority; 3. Provision of affordable housing in line with the current standards; 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. <p>Delete the supporting text to Policy G104.4 in paragraphs 12.21.3.1-12.21.3.5, as follows:</p> <p>Site Description and Justification</p> <p>12.21.3.1 Norfolk County Council, as highway authority, had expressed reservations regarding to the access arrangements. The site boundaries have been changed to include more land fronting on to St Peter's Road and the highway authority have withdrawn their earlier objection and consider that details can be addressed during the processing of an application.</p> <p>12.21.3.2 The site is well integrated into the village, close to services and partly within the Conservation Area. The site is flat and is partly in agricultural use. There is an area of well-established planting along the south western edge which continues southwards as a defined feature in the landscape. The Council considers that the development of the site is appropriate given the location, and the wider benefits it would bring to the local community.</p> <p>12.21.3.3 The majority of views into the site are available from St Peter's Road, Town Street and from the navigable watercourse adjacent. The site is bounded to the sides by development where it fronts St Peter's Road.</p>
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		<p>12.21.3.4 The site had not been previously been rejected on grounds of flood risk, but it is considered that a drainage strategy would be required on account of the proximity to the watercourse to the north of the site.</p> <p>12.21.3.5 G104.4 has come forward and been developed as a Custom and Self Build site. The owners sought and gained outline planning permission(15/01496/OM) for 27 dwellings. The site owners have also provided the infrastructure and then broadly sold each plot off as serviced plot. Consequently, the majority of the site has come forward with individual plot level reserved matters, with all but one plot benefiting from reserved matters permission. The majority of the site has been built out.</p>
MM262	Outwell Plans (Pages 450-451)	Delete the Outwell/ Outwell Zoomed Plans, as shown in Appendix 3 to this schedule.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">390</p>	<p>MM263 Policy G104.5 and paragraphs 12.21.4.1-12.21.4.7 (Pages 452-453)</p>	<p>Amend preamble to and criteria 1, 2, 3 and 4 of Policy G104.5 Outwell - Land at Wisbech Road, as follows:</p> <p>Land amounting to 0.3 hectares, as identified to the east of Wisbech Road, as shown on the Policies Map, is allocated for residential development of at least 5 40 dwellings...</p> <ol style="list-style-type: none"> 1. Submission of details relating to the sewer that crosses the site together with mitigation (easement/diversion) to the satisfaction of Anglian Water; 2. Submission of an Odour Assessment, to the satisfaction of Anglian Water, <u>which demonstrates the scheme would comply with Policy LP21</u> in relation to any impacts on residential occupation-amenity of the site from the nearby sewage treatment works; 3. Subject to safe access being achieved to the satisfaction of the local highway authority <u>in line with Policy LP13;</u> 4. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u> <p>Amend paragraphs 12.21.4.1 and 12.21.4.6 of the supporting text to Policy G104.5, move paragraphs 12.21.4.1-12.21.4.6 to precede Policy G104.5, and amend sub-headings, as follows:</p> <p>Site Description and Justification</p> <p>12.21.4.1 The allocated site is ideally located in the centre of village within close proximity of village services and facilities. The Borough Council considers the site is suitable to accommodate at least 5 of the 80 residential units required in the settlement at a density reflecting that of the surrounding area. This scale of development is supported by the Parish Council.</p> <p>12.21.4.2 The site is well integrated within the village and provides the opportunity for infill development along Wisbech Road. The frontage development will be in keeping with surrounding area. The site is classified as grade 1 agricultural land; however, there are no landscape features of importance. The Council considers that small scale development on this high-quality land is appropriate considering its location and wider benefits to the community.</p> <p>12.21.4.3 Norfolk County Council as the local highway authority have no objection to this site providing safe access is achieved.</p> <p>12.21.4.4 The majority of the views into the site are from the adjacent properties and from Wisbech. There are long distance views looking back at the site from the surrounding countryside, but here the site is seen in the context of the existing settlement.</p>
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		<p>12.21.4.5 The following constraints must be resolved prior to development; a sewer crosses the site and therefore easement/ diversion may be required in consultation with Anglian Water. An odour assessment must be carried out to the satisfaction of Anglian Water to ensure any amenity issues relating to odour are overcome.</p> <p>12.21.4.6 This site came forward during a period in which the Borough Council had difficulties in demonstrating a healthy five-year housing land supply position. It now benefits from outline planning permission (16/00248/OM & 19/00858/RM) for 40 dwellings on a larger site area. A reserved matters application has been submitted for consideration and is currently pending a decision (19/00858/RM).</p>
MM264	New Plan	Insert a New Plan G104.5 Land at Wisbech Road, Outwell after Policy G104.5 Outwell - Land at Wisbech Road as shown in Appendix 3 to this MM schedule.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">392</p>	<p>MM265 Policy G104.6 and paragraphs 12.21.5.1-12.21.5.7 (Pages 453-454)</p>	<p>Add new criterion to and amend preamble and criteria 1, 2, 3 and 4 of Policy G104.6 Outwell - Land Surrounding Isle Bridge, as follows:</p> <p>Land amounting to 2.0 hectares, as identified on the Policies Map, is allocated for residential development of at least 35 <u>50</u> dwellings...</p> <ol style="list-style-type: none"> 1. Submission of details relating to the sewer that crosses the site together with mitigation (easement/diversion) to the satisfaction of Anglian Water; 2. Submission of an Odour Assessment, to the satisfaction of Anglian Water, which demonstrates the scheme would comply with Policy LP21, in relation to any impacts on residential occupation-amenity of the site from the nearby sewage treatment works; <ul style="list-style-type: none"> <u>[new criterion] Appropriate mitigation for addressing flood risk from all sources, including foul water discharges;</u> 3. Subject to safe access to the site being achieved from Isle Road to the satisfaction of the local highway authority in line with the requirements of Policy LP13; 4. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u> <p>Amend paragraphs 12.21.5.1 and 12.21.5.7 of the supporting text to Policy G104.6, move paragraphs 12.21.5.1-12.21.5.7 to precede Policy G104.6, and amend sub-heading, as follows:</p> <p>Site Description and Justification</p> <p>12.21.5.1 The allocated site is located in the heart of the village and within close proximity to the majority of village services and facilities. The Borough Council considers that, at a density consistent with that of the surrounding area, the site is suitable to accommodating at least 35 development <u>50 dwellings</u>. Larger scale development on this site is supported by the Parish Council.</p> <p>12.21.5.2 The site is well screened from public view by the existing settlement and will if design appropriately will form an extension off Isle Road. Norfolk County Council as local highways authority have no objection to this site providing safe access is achieved.</p> <p>12.21.5.3 The site is classified as grade 1 agricultural land containing no landscape features of importance. The Council considers that small scale development on this high-quality land is appropriate considering its location and wider benefits to the community.</p>
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393		<p>12.21.5.4 The majority of the views into the site are available from Isle Road (A1101), Isle Bridge Road and the adjacent properties. There are long distance views looking back at the site from the surrounding countryside, but from here the site is seen in the context of the existing settlement.</p> <p>12.21.5.5 The following constraints must be resolved prior to development in that a sewer crosses the site and therefore easement/ diversion may be required in consultation with Anglian Water. Further consultation with Anglian Water may be necessary regarding the pumping station on site. An odour assessment must be carried out to the satisfaction of Anglian Water to ensure any amenity issues relating to odour for are overcome.</p> <p>12.21.5.6 These sites are considered favourably by the Council as the preferred options for housing allocation in Upwell and Outwell. These sites are considered advantageous in comparison to the other submitted sites; it is felt that development on the other sites would have a greater impact on the character, Conservation Area and landscape of the locality.</p> <p>12.21.5.7 This site came forward with a planning proposal and now benefits from outline planning permission (18/00581/OM & <u>21/02308/RMM</u>) for 50 dwellings. The consented scheme is anticipated to deliver homes from 2025/26.</p>
MM266	New Plan	Insert a New Plan G104.6 Land Surrounding Isle Bridge, Outwell after Policy G104.6 Outwell - Land Surrounding Isle Bridge as shown in Appendix 3 to this MM schedule.
MM267	Paragraph 12.22.4 (Page 455)	<p>Amend the supporting text in paragraph 12.22.4 of section 12.22 Walpole St. Peter/Walpole St. Andrew/ Walpole Marsh, as follows:</p> <p>12.22.4 The SADMP (2016) made two residential housing allocations for at least 20 new dwellings. The Local Plan review carries these forwards <u>Local Plan allocates a site for at least 9 dwellings at Walpole St Peter.</u></p>
MM268	Walpole St Peter/ Walpole St Andrew/ Walpole Marsh Plan (Page 456)	Delete the Walpole St Peter/ Walpole St Andrew/ Walpole Marsh Plan, as shown in Appendix 3 to this schedule.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">394</p>	<p>MM269 Policy G109.1 and paragraphs 12.22.1.1-12.22.1.9 (Pages 457-458)</p>	<p>Amend the preamble to and criteria 3 and 5 of Policy G109.1 Walpole St. Peter - Land south of Walnut Road, as follows:</p> <p>Land amounting to 0.85 hectares south of Walnut Road as shown on the Policies Map is allocated for residential development of at least 40 <u>9</u> dwellings...</p> <p>3. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u></p> <p>5. Submission of a Flood Risk Assessment (FRA) <u>in accordance with LP25</u> 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 suggest appropriate mitigation (flood resilience measures).</p> <p>Amend paragraph 12.22.1.9 of the supporting text to Policy G109.1, move paragraphs 12.22.1.1-12.22.1.5 to precede Policy G109.1, and amend sub-heading, as follows:</p> <p>Site Description and Justification</p> <p>12.22.1.1 The allocated site is a linear site situated to the south of Walpole St. Peter immediately outside the development boundary. The site fronts onto Walnut Road and currently comprises of Grade 2 (good quality) agricultural land. Whilst development would result in the loss of productive agricultural land, this applies to every site in the settlement and the proposed development sought is not of a scale to have a detrimental impact to the availability of productive agricultural land.</p> <p>12.22.1.2 Landscape features within the site includes boundary hedgerows and trees. Other than this there are no landscape features of significance within the site.</p> <p>12.22.1.3 The surrounding area comprises of both agricultural land and residential development; the site is bordered on the east and west by residential development, and on the north and south by agricultural land. Near distance views are available from adjacent roads and properties, wider views are possible from the north and south but in these views, development would be seen in the context of the existing village. The site is well integrated with its surroundings and the scale of development proposed is likely to have minimal impact on the visual amenity of the surrounding landscape.</p>
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395		<p>12.22.1.4 Development on the site would provide a natural continuation to existing housing development to the west of the site. The village is mostly characterised by frontage ribbon development and the linear form of the site allows for a continuation of this form of development at a density that is consistent with its surrounding area. Compared to other considered sites in the settlement, development on this site is likely to have less impact on the form and character of the village. Development either side of the site, particularly to the east, is one plot in depth with large gardens to the front and rear of the dwelling, this site could potentially be developed in this same way.</p> <p>12.22.1.5 The services in Walpole St. Peter and Walpole St Andrew are largely scattered throughout the settlements, and whilst the allocated site does not score among the highest in terms of proximity to services, it is reasonably close to some services including a bus stop and shop.</p> <p>12.22.1.6 Norfolk County Council as the local highway authority raised concerns regarding adequacy of footpath links to the school and local services but recommends that development would be subject to improved pedestrian facilities along the front of the site.</p> <p>12.22.1.7 Whilst there are no designated heritage assets on this site, a Grade II listed building lies to the north of the site (Townsend House). Any development of the site has the potential to affect the setting of this listed building. Therefore, a clause is provided within the policy which references to the need to preserve the setting of this listed building.</p> <p>12.22.1.8 The site is located within Flood Zone 3a, as indicated by the BCKLWN SFRA 2019. This shows that this is a consistent upon the vast majority of the settlement. There are a few isolated small pockets of land within Flood Zone 1 however these are classed as dry islands. Given this there is no land within the settlement that is at less of a risk to flooding than this site. Accordingly, the policy contains the requirement for a site-specific flood risk assessment.</p> <p>12.22.1.9 The site has come forward and benefits from outline planning permission (16/01867/O, 16/01705/O & 17/012174/O) and reserved matters (18/01573/RM) for a total of 9 dwellings. Most recently the entire site has come forward under one development proposal which details a total of 19 new dwellings (20/00068/FM). This is currently being considered.</p>
MM270	New Plan	Insert a New Plan G109.1 Land south of Walnut Road, Walpole St. Peter after Policy G109.1 Walpole St. Peter - Land south of Walnut Road as shown in Appendix 3 to this MM schedule.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">396</p> <p>MM271</p>	<p>Policy G109.2 and paragraphs 12.22.2.1-12.22.2.7 (Pages 459-460)</p>	<p>Delete Policy G109.2 Walpole St. Peter - Land south of Church Road, as follows:</p> <p>12.22.2 G109.2 - Walpole St. Peter - Land south of Church Road Policy</p> <p>Site Allocation</p> <p>Policy G109.2 Walpole St. Peter - Land south of Church Road</p> <p>Land amounting to 1.44 hectares south of Church Road as shown on the policies map is allocated for residential development of at least 10 dwellings.</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Submission of details showing how sustainable drainage measures will integrate with the design of the new 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 Sustainable Drainage System (SuDS) should be included with the submission; 2. 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 suggest appropriate mitigation (flood resilience measures); 3. Provision of affordable housing in line with the current standards. <p>Delete the supporting text to Policy G109.2 in paragraphs 12.22.2.1-12.22.2.7, as follows:</p> <p>Site Description and Justification</p> <p>12.22.2.1 The allocated site is situated north of Walpole St. Peter, fronting onto Church Road with its northern boundary immediately abutting the development boundary. The site is linear in form and comprises of Grade 1 (excellent quality) agricultural land currently in arable use. Although development on the site would result in the loss of productive agricultural land, all of the sites in the settlement fall within a similar category and the number of dwellings proposed is not of a scale to have an adverse impact on the availability of productive agricultural land. Landscape features on the site includes mature boundary hedgerows and a drainage ditch along the northern boundary of the site.</p> <p>12.22.2.2 There is existing housing development on three sides of the site (north, east and west) and agricultural land to the south. Views are limited to near distance from adjacent roads and properties. Long distance views into the site are possible from the south but in these views, development would be seen in context of the existing settlement.</p> <p>12.22.2.3 The location of the site within a built-up area minimises the impact of new development on the landscape and provides an opportunity for development to take place without placing pressure on much more significant sensitive areas around the village.</p>
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		<p>12.22.2.4 Development on the site would constitute infill development. The established residential developments adjacent the site all have the form and character of linear development. The site could potentially be developed in this same way to reflect the existing form and character of the village.</p> <p>12.22.2.5 There is a scattered distribution of services in the village, and as in the case above the site scores averagely in terms of proximity to services. However, the site is relatively close to some services including a bus route. Norfolk County Council as the local highway authority raised no objections to the allocation in terms of adequacy of the road network and site access.</p> <p>12.22.2.6 The site is located within Flood Zone 3a, as indicated by the BCKLWN SFRA 2019. This shows that this is a consistent upon the vast majority of the settlement. There are a few isolated small pockets of land within Flood Zone 1 however these are classed as dry islands. Given this there is no land within the settlement that is at less of a risk to flooding than this site. Accordingly, the policy contains the requirement for a site-specific flood risk assessment.</p> <p>12.22.2.7 The site has come forward and benefits from outline planning permission (15/01520/OM) and revered matters (18/01472/RMM) for 10 dwellings. The development has commenced and 6 of the dwellings have completed (19/02/2020).</p>
MM272 397	Paragraphs 12.23.1-12.23.2 (Page 461)	<p>Delete section 12.23 West Walton, as follows:</p> <p>12.23 West Walton Key Rural Service Centre Description 12.23.1 West Walton is a marshland village three miles to the north of Wisbech and approximately 13 miles south west of King's Lynn. The Parish population, which includes both West Walton and Walton Highway, is recorded as 1,731 (63). West Walton village was originally centred around St Mary's Church and the crossroads, but has expanded towards the east in a linear form along Salts Road and School Road. The village has both a primary and secondary school, a commutable bus route, public house, as well as other retail and employment. 12.23.2 West Walton is classed as Key Rural Service Centre. This is due to the services and facilities mentioned above, and therefore the ability for the settlement to support the wider community. The SADMP (2016) made no allocation for West Walton. This was because at that time West Walton and Walton Highway together formed a Key Rural Service Centre and two allocations were made that provided at least 20 new dwellings.</p>
MM273	West Walton Plan (Page 462)	Delete the West Walton Plan, as shown in Appendix 3 to this schedule.

<p>MM274</p> <p>398</p>	<p>Policy LP41 and paragraphs 13.1.1-13.1.3 on Rural West Norfolk (Pages 463-464)</p>	<p>Delete supporting text to Policy LP41 in paragraphs 13.1.1-13.1.3, as follows:</p> <p>13 Rural West Norfolk 13.1 LP41- Development in Rural Areas Policy 13.1.1 Introduction 13.1.2 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. 13.1.3 The Borough Council's approach to housing in rural areas will seek to sustain rural communities, identifying a need for both affordable and market housing. Rural exception sites can be used to enable the Council to deliver affordable housing in rural communities on sites not otherwise available for residential development</p> <p>Delete Policy LP41- Development in Rural Areas, as follows:</p> <p>13.1.4 Strategic Policy Policy LP41- Development in Rural Areas The strategy for rural areas is to:</p> <ol style="list-style-type: none"> 1. promote sustainable communities and sustainable patterns of development to ensure strong, diverse, economic activity, including farm/agricultural diversification (see also Policy LP07); 2. maintain local character and strive for a high-quality environment; 3. the focus of most new development in the rural areas will be at Growth Key Rural Centres and Key Rural Service Centres selected from the Settlement Hierarchy Policy LP02; 4. ensure employment, housing (including affordable housing), services and other facilities are provided in close proximity to settlements; 5. focus on improving accessibility between towns and villages so helping to reduce social exclusion, isolation and rural deprivation; 6. in the Rural Villages and Smaller Villages and Hamlets, more modest levels of development, as detailed in Policy LP28, will be permitted to meet local needs and maintain the vitality of these communities where this can be achieved in a sustainable manner, particularly with regard to accessibility to housing, employment and services and without detriment to the character of the surrounding area; 7. housing development could take place within inside settlement development boundaries if judged to be in accordance with LP04. It may also take place outside of these development boundaries if judged to be in accordance with LP31; 8. within all centres and villages priority will be given to retaining local business sites unless it can be demonstrated that any proposal for change accords with Policy LP07; 9. sites may be allocated for affordable housing or exception housing to support the housing strategy;
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		<p>10. support may also be given for entry level exception sites;</p> <p>11. beyond the villages and in the countryside the strategy will be to conserve and enhance the countryside recognising its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, and its natural resources to be enjoyed by all.</p> <p>Policy LP41 contributes to Objectives 6, 7, 9 Society, 14, 15 Environment, 28, 29, 30, 31 Rural Areas 34 Coast, Norfolk Coast AONB Policy LP16</p>
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MM275	Rural Villages Table and Paragraphs 14.1.1-14.1.4 on Burnham Overy Staithe (Pages 465-466)	<p>Delete Rural Villages table, as follows:</p> <p>Rural Villages-</p> <table border="1" data-bbox="562 188 2145 533"> <tr> <th colspan="4">6. Rural Villages (31)</th> </tr> <tr> <td>Burnham Overy Staithe</td> <td>Harpley</td> <td>Stow Bridge</td> <td>Walton Highway</td> </tr> <tr> <td>Castle Rising</td> <td>Hilgay</td> <td>Syderstone</td> <td>Welney</td> </tr> <tr> <td>Denver</td> <td>Hillington</td> <td>Ten Mile Bank</td> <td>Wereham</td> </tr> <tr> <td>East Winch</td> <td>Ingoldisthorpe</td> <td>Thornham</td> <td>West Newton</td> </tr> <tr> <td>Fincham</td> <td>Old Hunstanton</td> <td>Three Holes</td> <td>Wiggenhall St Germans</td> </tr> <tr> <td>Fritcham</td> <td>Runcton Holme</td> <td>Tilney All Saints</td> <td>Wiggenhall St Mary Magdalen</td> </tr> <tr> <td>Great Bircham/ Bircham Tofts</td> <td>Sedgeford</td> <td>Walpole Cross Keys</td> <td>Wimbotsham</td> </tr> <tr> <td></td> <td>Shouldham</td> <td>Walpole Highway</td> <td>Wormegay</td> </tr> </table> <p>Delete section 14.1 Burnham Overy Staithe, as follows:</p> <p>14.1 Burnham Overy Staithe Rural Village Description 14.1.1 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. 14.1.2 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 (64) 14.1.3 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. 14.1.4 The SADMP (2016) method of distributing new development indicated that an allocation of one new house would be sought. Due to the minimal level of housing sought in the settlement and the level of constraints to development identified, the Borough Council did not allocate any new houses in Burnham Overy Staithe. This decision was supported by Burnham Overy Parish Council and the Norfolk Coast Partnership. The Local Plan review doesn’t alter this, and no further housing allocations are sought here.</p>	6. Rural Villages (31)				Burnham Overy Staithe	Harpley	Stow Bridge	Walton Highway	Castle Rising	Hilgay	Syderstone	Welney	Denver	Hillington	Ten Mile Bank	Wereham	East Winch	Ingoldisthorpe	Thornham	West Newton	Fincham	Old Hunstanton	Three Holes	Wiggenhall St Germans	Fritcham	Runcton Holme	Tilney All Saints	Wiggenhall St Mary Magdalen	Great Bircham/ Bircham Tofts	Sedgeford	Walpole Cross Keys	Wimbotsham		Shouldham	Walpole Highway	Wormegay
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MM276	Burnham Overy Staithe Plan (Page 467)	Delete the Burnham Overy Staithe Plan, as shown in Appendix 4 to this schedule.																																				

MM277	Paragraphs 14.2.1-14.2.2 on Castle Rising (Page 468)	Delete section 14.2 Castle Rising, as follows: 14.2 Castle Rising Rural Village Description 14.2.1 Castle Rising is a small, historic village with a population of just 216(65) and is approximately five miles northeast of King's Lynn. The settlement contains a small number of services including tea rooms, a furniture shop, a pub and the Church of St. Lawrence. A greater number of services are located nearby in North Wootton and South Wootton. Older buildings in the village have been constructed using local materials including local bricks, Carrstone and Silver Carr. Castle Rising contains a significant 12th Century Castle which is a Scheduled Ancient Monument and is a visitor attraction in the village. 14.2.2 Castle Rising has a small population size and an average level of services for its designation as a Rural Village, except for a lack of a primary school.
MM278	Castle Rising Plan (Page 469)	Delete the Castle Rising Plan, as shown in Appendix 4 to this schedule.
MM279	Paragraph 14.3.2 (Page 470)	Amend paragraph 14.3.2 of the supporting text in section 14.3 Denver, as follows: 14.3.2 Denver is designated as a Rural Village and is considered to have a good range of services and facilities. The Site Allocation and Development Management Plan 2016 did make <u>Local Plan makes</u> an allocation of at least 8 new dwellings. The Local Plan review carries this forward with some minor amendments to area of the allocated site to reflect the current situation with regards to the site.
MM280	Denver Plan (Page 471)	Delete the Denver Plan, as shown in Appendix 4 to this schedule.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">402</p>	<p>MM281 Policy G28.1 and paragraphs 14.3.1.1-14.3.1.7 (Pages 472-473)</p>	<p>Amend criterion 1 and 6 of Policy G28.1 Denver - Land to South of Sluice Road, as follows:</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Provision of safe access and visibility to the satisfaction of the local highway authority <u>in line with the requirements of Policy LP13;</u> 6. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u> <p>Amend paragraph 14.3.1.7 of the supporting text to Policy G28.1, move paragraphs 14.3.1.1 to 14.3.1.7 to proceed Policy G28.1, and amend sub-headings, as follows:</p> <p><u>Site Description and Justification</u></p> <p>14.3.1.1 The allocated site is situated in the southern area of the settlement immediately south of Sluice Road. Between the site and Sluice Road there is a thin strip of common land, the site owner has provided information that an agreement with the common land owner in relation to rights across this land has been agreed in principle and the local highways authority state the site is considered appropriate for inclusion within the plan with this access point. The site is considered capable of accommodating at least 8 residential at a density reflecting that of the surrounding area.</p> <p>14.3.1.2 The site lies immediately adjacent to the development boundary. The site is located a short distance from a bus stop and relatively close to other village services including the school. The site is classified as Grade 3 agricultural land but is currently uncultivated. Whilst development would result in the loss of undeveloped land, this applies to all potential development options.</p> <p>14.3.1.3 There are some protected trees located towards north east of the site, the site will need to consider how to respond to this in the design of the development. A pond occupies a relatively central position within the site and there is documentary evidence of Great Crested Newts, the policy includes a clause to ensure that an ecological survey report and mitigation plan is submitted. The survey needs to show whether protected species are present in the area or nearby, and how they use the site. The mitigation plan needs to show how the development will avoid, reduce or manage any negative effects to protected species.</p> <p><u>Justification</u></p> <p>14.3.1.4 The site is well integrated with the village and development will be well screened on the west by the existing development at Brady Gardens. 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</p>
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		<p>located within a developed area. In the limited views that are available the site is seen in the context of the existing settlement.</p> <p>14.3.1.5 In close proximity to the eastern boundary of the site there is a Grade II Listed building, Manor Farm House. The sensitivity of its location requires careful design to ensure that the site makes a positive contribution to the setting of the nearby Listed Building. Standard housing designs are unlikely to achieve this. The design and layout of the scheme must be sympathetic to the historic character of the area.</p> <p>14.3.1.6 Submission of details showing how sustainable drainage measures will integrate with the design of the development, and how drainage 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.</p> <p>14.3.1.7 The allocated site is identified in the SADMP (2016) Sustainability Appraisal as the least constrained of all the other options to accommodate growth in the village. It is of a scale to allow flexibility in the layout and respond to the specific characteristics of the locality.</p>
MM282	New Plan	Insert a New Plan G28.1 Land to South of Sluice Road, Denver after Policy G28.1 Denver - Land to South of Sluice Road as shown in Appendix 4 to this MM schedule.
MM283	Paragraphs 14.4.1-14.4.3 (Page 474)	<p>Delete paragraphs 14.4.1-14.4.3 of supporting text in section 14.4 East Winch, as follows:</p> <p>14.4 East Winch Rural Village Description</p> <p>14.4.1 The village of East Winch is situated to the east of the Borough on the A47, seven miles east of King's Lynn and eleven miles west of Swaffham. The village consists of three parts; East Winch Hall to the east, development around the junction of the A47 and stretching along Church Lane in a linear pattern; and the largest part of the village is around the junction of the A47 and then follows Gayton Road north and east containing estate development.</p> <p>14.4.2 The Parish of East Winch has a population of 779(67). The village benefits from services including a regular bus service, Post Office, pub and local employment.</p> <p>14.4.3 East Winch is designated a Rural Village. East Winch received an allocation of at least 10 dwellings in the Site Allocation and Development Management Policies 2016 (SADMP).</p>
MM284	East Winch Plan (Page 475)	Delete the East Winch Plan, as shown in Appendix 4 to this schedule.

<p>MM285</p> <p>404</p>	<p>14.4.1.1-14.4.1.5 and Policy G33.1 (Pages 476-477)</p>	<p>Delete Policy G33.1 East Winch – Land south of Gayton Road, as follows:</p> <p>14.4.1 G33.1 East Winch – Land South of Gayton Road Site Allocation Policy G33.1 East Winch – Land south of Gayton Road Land south of Gayton Road amounting to 0.8 hectares, as identified on the Policies Map, is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Submission of details relating to the sewer that crosses the site together with mitigation (easement/diversion) to the satisfaction of Anglian Water; 2. Provision of affordable housing in line with the current standards. <p>Delete the supporting text to Policy G33.1 in paragraphs 14.4.1.1-14.4.1.5, as follows:</p> <p>Site Description and Justification</p> <p>14.4.1.1 The allocated site is centrally located in the village, surrounded by existing housing on the north, east and west. The site comprises of Grade 4 (poor quality) agricultural land and other than boundary hedgerows there are no landscape features of note within the site.</p> <p>14.4.1.2 The site is well integrated with built development and does not encroach into surrounding countryside in comparison to other considered site options. The site is well screened by existing housing and boundary planting, as such it is considered that development on the site is likely to have minimal impacts on the visual amenity of the area but would be mainly viewed in the context of the existing settlement. Its central position in the village means that is well located to the available local services, providing some opportunity for residents to walk and cycle to these services. The site fronts directly onto Gayton Road. The local Highway Authority indicates that the road network can adequately accommodate the proposed development.</p> <p>14.4.1.3 Development on the site would constitute a continuation of housing along Gayton Road, infilling the gap between existing housing rather than extending the settlement further. In addition the site is considered favourable by the Council as it lends itself to development that is consistent with the existing form and character of the surrounding area. The allocated site is also supported by the local Parish Council.</p> <p>14.4.1.4 Whilst the site is identified as a mineral safeguarded area for silica sand and gravel, this is not considered a constraint as the proposed scale of development is less than 1 hectare. The developer is however encouraged to explore the potential to extract the minerals and utilise them on site in the development.</p> <p>14.4.1.5 This site benefits from full planning permission (15/01793/OM, 18/0897/RM, 19/00863/RM, 20/00834/F) for 10 dwellings and development of the site has started.</p>
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MM286	Paragraph 14.5.2 (Page 478)	Amend paragraph 14.5.2 of the supporting text in section 14.5 Fincham, as follows: 14.5.2 Fincham is designated a Rural Village. The SADMP 2016 did make an allocation of <u>Land is allocated for</u> at least 5 dwellings.
MM287	Fincham Plan (page 479)	Delete the Fincham Plan, as shown in Appendix 4 to this schedule.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">406</p>	<p>MM288 Policy G36.1 and paragraphs 14.5.1.1-14.5.1.8 (Pages 480-481)</p>	<p>Amend criteria 1 and 4 of Policy G36.1 Fincham – Land East of Marham Road, as follows:</p> <ol style="list-style-type: none"> 1. Demonstration of safe highways access that meets the satisfaction of Norfolk County Council as the local highway authority <u>is in line with the requirements of Policy LP13;</u> 4. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u> <p>Amend paragraph 14.5.1.8 of the supporting text to Policy G36.1, move paragraphs 14.5.1.1 to 14.5.1.8 to precede Policy G36.1, and amend sub-heading, as follows:</p> <p>Site Description and Justification</p> <p>14.5.1.1 The allocated site is situated towards the north east edge of the settlement. The current proposed development boundary immediately abuts the site's southern and western boundaries. The Council considers the site is capable of providing 5 dwellings at a density appropriate to its location. The Highway Authority has no objection to small scale development on this site.</p> <p>14.5.1.2 The site runs parallel to frontage development on the western side of Marham Road, it is considered that development could take place without detriment to the form and character of the settlement by reflecting this linear frontage development. The site would form a natural extension to the settlement and is ideally located, being within walking distance to village services and facilities.</p> <p>14.5.1.3 The Conservation Area is a short distance from the site; therefore, any development should protect and enhance the character and appearance of Fincham Conservation Area.</p> <p>14.5.1.4 The site is classified as grade 3 agricultural land.</p> <p>14.5.1.5 The majority of the views into the site are limited to near distance from adjacent roads and properties. Medium and long distance views from the wider landscape are possible from the north and there are limited views from the east. However, in these views the site is seen in the context of the existing settlement.</p> <p>14.5.1.6 Most of the village is within a cordon sanitaire for a sewage treatment works. This indicates there may be an amenity issue relating to odour for new residents. Any application for development would need to provide an odour assessment to demonstrate this will not be a problem.</p> <p>14.5.1.7 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.</p> <p>14.5.1.8 The site benefits from outline planning permission (19/01756/F) for 5 dwellings. <u>It is anticipated that this will be completed by 2025/26.</u></p>
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MM289	New Plan	Insert a New Plan G36.1 Land east of Marham Road, Fincham after Policy G36.1 Fincham - Land east of Marham Road as shown in Appendix 4 to this MM schedule.
MM290	Paragraphs 14.6.1-14.6.2 (Page 482)	<p>Delete section 14.6 Flitcham, as follows:</p> <p>14.6 Flitcham Rural Village Description 14.6.1 Flitcham is a small linear settlement which spreads from the Church of St. Mary towards Flitcham Abbey and is situated seven miles northeast of King's Lynn. Flitcham is low in overall service provision, but the village does support a small school. The main access road from Flitcham is the B1153 but the village is not served by public transport links. Flitcham with Appleton parish has a population of 276(69). 14.6.2 The SADMP (2016) suggested that Flitcham would receive an allocation for new houses. However, no sites were identified which were acceptable in terms of heritage, landscape and highways issues. Therefore, no sites were allocated in Flitcham, and the Local Plan review retains this position.</p>
MM291	Flitcham Plan (Page 483)	Delete the Flitcham Plan, as shown in Appendix 4 to this schedule.
MM292	Paragraph 14.7.7 (Page 485)	<p>Amend paragraph 14.7.7 of the supporting text in section 14.7 Great Bircham/Bircham Tofts, as follows:</p> <p>14.7.7 In considering the right level of development, through the SADMP (2016) Great Bircham and Bircham Tofts would have received a modest housing allocation. However, in response to Bircham Parish Council's request for a greater level of new housing, and to optimise the use of land on the allocated site, the Borough Council did <u>The Local Plan makes</u> make an allocation of at least ten new homes. This position is carried forward within the Local Plan review. Please see Allocation/Policy G42.1.</p>
MM293	Great Bircham and Bircham Tofts Plan (Page 486)	Delete the Great Bircham and Bircham Tofts Plan, as shown in Appendix 4 to this schedule.

408	MM294 Policy G42.1 and paragraphs 14.7.1.1-14.7.1.5 (Pages 487-488)	<p>Amend criterion 4 of Policy G42.1 Great Bircham and Bircham Tofts – Land adjacent to 16 Lynn Road, as follows:</p> <p>4. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u></p> <p>Amend paragraph 14.7.1.5 of the supporting text to Policy G42.1, move paragraphs 14.7.1.1 to 14.7.1.5 to precede Policy G42.1, and amend the sub-heading, as follows::</p> <p>Site Description and Justification</p> <p>14.7.1.1 The allocated site is relatively free of constraints. The site is not within the cordon sanitaire relating to odour issues, it has received no objection from the Highways Authority and development would not compromise the landscape separation between Great Bircham and Bircham Tofts.</p> <p>14.7.1.2 In comparison to alternative options, the majority of views of the site are limited to the near distance from adjacent properties; however there are wider views when entering the village from the south. New development will be partially screened by existing vegetation and hedgerows to the south of the site which will help to reduce the visual impact on the wider countryside. The Council considers that development on this site would have the lowest visual impact on the wider countryside in comparison to other alternative site options.</p> <p>14.7.1.3 The site lies to the south of the village, largely adjacent to the proposed settlement boundary with a small portion of the site to the north within it. The site is currently heavily vegetated, with a number of mature trees and hedgerows within the site itself as well as on the boundaries. An Ecological Appraisal has been undertaken by the developer which has identified mitigation strategies to minimise the impact of development on local species and native habitats. The policy wording requires the developer to implement the identified mitigation strategies.</p> <p>14.7.1.4 It is considered that the site is of a sufficient scale to accommodate the 10 dwellings sought in the village at a density consistent with the surrounding area and without detriment to the form and character of the locality.</p> <p>14.7.1.5 This site benefits from outline planning permission (16/00888/O) for 10 dwellings. <u>An application for development of the site was submitted in May 2023 (23/00768/FM). This would need to fulfil Natural England’s Nutrient Neutrality requirements by providing suitable mitigation, with reference to the potential impact of development upon water quality and the integrity of the River Wensum SAC and The Broads SAC/Broadlands Ramsar sites.</u></p>
	MM295 New Plan	Insert a New Plan G42.1 Land adjacent to 16 Lynn Road, Great Bircham after Policy G42.1 Great Bircham and Bircham Tofts - Land adjacent to 16 Lynn Road as shown in Appendix 4 to this MM schedule.

MM296	Paragraphs 14.8.1-14.8.3 (Page 489)	<p>Delete paragraphs 14.8.1-14.8.3 of the supporting text in section 14.8 Harpley, as follows</p> <p>14.8 Harpley Rural Village Description</p> <p>14.8.1 Harpley is a small rural village consisting of three distinct parts, two of which are grouped around farms. The settlement pattern is generally linear, and development is surrounded by mature trees and the wider countryside. The parish of Harpley has a population of 338(70). The level of services has declined in recent years but still has a village hall, primary school, church and pub. Harpley is in a relatively elevated position in comparison to most rural villages within the Borough, which affords good views.</p> <p>14.8.2 Harpley is adjacent to the A148, a well-used road link between the larger settlements of King's Lynn and Fakenham. The village is served by a bus stop although services are infrequent.</p> <p>14.8.3 Harpley is one of the smaller designated Rural Villages in population size and is very rural in nature. Therefore, the Council sought limited growth to support essential services. The SADMP (2016) did make an allocation of at least five houses, and this is carried forward within the Local Plan review.</p>
MM297	Harpley Plan (Page 490)	Delete the Harpley Plan, as shown in Appendix 4 to this schedule.

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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">410</p>	<p>MM298 Policy G45.1 and paragraphs 14.8.1.1-14.8.1.5 (Pages 491-492)</p>	<p>Delete Policy G45.1 Harpley - Land at Nethergate Street/School Lane, as follows:</p> <p>14.8.1 G45.1 Harpley - Land at Nethergate Street/School Lane</p> <p>Site Allocation</p> <p>Policy G45.1 Harpley - Land at Nethergate Street/School Lane</p> <p>Land amounting to 0.35 hectare, as shown on the Policies Map, is allocated for residential development of at least 5 dwellings.</p> <p>Development is subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Suitable provision / improvements to pedestrian links to Nethergate Street; 2. Retention of the existing pond adjacent to the access point at the north east corner of the site and retention of the hedgerow which bound the site; 3. Submission of an Archaeological Field Evaluation based on the potential for findings in relation to medieval findings which should be used to inform the planning application; 4. Provision of affordable housing in line with the current standards. <p>Delete the supporting text to Policy G45.1 in paragraphs 14.8.1.1-14.8.1.5, as follows:</p> <p>Site Description and Justification</p> <p>14.8.1.1 The allocated site is ideally located close to the school and offers a number of options for development. Whilst a grain store occupies the site, evidence has satisfied the Borough Council that it cannot be used for this purpose due to its proximity to the school and the amenity issues when using the dryer. It is considered that an appropriate scheme of development could result in an improvement on the visual amenity of the site that is currently dominated by the grain store.</p> <p>14.8.1.2 The site lies to the west of the settlement just north of the village school. The area currently comprises a non-operational grain store, a small area of uncultivated arable land (grade 3), a redundant barn, a pond, and an access onto Nethergate Street. A mature and established hedgerow bounds the site to the south. Other than the pond and hedgerow there are no other landscape features of importance within the site boundary.</p> <p>14.8.1.3 Views of the site consist of medium distance views from the A148 to the north of the site and near distance views 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.</p> <p>14.8.1.4 The Historic Environment Service have indicated that the site is within a deserted section of Harpley. They recommend any development in this location be informed by an archaeological field evaluation by trial trenching, and that any development takes into account the result of the field evaluation. A large undeveloped area adjacent to the north and west boundaries of the site have been found to contain earthworks of a former</p>
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		<p>medieval settlement within parkland belonging to Harpley Hall. Norfolk Wildlife Trust have indicated the applicant should seek retention of or mitigate against the loss of hedge and pond. The Council seek to retain these features on the site.</p> <p>14.8.1.5 The site benefits from full planning permission (19/00301/F) for 6 dwellings.</p>
MM299	Paragraph 14.9.2 (Page 493)	<p>Amend paragraph 14.9.2 of the supporting text to section 14.9 Hilgay, as follows:</p> <p>14.9.2 Hilgay is designated as a Rural Village. The SADMP (2016) made <u>Local Plan makes</u> an allocation for at least 12 <u>16</u> dwellings in Hilgay, and the Local Plan review carries this forward.</p>
MM300	Hilgay Plan (Page 494)	Delete the Hilgay Plan, as shown in Appendix 4 to this schedule.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">412</p>	<p>MM301 Policy G48.1 and paragraphs 14.9.1.1-14.9.1.6 (Pages 495-496)</p>	<p>Amend the preamble to and criteria 2 and 4 of Policy G48.1 Hilgay - Land south of Foresters Avenue, as follows:</p> <p>Land amounting to 0.6 hectares, as identified on the Policies Map, is allocated for residential development of at least 42 <u>16</u> dwellings.</p> <p>2. Improvements to the footway network and safe access to the site from Foresters Avenue, to the satisfaction of the local highway authority <u>in line with the requirements of Policy LP13;</u></p> <p>4. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u></p> <p>Amend paragraph 14.9.1.6 of the supporting text to Policy G48.1, move paragraphs 14.9.1.1 to 14.9.1.6 to precede Policy G48.1, and amend the sub-heading as follows:</p> <p>Site Description and Justification</p> <p>14.9.1.1 The allocated site is situated towards the south west of the settlement, south of Forester's Avenue. The development boundary immediately abuts the northern and eastern site boundaries. The site is located close to a bus stop and within a relatively short distance of the local school. The Council considers the site capable of accommodating the 42 <u>16</u> residential units required in the settlement at a density reflecting that of the surrounding area. Development on this site is supported by Hilgay Parish Council.</p> <p>14.9.1.2 The site is currently agricultural land (grade 3) and there is a water tower located towards the north east corner of the site. There are no important landscape features on the site (e.g. hedgerows or trees) and development would be well screened in the context of the existing settlement.</p> <p>14.9.1.3 Norfolk County Council as the local highway authority have no objection to this site being developed providing local improvements to the footway network are made. Access would be achieved from Forester's Avenue.</p> <p>14.9.1.4 The Historic Environment Service have identified the site as an area of archaeological interest and therefore the allocation policy requires a desk based archaeological assessment prior to development.</p> <p>14.9.1.5 The following constraints must be resolved prior to development, a sewer and water mains crosses the site and therefore easement/ diversion may be required in consultation with Anglian Water.</p> <p>14.9.1.6 The site benefits from outline planning permission (16/00718/OM) for 17 dwellings, and a reserved matters application has been submitted for consideration (20/00119/RM). An application for 16 dwelling is currently under consideration (23/00834/FM). It is anticipated that this will deliver from 2025/26.</p>
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MM302	New Plan	Insert a New Plan G48.1 Land South of Foresters Avenue, Hilgay after Policy G48.1 Hilgay - Land south of Foresters Avenue as shown in Appendix 4 to this MM schedule.
MM303	Paragraphs 14.10.1-14.10.3 (Page 497)	<p>Delete section 14.10 Hillington, as follows:</p> <p>14.10 Hillington Rural Village Description</p> <p>14.10.1 Hillington is essentially a linear village straddling the A148 King's Lynn to Cromer road. Aside from this road, the village is very rural in character and is centred around the historic entrance to Hillington Hall, on the edge of the Sandringham Estate. Development also stretches along the B1153 near to St. Mary's Church. Hillington has a shop/service station, bus services, The Ffolkes public house which has recently been re-developed and now provides accommodation, banqueting facilities as well as being a pub and restaurant. The village also plays home to The Norfolk Hospice, which is located off Wheatfields, this is a significant Borough/County-wide resource for both in and out patients. The Hospice generates traffic to and from the site on a daily basis from clients, volunteers, employees and fund-raising events.</p> <p>14.10.2 The level of services generally relate to the position of the settlement on the A148, as the parish has a population of only 400(72) making it one of the smaller rural villages. It lies seven miles north east of King's Lynn.</p> <p>14.10.3 Hillington is designated as a Rural Village. The SADMP (2016) did make an allocation for at least 5 dwellings. However, since adoption the SADMP the landowner has expressed a desire not to develop the site and therefore it has been removed from the Local Plan review.</p>
MM304	Hillington Plan (Page 498)	Delete the Hillington Plan, as shown in Appendix 4 to this schedule.

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MM305	Paragraphs 14.11.1-14.11.3 (Page 499)	Delete paragraphs 14.11.1-14.11.3 of the supporting text to section 14.11 Ingoldisthorpe, as follows: 14.11 Ingoldisthorpe Rural Village Description 14.11.1 Ingoldisthorpe Parish has a population of 849(73). The central part of the village contains a convenience store and school. The village is served by good public transport links and is well connected to King's Lynn, Hunstanton and the nearby larger villages of Heacham and Dersingham via the Lynn Road (B1440). Ingoldisthorpe village currently consists of three distinct parts, the largest being centered around the junction of Hill Road with Lynn Road. 14.11.2 Ingoldisthorpe has a medium population in comparison to other settlements designated as Rural Villages but has a limited range of facilities in the village itself. However, the village lies between the Key Rural Service Centres of Dersingham and Snettisham, meaning residents can access a greater range of services in these settlements, which are at a distance of around one mile. The SADMP (2016) accordingly made an allocation of at least 10 dwellings. Ingoldisthorpe Neighbourhood Plan 14.11.3 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Ingoldisthorpe Parish Council are in the process of preparing a Neighbourhood Pan for their Area. The Ingoldisthorpe Neighbourhood Plan Area was formally designated by the Borough Council in February 2020.
MM306	Ingoldisthorpe Plan (Page 500)	Delete the Ingoldisthorpe Plan, as shown in Appendix 4 to this schedule.

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<p>MM307</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">415</p>	<p>Paragraphs 14.11.1.1-14.11.1.6, and Policy G52.1 (Pages 501-502)</p>	<p>Delete Policy G52.1 Ingoldisthorpe - Land opposite 143-161 Lynn Road, as follows:</p> <p>14.11.1 G52.1 Ingoldisthorpe - Land opposite 143 - 161 Lynn Road</p> <p>Site Allocation</p> <p>Policy G52.1 Ingoldisthorpe – Land opposite 143-161 Lynn Road</p> <p>Land amounting to 0.7 hectare, as shown on the Policies Map, is allocated for residential development of at least 10 dwellings.–</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Provision of a new footway which would join the site with the village services and the existing footway on Lynn Road; 2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission; 3. Provision of affordable housing in line with current standards. <p>Delete the supporting text to Policy G52.1 in paragraphs 14.11.1.1-14.11.1.6, as follows:</p> <p>Site Description and Justification</p> <p>14.11.1.1 The allocated site lies to the north of the village adjacent the proposed development boundary on its south and west sides. The site is situated in a fairly built up part of the settlement with the surrounding area consisting of road frontage residential developments to the west and south, and undeveloped agricultural land on the remaining two sides to the north and east.</p> <p>14.11.1.2 The site itself is currently flat, undeveloped agricultural land (grade 3), bordered by trees and hedgerows on all sides. Whilst development would result in the loss of undeveloped land, the limited land required for the development of ten houses would enable the remainder of the field to continue to be used for arable farming.</p> <p>14.11.1.3 Views of the site from the existing properties and the rest of the village are fairly near distance, as it is largely screened by the vegetation surrounding the site. Wider views exist when entering the village from the north, however the site is again hidden somewhat by trees and hedgerows.</p> <p>14.11.1.4 The site presents the opportunity to develop 10 dwellings fronting onto the B1440 road, mirroring existing housing on the opposite (western) side of the road. The site is well located to some local amenities; it is directly opposite the village hairdressers, and a local bus stop which goes in-between Hunstanton and King’s Lynn. Norfolk County Council, as the local highway authority, have expressed concern about pedestrian access to the school from the proposed site. To address this issue, the Council would require a new footway from the proposed site to be joined up with the village services and the existing footway on Lynn Road.</p>
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		<p>14.11.1.5 The Borough Council considers that development on the site would have limited negative impact on form, character, visual amenity and accessibility.</p> <p>14.11.1.6 The site has come forward and benefits from outline planning permission (15/02135/OM). This details 15 dwellings. Subsequently a reserved matters application has been granted and work has commenced on site (17/00088/RMM).</p>
MM308	<p>Paragraphs 14.12.1-14.12.4 (Page 503)</p>	<p>Delete section 14.12 Old Hunstanton, as follows:</p> <p>14.12 Old Hunstanton Rural Village Description</p> <p>14.12.1 Old Hunstanton is a small coastal village located just to the north of the seaside resort of Hunstanton. It lies adjacent to the Norfolk Coast Area of Outstanding Natural Beauty. (A small part of the eastern end of the development boundary lies within it). The village has a tranquil setting and contains mainly residential development. The village can become very busy in the summer with day trippers and weekenders due to its location with good access to the beach and the Norfolk Coast Path. The village features some traditional beach huts, hotels, the RNLI lifeboat station and is close to the Hunstanton Golf Course</p> <p>14.12.2 Old Hunstanton has no school but contains a broader range of facilities and is close to the larger service resort centre of Hunstanton. The village is connected to other coastal villages via the Coasthopper bus route along the A149 which interchanges in Hunstanton and Wells-next-the-Sea. Old Hunstanton parish has a population of 628 according to the 2011 Census.</p> <p>14.12.3 Old Hunstanton has an average population size and a slightly lower than average level of services compared to the other settlements designation as a Rural Village.</p> <p>Old Hunstanton Neighbourhood Plan</p> <p>14.12.4 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. The Old Hunstanton Neighbourhood Plan Area was formally designated by the Borough Council 25/07/2018 and corresponds with the boundaries of Old Hunstanton Parish. A draft version of the Neighbourhood Plan has been prepared and went out to consultation at the Regulation 14 stage between the months April to June 2021.</p>
MM309	<p>Old Hunstanton Plan (Page 504)</p>	<p>Delete the Old Hunstanton Plan, as shown in Appendix 4 to this schedule.</p>

MM310	Paragraphs 14.13.1-14.13.2 (Page 505)	Delete paragraphs 14.13.1-14.13.2 of the supporting text to section 14.13 Runcton Holme, as follows: 14.13 Runcton Holme Rural Village Description 14.13.1 Runcton Holme is situated approximately nine miles south of King's Lynn, four miles north of Downham Market, and to the west of the A10. The village has developed around the crossroads between the Watlington to Downham Market Road, School Road and Common Road. The village is basically linear in form and has a rural setting and a good relationship with the surrounding open countryside. This rural character is strengthened by hedgerows and garden planting. 14.13.2 The Parish of Runcton Holme has a population of 657(74). The village has very few services and limited employment uses. Runcton Holme is designated as a Rural Village. The SADMP (2016) made an allocation for at least 10 dwellings. The Local Plan review seeks to take this forward.
MM311	Runcton Holme Plan (Page 506)	Delete the Runcton Holme Plan, as shown in Appendix 4 to this schedule.

<p>MM312</p> <p>418</p>	<p>14.13.1.1-14.13.1.8 and Policy G72.1 (Pages 507-508)</p>	<p>Delete Policy G72.1 Runcton Holme – Land at School Road, as follows:</p> <p>14.13.1 G72.1 Runcton Holme – Land at School Road Site Allocation Policy G72.1 Runcton Holme – Land at School Road Land at School Road amounting to 0.9 hectares, as identified on the Policies Map, is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 4. Provision of safe and appropriate access with good visibility, and improvements to the local footpath network, to the satisfaction of the local highway authority; 5. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission; 6. Provision of affordable housing in line with the current standards. <p>Delete the supporting text to Policy G72.1 in paragraphs 14.13.1.1-14.13.1.8, as follows:</p> <p>Site Description and Justification</p> <p>14.13.1.1 The site is situated to the eastern edge of the settlement. The development boundary immediately abuts the site's western boundary. The Council considers that the site is capable of accommodating 10 residential units in the settlement at a density which reflects that of the surrounding area.</p> <p>14.13.1.2 Scoring highly in terms of sustainability, the site is is located close to the local primary school and adjacent to detached dwellings. New housing would form an extension of this residential linear frontage style development along School Road towards the east of the settlement.</p> <p>14.13.1.3 The site is high quality agricultural land (Grade 2) and bounded to the west by hedgerows, however the Council considers due to modest amount of land required for development and proximity to services it is appropriate to develop on this agricultural land.</p> <p>14.13.1.4 The majority of the views in to 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.</p> <p>14.13.1.5 Access to the site is gained via School Road, which is supported by the local highway authority provided that safe and deliverable access can be achieved, and improvements are made to the local footpath network. The number of driveways directly linked to School Road should be limited through either the use of shared driveways as seen with existing development along School Road, or an access road.</p>
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		<p>14.13.1.6 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SuDS) would be required to serve new development.</p> <p>14.13.1.7 This site is considered favourably by the Borough Council as the allocation for housing in Runcton Holme due to its proximity to the school and as it is considered to have a less negative impact on the landscape in comparison to the potential alternatives.</p> <p>14.13.1.8 This site benefits from full planning permission (16/01186/OM & 19/01491/RMM) for 10 dwellings.</p>
MM313	Paragraphs 14.14.3 and 14.14.5 (Page 509)	<p>Amend paragraphs 14.14.13 and 14.14.15 of the supporting to section 14.14 Sedgeford, as follows:</p> <p>14.14.3 The SADMP (2016) did make an allocation of at least 10 dwellings.</p> <p>14.14.5 The Sedgeford Neighbourhood Plan was formally made and came into force September 2019 and can be viewed in full via the link below. The Sedgeford Neighbourhood Plan sits alongside the Local Plan and forms part of the Local Development Plan. Its policies will be used to guide development and assist in the determination of planning applications within the Area. It also provides additional housing allocations, as well as altering the SADMP allocation. https://www.west-norfolk.gov.uk/info/20127/neighbourhood_plans/117/completed_plans</p>
MM314	Sedgeford Plan (Page 510)	Delete the Sedgeford Plan, as shown in Appendix 4 to this schedule.
MM315	Policy G78.1 (Page 511)	<p>Amend the preamble to and criteria 2 and 7 of Policy G78.1 Sedgeford - Land off Jarvie Close, as follows:</p> <p>Land amounting to 0.6 hectare, as shown on the Policies Map, is allocated for residential development of at least 40 <u>11</u> dwellings.</p> <p>2. Delivery of a safe access that meets the satisfaction of the local highway authority <u>is in line with Policy LP13;</u></p> <p>7. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u></p>
MM316	New Plan	Insert a New Plan G78.1 Land off Jarvie Close, Sedgeford after Policy G78.1 Sedgeford - Land off Jarvie Close as shown in Appendix 4 to this MM schedule.

MM317	Policy H1 and paragraphs 14.14.1.1-14.14.2 (Pages 512-513)	<p>Delete Policy H1: Development of site allocated at Jarvie Close and its supporting text in paragraphs 14.14.1.1-14.14.2, as follows:</p> <p>14.14.1.1 In addition to Policy G78.1 the Sedgeford Neighbourhood Plan contains the following policy (Policy H1) which relates to G78.1. To find further supporting text and to read over the Sedgeford Neighbourhood plan please follow this link:</p> <p>14.14.1.2 https://www.west-norfolk.gov.uk/info/20127/neighbourhood_plans/117/completed_plans</p> <p>14.14.2 H1 Development of site allocated at Jarvie Close</p> <p>Policy H1: Development of site allocated at Jarvie Close</p> <p>The development of the site allocated under Policy G78.1 of the Site Allocations and Development Management Policies DPD will be supported where it would meet the following criteria:</p> <ol style="list-style-type: none"> a. The development shall be for a minimum of 11 dwellings or 1000sq m; b. The development respects the density, form and layout of houses in the immediate locality- c. The layout of the development will provide for the maintenance of access from Jarvie Close to the footpath that runs along the western boundary of the site; d. The rooflines and spacing of the development should be designed to minimise the obstruction of views across the river valley from public places on Jarvie Close and should not appear higher than those in the existing Jarvie Close development in views across the valley from the south.
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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">421</p>	<p>MM318 Paragraphs 14.14.2.1-14.14.2.9 (Pages 512-513)</p>	<p>Delete paragraph 14.14.2.4, amend paragraphs 14.14.2.3, 14.14.2.5, 14.14.2.8 and 14.14.2.9, move paragraphs 14.14.2.1 to 14.14.2.9 to precede Policy G78.1, and amend the sub-heading, as follows:</p> <p>Site Description and Justification</p> <p>14.14.2.1 The site lies in a relatively central location in the village, with existing housing on three sides. The site currently comprises uncultivated Grade 3 agricultural land. There are no available opportunities to utilise previously developed land for new housing in Sedgeford. In this context, the site provides the opportunity to develop land which has no identified use.</p> <p>14.14.2.2 The area in the immediate vicinity slopes in a north south direction with the site sitting in a central position between Jarvie Close (on higher ground to the north) and Mill View (on lower ground to the south). The natural topography of the site, being on a slope with development on both higher and lower ground, would lessen the impact of development on the surrounding area, limiting the impact on the local visual amenity and the scenic beauty of the Area of Outstanding Natural Beauty and other countryside. Long views are afforded of the site from the west, but any development would be read in the context of the existing village and not be of detriment to the character of the settlement. The policy includes a clause to give emphasis to the importance of addressing landscape impacts in the design of the proposed housing.</p> <p>14.14.2.3 Apart from the hedgerows on the western boundary, there are no important landscape features on the site although the site itself is within the <u>Area of Outstanding Natural Beauty-Norfolk Coast National Landscape Area</u>. The Conservation Area sits a good distance from the site (approximately 100 metres to the south). Due to the distances involved and the built form in the immediate vicinity of the site, it is not considered that development of the site would be of detriment to the character and appearance of Sedgeford's Conservation Area. There are no Listed Buildings in the vicinity of the site.</p> <p>14.14.2.4 A development of six dwellings on the site would either result in a very low density development or create left over space which would likely come forward for housing in the near future. By allocating ten dwellings on the site the Council can increase the level of affordable housing to two dwellings and ensure the site is development comprehensively, with a design and layout that fits in with the surrounding area.</p> <p>14.14.2.54 Norfolk County Council as the local highway authority consider the site well located and appropriate for development subject to the delivery of safe access. They have also expressed preference for minor development of this site over the alternative development option. Sedgeford Parish Council and the Norfolk Coast (AONB) Partnership have both expressed a preference for minor development of this site due to the lesser visual impact on the landscape and <u>Area of Outstanding Natural Beauty-National Landscape Area</u>. Sedgeford Parish Council</p>
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		<p>have also identified potential ownership constraints in accessing the alternative site and would strongly resist development of that site.</p> <p>14.14.2.65 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.</p> <p>14.14.2.76 One constraint which must be resolved prior to development is that a water main(s) cross the site and therefore easement / diversion may be required in consultation with Anglian Water.</p> <p>14.14.2.87 Housing affordability is a key issue for local people within settlements in the <u>Area of Outstanding Natural Beauty National Landscape Area</u>. Cumulatively, new allocations will increase choice in the market and enable some new affordable housing to benefit local residents. An allocation of ten houses on the preferred site would enable the delivery of two affordable homes.</p> <p>14.14.2.98 The Borough Council is the current landowner, previous planning permission was granted for 9 dwelling on the site (16/01414/O). However, the Borough Council <u>and</u> is now seeking to bring forward the land as a Custom and Self-Build site, <u>for at least 11 dwellings</u>.</p>
MM319 422	Paragraphs 14.15.1-14.15.2 (Page 514)	<p>Delete paragraphs 14.15.1-14.15.2 of the supporting text to section 14.15 Shouldham, as follows:</p> <p>14.15 Shouldham Rural Village Description 14.15.1 Shouldham is situated approximately ten miles south east of King's Lynn and approximately six miles north east of Downham Market. The village is based on a circuit form and the high quality character has been recognised through designation as a Conservation Area towards the south east of the settlement. The village has an adequate range of services including a school, a bus route, shop, Post Office and there are some employment opportunities. The Parish of Shouldham has a population of 605(76). 14.15.2 Shouldham is designated as a Rural Village and is considered to have an adequate range of services and facilities. The SADMP 2016 did make two allocations providing at least 10 dwellings across the sites. Due to no progress the decision has been made to deallocate policy G81.1 from the local plan review.</p>
MM320	Shouldham Plan (Page 515)	Delete the Shouldham Plan, as shown in Appendix 4 to this schedule.

<p>MM321</p> <p style="text-align: center;">423</p>	<p>Paragraphs 14.15.1.1-14.15.1.5 and Policy G81.2 (Pages 516-517)</p>	<p>Delete Policy G81.2 Shouldham - Land accessed from Rye's Close, as follows:</p> <p>14.15.1 G81.2 Shouldham - Land accessed from Rye's Close</p> <p>Site Allocation</p> <p>Policy G81.2 Shouldham - Land accessed from Rye's Close</p> <p>Land accessed from Rye's Close, amounting to 0.3 hectares, as identified on the Policies Map, is identified for residential development of at least 5 dwellings.</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Submission of details showing how the water mains crossing can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water; 2. Achievement of suitable safe access to the site through Rye's Close to the satisfaction of the local highway's authority; 3. Retain trees according to the conditions of the Tree Preservation Order 4. Provision of affordable housing in line with the current standards. <p>Delete the supporting text to Policy G81.2 in paragraphs 14.15.1.1-14.15.1.5, as follows:</p> <p>Site Description and Justification</p> <p>14.15.1.1 The allocated site is situated towards the south west of the settlement. The current development boundary immediately abuts the sites south and east boundary. The Council considers the site is suitable to accommodate 5 residential units at a density reflecting that of the surrounding area.</p> <p>14.15.1.2 The site is located a short distance from the school and is of a distance from the Conservation Area such that development would not impact to any significant degree on this heritage asset. The site is well screened from the settlement by existing development. The site is bounded by trees which could be incorporated into the design. It is currently used as agricultural land (grade 4), and therefore is not a constraint on development due to its low quality.</p> <p>14.15.1.3 Norfolk County Council, as local highways authority have advised the only suitable access point is on to Rye's Close.</p> <p>14.15.1.4 A water main crosses the site and therefore easement/ diversion may be required in consultation with Anglian Water.</p> <p>14.15.1.5 This site benefits from full planning permission (18/00604/F) for 5 dwellings. Construction is under way with a number of homes having been completed.</p>
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MM322	Paragraphs 14.16.1-14.16.2 (Page 518)	Delete section 14.16 Stow Bridge, as follows: 14.16 Stow Bridge Rural Village Description 14.16.1 Stow Bridge is situated approximately 4 miles north of Downham Market. The village is relatively small and takes a mainly linear form. There are a number of local facilities including the Heron Public House, two farm shops with tea rooms (Bearts of Stow Bridge and Landymore's), a butchers (Sergeants), village hall and the Church of St. Peter. 14.16.2 The settlement is within the Parish of Stow Bardolph, along with the villages of Stow Bardolph and Barroway Drove. The Great Ouse and the Relief Channel run through the village.
MM323	Stow Bridge Plan (Page 519)	Delete the Stow Bridge Plan, as shown in Appendix 4 to this schedule.
MM324 424	Paragraphs 14.17.1-14.17.2 (Page 520)	Delete paragraphs 14.17.1-14.17.2 of the supporting text to section 14.17 Syderstone, as follows: 14.17 Syderstone Rural Village Description 14.17.1 Set on a rising site above an extensive common, Syderstone is a small linear village situated in the north eastern area of the borough. The village contains many traditional character buildings of flint and red brick and contains a landmark feature: the round tower church of St. Mary's. The village contains very few facilities. The school is located in nearby Blenheim Park. The settlement is not served by public transport links. Syderstone Parish has a population of 445(77). 14.17.2 Syderstone Common is a Norfolk Wildlife Trust nature reserve and designated as an SSSI (Site of Special Scientific Interest). Syderstone has an average population size and is very limited in services in comparison to other settlements designated as Rural Villages. The village is about 7 miles west of the town of Fakenham (in bordering North Norfolk District) which provides a good range of services and facilities. The SADMP 2016 did make an allocation of at least 5 dwellings.
MM325	Syderstone Plan (Page 521)	Delete the Syderstone Plan, as shown in Appendix 4 to this schedule.

<p>MM326</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">425</p>	<p>14.17.1.1-14.17.1.8 and Policy G91.1 (Pages 522-523)</p>	<p>Delete Policy G91.1 Syderstone - Land west of no. 26 The Street, as follows:</p> <p>14.17.1 G91.1 Syderstone - Land West of No.26 The Street Site Allocation Policy G91.1 Syderstone - Land west of no. 26 The Street Land amounting to 0.3 hectares, as shown on the Policies Map, is allocated for residential development of at least 5 dwellings.</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Provision of safe vehicular and pedestrian access onto The Street, to the satisfaction of the local highway authority; 2. Incorporation of a high quality landscaping scheme to the north and western boundaries of the site in order to minimise the impact of development on the wide countryside; 3. Evidence demonstrating a safe and deliverable access and improvements being made to the footway network, to the satisfaction of the local highway authority; 4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission; 5. Provision of affordable housing in line with current standards. <p>Delete the supporting text to Policy G91.1 in paragraphs 14.17.1.1-14.17.1.8, as follows:</p> <p>Site Description and Justification</p> <p>14.17.1.1 The site is of a size that could accommodate five dwellings taking full regard of the form, character and density of development in the locality of the site. The site is situated on the western edge of village and is within walking distance to central village services.</p> <p>14.17.1.2 The site is classed as agricultural grade 3 and therefore any development would result in a loss of productive agricultural land. However, only a small amount of land would be required due to the nominal amount of housing sought.</p> <p>14.17.1.3 Norfolk County Council as local highway authority have no objections to site subject to evidence demonstrating a safe and deliverable access and improvements being made to the footway network.</p> <p>14.17.1.4 The site is adjacent to frontage development on the northern side of The Street and opposite to development along the southern side of Docking Road, it is considered that development could take place without detriment to the form and character of the settlement by reflecting the existing frontage development.</p> <p>14.17.1.5 The site is screened by existing development to the south and east meaning that short distance views into the site are afforded from the local highway and these properties, these would be read in the context of</p>
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		<p>development of the adjacent and opposite local built up environment. There are some opportunities for medium and long-distance views from the wider countryside to the north and west of the site, however the policy contains a clause for the Incorporation of a high-quality landscaping scheme in order to minimise the impact of development on the countryside.</p> <p>14.17.1.6 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.</p> <p>14.17.1.7 The Council considers the site to offer the best combination of advantages in the settlement as it would form a natural extension to the western edge of the village, and is favoured by Syderstone Parish Council.</p> <p>14.17.1.8 The site benefits from full planning permission for 5 new homes (18/01917/F).</p>
426	<p>MM327</p> <p>Paragraphs 14.18.1-14.18.2 (Page 524)</p>	<p>Delete section 14.18 Ten Mile Bank, as follows:</p> <p>14.18 Ten Mile Bank Rural Village Description</p> <p>14.18.1 Ten Mile Bank is located approximately five miles south of Downham Market and eighteen miles south of Kings Lynn. It is situated on the west bank of the River Great Ouse between Denver and Littleport and has the only road crossing of the river between these two points. The river road between Denver and Littleport runs parallel to the main A10 London-Cambridge-King's Lynn road on the opposite side of the river. The village is part of Hilgay Parish with a population of 277 (78) and contains a school and bus service.</p> <p>14.18.2 Ten Mile Bank is designated as a Rural Village. A site known as Policy G92.1 Land off Church Road was allocated by the SADMP (2016) and has since come forward for planning permission (15/00222/O and 17/01646/RM) for 3 dwellings and has been completed. Accordingly, the allocation has been removed from the plan and has been included within the development boundary.</p>
	<p>MM328</p> <p>Ten Mile Bank Plan (Page 525)</p>	<p>Delete the Ten Mile Bank Plan, as shown in Appendix 4 to this schedule.</p>

MM329	Paragraphs 14.19.1-14.19.5 (Page 526)	Delete section 14.19 Thornham, as follows: 14.19 Thornham Rural Village Description 14.19.1 Thornham is a linear coastal settlement located approximately four miles from the town of Hunstanton. The village contains a village hall, deli, restaurant, gift and clothing outlet, as well as three pubs. Thornham parish has a population of 496(79). Thornham is linked to other coastal villages via the Coasthopper bus route along the A149 between Hunstanton and Wells-next-the-Sea. Thornham attracts tourists due to its accessibility on the main coastal route (A149) and due to its position within Norfolk Coast AONB and directly on the Norfolk Coast Path. 14.19.2 Thornham has an average population size and number of services in comparison to other settlements designated as Rural Villages, although it has no primary school. The settlement is in a sensitive location within the Area of Outstanding Natural Beauty and adjacent to the coastline which has many international designations to protect its environmental, biodiversity and heritage significance. As such, development must be particularly sensitive both in terms of visual impact and the impact new residents could have on the immediate surroundings. Based on the Council's preferred method of distributing new development (as outlined earlier in the plan), Thornham would receive a total allocation of five new houses including one affordable home. 14.19.3 The environmental, heritage and highways constraints limit the potential for development in this village. All sites previously considered received objections from Norfolk County Council (highways authority), Natural England, Historic England and the Norfolk Coast (AONB) Partnership. Therefore, no allocations for development have been made in Thornham. Neighbourhood Plan 14.19.4 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Thornham Parish Council is in the process of preparing a Neighbourhood Plan for their Area. The Thornham Neighbourhood Plan Area was formally designated by the Borough Council 17/03/2017 and corresponds with the boundaries of Thornham Parish. 14.19.5 The Thornham neighbourhood plan has reached the stage where a decision statement has been signed by the Borough Council and is now awaiting a referendum. To find out further detail on the Thornham Neighbourhood plan please follow the link provided: Thornham Neighbourhood Plan Thornham Neighbourhood Plan Borough Council of King's Lynn & West Norfolk (west-norfolk.gov.uk)
MM330	Thornham Plan (Page 527)	Delete the Thornham Plan, as shown in Appendix 4 to this schedule.

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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">430</p>	<p>MM335 Paragraphs 14.21.1.1- 14.21.1.5 and Policy G97.1 (Pages 532-533)</p>	<p>Delete Policy G97.1 Tilney All Saints - Land between School Road and Lynn Road, as follows:</p> <p>14.21.1 G97.1 Tilney All Saints - Land between School Road and Lynn Road</p> <p>Site Allocation</p> <p>Policy G97.1 Tilney All Saints - Land between School Road and Lynn Road</p> <p>Land amounting to 0.25 hectares east of School Road, as shown on the Policies Map is allocated for residential development of at least 5 dwellings.</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures); 2. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission; 3. Provision of affordable housing in line with the current standards. <p>Delete the supporting text to Policy G97.1 in paragraphs 14.21.1.1-14.21.1.5, as follows:</p> <p>Site Description and Justification</p> <p>14.21.1.1 The allocated site lies south of Tilney High End, Tilney All Saints, on the edge of a built-up area, immediately abutting the development boundary. The site currently comprises of an area of uncultivated flat scrub land designated as Grade 2 (good quality) agricultural land. Although development would result in the loss of good quality agricultural land, all sites within the settlement fall within this category and the scale of development proposed is not likely to have a detrimental impact on the availability of productive agricultural land. The site has defined boundaries in the form of mature hedges and planting. Other than this, there are no landscape features of note within the site.</p> <p>14.21.1.2 The surrounding area is predominantly residential in character with housing to the north and west and some housing to the east. The site is well screened in terms of views from the wider landscape and it is considered that development is not likely to be visually intrusive in the landscape but would rather be seen in the context of the existing settlement.</p> <p>14.21.1.3 The site relates well with the existing form and character of the area. Development would form a natural extension of existing residential dwellings along School Road. The site could potentially be developed as frontage</p>
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		<p>development which would be consistent with the form of the adjacent existing development. In addition, the site is significantly closer to the main facilities the settlement has to offer in particular the school and a bus route. The local highway authority has no objections to this allocation. The site is also supported by the local parish council.</p> <p>14.21.1.4 With regards to flood risk, the sequential test is applied in line with the National Planning Policy Framework. The allocated site is in a lower flood risk area (tidal flood zone 2) compared to other higher flood risk sites in the settlement. Development is subject to the appropriate flood mitigation measures as outlined in the allocation policy above.</p> <p>14.21.1.5 This site benefits from outline planning permission for 5 dwellings (17/00027/O). A reserved matters application is currently being considered (18/01627/OM).</p>
MM336	<p>Paragraphs 14.22.1-14.22.4 (Page 534)</p>	<p>Delete section 14.22 Walpole Cross Keys, as follows:</p> <p>14.22 Walpole Cross Keys Rural Village Description 14.22.1 Walpole Cross Keys is a comparatively small village that lies to the north of the A17 approximately six miles west of King's Lynn and six miles northeast of Wisbech. The village is positioned in the Fens and is mainly linear in form with an area which contains the few services in the settlement. The topography is flat, and this gives the settlement an open feel. 14.22.2 There are limited employment opportunities in the village and few services aside from the school and bus route. The population was recorded as 518 (81). 14.22.3 Walpole Cross Keys is designated a Rural Village, capable of accommodating modest growth to support essential rural services. On a population pro-rotta basis (see Distribution of Development section) Walpole Cross Keys would receive an allocation of 5 new dwellings. However, no suitable site has been identified in the settlement due to constraints in terms of form, character, highway and access. As such Walpole Cross Keys will not receive an allocation. Neighbourhood Plan 14.22.4 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. The Walpole Cross Keys Neighborhood Plan was made and brought into force September 2017 and covers the Parish. The map shown comprises those elements from the Neighborhood Plan, however it is condemned that the Neighborhood Plan is consulted for further details: Completed plans Completed plans Borough Council of King's Lynn & West Norfolk (west-norfolk.gov.uk)</p>
MM337	<p>Walpole Cross Keys Plan (Page 535)</p>	<p>Delete the Walpole Cross Keys Plan, as shown in Appendix 4 to this schedule.</p>

MM338	Paragraph 14.23.3 (Page 536)	Amend paragraph 14.23.3 of the supporting text to section 14.23 Walpole Highway, as follows: 14.23.3 Walpole Highway is designated a Rural Village capable of accommodating modest growth to support essential rural services. The SADMP 2016 did make <u>Local Plan makes</u> an allocation for at least 10 dwellings.
MM339	Walpole Highway Plan (Page 537)	Delete the Walpole Highway Plan, as shown in Appendix 4 to this schedule.

433	<p>MM340 Policy G106.1 and paragraphs 14.23.1.1-14.23.1.6 (Pages 538-539)</p>	<p>Amend the preamble to and criteria 3 and 4 of Policy G106.1 Walpole Highway - Land East of Hall Road, as follows:</p> <p>Land amounting to 0.8 hectares east of Hall Road as shown on the policies map, is allocated for residential development of at least <u>40</u> <u>8</u> dwellings.</p> <ol style="list-style-type: none"> 3. Development is subject to evidence demonstrating a safe and deliverable access and provision of adequate footpath links to the satisfaction of the local Highway Authority <u>in line with Policy LP13;</u> 4. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u> <p>Amend paragraph 14.23.1.6 of the supporting text to Policy G106.1, move paragraphs 14.23.1.1 to 14.23.1.6 to precede Policy G106.1, and amend sub-heading, as follows:</p> <p>Site Description and Justification</p> <p>14.23.1.1 The allocated site is situated in a relatively central position on the eastern part of the village. The site comprises of an area of uncultivated scrubland classed as Grade 2 (good quality) agricultural land. Whilst development would result in the loss of good quality agricultural land, this applies to all potential development options in the settlement and on balance it is considered that the benefits of selecting the site outweighs this constraint.</p> <p>14.23.1.2 Landscape features on the site includes boundary hedgerows and trees. The site is located in a fairly built up area, the surrounding area comprises of open fields to the east, residential development to the north and south-west and green houses to the west. The site is considered to be well related to the existing form of development without encroaching into surrounding countryside. It is screened on the north and south by existing housing and boundary planting. In the medium and long distance views that are available particularly from the east, development would be seen in the context of the existing village.</p> <p>14.23.1.3 Walpole Highway is largely characterised by ribbon development along the main routes of the village, and the development of the allocated site would represent a natural continuation of this along Hall Road. The Council considers that the development of <u>40</u> <u>8</u> dwellings on the site along the road frontage would likely have little impact on the form and landscape character of the locality.</p> <p>14.23.1.4 In terms of proximity to services, the site is reasonably close to Main Road where the majority of village services are located. Norfolk County Council as the local highway authority made no objection to the allocation of</p>
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		<p>the site for small scale frontage development onto Hall Road, subject to provision of safe access and local improvements to the footway links.</p> <p>14.23.1.5 The site is identified to be partly within Flood Zone 2 (medium flood risk). However, the site is considered to be more suitable in comparison to other sites at lower degrees of flood risk in terms of form and highway constraints. Development on the site is subject to the appropriate flood mitigation measures as set out in the policy above.</p> <p>14.23.1.6 The site benefits from full planning permission for 4 dwellings and outline permission for a further 4 dwellings. (15/01412/O & 16/00113/O & 16/01036/RM & 19/00541/RM). Currently four <u>As at April 2024, 6 of the 8 dwellings have been completed. It is anticipated that the remaining units will be completed during 2024/25.</u></p>
MM341	New Plan	Insert a New Plan G106.1 Land East of Hall Road, Walpole Highway after Policy G106.1 Walpole Highway - Land East of Hall Road as shown in Appendix 4 to this MM schedule.

MM342	Paragraphs 14.24.1-14.24.4 (Page 540)	<p>Delete section 14.24 on Walton Highway, as follows:</p> <p>14.24 Walton Highway Rural Village Description 14.24.1 Walton Highway is a marshland village three miles to the north of Wisbech and approximately 13 miles south west of King's Lynn. The Parish population, which includes both West Walton and Walton Highway, is recorded as 1,731(83) 14.24.2 Walton Highway lies to the west of the A47 and is focused around the intersection at Lynn Road (the former route of the A47). The settlement was originally linear in pattern along this road, but more recent developments have seen the village grow along Salts Road, School Road, St. Paul's Road North and Common Road. While most buildings in the older part of the village are two-storey nearly all new developments are single storey construction. 14.24.3 Previously West Walton and Walton Highway were grouped together to jointly form a Key Rural Service Centre. This is due to the services and facilities shared between the settlements, and the close functional relationship between the two. Accordingly the SADMP (2016) made two allocations for at least 20 dwellings. Due to flood constraints at that time both were located within Walton Highway. 14.24.4 Policy G120.2 Walton Highway Land north of School Road was allocated by the SADMP (2016) and has since benefitted from full planning permission 16/00482/OM & 17/01360/RMM)) for 10 dwellings. The site has been built out, so therefore, the allocation has been removed from the plan and has been included within the development boundary.</p>
MM343	Walton Highway Plan (Page 541)	Delete the Walton Highway Plan, as shown in Appendix 4 to this schedule.

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<p>MM344</p> <p>436</p>	<p>Paragraphs 14.24.1.1-14.24.1.7 and Policy G120.1 (Pages 542-543)</p>	<p>Delete Policy G120.1 Walton Highway - Land adjacent Common Road, as follows:</p> <p>14.24.1 G120.1 Walton Highway - Land adjacent to Common Road</p> <p>Site Allocation</p> <p>Policy G120.1 Walton Highway – Land adjacent Common Road</p> <p>Land amounting to 0.83 hectares as shown on the Policies Map is allocated for residential development of at least 10 dwellings.</p> <p>Development will be subject to compliance with all of the following:</p> <ol style="list-style-type: none"> 1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures); 2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission; 3. Demonstration of safe access and visibility to the satisfaction of Norfolk County Council Highways Authority; 4. Provision of affordable housing in line with the current standards. <p>Delete the supporting text to Policy G120.1 in paragraphs 14.24.1.1-14.24.1.7, as follows:</p> <p>Site Description and Justification</p> <p>14.24.1.1 The allocated site is situated south-east of Walton Highway, on the edge of the built extent of the village facing onto detached bungalows on Common Road. The site comprises of Grade 2 (good quality) agricultural land currently in marginal arable use. Although development would result in the loss of productive agricultural land, the entire settlement consists of either excellent or good quality agricultural land but the need for additional housing to sustain existing village services outweighs this constraint.</p> <p>14.24.1.2 Landscape features on the site includes boundary hedgerows and a number of small trees within the site. Other than this, there are no significant landscape features.</p> <p>14.24.1.3 The surrounding area is predominantly residential in character with existing housing on the north, east and partly to the west and open fields to the south. It is considered that development in this location would be well related to the character of the surrounding area with minimal landscape and visual impacts in comparison to other considered sites. Views are mostly restricted to near distance from adjacent roads and properties. In the wider</p>
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		<p>views that are available from the south, development would be seen against the backdrop of the existing settlement.</p> <p>14.24.1.4 Development of the site would form a continuation of housing along Common Road. Immediately opposite the site, on the other side of Common Road is existing linear frontage development. Walton Highway is largely characterised by this pattern of development and the site lends itself to this form of development. In addition, the site is within reasonable walking distance to some services in the village although there is a general scattered distribution of services in the village. The local Highway Authority identified no constraints in terms of access or adequacy of the road network provided safe access and visibility can be demonstrated.</p> <p>14.24.1.5 In line with the principles of the sequential test, the allocated site is in a lower flood risk area (tidal flood zone 2) compared to other higher risk areas in the settlement (tidal flood zone 3). A flood risk assessment is required prior to development as set in the allocation policy above.</p> <p>14.24.1.6 In summary, it is considered that the site is of sufficient scale to accommodate 10 dwellings at a density consistent with its surrounding and without detriment to the form and character of the locality.</p> <p>14.24.1.7 This site benefits from full planning permission (16/00023/OM & 19/01130/RMM, 20/00687/F) for 10 dwellings.</p>
MM345 437	Paragraph 14.25.2 and 14.25.3 (Page 544)	<p>Add new paragraph to the supporting text of section 14.25 Welney and amend paragraph 14.25.3, as follows:</p> <p><u>[New paragraph] Welney village faces particular issues with flood water management and drainage. It is partly served by an Anglian Water Services Ltd. (AWSL) foul water sewer system that discharges treated effluent into Upwell IDB pumped system. Developments within the village need to sufficiently address concerns about significant increased 'loads' on the receiving IDB managed systems during flood events, to prevent any detrimental impacts from non-adopted systems, including the increased risk of pollution and odours as a result of 'spills'.</u></p> <p>14.25.34 The allocated sites are considered by the Council to have the least impact on the form and character of the settlement and its setting within the countryside. The SADMP 2016 did make <u>Local Plan makes 2</u> allocations for at least 20 <u>21</u> dwellings across the 2 sites.</p>
MM346	Welney Plan (Page 545)	Delete the Welney Plan, as shown in Appendix 4 to this schedule.

MM347	Policy G113.1 and paragraphs 14.25.1.1-14.25.1.6 (Pages 546-547)	<p>Amend preamble to and criteria 1, 2 and 3 of Policy G113.1 Welney - Former Three Tuns/Village Hall, as follows:</p> <p>Land amounting to 0.25 hectares at the Former Three Tuns/Village Hall, as identified on the Policies Map, is allocated for residential development of at least <u>7 4</u> dwellings.</p> <p>Development will be subject to compliance with the following:</p> <ol style="list-style-type: none"> 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, <u>including potential implications for the Upwell IDB and Old Croft River systems, managed by the Middle Level Commissioners.</u> 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 suggest appropriate mitigation (flood resiliency measures); 2. Provision of affordable housing in line with the current standards <u>Policy LP28</u>; 3. Any proposal should be accompanied by sufficient information, including drainage arrangements <u>and a project level Habitat Regulations Assessment</u>, to demonstrate that there will be no adverse effect on the Ouse Washes Special Area of Conservation, Special Protection Area, and Ramsar site; <p>Amend supporting text in paragraphs 14.25.1.1 to 14.23.1.6, as follows, and move them to precede Policy G113.1:</p> <p>Site Description and Justification</p> <p>14.25.1.1 The allocated site is situated towards the south east of the village. The site is adjacent to the Old Bedford River and a Special Area of Conservation, which in turn adjoins the Ouse Washes Sites of Specific Scientific Interest, Ramsar and Special Protection Area. The site is well located in terms of proximity to the school and access to services and will form a natural extension to the village in keeping the existing character and form.</p> <p>14.25.1.2 The site is brownfield land and development is linked to the relocation and replacement of the existing village hall. There was a previous planning permission for seven houses on the site, but this has now expired. The Council considers the site is capable of accommodating the <u>7 4</u> residential units required in the settlement at a density reflecting that of the surrounding area. The local highways authority has no objection to this site providing safe access is achieved from Main Street.</p> <p>14.25.1.3 The whole of the settlement is within Flood Zone 3 and most of the settlement is within the hazard zone. The site is at the upstream end of water level management system (maintained by the Middle Level</p>
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439		<p>Commissioners) and is approximately 2.9km (approximately 1.6 miles) from the Upwell IDB pumped system which outfalls into the Ouse Washes system. It is in close proximity to the Board's piped protected watercourse, part of the Old Croft River (OCR) system and is beside a flood defence embankment and the Ouse Washes SPA/Ramsar site. A small area of the allocated site falls partially within a hazard zone however the Council considers due to the brownfield nature of this site and the location within the settlement it is appropriate to develop on this land.</p> <p>14.25.1.4 The Plan's Habitats Regulations Assessment Report identified the need for checks to ensure no adverse impact on the nearby designated nature conservation areas, and these are included in the policy. <u>To ensure compliance with the Habitat Regulations, consideration should be given to disturbance during construction and potential water quality impacts in undertaking a project level appropriate assessment.</u></p> <p>14.25.1.5 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 field to the east. In these views the site is seen in the context of the existing village.</p> <p>14.25.1.6 The Council considers this site to be favourable in Welney due to its accessibility and brownfield nature. <u>Outline planning permission has recently been granted for 4 dwellings (23/00179/O).</u></p>
MM348	New Plan	Insert a New Plan G113.1 Former Three Tuns/ Village Hall, Welney after Policy G113.1 Welney - Former Three Tuns/Village Hall as shown in Appendix 4 to this MM schedule.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">440</p>	<p>MM349 Policy G113.2 and paragraphs 14.25.2.1 to 14.25.2.6 (Pages 547-548)</p>	<p>Amend preamble to and criteria 1 to 5 of Policy G113.2 Welney - Land off Main Street, as follows:</p> <p>Land amounting to 1.25 hectares off Main Street, as identified on the Policies Map, is allocated for residential development of at least 43 <u>17</u> dwellings.</p> <p>Development will be subject to compliance with the following:</p> <ol style="list-style-type: none"> 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, <u>including potential implications for the Manea and Welney District Drainage Commissioners (DDC) watercourses, and Old Croft River systems, managed by the DDC.</u> 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 suggest appropriate mitigation (flood resiliency measures) ; 2. Improvements to the footway network and safe access to the site Main Street to the satisfaction of the highway authority in line with the requirements of Policy LP13 ; 3. Provision of affordable housing in line with the current standards <u>Policy LP28;</u> 4. Any proposal should be accompanied by sufficient information, including drainage arrangements <u>and a project level Habitat Regulations Assessment,</u> to demonstrate that there will be no adverse effect on the Ouse Washes Special Area of Conservation, Special Protection Area, and Ramsar site; <p>Amend the supporting text in paragraphs 14.25.2.1 to 14.25.2.6, as follows, and them to precede Policy G113.2:</p> <p>Site Description and Justification</p> <p>14.25.2.1 The allocated site is situated towards the south west <u>near the centre</u> of the village, <u>to the west of Main Street.</u> The site is adjacent to the Old Bedford River and a Special Area of Conservation, which in turn adjoins the Ouse Washes Sites of Specific Scientific Interest, Ramsar and Special Protection Area. The site is well located in terms of the overall position within the village, proximity to the school and access to services. The development of the site would be facilitated by its open character and the lack of mature trees within the field itself.</p> <p>14.25.2.2 The site is currently low grade agricultural land. The Council considers the site is capable of accommodating the 43 <u>17</u> residential units required in the settlement at a density reflecting that of the surrounding area. The local highways authority has no objection to this site providing safe access is achieved accompanied by improvements to the footpath network.</p>
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441		<p>14.25.2.3 The whole of the settlement is within Flood Zone 3 and most of the settlement is within the hazard zone. The Parish Council in their response to the Preferred Options Consultation would like to see an additional allocation up to 20 dwellings in order maintain the vitality of the village. Drainage is managed by the Manea and Welney DDC, whose watercourses are served by outfalls into the Ouse Washes system. Drainage implications of development proposals should be assessed in consultation with the DDC/ Middle Level Commissioners at the application stage.</p> <p>14.25.2.4 The Plan's Habitats Regulations Assessment Report identified the need for checks to ensure no adverse impact on the nearby designated nature conservation areas, and these are included in the policy. <u>To ensure compliance with the Habitat Regulations, consideration should be given to disturbance during construction and potential water quality impacts in undertaking a project level appropriate assessment.</u></p> <p>14.25.2.5 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 field to the west. In these views the site is seen in the context of the existing village.</p> <p>14.25.2.6 The site has come forward with a full planning proposal and this details 17 dwellings- (18/00195/FM). <u>Construction has recently started and it is anticipated that the site will be completed by 2025/26.</u></p>
MM350	New Plan	Insert a New Plan G113.2 Land off Main Street, Welney after Policy G113.2 Welney - Land off Main Street as shown in Appendix 4 to this MM schedule.
MM351	Paragraphs 14.26.1-14.26.3 (page 549)	<p>Delete section 14.26 Wereham as follows:</p> <p>14.26 Wereham Rural Village Description 14.26.1 The village of Wereham is situated six miles southeast of Downham Market. The older part of the village is focused around the church and village pond, with more recent development forming a linear pattern along Stoke Road and Flegg Green. 14.26.2 The Parish of Wereham has a population 859(85). The village has a limited range of services and facilities which include a pub, a bus route and other employment uses. 14.26.3 Wereham is designated a Rural Village capable of accommodating modest growth to support essential rural services. The SADMP 2016 did make an allocation of at least 8 dwellings.</p>
MM352	Wereham Plan (page 550)	Delete the Wereham Plan, as shown in Appendix 4 to this schedule.

<p>MM353</p> <p>442</p>	<p>Paragraphs 14.26.1.1-14.26.1.5 and Policy G114.1 (Pages 551-552)</p>	<p>Delete Policy G114.1 Wereham - Land to the rear of 'Natanya', Hollies Farm, Flegg Green, as follows:</p> <p>14.26.1 G114.1 Wereham - Land to the rear of 'Natanya', Hollies Farm, Flegg Green</p> <p>Site Allocation</p> <p>Policy G114.1 Wereham - Land to the rear of 'Natanya', Hollies Farm, Flegg Green</p> <p>Land amounting to 0.77 hectares, as identified on the Policies Map, is allocated for residential development of at least 8 dwellings.</p> <p>Development will be subject to compliance with the following:</p> <ol style="list-style-type: none"> 1. Provision of safe access being achieved from Flegg Green to the satisfaction of the local highways authority; 2. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission; 3. Provision of affordable housing in line with the current standards. <p>Delete the supporting text to Policy G114.1 in paragraphs 14.26.1.1-14.26.1.5, as follows:</p> <p>Site Description and Justification</p> <p>14.26.1.1 The allocated site is located to the south of the settlement and is a brownfield site, this previously developed land has not been in employment uses for some time, it is currently contains a number of dilapidated storage structures, and is unlikely to be used for employment purposes going forward. The surrounding area consists of residential housing development along Flegg Green. The site is adjacent to the development boundary with open fields to the south.</p> <p>14.26.1.2 It is considered that development on the site would not be visually intrusive in the landscape. Views of the site are limited to near distance from adjacent roads and properties. Redevelopment of the site has the potential to positively contribute to the street scene and local area. There are few opportunities for medium and long distance views, in these limited views, development would be seen in the context of the existing built form.</p> <p>14.26.1.3 Development of the site would form an extension onto the rear of existing housing development along Flegg Green. The site is located relatively close to services and facilities within the village. Access is obtainable from Flegg green, as supported by Norfolk County Council as the local highway authority; this is subject to demonstration of safe access.</p> <p>14.26.1.4 The site is identified in the Sustainability Appraisal as a suitable option for development in comparison to other options. It is of sufficient scale to accommodate 8 dwellings at a density consistent with its surrounding without detriment to the form and character of the locality. The Parish Council made no objections to the</p>
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		<p>allocation. The site is situated away from the Wereham Conservation Area and development would not have an impact on the intrinsic beauty and distinctive character of this heritage asset.</p> <p>14.26.1.5 The site benefits from full planning permission for 10 dwellings. (16/01378/FM).</p>
MM354	<p>Paragraphs 14.27.1-14.27.4 (Page 553)</p>	<p>Delete section 14.27 West Newton, as follows:</p> <p>14.27 West Newton Rural Village Description</p> <p>14.27.1 West Newton is a small village located about eight miles northeast of King's Lynn. The village has strong links with Sandringham Estate, encompassing a series of estate cottages within a woodland setting located next to a church. The settlement is partly within Norfolk Coast AONB.</p> <p>14.27.2 West Newton is located in the Parish of Sandringham, which has a population of 176(86). West Newton supports a primary school, social club, village shop and local bus service, but is otherwise limited in service provision.</p> <p>14.27.3 West Newton has a small population size and an average level of services for its designation as a Rural Village.</p> <p>14.27.4 The SADMP (2016) did not make an allocation fro West Newton as no sites were available.</p>
MM355	<p>West Newton Plan (Page 554)</p>	<p>Delete the West Newton Plan, as shown in Appendix 4 to this schedule.</p>
MM356	<p>Paragraph 14.28.2 (Page 555)</p>	<p>Amend paragraph 14.28.2 of the supporting text to section 14.28 Wiggshall St. Germans, as follows:</p> <p>14.28.2 Wiggshall St. Germans is designated a Rural Village, capable of accommodating modest growth to sustain essential rural services. The SADMP 2016 did make <u>Local Plan makes</u> an allocation of at least 5 <u>4</u> dwellings.</p>
MM357	<p>Wiggshall St. Germans Plan (Page 556)</p>	<p>Delete the Wiggshall St. Germans Plan, as shown in Appendix 4 to this schedule.</p>

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">444</p>	<p>MM358 Policy G123.1 and paragraphs 14.28.1.1-14.28.1.5 (Pages 557-558)</p>	<p>Amend the preamble to and criteria 3 and 4 of Policy G123.1 Wiggenhall St. Germans - Land north of Mill Road, as follows:</p> <p>Land amounting to 0.4 hectares north of Mill Road as shown on the policies map is allocated for residential development of at least 5 <u>4</u> dwellings.</p> <ol style="list-style-type: none"> 3. Visibility splays on the road access appropriate for approach speeds of 30mph and offsite highway works to the lay-by, being achieved to the satisfaction of the local highway authority, in line with the requirements of Policy LP13; 4. Provision of affordable housing in line with the current standards. <u>Policy LP28.</u> <p>Amend paragraphs 14.28.1.4 and 14.28.1.5 of the supporting text to Policy G123.1, move paragraphs 14.28.1.1 to 14.28.1.5 to precede Policy G123.1, and amend the sub-heading, as follows:</p> <p>Site Description and Justification</p> <p>14.28.1.1 The allocated site is situated north of Mill Road, Wiggenhall St. Germans. The site is situated at the edge of the settlement but is adjacent to the settlement with its south-east boundary immediately abutting the development boundary. Open fields border the site on the northern boundary with dwellings neighbouring the site to the east and west of the site. The site comprises of greenfield, grade 2 (good quality) land and development would have an impact on food production as the site in agricultural use.</p> <p>14.28.1.2 There are no significant landscape features within the site other than boundary drain and existing Public Right of Way to the east of the site. The site is subject to high flood risk (FZ3) and is located in a Hazard Zone. The site is not screened from the wider landscape on the northern side but in this view development will be viewed against the backdrop of the existing village. As such it is considered development on the site is not likely to harm the landscape character and visual amenity of the locality. Directly opposite the site there is a local facility with a football field being located there.</p> <p>14.28.1.3 Development would form a continuation of existing housing on Mill Road without detriment to the form and character of the locality. In terms of visual and landscape impacts development would mostly be seen in the backdrop of the existing settlement and would not cause significant harm to the visual amenity of the area. The site access is obtainable from Mill Road as supported by the Local Highway Authority subject to the design and layout.</p>
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		<p>14.28.1.4 The site is identified to be the least constrained site over other considered sites in the settlement, and is of a sufficient scale to accommodate the 5 <u>4</u> dwellings sought in the village at a density that is consistent with its surrounding area.</p> <p>14.28.1.5 The site benefits from outline <u>has</u> planning permission for 4 dwellings (18/02190/O & <u>22/01549/RM</u>). <u>It is anticipated this will be delivered by 2025/26.</u></p>
MM359	New Plan	Insert a New Plan G123.1 Land North of Mill Road, Wiggenhall St. Germans after Policy G123.1 Wiggenhall St. Germans - Land north of Mill Road as shown in Appendix 4 to this MM schedule.
MM360	Paragraphs 14.29.1-14.29.2 (Page 559)	<p>Delete section 14.29 Wiggenhall St Mary Magdalen, as follows:</p> <p>14.29 Wiggenhall St. Mary Magdalen Rural Village Description 14.29.1 The village of Wiggenhall St. Mary Magdalen is situated on the west bank of the River Great Ouse; seven miles south of King's Lynn. The river clearly defines its eastern edge. In other directions, however, the village is less clearly defined. The area of the village is flat with few trees of significance and there is no obvious focal point; the church and pub being at the northern end of the village near to the bridge in the older part of the village. Most of the older buildings are two-storey, some having small front gardens. There are, however, a considerable number of bungalows and much newer development has been of this type. Wiggenhall St. Mary Magdalen has a few services including a school, shop and a pub. The Parish of Wiggenhall St. Mary Magdalen has a population of 729. (88)</p> <p>14.29.2 Wiggenhall St. Mary Magdalen is designated as a Rural Village. The SADMP 2016 did make an allocation for at least 10 dwellings under Policy G124.1 Wiggenhall St. Mary Magdalen - Land on Mill Road. However, due to review and the site unable to be delivered within the local plan period the site has been deallocated.</p>
MM361	Wiggenhall St. Mary Magdalen Plan (Page 560)	Delete the Wiggenhall St. Mary Magdalen Plan, as shown in Appendix 4 to this schedule.

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MM362	Paragraphs 14.30.1-14.30.4 (Page 561)	Delete section 14.30 Wimbotsham, as follows: 14.30 Wimbotsham Rural Village Description 14.30.1 The village of Wimbotsham lies just over a mile to the north of Downham Market. The basic village form is linear, with some growth extending out from the main route through the village. The village centre has an attractive feel which is designated a Conservation Area around Church Road, The Street and the village green which form the centre of the village. The Parish of Wimbotsham has a population of 664(89). The village retains a church and chapel, a primary school, pub and shop as well as a number of independent businesses. 14.30.2 Wimbotsham is designated a Rural Village. The SADMP sought to make an allocation for approximately 6 new dwellings. Of the sites put forward for consideration, those within the village and to the northern edge were not considered suitable because of their potential adverse impact on the character of the settlement and its Conservation Area, a view that was supported by Historic England. The sites were also considered not accessible by the local highways authority. Submitted sites on the southern edge of the village are generally not accessible. 14.30.3 The sites to the south of the village are also parts of larger parcels straddling the gap between Wimbotsham and Downham Market. These have are considered in terms of their potential to provide expansion northward of Downham Market, while maintaining a significant gap between the town and Wimbotsham. Therefore, have been considered as part of the Downham Market section (see earlier section in this document). 14.30.4 The Borough Council considers that the sites which remain as options in the settlement are large sites which abut Wimbotsham and Downham Market. Therefore, no sites have been identified that, in terms of the form, character and servicing constraints of the village, are considered suitable to allocate for residential development.
MM363	Wimbotsham Plan (Page 562)	Delete the Wimbotsham Plan, as shown in Appendix 4 to this schedule.

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MM364	Paragraphs 14.31.1-14.31.3 (Page 563)	Delete section 14.31 Wormegay, as follows: 14.31 Wormegay Rural Village Description 14.31.1 Wormegay is a small village that lies six miles south of King's Lynn and eight miles north of Downham Market, a short distance from the A134. The village has a population of 359(90). The village is linear in form with development along Castle Road, and more recently Bardolph's Way. There is an abrupt transition from the built extent of the village into open countryside, and it is important to recognise the significant trees around the castle. 14.31.2 The limited local services in the village include a school, a commutable bus route and employment uses. 14.31.3 Wormegay is designated a Rural Village, capable of accommodating modest growth to support essential rural services. The SADMP sought to make an allocation in the region of 3 new dwellings. However, no sites have been identified that are suitable for residential development in terms of form, character, access and servicing constraints of the village. Therefore the Council has not allocated land for housing in Wormegay.
MM365	Wormegay Plan (Page 564)	Delete the Wormegay Plan, as shown in Appendix 4 to this schedule.

MM366	Paragraphs 15.0.1-15.0.7 (Pages 565-566)	<p>Delete Section 15 on Small Villages and Hamlets, as follows:</p> <p>15 Smaller Villages and Hamlets Introduction 15.0.1 The following settlements are classed as Smaller Village and Hamlets (SVAH's) within the Settlement Hierarchy. 15.0.2 These settlement do not have any specific site allocations. However, modest levels of development can still take place as each of the Smaller Villages and Hamlets has a development boundary. 15.0.3 Overall development proposals would be judged against the range of polices within the Local Plan. In particular development will need to be consistent with Local Plan Policy LP04 Development Boundaries. Development outside of these Boundaries could potentially take place, providing it is consistent with Local Plan Policy LP31 Residential Development Reasonably Related to Existing Settlements.</p> <table border="1" data-bbox="562 555 2190 1093"> <thead> <tr> <th colspan="4">Smaller Villages and Hamlets (38)</th> </tr> </thead> <tbody> <tr> <td>Ashwicken</td> <td>Crimplesham</td> <td>Pentney</td> <td>Tottenhill</td> </tr> <tr> <td>Barroway Drove</td> <td>Gayton Thorpe</td> <td>Ringstead</td> <td>West Acre</td> </tr> <tr> <td>Barton Bendish</td> <td>Hay Green</td> <td>Roydon</td> <td>West Dereham</td> </tr> <tr> <td>Bawsey</td> <td>Holme next the Sea</td> <td>Saddlebow</td> <td>West Rudham</td> </tr> <tr> <td>Blackborough End</td> <td>Lakesend</td> <td>Salters Lode</td> <td>Whittington</td> </tr> <tr> <td>Boughton</td> <td>Leziate</td> <td>Shouldham Thorpe</td> <td>Wiggenhall St Mary the Virgin</td> </tr> <tr> <td>Brookville</td> <td>Methwold Hythe</td> <td>South Creake</td> <td>Wretton</td> </tr> <tr> <td>Burnham Norton</td> <td>Nordelph</td> <td>Stanhoe</td> <td></td> </tr> <tr> <td>Burnham Overy Town</td> <td>North Creake</td> <td>Tilney cum Islington</td> <td></td> </tr> <tr> <td>Burnham Thorpe</td> <td>North Runcton</td> <td>Titchwell</td> <td></td> </tr> <tr> <td>Gongham</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>15.0.4 Neighbourhood Plans 15.0.5 Holme Next The Sea 15.0.6 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Holme Next The Sea Parish Council neighbourhood plan has reached the stage where the decision statement has been signed and it is now awaiting a referendum. The Holme Next The Sea Neighbourhood Plan has made 1 allocation (Policy HNTS 15: Site Allocation at Eastgate Barn).</p>	Smaller Villages and Hamlets (38)				Ashwicken	Crimplesham	Pentney	Tottenhill	Barroway Drove	Gayton Thorpe	Ringstead	West Acre	Barton Bendish	Hay Green	Roydon	West Dereham	Bawsey	Holme next the Sea	Saddlebow	West Rudham	Blackborough End	Lakesend	Salters Lode	Whittington	Boughton	Leziate	Shouldham Thorpe	Wiggenhall St Mary the Virgin	Brookville	Methwold Hythe	South Creake	Wretton	Burnham Norton	Nordelph	Stanhoe		Burnham Overy Town	North Creake	Tilney cum Islington		Burnham Thorpe	North Runcton	Titchwell		Gongham			
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		15.0.7 For further details on the neighbourhood plan's maps and policies please see the Holme Next The Sea Neighbourhood Plan, link below: https://www.west-norfolk.gov.uk/info/20127/neighbourhood_plans/760/holme-next-the-sea-neighbourhood-plan
MM367	Smaller Villages and Hamlets Plans (Pages 567-603)	Delete the Smaller Villages and Hamlets Plans, as shown in Appendix 5 to this schedule.

450	MM368 Paragraphs 16.0.10 (Pages 605-621)	Delete Monitoring and Delivery Framework at paragraph 16.0.10				
		16.0.10 ⁽⁹²⁾				
		Local Plan review Policy	Sustainability Category	Indicator/ Aims/Purpose	Further monitoring information	Method
		LP01: Spatial Strategy Policy	All	The overarching strategic policy for the Local Plan review. Through the monitoring framework set out within this table an overall strategic conclusion could be reached each year as to the achievement of the Local Plan review	See left	AMR
		LP02: Settlement Hierarchy Policy	All, however mainly social	The settlement hierarchy aims to direct development to higher order and therefore the most sustainable places within the borough. Whilst this relates to a number of factors it mainly concentrates on housing and its distribution	LP02: Settlement Hierarchy All, however mainly social The settlement hierarchy aims to direct development to higher order and therefore the most sustainable places within the borough. Whilst this relates to a number of factors it mainly concentrates on housing and its distribution Report on the percentage of housing development which has taken place in each category of the Settlement Hierarchy each year and when	AMR

					relevant since the policy was adopted as part of the Local Plan review AMR	
		LP03: Presumption in Favour of Sustainable Development Policy	All	This is similar to LP01 in that it is an overarching strategic policy. This emanates from National Planning Policy. This should be reported in similar way and incorporated with LP01	See LP01	AMR
		LP04: Development Boundaries Policy	Social	Seeks to direct the majority of housing development to areas within settlement development boundaries. Although a variety of other policies within the Local Plan review provide exceptions to this, such as housing allocations for example	LP04: Development Boundaries Social Seeks to direct the majority of housing development to areas within settlement development boundaries. Although a variety of other policies within the Local Plan review provide exceptions to this, such as housing allocations for example Provide the number and percentage of housing that has taken place each year and since the policy was adopted outside of the development boundary which is not classed as an exception within the policy AMR	AMR

		<p>LP05: Implementation Policy</p>		<p>This chiefly relates to planning obligations including S106 contributions and the Community Infrastructure Levy (CIL)</p>	<p>The BC provides monitoring information on CIL each year. NCC provide planning obligation monitoring each year</p>	<p>BC-CIL reporting NCC—planning obligation reporting AMR—links to the above and a summary if needed</p>
		<p>LP06: Climate Change Policy</p>	<p>Environment</p>	<p>The policy not only aims to ensure that development which comes forwards is sustainable, but also complies with the climate change mitigation and adaption requirements of the Local Plan review.</p>	<p>For any proposals where this policy would apply, are granted planning permissions and contrary to this policy, should be reported and the reasons why provided.</p>	<p>AMR</p>
		<p>LP07: The Economy Policy</p>	<p>Economic</p>	<p>This policy is the strategic overarching policy which relates to economic land use planning. Other elements of the policy are covered in more detail with specific policies and these will be monitored as indicated through this table. In addition, economic data relating to employment, skills and other such indicators are reported by the office of national statistics and this should be included within the Borough Council's AMR, as it</p>	<p>Progress of planning permission and completions of the three main sites allocated for employment purpose through the Plan should be monitored</p>	<p>AMR</p>

				currently is. A link to this data is provided for ease: ⁽⁹³⁾		
		LP09: Touring & Permanent Holiday Sites Policy	Economic	The policy seeks to establish when and where to a certain extent such development will or will not be appropriate. Whilst it may be interesting to record permissions granted and their geographic locations in accordance with the policy it will be equally important to assess if any permission have been granted contrary to the policy and the reasons for this-	New permissions and their location could be recorded. Permissions contrary to the policy and reasons for the consent should be recorded-	AMR
		LP10: Development associated with the former National Construction College site, Bircham Newton (CITB), British Sugar Factory, Wissington and RAF Marham	Economic	This policy ensures that the Plan recognises and supports the role of the identified key larger employers which operate within the Borough, so these are able to strengthen and grow	Provide a schedule of planning permission granted associated with the identified Business's operations-	AMR
		LP11: Strategic Road and Major Road Network Policy	Economic	The policy seeks to protect the strategic and major road network-	Any permissions granted and the reason for this contrary to the policy should be reported-	AMR
		LP12: Disused Railway Trackways Policy	Economy	The policy aims to protect a number of identified disused railway track beds from development, thereby	Any permissions granted and the reason for this contrary to the policy should be reported	AMR

				protecting them for the use of pathways, cycleways etc..		
		LP13: Transportation Policy	Economy/ Environment	<p>This is the Plan's strategic policy for transportation. It covers a wide variety area within this and the following is proposed to be monitored to asses the effectiveness of the policy:</p> <ul style="list-style-type: none"> • Any significant improvements to the strategic road network should be reported, especially those priority projects which have been identified within the policy • Ongoing duty to cooperate actives relating to the policy • Updates on the two Air Quality Management Areas within King's Lynn • King's Lynn Transport Study & Strategy (KLTSS) is a related yet separate project that will contain its own monitoring and review mechanisms <p>Any permissions granted contrary to the policy and the reasons for this</p>	See left	AMR/ KLTSS
		LP14: Parking Provision in New Development Policy	Economy	The policy looks to ensure that a certain standard within regarding to parking provision in new developments is adhered to. The policy is flexible for urban areas and those well connected in terms	Given the information provided to the left, it seems partice to simply monitor any permission which have been granted contrary	AMR

				of sustainable transport. It is also the case that many Neighbourhood Plans either in place (adopted) or emerging have their own standards.	to the policy and reasons for this-	
		LP15: Coastal Areas Policy	Environment	<p>The policy seeks to strike an appropriate balance between the environment, economy and social matters in the coastal areas of the Borough. The proposed monitoring measures are:</p> <ul style="list-style-type: none"> • Reporting of duty to cooperate activities in relation to the environment here including with the Norfolk Coast Partnership, Natural England, the Environment Agency and Town/Parish Councils for example • Climate change, and habitat monitoring and mitigation is covered elsewhere within this proposed monitoring framework • Provide details of any permission granted which are not consistent with the policy and the reason for the grant of planning permission 	See left	AMR
		LP16: Norfolk Coast AONB Policy	Environment	The policy seeks to ensure that the integrity of the Norfolk Coast Area of Outstanding Natural Beauty (AONB) is protected. The following measures are proposed:	In addition, it would be useful to record the number of new homes granted planning permission and	AMR

				<ul style="list-style-type: none"> • As above duty to cooperate activities recorded in relation to the Norfolk Coast Partnership • Any planning permission granted contrary to the policy and the reason for this- 	completed each year within the AONB-	
		LP17: Coastal Change Management Area-	Environment	he policy strives to minimise development in this area at risk from flooding. Given the serious nature of this policy and this risk posed it is key that any development which is granted planning permission within this area is recoded and the reasons for this provided. Further monitoring detail is provided in relation to flood risk as part of LP24: Sites in Area of Flood Risk	See left	AMR
		LP18: Design & Sustainable Development-	Environment-	he policy aims to ensure that all development which comes forward is of a high quality and is sustainable. Accordingly: <ul style="list-style-type: none"> • Any emersions granted contrary to this policy should be reported and reasons given • Any development which is granted permission that is believed to be an exemplar should be highlight as best practice and achievements recognised- 	It would useful to report on the density of new major development which have been granted planning permission each year-	AMR
		LP19: Environmental Assets - Green	Environment	This strategic policy is chiefly concerned with ensuring that development coming forward		AMR

		<p>Infrastructure, Landscape Character, Biodiversity and Geodiversity Policy</p>		<p>within the Borough conserves, enhances and has respect for the natural environment. Monitoring proposals include:</p> <ul style="list-style-type: none"> • Reporting duty to cooperative actives in relation to GI and any projects/works undertaken/ completed • Reporting of any permission granted which are not considered to be consistent with the policy, and the reason for the permission (this would include the Breckland SPA criteria within the policy) 			
		<p>LP20: Environmental Assets-Historic Environment Policy</p>	<p>Environment</p>	<p>This policy is similar to that above, albeit this concentrates solely on the historic environment. To monitor this policy area, the following is proposed:</p> <ul style="list-style-type: none"> • The current AMR contains a section on the picture of the historic environment across the Borough, this should be retained. This covers designations, changes and progress with specific projects such as the King' Lynn Heritage Action Zone • Reporting of any permission granted which are not considered to be consistent with the policy, and the reason for the permission 	<p>Additional any permissions/ completions that could be considered as exemplars should be highlights as best practice and an example or others to be inspired by</p>	<p>AMR</p>	

		<p>LP21: Environment, Design & Amenity Policy</p>	Environment	<p>This is an overarching development management policy. It highlights the key standards the Borough Council will be using when considering planning proposals</p> <p>It is unlikely that a permission would be granted that is not considered to be consistent with the policy and therefore if this was the case this should be reported and the reasons for the departure</p>		AMR
		<p>LP22: Provision of Recreational Open Space for Residential Developments Policy</p>	Environment	<p>The policy seeks to ensure that new open space is being provided within new major new developments, and whether this is in line with policy standards. It is proposed to monitor this policy in the following ways:</p> <ul style="list-style-type: none"> • Schedule which provides details of permissions granted that have adhered to these standards, or indeed gone above the requirements • A schedule of those which have been granted permission which do not and the reason for this. 		AMR
		<p>LP23: Green Infrastructure Policy</p>	Environment	<p>This policy is related to others and is chiefly concerned with the protection and provision of green infrastructure. In line with other requirements the reporting of duty to cooperative</p>		AMR

				actives in relation to GI and any projects/works undertaken/completed will take place within the AMR		
		LP24: Renewable Energy Policy	Environment	The policy sets out the criteria for the support of renewable energy. It should be noted that some forms of renewable energy are permitted development and therefore do not require planning permission. Renewable Energy has an important role to play in sustainable development now and going forward any major contributions towards this through the grant of new consents for renewable energy generation within the borough should be reported through the AMR.		AMR
		LP25: Sites in Area of Flood Risk Policy	Environment	The policy aims to minimise new development taking place in areas at an unacceptable risk to flooding. The vast majority of permission granted will be in accordance with this policy and not raise objection from the Environment Agency. Should any permissions be granted contrary to these, they should be reported and the reasons for this made available Information with regards to progress and updating of key studies which		AMR

				underpin the policy approach such as a new Strategic Flood Risk Assessment should be provided within the AMR		
		LP26: Protection of Local Open Space Policy	Environment	The policy is relatively self-explanatory. It should be reported any permission which have not be granted because of this policy and any granted which are not consistent with the policy. This should therefore measure the success of the policy.		AMR
		LP27: Habitats Regulations Assessment (HRA) Policy	Environment	The policy is related to the monitoring and mitigation strategy that the Borough Council has implemented through the HRA Monitoring & Mitigation and GI Coordination Panel. This has a separate monitoring process, a link within the AMR to this would be useful for completeness		HRA M&M & GI Coordination Panel
		LP28: Affordable Housing	Social	The policy sets out the Borough Council's approach to affordable housing and gypsy and traveller pitch provision. Whilst the Borough Council's Housing Strategy department will have their own monitoring mechanisms in place, it is proposed to report the following within the AMR: Number of affordable homes delivered and		Housing Strategy and AMR

				<p>granted each year, and in total since the policy was adopted</p> <ul style="list-style-type: none"> • The type/tenure etc of units provided • And the location • The number each year and in total, as well as location of new pitches granted planning permission • Any permissions granted which do not meet the standards required and the reasons for this <p>This should therefore enable a clear picture of the success of the policy, and provide detail in relation to if the need is being met</p>			
		LP29: Housing for The Elderly & Specialist Care	Social	<p>The policy sets out the criteria for the provision of housing for the elderly and specialist care. In order to monitor the success of this policy the details relating the number of new permissions granted each year and in total since the policy was adopted should be recorded through the AMR process</p>			AMR
		LP30: Adaptable & Accessible Homes	Social	<p>This policy outlines the requirements for the provision of new homes which are adaptable and accessible. The number of homes granted and completed each year and since the implementation of the policy</p>			AMR

				should be provided. This will enable an assessment of the how successful the policy is and if the need is actually being met.		
		LP31: Residential Development Reasonably Related to Existing Settlements Policy	Social	This policy aims to increase the number of sustainable homes being delivered in the Borough at appropriate locations in a sensitive way. The number of new homes granted planning permission and completed each year and since the policy was adopted should be reported. This will assist with assessing how the framework for housing provision within the Borough is working.		AMR
		LP32: Houses in Multiple Occupation Policy	Social	Monitor the number and location of planning consents for HMOs		AMR
		LP33: Enlargement or Replacement of Dwellings in the Countryside Policy	Social	Monitor any notable changes in locations/ numbers of enlargements/ replacements in the countryside.		AMR
		LP34: Housing Needs of Rural Workers Policy	Social	Monitor the number and location of new planning consents for agricultural occupancy dwellings, and for the removal/ relaxation of		AMR

			agricultural occupancy conditions.		
		LP35: Residential Annexes Policy	Social	Monitor any notable changes in patterns/ numbers of annexes.	AMR
		LP36: Community and Culture Policy	Social	This strategic policy seeks to ensure the delivery of development that creates a sustainable community and focuses upon the protection and enhancement of the cultural facilities. The following is proposed to be monitored through the AMR: <ul style="list-style-type: none"> • Provision of new community and cultural developments • Highlight best practice examples 	AMR
		LP37: Community Facilities	Social	Please see left LP36	AMR
		LP38: King's Lynn	Economic / Environment / <ul style="list-style-type: none"> • Social 	Number of housing completions within the area, each year and since the policy was adopted <ul style="list-style-type: none"> • Where these are within the area • New jobs provided as per the policy • Progress on the specific projects listed within the policy • Report on the regeneration of the town. The policy covers a multitude of matters and projects. No doubt these will have individual monitoring 	AMR

				mechanics in place. Links within the AMR could be provided		
		LP39: Downham Market	Economic / Environment / Social	Number of housing completions within the area, each year and since the policy was adopted <ul style="list-style-type: none"> Where these are within the area Progress on the specific elements listed within the policy 		AMR
		LP40: Hunstanton	Economic / Environment / Social	Number of housing completions within the area, each year and since the policy was adopted <ul style="list-style-type: none"> Where these are within the area Progress on the specific elements listed within the policy 		AMR
		LP41: Development in Rural Areas	Economic / Environment / Social	As per the settlement hierarchy the number of homes completed in these areas will be reported <ul style="list-style-type: none"> Report on any permission granted which are contrary/ not considered to be consistent with the policy 		AMR

MM369	New Monitoring and Delivery Framework	Replace Monitoring and Delivery Framework at paragraph 16.0.10 with the following:				
		<u>Policy</u>	<u>Indicator</u>	<u>Target</u>	<u>Source, and how information will be collated</u>	<u>Analysis</u>
		<u>Section 3 (Strategic Objectives)</u>	<u>Economy – sustainable economic growth</u>	<u>Delivery of LP01/ LP07 employment land allocations</u>	<u>Reference to planning permissions – system for reporting information already in place (Monitoring team)</u>	<u>Outcomes linked to strategic policy targets re employment, housing, or green infrastructure delivery</u>
			<u>Society – housing to meet current needs and that of future generations</u>	<u>Minimum 554 dwellings per year (mean) over Plan period</u>	<u>Reference to planning permissions – system for reporting information already in place (Monitoring team)</u>	
				<u>Delivery of housing land allocations</u>	<u>Planning decisions (Monitoring team)</u>	
			<u>Environment – protect and enhance natural and historic environment</u>	<u>0 permissions granted contrary to policy LP16-LP21</u>	<u>Planning decisions (Uniform reporting)/ GIS</u>	<u>Reference to committee reports (re decision making)</u>
		<u>LP01 (New) Spatial Strategy and Settlement Hierarchy</u>	<u>Number of dwellings granted planning permission & net residential completions.</u>	<u>Minimum 554 dwellings per year (mean) over Plan period</u>	<u>Reference to planning permissions – system for reporting information already in place (Monitoring team)</u>	<u>Review of process may need to be considered and documented.</u>
			<u>Number of residential permissions that have lapsed without implementation.</u>	<u>No more than 7% of lapsed permissions (Action 103 Note)</u>	<u>Planning permissions -annual reporting (Monitoring team)</u>	<u>Historically challenging, due to the lack of clarity of whether a site has been started or not</u>

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			<u>Percentage of new homes within each settlement hierarchy tier</u>	<u>General accordance with % growth for each tier</u>	<u>% New homes can be achieved by using the GIS.</u>	<u>Hierarchy data will need to be captured as polygon data and a process written up</u>
		<u>New Policy – Residential development on windfall sites</u>	<u>Number of permissions granted outside development boundaries that do not fulfil policy criteria</u>	<u>No permissions granted contrary to policy criteria</u>	<u>Planning permissions/ GIS enquiry (Monitoring team)</u>	<u>Resolution through combined planning permissions reporting and GIS filter</u>
		<u>New Policy – Neighbourhood Plans</u>	<u>Net Housing Requirements delivered in designated Neighbourhood Areas</u>	<u>Minimum Net Housing Requirements delivered over the Plan Period for designated Neighbour-hood areas</u>	<u>Planning permissions/ GIS enquiry (Monitoring team)</u>	<u>Monitoring framework straightforward, through established Monitoring team processes</u>
		<u>LP03 Presumption in Favour of Sustainable Development</u>	<u>No. of permissions granted, in accordance with officer advice</u>	<u>0 decisions overturned on appeal, contrary to officer recommendation(s)</u>	<u>Planning decisions (Uniform reporting)</u>	<u>Straightforward; established processes/ system</u>
		<u>LP05 Implementation</u>	<u>Delivery of schemes identified in Infrastructure Delivery Schedule (IDS)</u>	<u>Delivery in line with IDS indicative phasing</u>	<u>CIL Monitoring Report</u>	<u>Information via CIL team; also infrastructure providers (Norfolk CC; utilities companies etc)</u>

			<u>Financial Contributions received/ on-site facilities provided for community services and infrastructure through development</u>			<u>Information re S106 triggers/ monitoring</u>
	<u>LP06 Climate Change</u>	<u>No. of permissions granted in accordance with policy criteria</u>		<u>0 decisions overturned on appeal, contrary to officer recommendation(s)</u>	<u>Planning decisions (Uniform reporting)</u>	
	<u>LP07 The Economy</u>	<u>Number of planning permissions granted on allocated employment sites</u>		<u>Delivery of allocated sites during Plan period (by 2040)</u>	<u>Planning decisions (Uniform reporting) – No. of permissions granted or No. of units/ floorspace granted</u>	<u>Employment Applications are recorded and processed in the same formats as dwellings</u>
		<u>Amount of employment land lost</u>		<u>No net loss of employment land</u>	<u>Planning decisions (Uniform reporting)</u>	<u>GIS data could also be used to set a base line</u>
		<u>Number of permissions for tourism accommodation</u>		<u>No specific Borough-wide target</u>	<u>Planning decisions (Uniform reporting) – record as Non-Domestic</u>	<u>Targets may be set for individual Neighbourhood areas with principal residences policies</u>
		<u>Number of permissions for Rural Exception Sites (non-</u>		<u>No specific target</u>	<u>Planning decisions (Uniform reporting) – record as Non-Domestic</u>	<u>Inappropriate to set targets, as rural exceptions projects are (by their nature) reactive</u>

			<u>residential/ rural diversification)</u>			
		<u>LP08 Retail Development</u>	<u>Number of permissions for out-of-town retail uses.</u>	<u>No net gain (Class E retail floorspace)</u>	<u>Planning decisions (Uniform reporting) – No. of permissions granted or No. of units/ floorspace granted</u>	<u>Need to record (or check) using GIS, with reference to town centre boundaries – King’s Lynn; Downham Market; Hunstanton; Gaywood</u>
			<u>Number of permissions for retail use in King’s Lynn, Downham Market and Hunstanton</u>	<u>0 permissions granted unless supported by sequential test</u>	<u>Planning decisions (Uniform reporting)</u>	<u>Need to record (or check) using GIS, with reference to town centre boundaries</u>
		<u>LP09 Touring and Permanent Holiday Sites</u>	<u>Number of permissions for holiday uses/ intensification of holiday uses within AONB & Coastal Hazard Zone</u>	<u>No specific target</u>	<u>Planning decisions (Uniform reporting)/ Spatial query via GIS</u>	<u>Monitor with reference to No. of permissions granted or No. of dwellings granted</u>
		<u>LP10 Development associated with National Construction College site, British Sugar Factory and RAF Marham</u>	<u>Number of permissions which seek to improve these businesses/ operations</u>	<u>No specific target</u>	<u>Planning decisions (Uniform reporting)</u>	

	<u>LP11 Strategic Road and Major Road Network</u>	<u>Number of planning permissions granted that reference policy in decision</u>	<u>No specific target</u>	<u>Planning decisions (Uniform reporting)/ GIS</u>	<u>Also reference to committee reports (re decision making) re whether proposal(s) would result in a significant adverse effect on the network</u>
	<u>LP12 Disused Railway Trackways</u>	<u>Number of planning permissions granted that would prejudice potential future use of disused railway tracks</u>	<u>0 permissions that would prejudice potential future use of disused railway tracks</u>	<u>Planning decisions (Uniform reporting)/ GIS</u>	<u>With some criteria, reporting could be done via spatial query in GIS</u>
	<u>LP13 Transport-ation</u>	<u>Delivery of transport/ bus schemes identified in IDS</u>	<u>Delivery in line with IDS indicative phasing</u>	<u>CIL Monitoring Report</u>	<u>Information via CIL team; also transport bodies (Norfolk CC; National Highways etc)</u>
	<u>LP14 Parking Provision in New Development</u>	<u>Percentage of new developments granted planning permission with policy-compliant car parking provision</u>	<u>0 permissions granted that do not include policy compliant car parking</u>	<u>Planning decisions (Uniform reporting)</u>	<u>Proposals unlikely to gain planning consent if not compliant unless officer recommendation to refuse is overturned.</u>
		<u>Percentage of new developments granted planning permission with policy-compliant cycle parking provision</u>	<u>0 permissions granted that do not include policy compliant cycle parking</u>	<u>Planning decisions (Uniform reporting)</u>	<u>Proposals unlikely to gain planning consent if not compliant unless officer recommendation to refuse is overturned.</u>

	<u>LP15 Coastal Areas Policy</u>	<u>Number of planning permissions granted for replacement/ extensive alterations/ relaxation of occupancy limitations</u>	<u>No specific target</u>	<u>Planning decisions (Uniform reporting)</u> <u>Spatial query via GIS – AONB/ National Landscape area</u>	<u>Specific spatial areas - could therefore monitor applications granted in that area/ check to see if the permission relates to occupancy limitation</u>
	<u>LP16 Norfolk Coast AONB</u>	<u>Number of planning permissions granted contrary to policy in the National Landscape area (AONB)</u>	<u>0 permissions granted contrary to policy criteria</u>	<u>Planning decisions (Uniform reporting)/ spatial query via GIS</u>	
	<u>LP17 Coastal Change Management Area (Hunstanton to Dersingham)</u>	<u>Number of new dwellings/new or additional park homes/caravans granted planning permissions within the Coastal Change Management Area</u>	<u>0 permissions granted contrary to policy criteria</u>	<u>Planning decisions (Uniform reporting)/ spatial query via GIS</u>	
		<u>Planning permissions granted for replacement dwellings in the Coastal Change Management Zone</u>	<u>0 permissions granted contrary to policy criteria</u>	<u>Planning decisions (Uniform reporting)/ spatial query via GIS</u>	

			<u>either directly or as a result of a breach in coastal defences</u>			
			<u>Planning permissions granted for additional habitable rooms in the Coastal Change Management Area</u>	<u>0 permissions granted contrary to policy criteria</u>	<u>Planning decisions (Uniform reporting)/ spatial query via GIS</u>	
			<u>Planning permissions granted for seasonal occupancy outside of 1 April and 30 September</u>	<u>0 permissions granted contrary to policy criteria</u>	<u>Planning decisions (Uniform reporting)/ spatial query via GIS</u>	
	<u>LP18 Design & Sustainable Development</u>		<u>Number of permissions refused on design grounds (i.e. poor/inadequate quality design)</u>	<u>0 permissions granted contrary to policy criteria</u>	<u>Planning decisions (Uniform reporting)/ GIS</u>	<u>Reference to committee reports (re decision making) re whether proposal(s) would result in inadequate design – condition should be clear and therefore reportable</u>
	<u>LP19 Environmental Assets - Green Infrastructure.</u>		<u>Gains and losses to the areas of designated green infrastructure</u>	<u>No net loss of designated green infra-structure areas</u>	<u>Planning decisions (Uniform reporting)/ GIS</u>	<u>GIS data required – County Wildlife Sites; Ancient</u>

		<u>Landscape Character, Biodiversity and Geodiversity</u>				<u>Woodlands/ County Geodiversity Sites</u>
		<u>LP20 Environmental Assets- Historic Environment</u>	<u>Development proposals that would adversely affect Listed Buildings (designated heritage assets)</u>	<u>0 planning permissions granted where a significant adverse impact upon a listed building is identified</u>	<u>Planning decisions (Uniform reporting)/ reference to Planning Committee reports.</u> <u>Conservation team to advise/ provide necessary data/ information</u>	<u>Previous suggested monitoring indicator: "Demolition of Listed Buildings" is an extremely rare occurrence and would need to be approved by the Secretary of State. Therefore, a more appropriate approach could be developed through monitoring LB consents</u>
			<u>Development proposals that would adversely affect Listed Buildings (designated heritage assets)</u>	<u>0 planning permissions granted where a significant adverse impact upon a listed building is identified</u>	<u>Planning decisions (Uniform reporting)/ reference to Planning Committee reports.</u> <u>Conservation team to advise/ provide necessary data/ information</u>	<u>Non-designated heritage assets within Conservation Areas have statutory protection.</u>
			<u>Number of Listed Buildings at Risk</u>	<u>No increase to number of buildings on Building at Risk (BAR) Register</u>	<u>Conservation team to advise/ provide necessary data/ information re BAR Register</u>	

		<u>LP21 Environment, Design and Amenity</u>	<u>Number of permissions refused on design grounds (i.e. poor/inadequate quality design)</u>	<u>0 permissions granted contrary to policy criteria</u>	<u>Planning decisions (Uniform reporting)/ GIS</u>	<u>Reference to committee reports (re decision making) re whether proposal(s) would result in inadequate design – condition should be clear and therefore reportable</u>
		<u>LP22 Provision of Recreational Open Space for Residential Developments</u>	<u>Delivery of public open spaces to serve new developments in association with policy criteria</u>	<u>New open space delivered in accordance with policy requirements</u>	<u>S106 agreements</u>	<u>Previous indicator (gains and losses to the areas of open space) proposed to be replaced by reference to delivery of open space to serve new developments</u>
		<u>LP23 Green Infrastructure</u>	<u>Gains and losses to the areas of green infrastructure</u>	<u>No net loss of designated green infra-structure sites</u>	<u>Planning decisions (Uniform reporting)/ GIS</u>	<u>Specific green infrastructure sites proposed to be shown on the Policies Map, in line with Inspectors' recommendations</u>
		<u>LP24 Renewable Energy</u>	<u>No of schemes for renewable energy projects delivered</u>	<u>No specific target</u>	<u>Planning decisions (Uniform reporting)</u>	<u>Some questions as to how far these could be monitored; e.g. single/ small wind turbines. May be better to consider other possibilities where data is available; e.g. generating capacity.</u>

		<u>LP25 Sites in Areas of Flood Risk</u>	<u>Planning permissions granted contrary to Environment Agency advice on flooding</u>	<u>0 permissions granted contrary to Environment Agency advice</u>	<u>Planning decisions (Uniform reporting)/ reference to Planning Committee reports</u>	<u>Questions raised as to source – reference officer reports in individual cases</u>
		<u>LP26 Protection of Local Open Space</u>	<u>Gains and losses to areas of open space</u>	<u>No net loss to public or designated areas of open space</u>	<u>Planning decisions (Uniform reporting)/ reference to Planning Committee reports</u>	<u>Use of GIS data to collate information</u>
		<u>LP27 Habitats Regulation</u>	<u>Number of planning permissions with GI-RAMS contributions</u>	<u>All permissions judged to create net increase to recreational pressure</u>	<u>Planning decisions (Uniform reporting)</u>	<u>Income for GIRAMS is recorded in Uniform. No. of planning permission granted or No. of dwellings</u>
			<u>Number of developments permitted within 1500m of the Breckland SPA not related to the re-use of existing building</u>	<u>0 permissions granted within 1500m of Breckland SPA</u>	<u>Planning decisions (Uniform reporting)/ Use of GIS data to collate information</u>	
		<u>LP28 Affordable Housing</u>	<u>Percentage of new residential units that are classed as affordable housing</u>	<u>15% Kings Lynn</u> <u>20% all other areas</u> <u>On all sites that meet threshold</u>	<u>Planning decisions (Uniform reporting)</u>	<u>Developments over a certain size will be required to provide affordable housing or a contribution to be policy compliant. Affordable housing contributions normally secured through S106 agreements.</u>

	<u>LP29 Housing for the elderly & Specialist Care</u>	<u>Number of specialist care and supported living bed spaces completed</u>	<u>No net loss</u>	<u>Strategic Housing team</u>	<u>Need to set in place new monitoring process going forward</u>
	<u>LP30 Adaptable & Accessible Homes</u>	<u>Percentage of affordable housing on major development that are M4(3) – Building Regulations</u>	<u>5% of new units to M4(3) standard on major developments</u>	<u>Planning decisions (Uniform reporting)/ Strategic Housing team</u>	
	<u>New “Custom and Self-Build Housing” Policy</u>	<u>No of permissions granted for Custom and Self-Build Housing</u>	<u>Meeting identified need – Custom and Self-Build (C&SB) Register</u>	<u>Planning decisions (Uniform reporting)/ Strategic Housing team</u>	
	<u>New “Gypsies, Travellers and Travelling Showpeople” policies</u>	<u>[Targets to be set separately, through Gypsies, Travellers and Travelling Showpeople Main Modifications]</u>			
	<u>LP32 Houses in Multiple Occupation</u>	<u>No. of conversions of existing dwellings/new development for HMOs</u>	<u>No specific target</u>	<u>Planning decisions (Uniform reporting)/ Housing Services team</u>	<u>Need to put in place process/ system for monitoring, going forward</u>
	<u>LP33 Enlargement or Replacement of Dwellings in</u>	<u>Number of planning applications refused on design</u>	<u>No specific target</u>	<u>Planning decisions (Uniform reporting)/ officer reports</u>	<u>Inappropriate to set target, as policy is solely reactive, relating to matters of</u>

	<u>the Countryside</u>	<u>grounds in the Countryside</u>			<u>development management</u>
	<u>LP34 Housing Needs of Rural Workers</u>	<u>Number of permanent occupational dwellings</u>	<u>No specific target</u>	<u>Planning decisions (Uniform reporting)/ officer reports</u>	<u>Inappropriate to set target, as policy is solely reactive.</u>
		<u>Number of temporary occupational dwellings</u>	<u>No specific target</u>	<u>Planning decisions (Uniform reporting)/ officer reports</u>	<u>Inappropriate to set target, as policy is solely reactive.</u>
	<u>LP35 Residential Annexes</u>	<u>Number of permissions granted for residential annexes</u>	<u>No specific target</u>	<u>Planning decisions (Uniform reporting)/ officer reports (conditions)</u>	<u>Inappropriate to set target, as policy is solely reactive, relating to matters of development management</u>
	<u>LP36 Community and Culture</u>	<u>Number of new community facilities</u>	<u>Delivery of new community facilities in accordance with IDP</u>	<u>Planning decisions (Uniform reporting)/ CIL reporting</u>	<u>New facilities recorded as non-residential uses</u>
		<u>Gains and losses of community facilities</u>	<u>No net loss to facilities</u>	<u>Planning decisions (Uniform reporting)/ officer reports</u>	<u>May be able to reference GIS spatial data to establish existing range of services/ facilities. Also reference 2023 services survey data [F47a]</u>
	<u>LP37 Community Facilities</u>	<u>Number of new community facilities</u>	<u>No specific target</u>	<u>Planning decisions (Uniform reporting)/ CIL reporting</u>	<u>New facilities recorded as non-residential uses</u>

			<u>Gains and losses of community facilities</u>	<u>No net loss to facilities</u>	<u>Planning decisions (Uniform reporting)/ officer reports</u>	<u>May be able to reference GIS spatial data to establish existing range of services/ facilities. Also reference 2023 services survey data [F47a]</u>
		<u>LP38 King's Lynn Area</u>	<u>Housing Nos. and employment land areas (ha)/ non-residential floorspace</u>	<u>Delivery of allocated housing and employment land (in accordance with Policy LP01)</u>	<u>Reference to planning permissions – system for reporting information already in place (Monitoring team)</u>	<u>Targets linked to overall strategic targets (LP01)</u>
		<u>LP39- Downham Market</u>	<u>Housing Nos. and employment land areas (ha)/ non-residential floorspace</u>	<u>Delivery of allocated housing and employment land (in accordance with Policy LP01)</u>	<u>Reference to planning permissions – system for reporting information already in place (Monitoring team)</u>	<u>Targets linked to overall strategic targets (LP01)</u>
		<u>LP40- Hunstanton Policy</u>	<u>Housing Nos. and employment land areas (ha)/ non-residential floorspace</u>	<u>Delivery of allocated housing and employment land (in accordance with Policy LP01)</u>	<u>Reference to planning permissions – system for reporting information already in place (Monitoring team)</u>	<u>Targets linked to overall strategic targets (LP01)</u>

MM370	Appendix A Glossary (Pages 622-645)	<p>Add reference to “Designated Rural Areas” to Appendix A, as follows:</p> <table border="1" data-bbox="564 172 2096 421"> <tr> <td data-bbox="564 172 981 421"><u>Designated Rural Areas</u></td> <td data-bbox="990 172 2096 421"><u>Rural parishes that are exempt from the normal “right to buy” provisions, as set out in the Housing Act 1985. This covers nearly all parishes within the Borough (https://www.local.gov.uk/sites/default/files/documents/rural-designated-areas-735.pdf), with the exception of King’s Lynn, Downham Market, Hunstanton, Dersingham, Heacham, South Wootton, and Terrington St Clement.</u></td> </tr> </table>	<u>Designated Rural Areas</u>	<u>Rural parishes that are exempt from the normal “right to buy” provisions, as set out in the Housing Act 1985. This covers nearly all parishes within the Borough (https://www.local.gov.uk/sites/default/files/documents/rural-designated-areas-735.pdf), with the exception of King’s Lynn, Downham Market, Hunstanton, Dersingham, Heacham, South Wootton, and Terrington St Clement.</u>
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MM371	Appendix B Flood Risk Design (Page 646)	<p>Amend paragraph B.0.3 of Appendix B, as follows:</p> <p>The range and type of resiliency measures required depend on the flood depths predicted and should take into account site specific issues. Flood depths can be identified by using:</p> <ul style="list-style-type: none"> • the SFRA • the Tidal Hazard Mapping available from the Environment Agency and • the site specific Flood Risk Assessment (FRA) <u>undertaken in accordance with LP25</u> 		

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Appendix D List of Policies
(Pages 651-662)

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Policy Number	Policy Title	Previously known as
Spatial Strategy		
LP01	Spatial Strategy Policy (Strategic Policy)	CS1
LP02	Settlement Hierarchy Policy (Strategic Policy)	CS2
LP03	Presumption in Favour of Sustainable Development Policy (Strategic Policy)	DM1
LP04	Development Boundaries Policy (Strategic Policy)	DM2
LP05	Implementation Policy (Strategic Policy)	CS14
LP06	Climate Change (Strategic Policy)	New Policy
Policy Number	Policy Title	Previously known as
Economy & Transport		
LP07	The Economy Policy (Strategic Policy)	CS10
LP08	Retail Development Policy (Strategic Policy)	DM10

LP09	Touring and Permanent Holiday Sites Policy	DM11
LP10	Development associated with the former National Construction College site, Bircham Newton (CITB), British Sugar Factory, Wisington and RAF Marham	DM14
Policy Number	Policy Title	Previously known as
LP11	Strategic Road and Major Road Network Policy (Strategic Policy)	DM12
LP12	Disused Railway Trackways Policy (Strategic Policy)	DM13
LP13	Transportation Policy (Strategic Policy)	CS11
LP14	Parking Provision in New Development Policy	DM17
Policy Number	Policy Title	Previously known as
Environment		
LP15	Coastal Areas Policy (Strategic Policy)	CS07
LP16	Norfolk Coast AONB Policy (Strategic Policy)	New Policy

LP17	Coastal Change Management Area (Hunstanton to Dersingham) Policy (Strategic Policy)	DM18
LP18	Design and Sustainable Development Policy (Strategic Policy)	CS08
LP19	Environmental Assets – Green Infrastructure, Landscape Character, Biodiversity and Geodiversity Policy (Strategic Policy)	CS12
LP20	Environmental Assets – Historic Environment Policy (Strategic Policy)	CS12
Policy Number	Policy Title	Previously known as
LP21	Environment, Design and Amenity Policy (Strategic Policy)	DM15
LP22	Provision of Recreational Open Space for Residential Developments Policy (Strategic Policy)	DM16
LP23	Green Infrastructure Policy (Strategic Policy)	DM19

LP24	Renewable Energy Policy (Strategic Policy)	DM20
LP25	Sites in Areas of Flood Risk Policy (Strategic Policy)	DM21
LP26	Protection of Local Open Space Policy	DM22
LP27	Habitats Regulations Assessment (HRA) Policy (Strategic Policy)	Formerly part of DM19
Policy Number		
Policy Title		
Previously known as		
Social & Community		
LP28	Affordable Housing Policy (Strategic Policy)	CS09
LP29	Housing for the elderly and specialist care Policy (Strategic Policy)	New Policy
LP30	Adaptable & Accessible Homes Policy (Strategic Policy)	New Policy
LP31	Residential Development Reasonably Related to Existing Settlements Policy	DM3
Policy Number		
Policy Title		
Previously known as		

LP32	Houses in Multiple Occupation Policy	DM4	
LP33	Enlargement or Replacement of Dwellings in the Countryside Policy	DM5	
LP34	Housing Needs of Rural Workers Policy	DM6	
LP35	Residential Annexes Policy	DM7	
LP36	Community and Culture Policy (Strategic Policy)	CS13	
LP37	Community Facilities Policy (Strategic Policy)	DM9	
Settlements & Sites - Allocations and Policies			
LP38	King's Lynn Policy (Strategic Policy)	CS03	
LP39	Downham Market Policy (Strategic Policy)	CS04	
LP40	Hunstanton Policy (Strategic Policy)	CS05	
LP41	Development in Rural Areas Policy (Strategic Policy)	CS06	
Site Allocation Policies			
Settlement	Policy Number	Policy Title	Local Plan Review Allocated Housing Numbers

			“At least”
King's Lynn and Surrounding Area			
9.1 'King's Lynn'	E1.1	King's Lynn Town Centre (Strategic Policy)	
Settlement	Policy Number	Policy Title	Local Plan Review Allocated Housing Numbers
			“At least”
King's Lynn and Surrounding Area			
	E1.2	Port	
	E1.3	Gaywood Clock	
	E1.K LR	Riverfront Regeneration Area Policy (Strategic Policy)	
	E1.5	Boal Quay (Strategic Policy)	50
	E1.6	South of Parkway (Strategic Policy)	260

			E1.7	Land at Lynnsport (Strategic Policy)	297	
			E1.8	South Quay	50	
			E1.9	Land West of Columbia Way (Strategic Policy)	100	
			E1.10	North of Wisbech Road	50	
			E1.11	Southgates	20	
			E1.12	King's Lynn Employment Land (Strategic Policy)		
			E1.13	King's Lynn Green Infrastructure		
		9.2 'West Lynn'	E1.14	Land West of St Peters Road	49	
		Settlement	Policy Number	Policy Title	Local Plan Review Allocated Housing Numbers	
					"At least"	
		King's Lynn and Surrounding Area				
			E1.15	Land at Bankside (Strategic Policy)	120	
		9.3 'West Winch'	E2.1	West Winch Growth Area Strategic	3200	

			(Strategic Policy)	
		E2.2	Development within existing built-up areas of West Winch	
	9.4 'South Wootton'	E3.1	Hall Lane (Strategic Policy)	300
Main Towns				
	10.1 'Downham Market'	F1.1	Downham Market Town Centre Area and Retailing Policy	
		F1.2	Land off St Johns Way	
		F1.3	North-East – Land East of Lynn Road in vicinity of Bridle Lane (Strategic Policy)	250
		F1.4	South-East – Land North of Southern bypass in vicinity of Nightingale Lane (Strategic Policy)	140
	10.2 'Hunstanton'	F2.1	Hunstanton Town Centre Area and Retailing	

Settlement	Policy Number	Policy Title	Local Plan Review Allocated Housing Numbers
			“At least”
King's Lynn and Surrounding Area			
	F2.2	Land to East of Cromer Road (Strategic Policy)	120
	F2.3	Land South of Hunstanton Commercial Park	50 (+ 60 care units)
	F2.4	Land North of Hunstanton Road (Strategic Policy)	163
	F2.5	Employment Land South of Hunstanton Commercial Park	
10.3 'Wisbech Fringes (inc.Walsoken)'	F3.1	Land East of Wisbech/West of Burrettgate Road (Strategic Policy)	550
Growth Key Rural Service Areas			
11.1 'Marham'	G56.1	Land at The Street	50
	MAR1	Land off School Lane	35

11.2 'Watlington'	G112.1	Land South of Thieves Bridge Road	32
Key Rural Service Areas			
12.1 'Brancaster with Brancaster Staithe/Burnham Deepdale'	G13.1	Brancaster, Land to East of Mill Road	5
	G13.2	Brancaster Staithe and Burnham Deepdale, Land off the Close	10
Settlement	Policy Number	Policy Title	Local Plan Review Allocated Housing Numbers
			"At least"
King's Lynn and Surrounding Area			
12.3 'Castle Acre'	G22.1	Land West of Massingham Road	15
12.4 'Clenchwarton'	G25.1	Land between Wildfields Road and Hall Road	10
	G25.2	Land North of Main Road	20
	G25.3	Land South of Main Road	20

12.5 'Dersingham'	G29.1	Land North of Doddshill Road	20
	G29.2	Land at Manor Road	10
12.6 'Docking'	G30.1	Land situated off Pound Lane	20
12.7 'East Rudham'	G31.1	Land off Fakenham Road	10
12.8 'Emneth'	G34.1	Land on South of The Wree	36
12.9 'Feltwell with Hockwold- cum-Wilton'	G35.1	Feltwell, Land to rear of Chocolate Cottage, 24 Oak Street	50
	G35.3	Feltwell, Land at 40 Lodge Lane/Skye Gardens	10
12.10 'Great Massingham'	G43.1	Land South of Walcups Lane	12
12.11 'Grimston/Pott Row with Gayton'	G41.1	Gayton, Land North of Back Street	23

Settlement	Policy Number	Policy Title	Local Plan Review Allocated Housing Numbers "At least"
King's Lynn and Surrounding Area			
	G41.2	Grimston and Pott Row, Land adjacent to Stave Farm/West of Ashwicken Road	23
12.12 'Heacham'	G47.1	Land off Cheney Hill	60
	G47.2	Land to South of St Mary's Close	6
12.13 'Marshland St James/ St John's Fen End with Tilney Fen End'	G57.1	Land adjacent to Marshland St James Primary School	15
	G57.2	Land adjacent to 145 Smeeth Road	10
12.14 'Methwold with Northwold'	G59.1	Methwold, Land at Crown Street	5
	G59.2	Methwold, Land at Herbert Drive	25
	G59.3	Methwold, Land at Hythe Road	10
	G59.4	Methwold, Land off Globe Street/St	5

			George's Court	
	12.16 'Snettisham'	G83.1	Land South of Common Road and behind Teal Close	34
	12.17 'Southery'	G85.1	Land off Lions Close	15
	12.18 'Stoke Ferry'	G88.1	Land South of Lark Road/Wretton Road	5
	Settlement	Policy Number	Policy Title	Local Plan Review Allocated Housing Numbers "At least"
King's Lynn and Surrounding Area				
		G88.2	Land at Bradfield Place	10
		G88.3	Land at Indigo Road/Lynn Road	12
	12.19 'Terrington St Clement'	G93.1	Land at Church Bank/Chapel Road	10
		G93.2	Land adjacent to King William Close	17
		G93.3	Land West of Benn's Lane	35
		TSC1	Land South of Northgate Way and West of Benn's Lane	76

12.20 'Terrington St John with St Johns Highway/Tilney St Lawrence'	G94.1	Terrington St John, Land East of School Road	35
12.21'Upwell/Outwell'	G104.1	Upwell, Land North West of Townley Close	5
	G104.2	Upwell, Land South/East of Townley Close	5
	G104.4	Upwell, Land off St Peters Road	15
	G104.5	Outwell, Land at Wisbech Road	5
	G104.6	Outwell, Land surrounding Isle Bridge	35
Settlement	Policy Number	Policy Title	Local Plan Review Allocated Housing Numbers "At least"
King's Lynn and Surrounding Area			
12.22 'Walpole St Peter/Walpole St Andrew/Walpole Marsh'	G109.1	Walpole St Peter, Land South of Walnut Road	35
	G109.2	Walpole St Peter, Land South of Church Road	10

Rural Villages			
14.3 'Denver'	G28.1	Land South of Sluice Road	8
14.4 'East Winch'	G33.1	Land South of Gayton Road	10
14.5 'Fincham'	G36.1	Land East of Marham Road	5
14.7 'Great Bircham/Bircham-Tofts'	G42.1	Land Adjacent to 16 Lynn Road	10
14.8 'Harpley'	G45.1	Land at Nethergate Street/School Lane	5
14.9 'Hilgay'	G48.1	Land South of Foresters Avenue	12
14.11 'Ingoldisthorpe'	G52.1	Land opposite 143-161 Lynn Road	10
14.13 'Runcton Holme'	G72.1	Land at School Road	10
14.14 'Sedgeford'	G78.1	Land off Jarvie Close	10
14.15 'Shouldham'	G81.2	Land accessed from Rye's Close	5
Settlement	Policy Number	Policy Title	Local Plan Review Allocated Housing

			Numbers “At least”
King's Lynn and Surrounding Area			
14.17 'Syderstone'	G91.1	Land West of No.26 The Street	5
14.21 'Tilney All Saints'	G97.1	Land between School Road and Lynn Road	5
14.23 'Walpole Highway'	G106.1	Land East of Hall Road	10
14.24 'Walton Highway'	G120.1	Land adjacent to Common Road	10
14.25 'Welney'	G113.1	Former Three Tuns/Village Hall	7
	G113.2	Land off Main Street	13
14.26 'Wereham'	G114.1	Land to the rear of 'Natanya', Hollies Farm, Flegg Green	8
14.28 'Wiggenhall St. Germans'	G123.1	Land North of Mill Road	

D List of Superseded Policies

Adopted Core Strategy Policies to be replaced		Local Plan Policies that will replace them	
Policy	Subject	Policy	Subject
CS01	Spatial Strategy Policy	LP01	Spatial Strategy Policy (Strategic Policy)
CS02	Settlement Hierarchy	LP01	Spatial Strategy Policy (Strategic Policy)
CS03	King's Lynn	LP38	King's Lynn (Strategic Policy)
CS04	Downham Market	LP39	Downham Market (Strategic Policy)
CS05	Hunstanton	LP40	Hunstanton Policy (Strategic Policy)
CS06	Rural Areas	New Policy	Residential development on windfall sites (Strategic Policy)
CS07	Coastal Areas	LP15	Coastal Areas (Strategic Policy)
CS08	Sustainable Development	LP18	Design & Sustainable Development (Strategic Policy)
CS09	Housing	LP28	Affordable Housing Policy (Strategic Policy)
		LP29	Housing for the elderly & Specialist Care (Strategic Policy)
		LP30	Adaptable & Accessible Homes (Strategic Policy)
		New Policy	Custom and Self-Build Housing (Strategic Policy)
CS10	The Economy	LP07	The Economy (Strategic Policy)
CS11	Transportation	LP13	Transportation (Strategic Policy)
CS12	Environmental Assets	LP19	Environmental Assets - Green Infrastructure, Landscape Character, Biodiversity and Geodiversity (Strategic Policy)
		LP20	Environmental Assets- Historic Environment (Strategic Policy)
CS13	Community and Culture	LP36	Community and Culture (Strategic Policy)
CS14	Infrastructure Provision	LP05	Implementation (Strategic Policy)

Site Allocations & Development Management Policies Plan (2016) policies to be replaced		Local Plan Policies that will replace them	
Development Management Policies			
Policy	Subject	Policy	Subject
DM1	Presumption in Favour of Sustainable Development	LP03	Presumption in Favour of Sustainable Development Policy (Strategic Policy)
DM2	Development Boundaries	New Policy	Residential development on windfall sites (Strategic Policy)
DM2A	Early Review of the Plan		Not being replaced
DM3	Development in the Smaller Villages and Hamlets	LP31	Residential Development Reasonably Related to Existing Settlements
DM4	Houses in Multiple Occupation	LP32	Houses in Multiple Occupation
DM5	Enlargement or Replacement of Dwellings in the Countryside	LP33	Enlargement or Replacement of Dwellings in the Countryside
DM6	Housing Needs of Rural Workers	LP34	Housing Needs of Rural Workers
DM7	Residential Annexes	LP35	Residential Annexes
DM8	Delivering Affordable Housing on Phased Development	LP28	Affordable Housing Policy (Strategic Policy)
DM9	Community Facilities	LP37	Community Facilities
DM10	Retail Development	LP08	Retail Development (Strategic Policy)
DM11	Touring and Permanent Holiday Sites	LP09	Touring and Permanent Holiday Sites
DM12	Strategic Road Network	LP11	Strategic Road and Major Road Network (Strategic Policy)
DM13	Railway Trackways	LP12	Disused Railway Trackways (Strategic Policy)
DM14	Development associated with the National Construction College, Bircham Newton and RAF Marham	LP10	Development associated with the former National Construction College site, Bircham Newton (CITB), British Sugar Factory, Wisington and RAF Marham
DM15	Environment, Design and Amenity	LP21	Environment, Design and Amenity (Strategic Policy)

DM16	Provision of Recreational Open Space for Residential Developments	LP22	Provision of Recreational Open Space for Residential Developments (Strategic Policy)
DM17	Parking Provision in New Development	LP14	Parking Provision in New Development
DM18	Coastal Flood Risk Hazard Zone (Hunstanton to Dersingham)	LP17	Coastal Change DM18 Management Area (Hunstanton to Dersingham) (Strategic Policy)
DM19	Green Infrastructure/Habitats Monitoring and Mitigation	LP23	Green Infrastructure (Strategic Policy)
		LP27	Habitats Regulations Assessment (HRA) (Strategic Policy)
DM20	Renewable Energy	LP24	Renewable Energy (Strategic Policy)
DM21	Sites in Areas of Flood Risk	LP25	Sites in Areas of Flood Risk (Strategic Policy)
DM22	Protection of Local Open Space	LP26	Protection of Local Open Space
Site Allocations & Development Management Policies Plan (2016) policies to be replaced		Local Plan Policies that will replace them	
Site Allocations Policies			
E1.1	King's Lynn – Town Centre	E1.1	King's Lynn – Town Centre
E1.2A	King's Lynn – Port	E1.2	King's Lynn – Port
E1.3	King's Lynn – Gaywood Clock	E1.3	King's Lynn – Gaywood Clock
E1.5	King's Lynn – Boal Quay	E1.KLR	King's Lynn Riverfront Regeneration Area
		E1.5	King's Lynn - Boal Quay
E1.6	King's Lynn – South of Parkway	E1.6	King's Lynn – South of Parkway
E1.7	King's Lynn – Land at Lynnsport	E1.7	King's Lynn – Land at Lynnsport
E1.8	King's Lynn – South Quay	E1.KLR	King's Lynn Riverfront Regeneration Area
		E1.8	King's Lynn - South Quay
E1.9	King's Lynn – Land West of Columbia Way	E1.9	King's Lynn – Land West of Columbia Way
E1.10	King's Lynn – North of Wisbech Road	E1.KLR	King's Lynn Riverfront Regeneration Area
		E1.10	King's Lynn - North of Wisbech Road
E1.12	King's Lynn – Employment Land	E1.12	King's Lynn – Employment Land

E1.13	King's Lynn – King's Lynn Green Infrastructure	E1.13	King's Lynn Green Infrastructure
E1.14	West Lynn – West of St Peter's Road	E1.14	West Lynn – West of Dt Peter's Road
E2.1	West Winch Growth Area Strategic Policy	E2.1	West Winch Growth Area Strategic Policy
E2.2	Development within existing built-up areas of West Winch	E2.2	Development within existing built-up areas of West Winch
E3.1	Hall Lane, South Wootton	E3.1	Hall Lane, South Wootton
F1.1	Downham Market Town Centre Area and Retailing	F1.1	Downham Market Town Centre Area and Retailing
F1.2	Land off St.John's Way, Downham Market	F1.2	Land off St.John's Way, Downham Market
F1.3	Downham Market North-East: Land east of Lynn Road in vicinity of Bridle Lane	F1.3	Downham Market North-East: Land east of Lynn Road in vicinity of Bridle Lane
F1.4	Downham Market South-East: Land north of southern bypass in vicinity of Nightingale Lane	F1.4	Downham Market South-East: Land north of southern bypass in vicinity of Nightingale Lane
F2.1	Hunstanton – Town Centre Area and Retailing	F2.1	Hunstanton – Town Centre Area and Retailing
F2.2	Hunstanton – Land to the east of Cromer Road	F2.2	Hunstanton- Land to the east of Cromer Road
F2.3	Hunstanton – Land South of Hunstanton Commercial Park (Housing uses)	F2.3	Land South of Hunstanton Commercial Park
F2.5	Hunstanton - Land south of Hunstanton Commercial Park (Employment uses)	F2.5	Hunstanton - Land south of Hunstanton Commercial Park
F3.1	Wisbech Fringe - Land east of Wisbech (west of Burrowgate Road)	F3.1	Wisbech Fringe - Land east of Wisbech (west of Burrowgate Road)
G25.2	Clenchwarton – Land north of Main Road	G25.2	Clenchwarton – Land north of Main Road

G28.1	Denver – Land to the south of Sluice Road	G28.1	Denver – Land to the south of Sluice Road
G29.1	Dersingham – Land north of Doddshill Road	G29.1	Dersingham – Land north of Doddshill Road
G31.1	East Rudham – Land off Fakenham Road	G31.1	East Rudham – Land off Fakenham Road
G35.1	Feltwell – Land to the rear of Chocolate Cottage, 24 Oak Street	G35.1	Feltwell – Land to the rear of Chocolate Cottage, 24 Oak Street
G36.1	Fincham – Land east of Marham Road	G36.1	Fincham – Land east of Marham Road
G41.1	Gayton – Land north of Back Street	G41.1	Gayton – Land north of Back Street
G42.1	Great Bircham and Bircham Tofts – Land adjacent to 16 Lynn Road	G42.1	Great Bircham and Bircham Tofts – Land adjacent to 16 Lynn Road
G43.1	Great Massingham – Land south of Walcup's Lane	G43.1	Great Massingham – Land south of Walcup's Lane
G47.1	Heacham – Land off Cheney Hill	G47.1	Heacham – Land off Cheney Hill
G48.1	Hilgay – Land south of Foresters Avenue	G48.1	Hilgay – Land south of Foresters Avenue
G56.1	Marham – Land at The Street	G56.1	Marham – Land at The Street
G57.2	Marshland Saint James – Land adjacent 145 Smeeth Road, Marshland Saint James	G57.2	Marshland Saint James – Land adjacent 145 Smeeth Road, Marshland Saint James
G78.1	Sedgeford – Land off Jarvie Close	G78.1	Sedgeford – Land off Jarvie Close
		G85.1	Southery – Land off Lions Close
G88.1	Stoke Ferry – Land South of Lark Road/ Wretton Road	G88.1	Stoke Ferry – Land South of Lark Road/ Wretton Road
G88.2	Stoke Ferry – Land at Bradfield Place	G88.2	Stoke Ferry – Land at Bradfield Place
G88.3	Stoke Ferry – Land at Indigo Road / Lynn Road	G88.3	Stoke Ferry – Land at Indigo Road / Lynn Road
G93.3	Terrington St. Clement – Land West of Benn's Lane	G93.3	Terrington St. Clement – Land West of Benn's Lane

G94.1	Terrington St John, St John's Highway and Tilney St Lawrence – Land east of School Road	G94.1	Terrington St John, St John's Highway and Tilney St Lawrence – Land east of School Road
G104.5	Outwell – Land at Wisbech Road	G104.5	Outwell – Land at Wisbech Road
G104.6	Outwell – Land Surrounding Isle Bridge	G104.6	Outwell – Land Surrounding Isle Bridge
G106.1	Walpole Highway – Land East of Hall Road	G106.1	Walpole Highway – Land East of Hall Road
G109.1	Walpole St. Peter – Land south of Walnut Road	G109.1	Walpole St. Peter – Land south of Walnut Road
G112.1	Watlington – Land south of Thieves Bridge Road	G112.1	Watlington – Land south of Thieves Bridge Road
G113.1	Welney, Former Three Tuns/Village Hall	G113.1	Welney, Former Three Tuns/Village Hall
G113.2	Welney land off Main Street	G113.2	Welney land off Main Street
G123.1	Wiggenhall St. Germans – Land north of Mill Road	G123.1	Wiggenhall St. Germans – Land north of Mill Road
Site Allocations & Development Management Policies Plan (2016) Policies Not being replaced			
E1.2	King's Lynn – Town Centre Retail Expansion Area	G59.2	Methwold – Land at Herbert Drive
E1.4	King's Lynn – Marsh Lane	G59.3	Methwold – Land at Hythe Road
E1.11	King's Lynn – Southgates	G59.4	Methwold – Land off Globe Street/St George's Court
E1.15	West Lynn – Land at Bankside	G60.1	Middleton – Land south of Walter Howes Crescent
E4.1	Knight's Hill	G72.1	Runton Holme – Land at School Road
F2.4	Hunstanton – Land north of Hunstanton Road	G81.1	Shouldham – Land South of no.1 New Road
G13.1	Brancaster - Land to the east of Mill Road	G81.2	Shouldham – Land accessed from Rye's Close

G13.2	Brancaster Staithe and Burnham Deepdale - Land off The Close	G83.1	Snettisham – Land south of Common Road and behind Teal Close
G17.1	Burnham Market – Land at Foundry Field	G85.1	Southery – Land off Lions Close
G22.1	Castle Acre – Land west of Massingham Road	G91.1	Syderstone – Land west of no. 26 The Street
G25.1	Clenchwarton – Land between Wildfields Road and Hall Road	G92.1	Ten Mile Bank – Land off Church Road
G25.3	Clenchwarton – Land south of Main Road	G93.1	Terrington St. Clement – Land at Church Bank, Chapel Road
G29.2	Dersingham – Land at Manor Road	G93.2	Terrington St. Clement – Land Adjacent King William Close
G30.1	Docking – Land situated off Pound Lane (Manor Pasture)	G94.2	Terrington St John, St John’s Highway and Tilney St Lawrence – Land north of St John’s Road
G33.1	East Winch – Land south of Gayton Road	G96.1	Three Holes – Land adjacent to The Bungalow, Main Road
G34.1	Emneth – Land on south of The Wroe	G97.1	Tilney All Saints – Land between School Road and Lynn Road
G35.2	Feltwell – Land north of Munson’s Lane	G104.1	Upwell – Land north west of Townley Close
G35.3	Feltwell – Land at 40 Lodge Lane / Skye Gardens	G104.2	Upwell – Land south/ east of Townley Close
G35.4	Hockwold cum Wilton – Land south of South Street	G104.3	Upwell – Land at Low Side
G41.2	Grimston and Pott Row – Land adjacent Stave Farm, west of Ashwicken Road	G104.4	Upwell – Land off St Peter’s Road
G45.1	Harpley – Land at Nethergate Street/School Lane	G109.2	Walpole St. Peter – Land south of Church Road
G47.2	Heacham – Land to the south of St. Mary’s Close	G114.1	Wereham – Land to the rear of ‘Natanya’, Hollies Farm, Flegg Green, Wereham
G49.1	Hillington – Land to the south of Pasture Close	G120.1	Walton Highway – Land adjacent Common Road

		G52.1	Ingoldisthorpe – Land opposite 143-161 Lynn Road	G120.2	Walton Highway – Land north of School Road	
		G57.1	Marshland Saint James – Land adjacent to Marshland Saint James Primary School	G124.1	Wiggenhall St. Mary Magdalen – Land on Mill Road	
		G59.1	Methwold – Land at Crown Street			

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">503</p>	<p>MM375 I.0.1-I.0.3 (pages 667-680)</p>	<p>Delete Appendix I, as follows:</p> <p>I Neighbourhood Plans Neighbourhood Plans</p> <p>I.0.1 Neighbourhood development plans were introduced via the Localism Act 2011 and allows communities to prepare their own plan which can specifically meet the visions, aims, objectives and needs of that neighbourhood. The plans are prepared by town and parish councils, or neighbourhood forums. Neighbourhood plans are a great way for communities to focus on planning policies and proposals for improving their area as long as it conforms with the basic conditions which are:</p> <ul style="list-style-type: none"> a. having regard to national policy, b. contribute to sustainable development, c. be in general conformity with the strategic policies in the development plan of the local area (the local plan) and d. be compatible with EU obligations. <p>I.0.2 Further information regarding neighbourhood plans can be found on the Borough Council website in the below footnote.</p> <p>I.0.3⁽⁹⁶⁾</p> <table border="0"> <thead> <tr> <th style="text-align: left;">Typical Stages of the Neighbourhood Plan Process</th> <th style="text-align: left;">Regulation</th> </tr> </thead> <tbody> <tr> <td>Area Designated</td> <td>Regulation 7</td> </tr> <tr> <td>Draft & BC Comments Provided</td> <td></td> </tr> <tr> <td>SEA / HRA Screening Report Issued</td> <td></td> </tr> <tr> <td>Pre-submission Consultation conducted by the qualifying body</td> <td>Regulation 14</td> </tr> <tr> <td>Health Check (Optional Mock Examination)</td> <td></td> </tr> <tr> <td>Neighbourhood Plan documents submitted to LPA</td> <td>Regulation 15</td> </tr> <tr> <td>Submission Consultation conducted by the LPA</td> <td>Regulation 16</td> </tr> <tr> <td>Examination Stage</td> <td>Regulation 17</td> </tr> <tr> <td>Examiners report recorded</td> <td>Regulation 18</td> </tr> <tr> <td>BCKLWN decision on the neighbourhood plan</td> <td>Regulation 18A</td> </tr> <tr> <td>Referendum</td> <td>Regulation 19</td> </tr> <tr> <td>Plan Adopted (Made)</td> <td>Regulation 20</td> </tr> </tbody> </table>	Typical Stages of the Neighbourhood Plan Process	Regulation	Area Designated	Regulation 7	Draft & BC Comments Provided		SEA / HRA Screening Report Issued		Pre-submission Consultation conducted by the qualifying body	Regulation 14	Health Check (Optional Mock Examination)		Neighbourhood Plan documents submitted to LPA	Regulation 15	Submission Consultation conducted by the LPA	Regulation 16	Examination Stage	Regulation 17	Examiners report recorded	Regulation 18	BCKLWN decision on the neighbourhood plan	Regulation 18A	Referendum	Regulation 19	Plan Adopted (Made)	Regulation 20
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		Designated Parish	Current Stage of the Neighbourhood Plan	Neighbourhood Plan Housing Allocations (If any in Adopted/ Plans passed Reg.18)	Allocated Housing (any)
		Brancaster (Under review)	NP Adopted Nov 2015 (Reg 20) Review underway : Decision Making Stage Feb 2021 (Reg.18A)		
		Burnham Market	Talks of designating the area		
		Castle Acre	Examination Stage (Reg.17)	CA.3 Glebe Land at South Acre Road/Chimney Street	4
		Dersingham	Area Designated (Reg.7)		
		Downham Market	Area Designated (Reg.7)		
		Gayton	Area Designated (Reg.7)		
		Grimston, Roydon & Congham	Area Designated (Reg.7)		
		Heacham	Submitted Documents (Reg.15)		
		Holme next the sea	Passed the Decision Stage Awaiting Referendum (Reg.18A)	HNTS15: Site Allocation at Eastgate Barn	5
		Hunstanton	Submitted Documents (Reg.15)		
		Ingoldisthorpe	Area Designated (Reg.7)		
		Marshland St James	Area Designated (Reg.7)		
		Old Hunstanton	Undergoing SEA/HRA for draft neighbourhood plan		
		Outwell	Area Designated (Reg.7)		
		Leziate	Talks of designating the area		
		Northwold	Talks of designating the area		
		Pentney	Area Designated (Reg.7)		
		Ringstead	Applied to designate the area		
		Sedgeford	Adopted Sept 2019 (Reg.20)	H2 Site 1 Land to the East of Ringstead Road and to the North of the School	No set number

			H2 Site 2- Land East of Ringstead Road opposite Jarvis Close	
		Snettisham	Adopted Nov 2018 (Reg.20)	SNP1
		South Wootton	Adopted Nov 2015 (Reg.20)	
		South Lynn Forum	Talks of designating the area	
		St Nicholas & St Margarets Ward forum	Talks of designating the area	
		Stoke Ferry	Area Designated (Reg.7)	
		Terrington St John	Submitted Documents (Reg.15)	
		Thornham	Decision Making Stage Feb 2021 (Reg.18A)	
		Tilney All Saints	Examination Stage (Reg.17)	
		96. https://www.west-norfolk.gov.uk/info/20127/neighbourhood_plans/43/neighbourhood_planning		

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MM376	New Appendix: Neighbourhood Plan Housing Requirement Methodology, to replace Appendix I	<p><u>New Appendix [Appendix I] Neighbourhood Plan Housing Requirement Methodology</u></p> <ol style="list-style-type: none"> 1. <u>There is no set method for setting housing requirements for designated neighbourhood areas in the NPPF or the PPG. The NPPF states that this housing requirement should reflect the overall strategy for the pattern and scale of development and any relevant allocations.</u> 2. <u>To reflect the overall strategy for the pattern and scale of development set out in the Plan it is proposed that the housing requirement for neighbourhood areas for the period (2021 – 2040) is distributed according to the overall strategy for the pattern of development in the Plan, any relevant allocations in the Plan, any extant planning permissions and a proportion of the development expected from ‘windfall’⁴ over the Plan period, taking account the population of the neighbourhood area.</u> 3. <u>Therefore, the housing requirement for designated neighbourhood areas (and parished and non-parished areas that may become designated neighbourhood areas in the future), will need to consider the scale of housing expected to take place in the neighbourhood area over the Plan period. Therefore, consideration is given to the following:</u> <ul style="list-style-type: none"> • <u>the number of dwellings from allocated sites and extant planning permissions in the submitted Plan period within each parished/non-parished area (as set out in the Housing Trajectory (April 2023))</u> • <u>a proportion of development expected from ‘windfall’ sites over the Plan period distributed according to the spatial strategy and household numbers:</u> 4. <u>The number of dwellings from allocated sites and extant planning permissions are set out in the Housing Trajectory (April 2023).</u> 5. <u>Development from windfall sites over the Plan period has been determined to be 3,081 dwellings (Policy LP01(1)). The windfall of 3,081 dwellings is distributed amongst the tiers of the Settlement Hierarchy according to the proportion of growth expected over the Plan period from housing allocations. Table 1 below sets out the proportion of the windfalls for each Settlement Tier and the number of Parished and Non-parished areas in each. It should be noted that there is a slight discrepancy between figures, due to the rounding of data through the calculations (the total rounded figure equating to 3,084).</u> 6. <u>The windfall requirement for each Parished/Non-parished area is then adjusted based on the number of households they contain to ensure that the requirement is reflective of the differences in scale amongst areas in the same Tier. This is achieved by totalling the number of households in all of the areas in a Tier and then calculating the proportion of the total households that are located within each area. Finally, the area’s proportion of households is multiplied by the Tier’s windfall requirement (third column in Table 1) to provide an adjusted windfall requirement.</u>
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⁴ ‘Windfall sites’ is used to refer to those sites not specifically identified in the development plan expected to come forward based on historic windfall delivery rates.

7. As an example, the total number of households across the 27 Parished Key Rural Service Centres, is 27,950. The windfall requirement for the entire Tier is 428 dwellings (see Table below).

<u>Tier</u>	<u>Parish Name</u>	<u>Settlements within each Parish</u>	<u>Household Nos (as at April 2024)</u>	<u>% Total Planned Growth (5,044) within each tier</u>	<u>Total No of households in each tier (parish areas)</u>	<u>% households within each tier</u>	<u>% windfall figure (3,081) for each tier</u>	<u>Total Windfall Requirement @ 3081</u>	<u>Capacity adjustment (@3081)</u>
<u>1</u>	<u>King's Lynn (un-parished)</u>	<u>King's Lynn; West Lynn</u>	<u>19,225</u>	<u>48.8%</u>	<u>19,225</u>	<u>100.00%</u>	<u>1,504</u>	<u>1,504</u>	<u>1,504</u>
<u>2</u>	<u>Downham Market</u>	<u>Downham Market</u>	<u>5,559</u>	<u>24.1%</u>	<u>8,743</u>	<u>63.58%</u>	<u>743</u>	<u>472</u>	<u>472</u>
<u>2</u>	<u>Hunstanton</u>	<u>Hunstanton</u>	<u>3,184</u>	<u>24.1%</u>	<u>8,743</u>	<u>36.42%</u>	<u>743</u>	<u>270</u>	<u>100</u>
<u>3</u>	<u>North Wootton</u>	<u>North Wootton</u>	<u>1,015</u>	<u>11.4%</u>	<u>4,868</u>	<u>20.85%</u>	<u>351</u>	<u>73</u>	<u>73</u>
<u>3</u>	<u>South Wootton</u>	<u>South Wootton; part of King's Lynn urban area</u>	<u>1,855</u>	<u>11.4%</u>	<u>4,868</u>	<u>38.11%</u>	<u>351</u>	<u>134</u>	<u>134</u>
<u>3</u>	<u>Walsoken</u>	<u>Walsoken</u>	<u>728</u>	<u>11.4%</u>	<u>4,868</u>	<u>14.95%</u>	<u>351</u>	<u>53</u>	<u>53</u>
<u>3</u>	<u>West Winch</u>	<u>West Winch</u>	<u>1,270</u>	<u>11.4%</u>	<u>4,868</u>	<u>26.09%</u>	<u>351</u>	<u>92</u>	<u>92</u>
<u>4</u>	<u>Brancaster</u>	<u>Brancaster; Brancaster Staithe/ Burnham Deepdale</u>	<u>785</u>	<u>14.0%</u>	<u>27,950</u>	<u>2.81%</u>	<u>431</u>	<u>12</u>	<u>12</u>
<u>4</u>	<u>Burnham Market</u>	<u>Burnham Market</u>	<u>692</u>	<u>14.0%</u>	<u>27,950</u>	<u>2.48%</u>	<u>431</u>	<u>11</u>	<u>11</u>

<u>4</u>	<u>Castleacre</u>	<u>Castleacre</u>	<u>487</u>	<u>14.0%</u>	<u>27,950</u>	<u>1.74%</u>	<u>431</u>	<u>8</u>	<u>8</u>
<u>4</u>	<u>Clenchwarton</u>	<u>Clenchwarton</u>	<u>1,016</u>	<u>14.0%</u>	<u>27,950</u>	<u>3.64%</u>	<u>431</u>	<u>16</u>	<u>16</u>
<u>4</u>	<u>Dersingham</u>	<u>Dersingham</u>	<u>2,438</u>	<u>14.0%</u>	<u>27,950</u>	<u>8.72%</u>	<u>431</u>	<u>38</u>	<u>38</u>
<u>4</u>	<u>Docking</u>	<u>Docking</u>	<u>741</u>	<u>14.0%</u>	<u>27,950</u>	<u>2.65%</u>	<u>431</u>	<u>11</u>	<u>11</u>
<u>4</u>	<u>Emneth</u>	<u>Emneth</u>	<u>1,253</u>	<u>14.0%</u>	<u>27,950</u>	<u>4.48%</u>	<u>431</u>	<u>19</u>	<u>19</u>
<u>4</u>	<u>Feltwell</u>	<u>Feltwell</u>	<u>1,356</u>	<u>14.0%</u>	<u>27,950</u>	<u>4.85%</u>	<u>431</u>	<u>21</u>	<u>21</u>
<u>4</u>	<u>Gayton</u>	<u>Gayton; Gayton Thorpe</u>	<u>768</u>	<u>14.0%</u>	<u>27,950</u>	<u>2.75%</u>	<u>431</u>	<u>12</u>	<u>12</u>
<u>4</u>	<u>Great Massingham</u>	<u>Great Massingham</u>	<u>485</u>	<u>14.0%</u>	<u>27,950</u>	<u>1.74%</u>	<u>431</u>	<u>7</u>	<u>7</u>
<u>4</u>	<u>Grimston</u>	<u>Grimston; Pott Row</u>	<u>959</u>	<u>14.0%</u>	<u>27,950</u>	<u>3.43%</u>	<u>431</u>	<u>15</u>	<u>15</u>
<u>4</u>	<u>Heacham</u>	<u>Heacham</u>	<u>2,770</u>	<u>14.0%</u>	<u>27,950</u>	<u>9.91%</u>	<u>431</u>	<u>43</u>	<u>43</u>
<u>4</u>	<u>Hockwold</u>	<u>Hockwold</u>	<u>599</u>	<u>14.0%</u>	<u>27,950</u>	<u>2.14%</u>	<u>431</u>	<u>9</u>	<u>9</u>
<u>4</u>	<u>Marham</u>	<u>Marham; Upper (RAF) Marham</u>	<u>1,081</u>	<u>14.0%</u>	<u>27,950</u>	<u>3.87%</u>	<u>431</u>	<u>17</u>	<u>17</u>
<u>4</u>	<u>Methwold</u>	<u>Methwold; Brookville; Methwold Hythe</u>	<u>798</u>	<u>14.0%</u>	<u>27,950</u>	<u>2.86%</u>	<u>431</u>	<u>12</u>	<u>12</u>
<u>4</u>	<u>Middleton</u>	<u>Middleton; Blackborough End</u>	<u>686</u>	<u>14.0%</u>	<u>27,950</u>	<u>2.45%</u>	<u>431</u>	<u>11</u>	<u>11</u>
<u>4</u>	<u>Northwold</u>	<u>Northwold; Whittington</u>	<u>573</u>	<u>14.0%</u>	<u>27,950</u>	<u>2.05%</u>	<u>431</u>	<u>9</u>	<u>9</u>
<u>4</u>	<u>Outwell</u>	<u>Outwell</u>	<u>1,055</u>	<u>14.0%</u>	<u>27,950</u>	<u>3.77%</u>	<u>431</u>	<u>16</u>	<u>16</u>
<u>4</u>	<u>Snettisham</u>	<u>Snettisham</u>	<u>1,620</u>	<u>14.0%</u>	<u>27,950</u>	<u>5.80%</u>	<u>431</u>	<u>25</u>	<u>25</u>
<u>4</u>	<u>Stoke Ferry</u>	<u>Stoke Ferry</u>	<u>540</u>	<u>14.0%</u>	<u>27,950</u>	<u>1.93%</u>	<u>431</u>	<u>8</u>	<u>8</u>
<u>4</u>	<u>Terrington St Clement</u>	<u>Terrington St Clement; Hay Green</u>	<u>1,969</u>	<u>14.0%</u>	<u>27,950</u>	<u>7.04%</u>	<u>431</u>	<u>30</u>	<u>30</u>

<u>4</u>	<u>Terrington St John</u>	<u>Terrington St John; St John's Highway; St John's Fen End</u>	<u>408</u>	<u>14.0%</u>	<u>27,950</u>	<u>1.46%</u>	<u>431</u>	<u>6</u>	<u>6</u>
<u>4</u>	<u>Tilney St Lawrence</u>	<u>Tilney St Lawrence; Tilney cum Islington; Tilney Fen End</u>	<u>744</u>	<u>14.0%</u>	<u>27,950</u>	<u>2.66%</u>	<u>431</u>	<u>11</u>	<u>11</u>
<u>4</u>	<u>Upwell</u>	<u>Upwell; Lakes End; Three Holes</u>	<u>1,335</u>	<u>14.0%</u>	<u>27,950</u>	<u>4.78%</u>	<u>431</u>	<u>21</u>	<u>21</u>
<u>4</u>	<u>Walpole</u>	<u>Walpole St Peter; Walpole St Andrew; Walpole Marsh</u>	<u>820</u>	<u>14.0%</u>	<u>27,950</u>	<u>2.93%</u>	<u>431</u>	<u>13</u>	<u>13</u>
<u>4</u>	<u>Watlington</u>	<u>Watlington</u>	<u>1,164</u>	<u>14.0%</u>	<u>27,950</u>	<u>4.16%</u>	<u>431</u>	<u>18</u>	<u>18</u>
<u>4</u>	<u>West Walton</u>	<u>West Walton; Walton Highway</u>	<u>808</u>	<u>14.0%</u>	<u>27,950</u>	<u>2.89%</u>	<u>431</u>	<u>12</u>	<u>12</u>
<u>5</u>	<u>Bircham</u>	<u>Great Bircham; Bircham Tofts</u>	<u>260</u>	<u>1.6%</u>	<u>11,100</u>	<u>2.34%</u>	<u>49</u>	<u>1</u>	<u>1</u>
<u>5</u>	<u>Castle Rising</u>	<u>Castle Rising; part of King's Lynn urban area</u>	<u>112</u>	<u>1.6%</u>	<u>11,100</u>	<u>1.01%</u>	<u>49</u>	<u>0</u>	<u>0</u>
<u>5</u>	<u>Denver</u>	<u>Denver</u>	<u>432</u>	<u>1.6%</u>	<u>11,100</u>	<u>3.89%</u>	<u>49</u>	<u>2</u>	<u>2</u>
<u>5</u>	<u>East Rudham</u>	<u>East Rudham</u>	<u>298</u>	<u>1.6%</u>	<u>11,100</u>	<u>2.68%</u>	<u>49</u>	<u>1</u>	<u>1</u>
<u>5</u>	<u>East Winch</u>	<u>East Winch</u>	<u>390</u>	<u>1.6%</u>	<u>11,100</u>	<u>3.51%</u>	<u>49</u>	<u>2</u>	<u>2</u>
<u>5</u>	<u>Fincham</u>	<u>Fincham</u>	<u>253</u>	<u>1.6%</u>	<u>11,100</u>	<u>2.28%</u>	<u>49</u>	<u>1</u>	<u>1</u>
<u>5</u>	<u>Flitcham</u>	<u>Flitcham</u>	<u>98</u>	<u>1.6%</u>	<u>11,100</u>	<u>0.88%</u>	<u>49</u>	<u>0</u>	<u>0</u>

<u>5</u>	<u>Harpley</u>	<u>Harpley</u>	<u>176</u>	<u>1.6%</u>	<u>11,100</u>	<u>1.59%</u>	<u>49</u>	<u>1</u>	<u>1</u>
<u>5</u>	<u>Hilgay</u>	<u>Hilgay; Ten Mile Bank</u>	<u>629</u>	<u>1.6%</u>	<u>11,100</u>	<u>5.67%</u>	<u>49</u>	<u>3</u>	<u>3</u>
<u>5</u>	<u>Hillington</u>	<u>Hillington</u>	<u>149</u>	<u>1.6%</u>	<u>11,100</u>	<u>1.34%</u>	<u>49</u>	<u>1</u>	<u>1</u>
<u>5</u>	<u>Ingoldisthorpe</u>	<u>Ingoldisthorpe</u>	<u>422</u>	<u>1.6%</u>	<u>11,100</u>	<u>3.80%</u>	<u>49</u>	<u>2</u>	<u>2</u>
<u>5</u>	<u>Marshland St James</u>	<u>Marshland St James</u>	<u>621</u>	<u>1.6%</u>	<u>11,100</u>	<u>5.59%</u>	<u>49</u>	<u>3</u>	<u>3</u>
<u>5</u>	<u>North Creake</u>	<u>North Creake</u>	<u>224</u>	<u>1.6%</u>	<u>11,100</u>	<u>2.02%</u>	<u>49</u>	<u>1</u>	<u>1</u>
<u>5</u>	<u>Old Hunstanton</u>	<u>Old Hunstanton</u>	<u>355</u>	<u>1.6%</u>	<u>11,100</u>	<u>3.20%</u>	<u>49</u>	<u>2</u>	<u>2</u>
<u>5</u>	<u>Pentney</u>	<u>Pentney</u>	<u>310</u>	<u>1.6%</u>	<u>11,100</u>	<u>2.79%</u>	<u>49</u>	<u>1</u>	<u>1</u>
<u>5</u>	<u>Runcton Holme</u>	<u>Runcton Holme</u>	<u>307</u>	<u>1.6%</u>	<u>11,100</u>	<u>2.77%</u>	<u>49</u>	<u>1</u>	<u>1</u>
<u>5</u>	<u>Sandringham</u>	<u>West Newton</u>	<u>215</u>	<u>1.6%</u>	<u>11,100</u>	<u>1.94%</u>	<u>49</u>	<u>1</u>	<u>1</u>
<u>5</u>	<u>Sedgeford</u>	<u>Sedgeford</u>	<u>315</u>	<u>1.6%</u>	<u>11,100</u>	<u>2.84%</u>	<u>49</u>	<u>1</u>	<u>1</u>
<u>5</u>	<u>Shouldham</u>	<u>Shouldham</u>	<u>296</u>	<u>1.6%</u>	<u>11,100</u>	<u>2.67%</u>	<u>49</u>	<u>1</u>	<u>1</u>
<u>5</u>	<u>South Creake</u>	<u>South Creake</u>	<u>349</u>	<u>1.6%</u>	<u>11,100</u>	<u>3.14%</u>	<u>49</u>	<u>2</u>	<u>2</u>
<u>5</u>	<u>Southery</u>	<u>Southery</u>	<u>627</u>	<u>1.6%</u>	<u>11,100</u>	<u>5.65%</u>	<u>49</u>	<u>3</u>	<u>3</u>
<u>5</u>	<u>Stanhoe</u>	<u>Stanhoe</u>	<u>141</u>	<u>1.6%</u>	<u>11,100</u>	<u>1.27%</u>	<u>49</u>	<u>1</u>	<u>1</u>
<u>5</u>	<u>Stow Bardolph</u>	<u>Stow Bridge; Barroway Drove</u>	<u>578</u>	<u>1.6%</u>	<u>11,100</u>	<u>5.21%</u>	<u>49</u>	<u>3</u>	<u>3</u>
<u>5</u>	<u>Syderstone</u>	<u>Syderstone</u>	<u>279</u>	<u>1.6%</u>	<u>11,100</u>	<u>2.51%</u>	<u>49</u>	<u>1</u>	<u>1</u>
<u>5</u>	<u>Thornham</u>	<u>Thornham</u>	<u>380</u>	<u>1.6%</u>	<u>11,100</u>	<u>3.42%</u>	<u>49</u>	<u>2</u>	<u>2</u>
<u>5</u>	<u>Tilney All Saints</u>	<u>Tilney All Saints; Tilney High End</u>	<u>268</u>	<u>1.6%</u>	<u>11,100</u>	<u>2.41%</u>	<u>49</u>	<u>1</u>	<u>1</u>
<u>5</u>	<u>Tottenhill</u>	<u>Tottenhill</u>	<u>105</u>	<u>1.6%</u>	<u>11,100</u>	<u>0.95%</u>	<u>49</u>	<u>0</u>	<u>0</u>
<u>5</u>	<u>Walpole Highway</u>	<u>Walpole Highway</u>	<u>349</u>	<u>1.6%</u>	<u>11,100</u>	<u>3.14%</u>	<u>49</u>	<u>2</u>	<u>2</u>
<u>5</u>	<u>Welney</u>	<u>Welney</u>	<u>270</u>	<u>1.6%</u>	<u>11,100</u>	<u>2.43%</u>	<u>49</u>	<u>1</u>	<u>1</u>
<u>5</u>	<u>Wereham</u>	<u>Wereham</u>	<u>329</u>	<u>1.6%</u>	<u>11,100</u>	<u>2.96%</u>	<u>49</u>	<u>1</u>	<u>1</u>

<u>5</u>	<u>Wiggenhall St Germans</u>	<u>Wiggenhall St Germans;</u> <u>Wiggenhall St Mary the Virgin</u>	<u>626</u>	<u>1.6%</u>	<u>11,100</u>	<u>5.64%</u>	<u>49</u>	<u>3</u>	<u>3</u>
<u>5</u>	<u>Wiggenhall St Mary Magdalen</u>	<u>Wiggenhall St Mary Magdalen</u>	<u>329</u>	<u>1.6%</u>	<u>11,100</u>	<u>2.96%</u>	<u>49</u>	<u>1</u>	<u>1</u>
<u>5</u>	<u>Wimbotsham</u>	<u>Wimbotsham;</u> <u>part of</u> <u>Downham</u> <u>Market urban</u> <u>area</u>	<u>331</u>	<u>1.6%</u>	<u>11,100</u>	<u>2.98%</u>	<u>49</u>	<u>1</u>	<u>1</u>
<u>5</u>	<u>Wormegay</u>	<u>Wormegay</u>	<u>174</u>	<u>1.6%</u>	<u>11,100</u>	<u>1.57%</u>	<u>49</u>	<u>1</u>	<u>1</u>
<u>6</u>	<u>Barton Bendish</u>	<u>Barton Bendish</u>	<u>103</u>	<u>0.0%</u>	<u>3,427</u>	<u>3.01%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>6</u>	<u>Bawsey</u>	<u>Bawsey</u>	<u>123</u>	<u>0.0%</u>	<u>3,427</u>	<u>3.59%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>6</u>	<u>Boughton</u>	<u>Boughton</u>	<u>114</u>	<u>0.0%</u>	<u>3,427</u>	<u>3.33%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>6</u>	<u>Burnham Norton</u>	<u>Burnham Norton</u>	<u>69</u>	<u>0.0%</u>	<u>3,427</u>	<u>2.01%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>6</u>	<u>Burnham Overy</u>	<u>Burnham Overy Staithe;</u> <u>Burnham Overy Town</u>	<u>243</u>	<u>0.0%</u>	<u>3,427</u>	<u>7.09%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>6</u>	<u>Burnham Thorpe</u>	<u>Burnham Thorpe</u>	<u>102</u>	<u>0.0%</u>	<u>3,427</u>	<u>2.98%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>6</u>	<u>Congham</u>	<u>Congham; part</u> <u>of Grimston</u>	<u>121</u>	<u>0.0%</u>	<u>3,427</u>	<u>3.53%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>6</u>	<u>Crimplesham</u>	<u>Crimplesham</u>	<u>122</u>	<u>0.0%</u>	<u>3,427</u>	<u>3.56%</u>	<u>0</u>	<u>0</u>	<u>0</u>

<u>6</u>	<u>Downham West</u>	<u>Salters Lode; part of Downham Market urban area</u>	<u>142</u>	<u>0.0%</u>	<u>3,427</u>	<u>4.14%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>6</u>	<u>Holme-next-Sea</u>	<u>Holme-next-Sea</u>	<u>222</u>	<u>0.0%</u>	<u>3,427</u>	<u>6.48%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>6</u>	<u>Leziate</u>	<u>Leziate; Ashwicken</u>	<u>267</u>	<u>0.0%</u>	<u>3,427</u>	<u>7.79%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>6</u>	<u>Nordelph</u>	<u>Nordelph</u>	<u>205</u>	<u>0.0%</u>	<u>3,427</u>	<u>5.98%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>6</u>	<u>North Runcton</u>	<u>North Runcton; part of King's Lynn urban area</u>	<u>265</u>	<u>0.0%</u>	<u>3,427</u>	<u>7.73%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>6</u>	<u>Ringstead</u>	<u>Ringstead</u>	<u>190</u>	<u>0.0%</u>	<u>3,427</u>	<u>5.54%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>6</u>	<u>Roydon</u>	<u>Roydon</u>	<u>154</u>	<u>0.0%</u>	<u>3,427</u>	<u>4.49%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>6</u>	<u>Shouldham Thorpe</u>	<u>Shouldham Thorpe</u>	<u>74</u>	<u>0.0%</u>	<u>3,427</u>	<u>2.16%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>6</u>	<u>Titchwell</u>	<u>Titchwell</u>	<u>62</u>	<u>0.0%</u>	<u>3,427</u>	<u>1.81%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>6</u>	<u>Walpole Cross Keys</u>	<u>Walpole Cross Keys</u>	<u>243</u>	<u>0.0%</u>	<u>3,427</u>	<u>7.09%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>6</u>	<u>West Dereham</u>	<u>West Dereham</u>	<u>202</u>	<u>0.0%</u>	<u>3,427</u>	<u>5.89%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>6</u>	<u>West Rudham</u>	<u>West Rudham</u>	<u>120</u>	<u>0.0%</u>	<u>3,427</u>	<u>3.50%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>6</u>	<u>Westacre</u>	<u>Westacre</u>	<u>97</u>	<u>0.0%</u>	<u>3,427</u>	<u>2.83%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>6</u>	<u>Wretton</u>	<u>Wretton</u>	<u>187</u>	<u>0.0%</u>	<u>3,427</u>	<u>5.46%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>C</u>	<u>Amner</u>	<u>Countryside</u>	<u>31</u>	<u>0.0%</u>	<u>410</u>	<u>7.56%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>C</u>	<u>Bagthorpe (with Barmer)</u>	<u>Countryside</u>	<u>30</u>	<u>0.0%</u>	<u>410</u>	<u>7.32%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>C</u>	<u>Barwick</u>	<u>Countryside</u>	<u>24</u>	<u>0.0%</u>	<u>410</u>	<u>5.85%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>C</u>	<u>Choseley</u>	<u>Countryside</u>	<u>13</u>	<u>0.0%</u>	<u>410</u>	<u>3.17%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>C</u>	<u>East Walton</u>	<u>Countryside</u>	<u>38</u>	<u>0.0%</u>	<u>410</u>	<u>9.27%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>C</u>	<u>Fordham</u>	<u>Countryside</u>	<u>32</u>	<u>0.0%</u>	<u>410</u>	<u>7.80%</u>	<u>0</u>	<u>0</u>	<u>0</u>

<u>C</u>	<u>Fring</u>	<u>Countryside</u>	<u>44</u>	<u>0.0%</u>	<u>410</u>	<u>10.73%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>C</u>	<u>Houghton</u>	<u>Countryside</u>	<u>41</u>	<u>0.0%</u>	<u>410</u>	<u>10.00%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>C</u>	<u>Little Massingham</u>	<u>Countryside</u>	<u>50</u>	<u>0.0%</u>	<u>410</u>	<u>12.20%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>C</u>	<u>Ryston</u>	<u>Countryside; Bexwell (part of Downham Market urban area)</u>	<u>49</u>	<u>0.0%</u>	<u>410</u>	<u>11.95%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>C</u>	<u>Shernborne</u>	<u>Countryside</u>	<u>27</u>	<u>0.0%</u>	<u>410</u>	<u>6.59%</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>C</u>	<u>Stradsett</u>	<u>Countryside</u>	<u>31</u>	<u>0.0%</u>	<u>410</u>	<u>7.56%</u>	<u>0</u>	<u>0</u>	<u>0</u>
			<u>75,620</u>					<u>3,077</u>	<u>2,907</u>

Capacity sense check

8. The right-hand column in the table above provides a “capacity sense check”. It is noted that some settlements in tiers 2 and 3 are restricted in terms of available land for development. This check has found that Hunstanton has greatly limited capacity to accommodate the required level of growth, such that the requirement has been reduced, from 279 to 100.

Case studies: Heacham and Watlington

9. Heacham and Watlington are Parished areas in which the main settlement in the Parish is classified as Key Rural Service Centre.
10. The Parish of Heacham contains 2,770 households, which is 9.91% of the total number of households in the Tier. The Parish of Watlington contains 1,164 households, which is 4.16% of total number of households in the Tier. Heacham is, therefore, just over twice the size of Watlington, in terms of household numbers.
11. When making the adjustment, the Tier requirement is multiplied by the proportion of households in the Area:
- For Heacham, this is 431 dwellings multiplied by 9.91% which produces a windfall requirement of 43 dwellings.
 - For Watlington, this is 431 dwellings multiplied by 4.16% which produces a windfall requirement of 18 dwellings.

12. The adjusted windfall requirement for Heacham is just over two and a half times larger than the adjusted requirement for Watlington to reflect the disparity in scale identified in paragraph 10 (above).

Example Calculation of Housing Requirement

13. As stated in the Planning Practice Guidance (see paragraph 4) Neighbourhood Planning Bodies do not have to make specific provision for housing or seek to allocate sites to accommodate the requirement recognising that strategic policies in a local plan may already do this.

14. In practice, a neighbourhood plan would not need to allocate a site that has already been allocated in a Local Plan, nor would they need to allocate sites where planning permission has already been granted as the principle of development has been established.

15. Therefore, where a neighbourhood planning body seeks to plan for housing growth, the Housing Requirement will be the expected housing growth in the neighbourhood area over the Plan period less the number of dwellings from allocations (delivered through the strategic policies in the submitted Plan) and extant planning permissions.

16. In the example for Heacham, the expected housing growth for the neighbourhood area over the Plan period is 204 dwellings, 12 of which are completions (2021-24), 133 of which are from allocated sites (delivered through strategic policies in the submitted Plan), 16 dwellings from extant planning permissions and 43 dwellings from windfall. The Housing Requirement for Heacham would be 43 dwellings:

- 204 minus 12 minus 16 minus 133 = 43 dwellings

17. Sedgeford and Upwell Neighbourhood Plans already allocate land, for 25 and 46 dwellings respectively. In these cases, there is more than sufficient land to meet the windfall figure/ Neighbourhood Plan requirement for each. Therefore, there is no need to allocate further land through a future review of either of these plans.

18. It is recognised that there may be constraints in a neighbourhood area that would mean that meeting the Housing Requirement would not be achievable (e.g. Hunstanton). Where this is the case, it is expected that this is explained in the Neighbourhood Plan.

19. The Table below sets out the Housing Requirement for each of the Designated Neighbourhood Areas.

<u>Designated Neighbourhood Area (Parish) As at April 2024</u>	<u>(a) Completions (2021-24)</u>	<u>(b) Commitments (1 April 2024)</u>	<u>(c) Local Plan allocations</u>	<u>% households in each tier</u>	<u>(d) Tier windfall requirement</u>	<u>(e) Total expected growth over the Plan Period (Total a to d)</u>	<u>(f) Neighbourhood Plan allocations</u>	<u>Housing requirement (e (minus a - b - c - f))</u>
<u>Brancaster</u>	<u>13</u>	<u>26</u>	<u>0</u>	<u>2.81%</u>	<u>12</u>	<u>51</u>	<u>0</u>	<u>12</u>
<u>Burnham Market</u>	<u>26</u>	<u>28</u>	<u>0</u>	<u>2.48%</u>	<u>11</u>	<u>65</u>	<u>0</u>	<u>11</u>
<u>Burnham Overy</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>7.09%</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>
<u>Castle Acre</u>	<u>16</u>	<u>5</u>	<u>0</u>	<u>1.74%</u>	<u>8</u>	<u>29</u>	<u>4</u>	<u>4</u>
<u>Congham</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3.53%</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Dersingham</u>	<u>5</u>	<u>4</u>	<u>20</u>	<u>8.72%</u>	<u>38</u>	<u>67</u>	<u>0</u>	<u>38</u>
<u>Docking</u>	<u>102</u>	<u>47</u>	<u>0</u>	<u>2.65%</u>	<u>11</u>	<u>160</u>	<u>0</u>	<u>11</u>
<u>Downham Market</u>	<u>31</u>	<u>89</u>	<u>596</u>	<u>63.58%</u>	<u>472</u>	<u>1,189</u>	<u>0</u>	<u>473</u>
<u>Gayton</u>	<u>54</u>	<u>47</u>	<u>37</u>	<u>2.75%</u>	<u>12</u>	<u>150</u>	<u>0</u>	<u>12</u>
<u>Great Massingham</u>	<u>2</u>	<u>1</u>	<u>16</u>	<u>1.74%</u>	<u>7</u>	<u>26</u>	<u>0</u>	<u>7</u>
<u>Grimston</u>	<u>27</u>	<u>27</u>	<u>0</u>	<u>3.43%</u>	<u>15</u>	<u>69</u>	<u>0</u>	<u>15</u>
<u>Heacham</u>	<u>12</u>	<u>16</u>	<u>133</u>	<u>9.91%</u>	<u>43</u>	<u>204</u>	<u>0</u>	<u>43</u>
<u>Holme Next the Sea</u>	<u>0</u>	<u>6</u>	<u>0</u>	<u>6.48%</u>	<u>0</u>	<u>6</u>	<u>0</u>	<u>0</u>
<u>Hunstanton</u>	<u>184</u>	<u>202</u>	<u>122</u>	<u>36.42%</u>	<u>100</u>	<u>608</u>	<u>0</u>	<u>100</u>
<u>Ingoldisthorpe</u>	<u>26</u>	<u>6</u>	<u>0</u>	<u>3.80%</u>	<u>2</u>	<u>34</u>	<u>0</u>	<u>2</u>
<u>Marshland St James</u>	<u>29</u>	<u>23</u>	<u>6</u>	<u>5.59%</u>	<u>3</u>	<u>61</u>	<u>0</u>	<u>3</u>

<u>North Runcton</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>7.73%</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>
<u>Old Hunstanton</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>3.20%</u>	<u>2</u>	<u>6</u>	<u>0</u>	<u>2</u>
<u>Outwell</u>	<u>17</u>	<u>45</u>	<u>90</u>	<u>3.77%</u>	<u>16</u>	<u>168</u>	<u>0</u>	<u>16</u>
<u>North Wootton</u>	<u>3</u>	<u>8</u>	<u>0</u>	<u>20.85%</u>	<u>73</u>	<u>84</u>	<u>0</u>	<u>73</u>
<u>Pentney</u>	<u>9</u>	<u>12</u>	<u>0</u>	<u>2.79%</u>	<u>1</u>	<u>22</u>	<u>0</u>	<u>1</u>
<u>Ringstead</u>	<u>0</u>	<u>13</u>	<u>0</u>	<u>5.54%</u>	<u>0</u>	<u>13</u>	<u>0</u>	<u>0</u>
<u>Roydon</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>4.49%</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>
<u>Sedgeford</u>	<u>5</u>	<u>11</u>	<u>11</u>	<u>2.84%</u>	<u>1</u>	<u>28</u>	<u>25</u>	<u>-24</u>
<u>Shouldham</u>	<u>2</u>	<u>11</u>	<u>0</u>	<u>2.67%</u>	<u>1</u>	<u>14</u>	<u>0</u>	<u>1</u>
<u>Snettisham</u>	<u>29</u>	<u>86</u>	<u>0</u>	<u>5.80%</u>	<u>25</u>	<u>140</u>	<u>0</u>	<u>25</u>
<u>South Wootton</u>	<u>48</u>	<u>18</u>	<u>538</u>	<u>38.11%</u>	<u>134</u>	<u>738</u>	<u>0</u>	<u>134</u>
<u>Stoke Ferry</u>	<u>1</u>	<u>117</u>	<u>52</u>	<u>1.93%</u>	<u>8</u>	<u>178</u>	<u>0</u>	<u>8</u>
<u>Syderstone</u>	<u>6</u>	<u>2</u>	<u>0</u>	<u>2.51%</u>	<u>1</u>	<u>9</u>	<u>0</u>	<u>1</u>
<u>Terrington St John</u>	<u>15</u>	<u>48</u>	<u>40</u>	<u>1.46%</u>	<u>6</u>	<u>109</u>	<u>0</u>	<u>6</u>
<u>Thornham</u>	<u>20</u>	<u>11</u>	<u>0</u>	<u>3.42%</u>	<u>2</u>	<u>33</u>	<u>0</u>	<u>2</u>
<u>Tilney All Saints</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2.41%</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>1</u>
<u>Tilney St Lawrence</u>	<u>10</u>	<u>17</u>	<u>0</u>	<u>13.90%</u>	<u>11</u>	<u>38</u>	<u>0</u>	<u>11</u>
<u>Upwell</u>	<u>22</u>	<u>30</u>	<u>0</u>	<u>4.78%</u>	<u>21</u>	<u>73</u>	<u>46</u>	<u>-25</u>
<u>Walpole</u>	<u>17</u>	<u>18</u>	<u>6</u>	<u>2.93%</u>	<u>13</u>	<u>54</u>	<u>0</u>	<u>13</u>
<u>Walpole Cross Keys</u>	<u>9</u>	<u>20</u>	<u>0</u>	<u>7.09%</u>	<u>0</u>	<u>29</u>	<u>0</u>	<u>0</u>
<u>Watlington</u>	<u>3</u>	<u>24</u>	<u>40</u>	<u>4.16%</u>	<u>18</u>	<u>85</u>	<u>0</u>	<u>18</u>
<u>West Dereham</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>5.89%</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>
<u>West Winch</u>	<u>8</u>	<u>10</u>	<u>0</u>	<u>26.09%</u>	<u>92</u>	<u>110</u>	<u>0</u>	<u>92</u>

Parishes which are not designated Neighbourhood Areas

20. In accordance with Paragraph 68 of the NPPF (see paragraph 3), where it is not possible to provide a requirement figure (because a neighbourhood area is designated at a late stage in the strategic policy-making process, or after strategic policies have been adopted), the Council will provide an indicative housing requirement figure if requested to do so by the neighbourhood planning body.
21. The Planning Practice guidance for Neighbourhood Planning⁵ states:
Where an indicative housing requirement figure is requested by a neighbourhood planning body, the local planning authority can follow a similar process to that for providing a housing requirement figure. They can use the authority's local housing need as a starting point, taking into consideration relevant policies such as an existing or emerging spatial strategy, alongside the characteristics of the neighbourhood plan area.
22. The indicative housing requirement will be based on the same methodology as set out for Designated Neighbourhood Areas using the most up to date Housing Land Supply and evidence of local housing need available at the time of the request.

⁵ Paragraph: [102 Reference ID: 41-102-20190509](#) Revision date: 09 05 2019

MM377	Parts 17-20 in Policy LP28 – Gypsies and Travellers and Travelling Showpeople and its supporting text at paragraphs 7.1.11 to 7.1.17 (Pages 147-148 and 154-155).	<p>Delete parts 17-19 of Policy LP28 – Gypsies and Travellers and Travelling Showpeople and paragraphs 7.1.11 to 7.1.17 of the supporting text, as follows:</p> <p>7.1.11 The Planning Policy for Travellers Sites (PPTS 2015) defines the travelling community as comprising Gypsies, Travellers and Travelling Showpersons. Gypsies and Travellers are defined in the PPTS as ‘Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such’. Travelling Showpeople are defined in the PPTS as ‘Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family’s or dependants’ more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above’.</p> <p>7.1.12 In determining whether persons are ‘Gypsies and Travellers’ for the purposes of this policy, consideration should be given to the following issues amongst other relevant matters:</p> <ul style="list-style-type: none"> a. Whether they previously led a nomadic habit of life; b. The reasons for ceasing their nomadic habit of life; c. Whether there is an intention to living a nomadic habit of life in the future, and if so, how soon and in what circumstances. <p>7.1.13 The Council is required to plan for the future needs of Travellers in the Borough over the plan period up until 2036. In respect of those Gypsies and Travellers who do not lead a nomadic lifestyle, the Borough Council will continue to assess and plan to meet their needs as part of its wider responsibilities to plan to meet the accommodation needs of its settled community.</p> <p>7.1.14 The needs assessment for the purposes of decision making is the Gypsy and Traveller Accommodation Assessment (GTAA) (2016) (or successor document). The document covers the plan period to 2036. This document forms the main evidence base for the Local Plan review on this subject matter. The study covers the needs of Gypsies (including English, Scottish, Welsh and Romany Gypsies), Irish Travellers, New (Age) Travellers, and Travelling Showpeople. The GTAA has sought to establish the accommodation needs of the Gypsy, Traveller and Travelling Showpeople population in the study area (King's Lynn & West Norfolk Borough area) through a combination of desk-based research, stakeholder interviews and engagement with members of the travelling community living on all known sites.</p>
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7.1.15 The GTAA concludes that there is a need for an additional 5 pitches over the plan period to meet the traveller need and a possible need for an additional 2 plots for travelling show people to meet the need over the plan period. Based upon the GTAA (2016) it is considered that a criteria-based policy approach is a reasonable, pragmatic and proportionate response to the current situation for the Local Plan review. It can provide an appropriate response to any proposals received to address the modest level of need identified. This combined approach for existing and new sites should ensure that the need is met, it should however be noted that needs assessments are reviewed periodically.

7.1.16 National policy sets out a range of issues to consider when assessing applications for Traveller site development. In assessing new sites, the site should be in a sustainable location and should be in reasonable proximity to local services and facilities. Community infrastructure needs will include health, education and transport links. In order to deliver sustainable communities, and quality place making, development proposals will be required to consider the amenity of new residents and impacts on surrounding communities or other neighbours/neighbouring land uses such as businesses and open space in line with relevant spatial and design policies. In doing so, regard will be had to community cohesion and good design principles such as integration, ensuring no adverse impacts arise from new development. Residential housing mitigation requirements for European sites are also applicable to plots and pitches for Gypsies, Travellers and Travelling Showpeople.

7.1.17 To ensure that the levels of Gypsy and Traveller and Travelling Showpeople accommodation are maintained, the Council will resist the loss of existing sites, including the conversion to permanent dwellings. Existing Traveller sites will therefore be safeguarded to meet the continuing housing needs of these communities ensuring that sites are not lost to competing uses. Unrestricted means not subject to conditions restricting the time of occupancy such as temporary or personal planning permission. The following policy will apply to any new permission granted as well as to existing sites.

Policy LP28 Gypsies and Travellers and Travelling Showpeople

17. The Local Plan review supports the provision of the following:

- additional pitches for Gypsy and Traveller households;
- 2 additional plots for Travelling Showpeople.
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18. These additional pitches / plots (and any additional requirements associated with newly confirmed need from unknown households) will be secured via:

- Support for the expansion of existing sites; and / or
- The provision of new sites where the criteria below are met.

		<p>19. The provision of pitches and plots on new sites will be supported, having regard to the Gypsy and Traveller Accommodation Needs Assessment where:</p> <ul style="list-style-type: none">a. The proposal meets the identified need;b. The site is otherwise suitable for residential development and the associated necessary infrastructure requirements will be made available as part of the development proposal;c. The site will have safe access to the highway and will not result in any unacceptable impact on the capacity and environment of the highway network;d. The site is in a sustainable location in reasonable proximity to relevant services and facilities including but not limited to transport, education, healthcare and other community infrastructure provision;e. The ability to achieve neighbourliness can be demonstrated in relation to the living conditions of current or future residents of the site and interaction with immediate neighbours and the wider settled community neighbourhood; andf. The site is sensitive to local character and does not have an adverse visual impact on the character and appearance of the surrounding landscape. <p>20. The Borough Council will work with partners in county or other appropriate groupings to keep under review a network of transit sites and appropriate provision for travelling showpeople across the count.</p>
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<p>MM378</p> <p>521</p>	<p>New Policies - Sites for Gypsies, Travellers and Travelling Showpeople and Caravans, Park Homes and Houseboats and their supporting text</p>	<p>Insert New Policies after Policy LP28 - Affordable Housing, together with supporting text, as follows:</p> <p><u>The overarching aim of the National Planning Policy for Traveller Sites (2023) is to ensure fair and equal treatment of the travelling community, in a way that facilitates their traditional and nomadic way of life while respecting the interests of the settled community. As part of this, the Council is required to proactively plan to meet the housing needs of Gypsies, Travellers and Travelling Showpeople in the Borough. This is necessary to meet the requirements of the 2010 Equality Act, given that Gypsies and Travellers are classified as having “protected characteristics”.</u></p> <p><u>The Gypsy and Traveller Accommodation Assessment (GTAA) undertaken in 2023, identifies the Gypsy and Traveller need in accordance with the definitions of Government Policy. This has been supplemented with information from the Council's Annual Caravan Count.</u></p> <p><u>The GTAA Technical Note 2024 identifies a need for a minimum of 100 additional permanent pitches by 2040, of which 72 pitches are needed by 2027/2028. There is also a need for an additional 5 plots for Travelling Showpeople with 4 plots to be delivered by 2027/2028. The evidence does not identify a need for any transit or temporary provision. It has been agreed through Duty to Cooperate that the Council and neighbouring authorities are able to meet their own needs in full, with no dependence on neighbouring areas.</u></p> <p><u>Gypsy and Traveller Accommodation Requirements to 2040</u></p> <p><u>The evidence shows that the Borough has a healthy supply of sites for Gypsies, Travellers and Travelling Showpeople which can meet the identified needs for the first five years of the Plan. This will be achieved through a combination of ; establishing or re-establishing pitches within existing sites; intensifying and/or extending authorised sites; and/or requiring current arrangements on sites owned by Gypsies and Travellers - who accord with the national policy definition - to be formalised.</u></p> <p><u>Need for the remainder of the Plan period from 2030-2040 will be met through windfall sites, where these accord with the criteria in Part 2 of the proposed New Policy.</u></p> <p><u>The proposed new policy framework in this document sets out the criteria against which planning applications will be assessed to meet the needs of Gypsies and Travellers over the Plan period. These criteria will also provide a robust framework to consider windfall proposals for any unidentified needs of the Gypsy and Traveller community during the Plan period. As with sites identified for the settled community, it is important that each Gypsy and Traveller site is considered in accordance with the principles of sustainable development.</u></p> <p><u>Similarly, it is vital that residents of these sites can access education, health and utilities, such as mains water supply, drainage, and community facilities in the same way that the settled community can. Gypsy and Traveller sites may also need to have good access to the road network to accommodate the movement of larger vehicles associated with their livelihood, as well as their nomadic and traditional way of life.</u></p>
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A Gypsy and Traveller pitch is normally conditioned through a planning permission. The approach taken will be site-specific and will reflect the needs of the households expected to live on the site, the size of the site, and its location. Licenses are a legal requirement for all caravan sites and must be obtained from the Council's Housing Standards Team prior to occupation (a separate regulatory process).

Accommodation Requirements for Gypsies and Travellers to 2040		
<u>Year period</u>	<u>Dates</u>	<u>Number of Pitches</u>
<u>0-5</u>	<u>2024-2029</u>	<u>72</u>
<u>6-10</u>	<u>2030-2034</u>	<u>10</u>
<u>11-15</u>	<u>2035-2038</u>	<u>11</u>
<u>16-17</u>	<u>2038-2039</u>	<u>5</u>
<u>17-18</u>	<u>2039-2040</u>	<u>2</u>
<u>Plan period</u>	<u>2021-2040</u>	<u>100</u>
Accommodation Requirements for Travelling Showpeople to 2040		
<u>Year period</u>	<u>Dates</u>	<u>Number of Plots</u>
<u>0-5</u>	<u>2024-2029</u>	<u>4</u>
<u>6-10</u>	<u>2030-2034</u>	<u>0</u>
<u>11-15</u>	<u>2035-2038</u>	<u>1</u>
<u>16-17</u>	<u>2038-2039</u>	<u>0</u>
<u>17-18</u>	<u>2039-2040</u>	<u>0</u>
<u>Plan Period</u>	<u>2021-2040</u>	<u>5</u>

Caravans, Park Homes and Houseboats

The Council also has a requirement to meet the accommodation needs of those who do not meet the planning definition for a Gypsy and Traveller or those who are classified as 'undetermined' within the GTAA 2023. Although most of these needs could be addressed via other housing related policies within this Plan, some of the need could also be met through provision for permanent caravans, park homes and houseboats. The New Policy provides a mechanism for such development and therefore contributes positively towards meeting the wider accommodation needs of the Borough.

New Policy: Sites for Gypsies, Travellers and Travelling Showpeople

1. The following sites are allocated to meet the needs of Gypsies, Travellers and Travelling Showpeople up to 2027/28:

Extension of existing authorised Gypsy and Traveller sites to provide 40 additional permanent pitches:

<u>Ref</u>	<u>Site Name/address</u>	<u>Number of Pitches to be Authorised</u>
<u>GT14</u>	<u>Land at Blunts Drove</u>	<u>12</u>
<u>GT17</u>	<u>Land at The Lodge, Small Lode, Upwell/Outwell</u>	<u>9</u>
<u>GT18</u>	<u>Land at 2 Primrose Farm, Small Lode, Upwell/Outwell</u>	<u>14</u>
<u>GT21</u>	<u>Land at Four Acres, Upwell/Outwell</u>	<u>5</u>

Intensification of existing authorised Gypsy and Traveller sites to provide an additional 24 permanent pitches:

<u>Ref</u>	<u>Site Name/address</u>	<u>Number of additional Pitches in relation to their existing capacity</u>
<u>GT05</u>	<u>19 - 121 Magdalen Road, Tilney St Lawrence</u>	<u>1</u>
<u>GT09</u>	<u>Land at the Stables, Marshland St James</u>	<u>1</u>
<u>GT11</u>	<u>Homefields, (Western Side, Goose Lane), Marshland St James</u>	<u>1</u>
<u>GT20</u>	<u>Land at Botany Bay, Upwell</u>	<u>1</u>
<u>GT28</u>	<u>Many Acres (Smithy's Field), Small Lode, Upwell, Norfolk</u>	<u>2</u>
<u>GT29</u>	<u>No 2 The Stables, (Rear of stables), Lynn Road, Wiggenhall St Germans</u>	<u>1</u>
<u>GT34</u>	<u>Land at Creaksville, South Creake</u>	<u>1</u>
<u>GT54</u>	<u>Land at the Pines, Whittington</u>	<u>1</u>
<u>GT55</u>	<u>Land at Victoria Barns, Basin Road, Outwell</u>	<u>1</u>
<u>GT56</u>	<u>Wheatley Bank, Walsoken (South of Worzals parallel to A47)</u>	<u>9</u>
<u>GT59</u>	<u>Land at Spriggs Hollow, Wiggenhall St Mary Magdalen</u>	<u>4</u>
<u>GT66</u>	<u>Land at Brandon Road, Methwold</u>	<u>1</u>

Formalisation of 7 long-term unauthorised pitches already in use by the Gypsy and Traveller community at:

<u>Ref</u>	<u>Site Name/address</u>	<u>Number of Pitches to be formalised</u>
GT15	<u>Land SW Common Road (The Bungalow) Walton Highway</u>	<u>1</u>
GT59	<u>Spriggs Hollow, Wiggenhall St Mary Magdalen</u>	<u>1</u>
GT65	<u>Tall Trees, Downham Road Salters Lode Downham Market</u>	<u>5</u>

Extension and/or intensification of existing authorised sites for Travelling Showpeople to provide 4 additional plots at:

<u>Ref</u>	<u>Site Name/address</u>	<u>Number of additional Plots in relation to their existing capacity</u>
GT25	<u>Land at the Oaks, Northwold</u>	<u>2</u>
GT62	<u>Land at Redgate Farm, Magdalan Road, Tilney St Lawrence</u>	<u>2</u>

2. Proposals for the above allocations, for new sites, and for the extension or intensification of other existing authorised sites for Gypsies and Travellers and Travelling Showpeople, should, where appropriate:
- a. address an unmet need for Gypsy and Traveller or Travelling Showpeople Accommodation;
 - b. be appropriate in scale to the character of the local area, and, in the case of an extension, in relation to the size of the existing site, and make effective use of brownfield land, where practicable, in line with Policy LP18 - Design and Sustainable Development;
 - c. safeguard the amenity of neighbouring residents in line with Policy LP21 Environment, Design and Amenity;
 - d. provide safe and suitable access to the highway network and sufficient access and turning space for emergency and refuse vehicles in line with Policy LP13 Transportation;
 - e. have the ability to connect to all necessary utilities on the site including mains water, electricity supply, drainage, sanitation and provision for the screened storage and collection of refuse, including recyclable materials;
 - f. have no unacceptable impact on heritage assets and their settings in line with LP20 – Historic Environment;

- g. have no unacceptable impact on biodiversity and environmental assets in line with Policy LP19 - Environmental Assets, Green Infrastructure, Landscape Character, Biodiversity and Geodiversity and Policy LP21 – Environment, Design and Amenity;
 - h. safeguard existing boundary treatments where they provide adequate screening and/ or use new boundary treatments and screening materials which are sympathetic to the existing urban or rural form in line with Policy LP19 – Environmental Assets, Green Infrastructure, Landscape Character, Biodiversity and Geodiversity;
 - i. ensure that amenity buildings or day rooms are the minimum size necessary to provide required facilities;
 - j. address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater) through a site-specific Flood Risk Assessment (FRA) in line with Policy LP25;
 - k. Provide a flood evacuation plan for the site that has been agreed by the Environment Agency and the Local Flood Authority.
 - l. provide a bespoke Habitat Regulations Assessment (HRA) in accordance with GIRAMS requirements for sites either within or just outside Impact Risk Zones (IRZ) for SSSIs, SACs, SPAs and Ramsar sites; namely, GT17, GT18, GT25, GT28, GT34, GT39, GT54, GT65 and GT66. This would also be a requirement for any windfall sites that are within or in close proximity to the boundary of an IRZ. For remaining sites, a project level HRA is required in accordance with GIRAMS.
3. Proposals which result in the loss of existing authorised Gypsy and Traveller sites will not be supported unless it can be demonstrated that there is no longer a need for such accommodation in the Borough.
- New Policy: Caravans, Park Homes and Houseboats**
- 1. Proposals for the delivery of new caravan pitches or park homes, or extensions to existing caravan or park home sites, will be supported where they satisfy Policies LP13 Transportation, LP18 Design and Sustainable Development, LP19 Environmental Assets - Green Infrastructure, Landscape Character, Biodiversity and Geodiversity, LP21 Environment, Design and Amenity.
 - 2. Proposals for additional private houseboat moorings should, wherever possible, be situated where they would maximise opportunities to reduce the need to travel and encourage sustainable and active travel modes of transport in accordance with Policy LP13 – Transportation.

King's Lynn Parking Strategy

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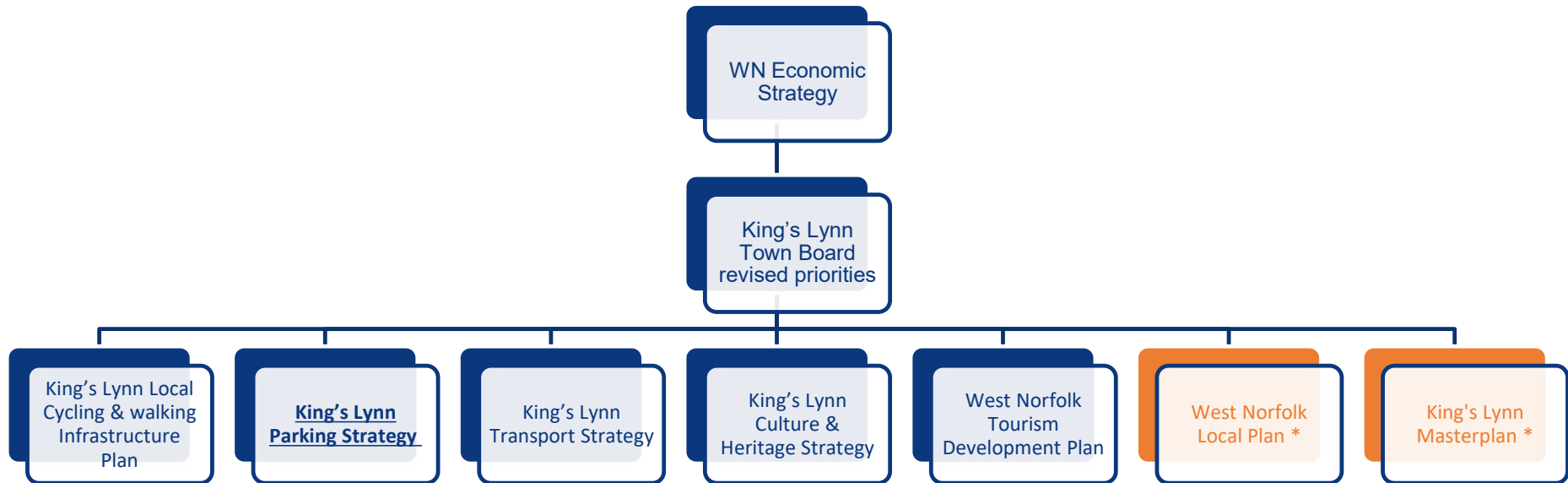
Connor Smalls, Regeneration Programmes Officer
Jemma Curtis, Regeneration Programmes Manager
Duncan Hall, Assistant Director

Borough Council of
King's Lynn &
West Norfolk



Strategic Context

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* Future Documents



King's Lynn Town Board revised priorities

- Improve town centre attractiveness and cultural experience
- Create a successful, modern, mixed-use town centre
- 528 • Enhance connectivity and accessibility
- Improve safety, security and community wellbeing
- Raise young people's aspirations and support business and skills growth



Scope of Study / Aims and objectives

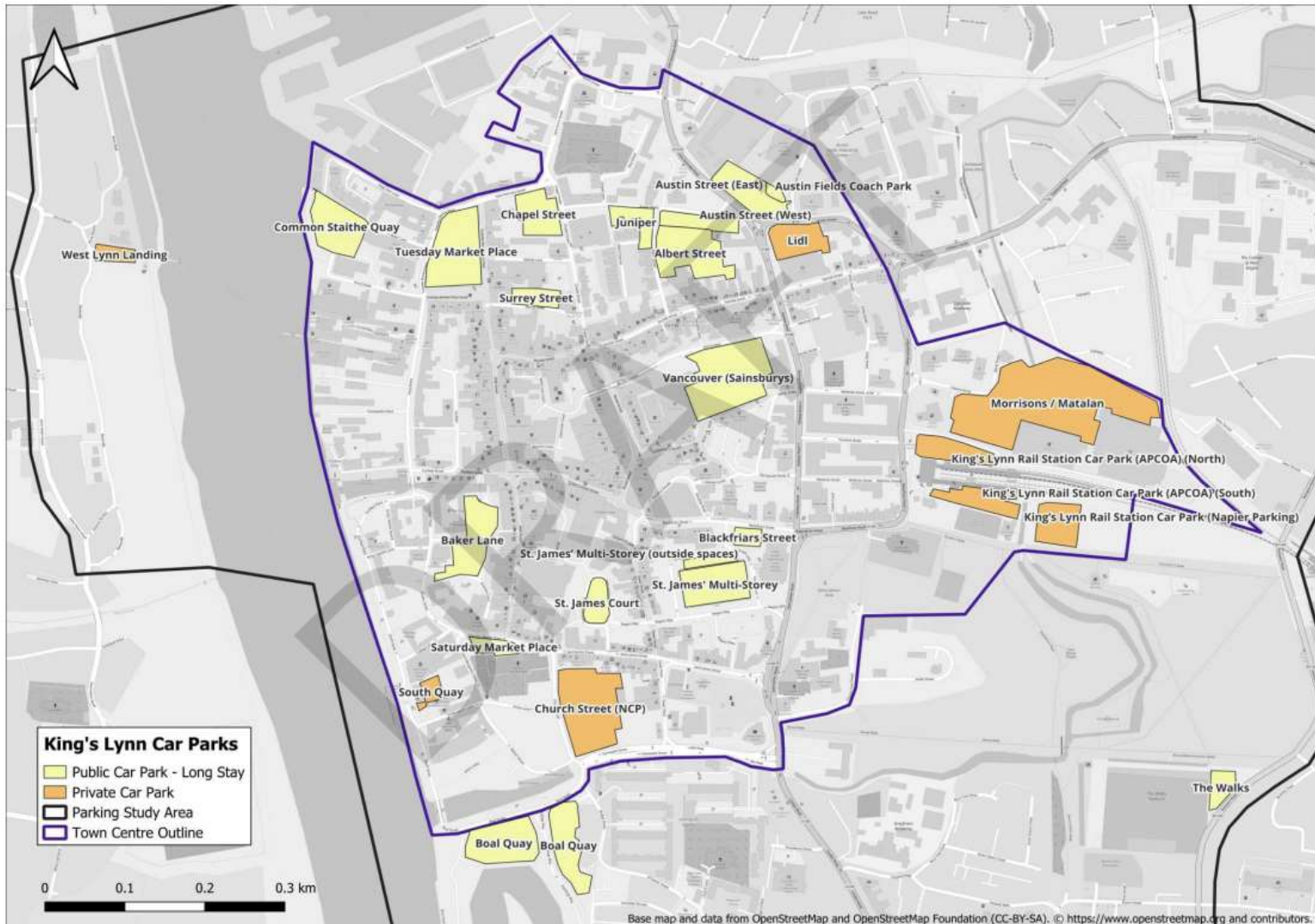
- **Scope:** Identify parking priorities and options which are informed by key stakeholder engagement and identify operational actions required to support delivery of wider strategic objectives.
- **Objectives:**
 - Support the vibrancy and vitality of King's Lynn town centre.
 - Inform effective land use to support wider regeneration objectives.
 - Provide a strategy which underpins and supports the delivery of the economic, transport strategy and the local plan.
 - Sustain revenue income streams for the Council.
 - Reconcile the need for and continued use of car parking spaces with the council's net zero ambitions and the wider climate change agenda.

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Plan of King's Lynn car parks

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Current Picture

- 18 public car parks within the study area, 16 within the town centre providing circa: 2,600 car parking.
- **Long Stay Spaces: 831, Short Stay Spaces: 1105, Maximum stay 24 hours (St James MSCP): 678.**
- 28 EV parking spaces are available across three car parks, Austin Street (East), Chapel Street and St. James' Multi-Storey (outside spaces).
- 531 Motorcycles can also park for free in designated parking areas.
- Austin Street (East) hosts six coach parking bays, coach drop off point at Tuesday Market Place & Bus Station.
- There are 7 privately operated car parks within the study area, 6 are within the town centre providing a total capacity of 1,042 vehicles.
- A small car park is provided at West Lynn Landing which provides access to the passenger ferry service between West Lynn and King's Lynn.
- Number of permits: Approx. 800 (staff and purchased)



Current Picture

Based on ticket data for a 12-month period between November 2022 and October 2023.

- **December** was the overall peak.
- 30% of all tickets sold over the 12 months were at Tuesday Market Place (despite it only having 8.5% of the total BCKLWN car park spaces in the town).
- **During the peak month, the most popular 'ticket' sold throughout the year at Tuesday Market Place was the £0.00 ticket/free parking spaces** - free parking spaces only comprise 10% of the total spaces in the car park.
- **Over the 12 months, the most popular ticket was the £2.00 ticket (up to 1 hour parking),** with the free ticket being the second most popular. This suggests that there is a particularly high demand for the free parking bays at TMP during the peak month.
- Increase in the use of the cashless payment option in all car parks over the 12- month period analysed from 28% in November 2022 to 33.4% in October 2023

***Note: ticket data of sold excludes permits**



Current Picture

- **Long Term** - The peak weekday arrival time was either 08:00 or 09:00, with the exception of The Walks (11:00). This suggests that long stay car parks are being used by people working in King's Lynn.
- **Short-term** - the peak weekday arrival times were typically between 10:00 and 12:00, indicating that these are more popular with visitors to King's Lynn.
- ⁵³³ In a neutral month, approximately a fifth of parking capacity is available on a weekday with this reducing to approximately an eighth on a Saturday and Sunday.
- Visitor demand on the weekends exceeds staff users demands during the week and overall, there is some reserve capacity available.
- During the peak month of December, available capacity is reduced at both long stay and short stay car parks, with only 10% of total spaces available across all car parks (long stay and short stay combined) on a December Saturday. **The critical factor impacting on car parking capacity in the town is currently visitor demand on a Saturday at all times of the year.***



Parking Demand Comparison

- Tuesday Market Place is the most popular car park and has significantly increased in popularity since 2018-2019 with 30% of all ticketed vehicles parking here even though it has only 8.5% of the spaces.
- While still the third most popular car park, Vancouver Quarter has decreased in popularity since 2018-2019 (9% increase in usage between 2018 and 2023)
- Tuesday Market Place brings in the most overall income, but it is closely followed by St James MSCP as the average income per vehicle is higher (£3.24 vs £2.00)
- A 7% increase in income between 2018 and 2023. The growth in income is however smaller than seen in the overall car park usage (9%).

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Existing Parking – General Findings

- Car parking is spread across a large number of car parks and parking areas which limits efficient car park usage and the opportunity to maximise turnover. It also makes it more difficult to monitor and communicate parking capacity, leading to redundant car trips around the town centre.
- At most times of the year there is currently spare parking capacity, although this may not be apparent to visitors due to the wide distribution of parking spaces. ***note reserve capacity can be affected/reduced by weather conditions i.e. top deck of MSCP and Vancouver can be closed in icy conditions.**
- **Most of the car parking is provided in surface car parks (60%). This is not the most efficient use of town centre land**, particularly if parking spaces are not being used with a high level of efficiency. The abundance of surface car parks within the town centre increases vehicular traffic in the town centre.
- **32% of parking is aimed at long stay users offering the least revenue opportunity and occupy large areas of parking capacity.** Generally, these will be commuters - the implementation of Travel Plans to encourage use of alternative modes could assist in freeing up spaces for visitors who stay for shorter periods but where turnover and income is greater.



Existing Parking – General Findings

- Four car parks, Boal Quay, Chapel Street, Surrey Street, and The Walks, are not marked which reduces the potential capacity due to inefficient parking. Marking spaces in these car parks could increase the available capacity.
- There are limited numbers of EV charging points within the town centre - greater emphasis on provision of charging points for EV spaces over time could act as a selling point to visitors. If capacity exists in the town, they are more likely to visit King's Lynn than somewhere with only a few spaces.
- Parking charges are currently low relative to other urban centres and could be a reason that demand can outstrip supply at peak times. ***note that in the newly agreed budget, parking charges are increasing. This brings prices more in line with examples provided for comparison within the draft strategy however they are still low in several different length of stay options. Further, this data is based on 2024 prices for the comparison car parks and may need updating as the strategy progresses.**
- Analysis of the parking data for November 2022 – October 2023 shows that there was a difference of approximately 15% between the number of tickets sold in the peak month, December, and the 'neutral' month of March.

JCO



Slide 11

JCO

can you check paring charges this against the new charges set out in the approved budget [Connor Smalls]

Jemma Curtis, 2025-02-27T21:51:49.950

Stakeholder Engagement Feedback

Virtual workshop on 28th November 2023 and workshop in King's Lynn Town Hall on 22nd January 2024.

- Insufficient coach parking spaces in King's Lynn, and poorly located;
- Parking within the town generating traffic congestion on the network and impacting on air quality;
- Car parking at Tuesday Market Place could be removed and reutilised for other purposes on a full-time basis;
- Modal Shift, and what effect that might have on car park revenue;
- Insufficient charging and grid infrastructure for electric vehicles and how can better facilities be brought forward;
- Opportunity for solar panels in car parks to aid with providing power to the network for the use in EV charging and other power requirements of the Council;
- Unmarked car parks being inefficient and therefore consider marking those car parks where possible;
- Lack of parking in West Lynn resulting in greater numbers of vehicles travelling into the town which could have potentially used the ferry, aiding its viability and removing traffic from the town;
- Poor air quality in King's Lynn town centre;
- Potential of a Park & Ride scheme to aid in removing vehicles from the town centre.



Slide 12

JCO

is there any additional feedback from the LTPT consultation that could be added here?

Jemma Curtis, 2025-02-27T22:06:44.012

Relevant Stakeholder Feedback From Long Term Plan for Towns

- Better use of the two market areas.
- Improve the appearance of the town centre.
- Cheaper and free parking.
- Many do not find it easy to get around King's Lynn due to the high volume of traffic.
- Impact of roadworks.
- Poor public transport.
- Improve and expand cycle path network to reduce number of cars.
- Active travel options (bike hire and storage).
- Improve cycle parking, provision and safety.

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Potential Future Parking Demand Changes

- Strategic Growth Allocations and growth area
 - This includes new housing targets and benefits to be generated by regeneration programmes that aim to increase footfall – i.e. St George’s Guildhall and Riverfront
- Ongoing changes to town centre retail uses – national trends for online retail likely to continue.
- Working patterns
 - Hybrid working arrangements may reduce the need for employees to travel to work and take up parking spaces.
- Climate Change
 - Modal shift away from private cars to other, more sustainable forms of travel such as walking, cycling and public transport.
 - The increased use of EV vehicles, and potential for autonomous vehicles, for travel to and from the town centre as well as deliveries and public transport will aid in reduction of carbon emissions and the impact on the climate.
- Technological innovations
 - Improvements in vehicle technology - further uptake of electric vehicles. Additional EV charging locations.
 - Autonomous vehicles providing an alternative mode of transport for all users resulting in a reduction in car ownership as well as parking demand.
- Infrastructure improvements.
 - STARS (Southgates and the Gyratory, Bus priority schemes through BSIP), Travel Hubs (King's Lynn Enterprise Zone and Baker Lane) would include new car parking spaces and provide greater access to more active and sustainable modes of transport reducing demand for parking, especially within the town centre.

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Predicted Summary

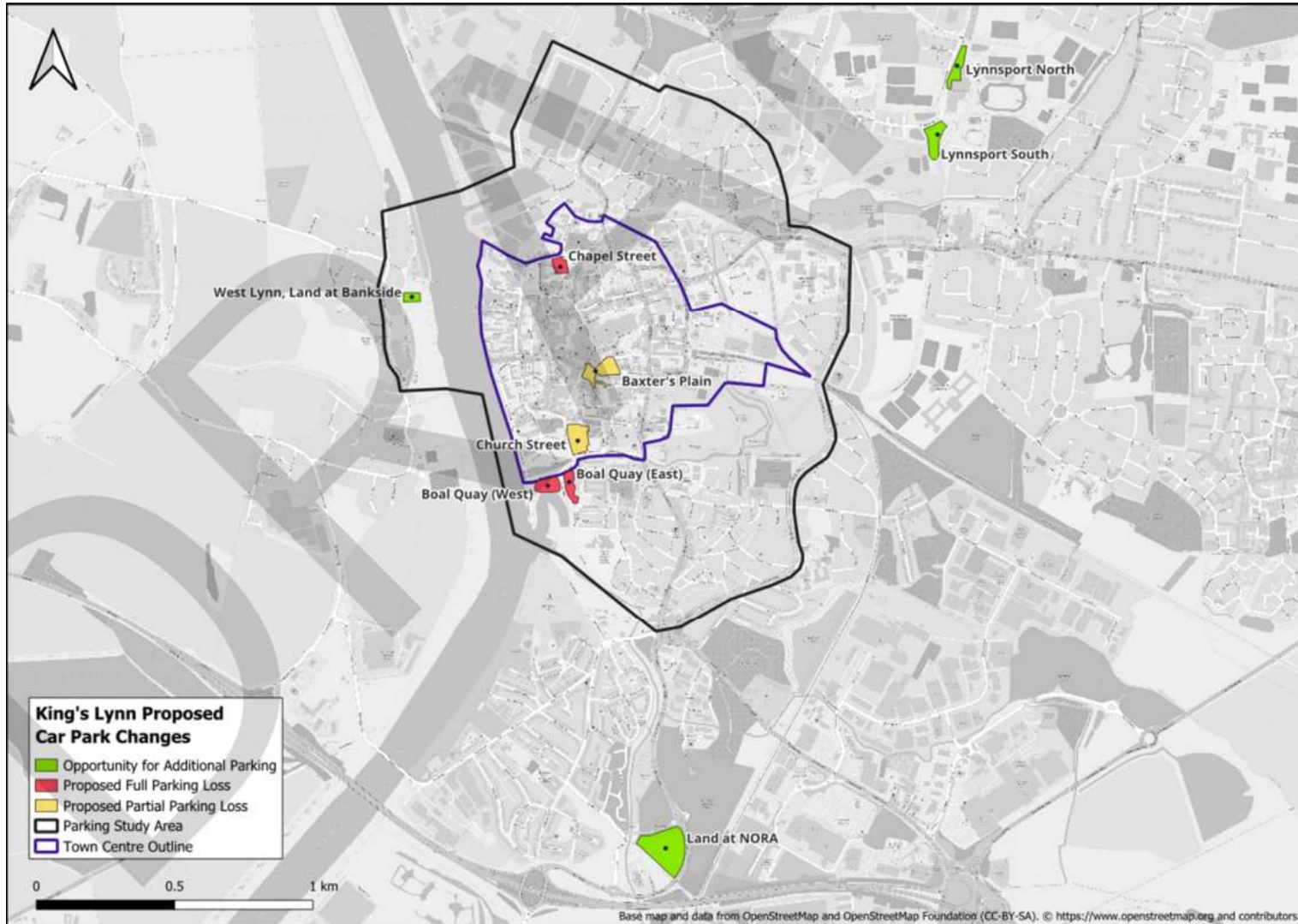
- Expected that BCKLWN car parks will experience capacity issues on Saturdays in both the neutral and peak months in both 2030 and 2035.
- Car park capacity is also exceeded on weekdays in the 2035 peak month.
- Even without the removal of Boal Quay, there will be capacity issues on the peak month Saturday in both 2030 and 2035, since the capacity shortfall is greater than the number of spaces at Boal Quay

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Areas considered for change

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Predicted Picture – 2030

Both years show Boal Quay with 0 spaces due to Local Plan allocation for this site.

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2030			
	Long Stay Spaces (including St. James MSCP)	Short Stay Spaces	
Neutral Capacity			Total (approx.)
Weekday	297	327	624
Saturday	-133	112	-21
Peak Capacity			
Weekday	1	57	58
Saturday	-345	-231	-576



Predicted Picture – 2035

Both years show Boal Quay with 0 spaces due to Local Plan allocation for this site.

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2035			
	Long Stay Spaces (including St. James MSCP)	Short Stay Spaces	
Neutral Capacity			Total (approx.)
Weekday	252	284	536
Saturday	-204	59	-145
Peak Capacity			
Weekday	-60	0	-60
Saturday	-427	-304	-731



Future Opportunities

- Mode Shift;
- Encouraging Visitors;
- New or Expanded Car Parks;
- Park and Ride Facility;
- Seasonal Overflow Car Parking;
- Coach Parking;
- Solar Decking;
- Signage Improvements;
- Provision for Accessible Vehicle Parking;
- Provision for EV Parking;
- Tariffs; and
- Payment Systems and New Technology

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Report Recommendations and Objectives

Recommendation	Objectives				
	Support the vibrancy and vitality of King's Lynn town centre.	Inform effective land use to support wider regeneration objectives.	Provide a strategy which underpins and supports the delivery of the economic, transport strategy and the local plan.	Sustain revenue income streams for the Council.	Reconcile the need for and continued use of car parking spaces with the council's net zero ambitions and the wider climate change agenda.
Park and Ride			X	X	X
New Car Parks	X	X	X		
Expansion of Existing Car Parks	X	X	X	X	
Reduction of Existing Car Parks	X	X	X		X
Parking Provision			X	X	X
Car Park Design			X	X	X
Parking Charges & Permits			X	X	X
Signage/Monitoring			X	X	
Mode Shift	X	X	X		X

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Discussion

- **Are objectives supported?**

- Support the vibrancy and vitality of King's Lynn town centre.
- Inform effective land use to support wider regeneration objectives.
- Provide a strategy which underpins and supports the delivery of the economic, transport strategy and the local plan.
- Sustain revenue income streams for the Council.
- Reconcile the need for and continued use of car parking spaces with the council's net zero ambitions and the wider climate change agenda.

- **Are recommendations supported?**



Next Steps

- Regeneration and Development Panel - Tuesday 11th March.
- Delivery of the draft Report.
- Inform land use decisions and the development of the King's Lynn Masterplan

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Background information



Report Recommendations

- Park and Ride

- A Year Round or Seasonal facility for King's Lynn would contribute towards solving the future demand issue, as well as reducing traffic and air quality pollution in the town centre. **A seasonal Park and Ride may provide greater benefit over a full time Park and Ride and of the two options, is the one with greater weight for taking forward due to viability.**

- New Car Parks

- A new car park within or near King's Lynn would contribute towards solving the future demand issue. A new car park could also be used to consolidate existing car parks into one area, help redevelopment proposals and divert vehicular traffic from the town centre (locations could include the Enterprise Zone, West Lynn or King's Lynn Docks). Where possible, any new car park should include EV charging points as well as potential for cycle parking and links for other active and sustainable modes.

- Expansion of Existing Car Parks

- Expansion of an existing car park within King's Lynn would contribute towards solving the future demand issue (such as decking at Church Street).



JCO

can we list these under the appropriate objectives i.e.

-Support the vibrancy and vitality of King's Lynn town centre.

-Inform effective land use to support wider regeneration objectives.

-Provide a strategy which underpins and supports the delivery of the economic, transport strategy and the local plan.

-Sustain revenue income streams for the Council.

-Reconcile the need for and continued use of car parking spaces with the council's net zero ambitions and the wider climate change agenda

Jemma Curtis, 2025-02-27T22:02:38.354

Report Recommendations

- Reduction of Existing Car Parks

- Any reduction in car parking would need to be accompanied with one-to-one replacement elsewhere, or a plan that enables alternative transport means (locations could include Boal Quay, Tuesday Market Place and other identified surface car parks).

- Parking Provision

- Increase provision of EV Charging Spaces in all surfaced car parks; Increase provision of accessible parking spaces in all car parks towards 6% to align with Norfolk Guidelines, use of car park at Lynnsport, possibility of residents only parking in or close to AQMAs in King's Lynn.

- Car Park Design

- Improve lighting and attractiveness of St James MSCP, add solar car ports to existing car parks, formalise parking spaces at unmarked car parks so their use can be maximised (such as Surrey Street), increase size of spaces to accommodate larger vehicles.



Report Recommendations

- Parking Charges & Permits

- Increase to car park charges, introduce seasonal / smart tariffs, cheaper Sunday car park charges, introduce more flexible parking permits, re-evaluation of short and long-term parking.

- Signage/Monitoring

- Audit the existing signage provision and add or replace any signs required, introduce smart counting systems to car parks, show car park usage on app/website, show exact space usage on VMS signage.

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- Mode Shift

- To consider Demand Responsive Transport (DRT) Scheme(s), introduction of local bike/scooter hire scheme, promote Liftshare schemes for local employers, Establish mobility hubs in King's Lynn as part of the upcoming King's Lynn Transport Strategy. Mode shift schemes have the potential reduce the demand for car parking in King's Lynn and include active travel and public transport improvements.



REGENERATION AND DEVELOPMENT PANEL WORK PROGRAMME 2024/2025

DATE OF MEETING	TITLE	TYPE OF REPORT	LEAD OFFICER/ ATTENDEE	OBJECTIVES AND DESIRED OUTCOMES
5 th June 2024	Appointment of Vice Chair for the Municipal Year	Operational	Democratic Services Officer	
	Appointments to Task Groups and Informal Working Groups	Operational	Democratic Services Officer	To review and select Members to sit on groups established by the Panel
	King's Lynn Transport Strategy and STARS update	Update	Ian Parkes	
	Cabinet Report – Local Plan update – Process to Adoption including Main Modification Consultation	Cabinet Report	Alex Fradley	To consider the report and make relevant recommendations to Cabinet.
	Transport and Infrastructure Informal Working Group Terms of Reference	Operational		To agree Terms of Reference for the Informal Working Group
CANCELLED 12th June 2024 – Additional Meeting	Cabinet Report – Guildhall RIBA Stage 3 Options CANCELLED – REPORT WILL NOW BE CONSIDERED AT JOINT PANEL MEETING ON 18TH June	Cabinet Report	Jemma Curtis	To consider the report and make any relevant recommendations to Cabinet.
23 rd July 2024	Cabinet Report – Guildhall RIBA Stage 3 Options	Cabinet Report	Duncan Hall and Jemma Curtis	To consider the report and make relevant recommendations to Cabinet.
	Southgates Regeneration Area Update	Update	James Grant	As requested by the Panel.
	Update on the Ferry	Verbal Update	Duncan Hall	As requested by the Chair.
	West Norfolk Economic Development Strategy Update	Update	Jemma Curtis	Update before the draft Strategy is presented to the meeting in September.

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Agenda Item 9

12th September 2024	Update on King's Lynn Enterprise Park and NORA	Update	Jemma Curtis and Matthew Henry	As requested by the Chair
	Economic Strategy for West Norfolk – Draft Strategy	Policy Development	Jemma Curtis	
	Southgates Regeneration Area Update		James Grant	
	EXEMPT – Cabinet Report – Strategic Land Acquisition	Cabinet Report	Matthew Henry	To consider the report and make any appropriate recommendations to Cabinet.
15th October 2024	Cabinet Report – CIL Applications for more than £50k	Cabinet Report	Hannah Wood Handy	To consider the report and make any appropriate recommendations to Cabinet
	Cabinet Report – Norfolk Economic Strategy	Cabinet Report	Jemma Curtis and representatives from NCC	To consider the report and make any appropriate recommendations to Cabinet
	Cabinet Report – Hunstanton Bus Station Library Development	Cabinet Report	Nikki Patton	To consider the report and make any appropriate recommendations to Cabinet
	Long Term Plan for Towns Update	Policy Development	Jemma Curtis	The Panel to receive an update on the consultation process.
19th November 2024	Cabinet Report – Economic Strategy for West Norfolk	Cabinet Report	Jemma Curtis	To consider the report and make any appropriate recommendations to Cabinet.
	Tourism Action Plan and report of the Tourism Informal Working Group	Informal Working	Phillip Eke	To consider the report of the Informal Working

		Group Report		Group and the Tourism Action Plan
2nd January 2025	MEETING POSTPONED TO 22 JANUARY			
22nd January 2025	Cabinet Report – Conservation Areas Advisory Panel	Cabinet Report	Lynette Fawkes	To consider the report and make any appropriate recommendations to Cabinet.
	King’s Lynn Cultural and Heritage Strategy	Policy Development	Jemma Curtis	To receive information in advance of the Cabinet Report.
	Work Programming Session	Operational		To receive an update from officers on items for the forthcoming year and to receive suggestions from Members
	Update from the Transport Informal Working Group	Informal Working Group Report	Verbal Report from Chair	As agreed in the Terms of the Reference agreed by the Panel in June.
18th February 2025	MEETING CANCELLED			
11th March 2025	Cabinet Report – Local Plan	Cabinet Report	Alex Fradley	To consider the report and make any appropriate recommendations to Cabinet. All Councillors have been invited to the meeting for this item.
	Car Parking Strategy – High Level Principles	Policy Development	Jemma Curtis	
1st April 2025	Cabinet Reports which fall within the remit of the Panel			

	– to be confirmed			
	Norfolk Whole System Energy Plan	As requested by the Panel at the October meeting	Representatives from Norfolk County Council	
	Cabinet Report – Riverfront	Cabinet Report	Jemma Curtis	To consider the report and make any appropriate recommendations to Cabinet.

To be scheduled

- Heacham Beach Development opportunities
- Hunstanton Masterplan Update
- Local Plan Update – as required
- Tourism Action Plan Annual Updates – Next update due in November 2025
- Guildhall – June/July 2025
- King’s Lynn Town Masterplan
- Housing Delivery Strategy
- King’s Lynn Transport Strategy
- Long Term Plan for Towns
- Update on Section 106 Agreements – request from Councillor Bubb.

FORWARD DECISIONS LIST

Date of meeting	Report title	Key or Non Key Decision	Decision Maker	Cabinet Member and Lead Officer	List of Background Papers	Public or Private Meeting
4 th March 2025						
	2024-25 Q3 Performance Management	Non	Cabinet	Leader Chief Executive		Public
	Appointments Board/IDC Terms of Reference	Non	Council	Leader Asst Dir – A Baker		Public
	Planning Member Code of Good Practice	Non	Cabinet	Development and Licensing Asst Dir – S Ashworth		Public
	West Norfolk Shared Prosperity Fund	Key	Council	Business and Culture Asst Dir - D Hall		Public
15 th March 2025	King's Lynn Cultural & Heritage Strategy	Key	Council	Business Asst Dir - D Hall		Public
	CIL Panel Applications over £50,000	Non	Cabinet	Development and Licensing Asst Dir – S Ashworth		Public

Date of meeting	Report title	Key or Non Key Decision	Decision Maker	Cabinet Member and Lead Officer	List of Background Papers	Public or Private Meeting
19 th March 2025						
	Devolution	Key	Council	Leader Chief Executive		Public

Date of meeting	Report title	Key or Non Key Decision	Decision Maker	Cabinet Member and Lead Officer	List of Background Papers	Public or Private Meeting
20 th March 2025						
	Redundancy Policy and revised Pay Policy	Non	Council	Leader Chief Executive		Private - Contains exempt Information under para 1 – information relating to the business affairs of any person (including the authority)
	Local Plan	Key	Council	Planning & Licensing Asst Dir – S Ashworth		Public

Date of meeting	Report title	Key or Non Key Decision	Decision Maker	Cabinet Member and Lead Officer	List of Background Papers	Public or Private Meeting
15 th April 2025						
	Local Nature Recovery Strategy	Key	Council	Climate Change and Bio Diversity Ass Dir- S Ashworth		Public
	Long-Term Plan for Towns	Key	Cabinet	Leader Asst Dir – D Hall		Public
	Equality and Diversity Inclusion Policy	Non	Council	Leader Asst Dir B Box		Public
	Annual Plan 2025-26	Key	Council	Leader Chief Executive		Public
	Taxi Testing recommendations from Corporate Performance Panel	Non	Cabinet	Planning & Licensing Monitoring Officer		Public

	Review of Appointments to Outside Bodies	Non	Cabinet	Leader Chief Executive		Public
	Domestic Abuse Tenants/Residents Policy and Domestic Abuse Intersectionality Policy	Non	Council	People and Communities Asst Dir - D Hall		Public
	Enforcement Policy	Non	Council	Finance Asst Dir – A Baker		Public
	King's Lynn Riverfront	Key	Council	Business & Culture Asst Dir- D Hall		Public
	HR Policy package refresh	Non	Council	Leader Chief Executive		Public
	Corporate Complaints Policy	Non	Council	Leader Chief Executive		Public
CG1	Code of Corporate Governance	Non	Council	Leader Monitoring Officer		Public
	CIL Governance	Non	Cabinet	Planning and Licensing Asst Dir – S Ashworth		Public

Date of meeting	Report title	Key or Non Key Decision	Decision Maker	Cabinet Member and Lead Officer	List of Background Papers	Public or Private Meeting
10 June 2025						
	Housing Assistance Policy	Non	Cabinet	People and Communities Asst Dir M Whitmore		Public
	Debt Recovery Policy	Non	Council	Finance Asst Dir – A Baker		Public
	King's Lynn Enterprise Park	Non	Cabinet	Business and Culture Asst Dir – D Hall		Public

Date of meeting	Report title	Key or Non Key Decision	Decision Maker	Cabinet Member and Lead Officer	List of Background Papers	Public or Private Meeting
Special Meeting 7 July 2025						
	Guildhall and Creative Hub	Key	Council	Business & Culture Asst Dir – A Baker		Public

Date of meeting	Report title	Key or Non Key Decision	Decision Maker	Cabinet Member and Lead Officer	List of Background Papers	Public or Private Meeting
15 July 2025						
	Local Nature Recovery Strategy (Adoption)	Non	Council	Planning & Licensing Asst Dir – S Ashworth		Public

Date of meeting	Report title	Key or Non Key Decision	Decision Maker	Cabinet Member and Lead Officer	List of Background Papers	Public or Private Meeting
16 September 2025						

Date of meeting	Report title	Key or Non Key Decision	Decision Maker	Cabinet Member and Lead Officer	List of Background Papers	Public or Private Meeting
11 November 2025						

Date of meeting	Report title	Key or Non Key Decision	Decision Maker	Cabinet Member and Lead Officer	List of Background Papers	Public or Private Meeting

9 December 2025						
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Items to be scheduled

	Notice of Motion 7-21 – Councillor Kemp – Equalities	Non	Council	People & Communities Asst Dir B Box		Public
	Custom and Self Build Site – Stoke Ferry	Non	Cabinet	Regeneration and Development Assistant Director - D Hall		Public
	Overnight Campervan parking in Hunstanton	Non	Cabinet	Leader Asst Director – M Chisholm		Public
563	Florence Fields – Tenure Mix	Non	Council	Deputy Leader Exec Director – O Judges		Part Public and part Private- Contains exempt Information under para 3 – information relating to the business affairs of any person (including the authority)
	Article 4 Direction	Non	Cabinet	Regeneration and Development Assistant Director – S Ashworth		Public
	Empty Homes Strategy Review	Key	Council	People and Communities Asst Dir M Whitmore		Public
	King's Lynn Town Football Club	Non	Cabinet	Property Asst Dir – M Henry		Private- Contains exempt Information under para 3 – information relating to the business affairs of any person (including the authority)

	Housing Assurance Strategy	Non	Council	People and Communities Asst Dir M Whitmore		Public
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