



Local Development Framework Task Group

Agenda

Wednesday, 13th January, 2016
at 10.00 am

in the

**Miles Room
Town Hall
Saturday Market Place
King's Lynn**



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**LOCAL DEVELOPMENT
FRAMEWORK TASK GROUP
AGENDA**

**DATE: LOCAL DEVELOPMENT FRAMEWORK TASK
GROUP - WEDNESDAY, 13TH JANUARY, 2016**

**VENUE: MILES ROOM, TOWN HALL, SATURDAY
MARKET PLACE, KING'S LYNN**

TIME: 10.00 am

1. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2. NOTES OF PREVIOUS MEETING (Pages 5 - 9)

To agree the notes of the previous meeting held on 9 December 2015.

3. MATTERS ARISING

To consider any matters arising.

4. DECLARATIONS OF INTEREST

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.

These 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.

5. MEMBERS ATTENDING UNDER STANDING ORDER 34

Members wishing to speak pursuant to Standing Order 34 should inform the Chairman of their intention to do so and what items they wish to be heard before the meeting commences. Any Member attending the meeting under Standing Order 34 will only be permitted to speak on those items which have been previously notified to the Chairman.

6. SITE ALLOCATIONS AND DEVELOPMENT POLICIES PLAN (Pages 10 - 39)

- a) Homework (Verbal Update).
- b) **DRAFT** Main Modifications proposed (attached).

7. TIMETABLE - NEXT STEPS (Page 40)

Report attached.

8. DATE OF NEXT MEETING

To note that the next scheduled meeting of the LDF Task Group will be held on Wednesday 10 February 2016 at 10 am in the Committee Suite, King's Court, Chapel Street, King's Lynn.

To: Members of the Local Development Framework Task Group

Councillors B Ayres, R Blunt, Mrs S Buck, P Colvin, C Crofts, J Moriarty, M Peake (Vice-Chairman), D Tyler and Mrs E Watson

For Further information, please contact:

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King's Lynn PE30 1EX

BOROUGH COUNCIL OF KING'S LYNN & WEST NORFOLK**LOCAL DEVELOPMENT FRAMEWORK TASK GROUP**

**Minutes from the Meeting of the Local Development Framework Task Group
held on Wednesday, 9th December, 2015 at 9.15 am in the Committee Suite,
King's Court, Chapel Street, King's Lynn**

PRESENT:

Councillors R Blunt, P Colvin, C Crofts, J Moriarty, D Tyler and Mrs E Watson

Councillor Moriarty proposed a vote of thanks to Councillor Mrs Spikings, previous Chairman to which the Task Group agreed.

1 APPOINTMENT OF CHAIRMAN

RESOLVED: That Councillor R Blunt be elected as Chairman of the LDF Task Group.

2 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors S Buck and M Peake.

3 NOTES OF PREVIOUS MEETING

The Notes of the meeting held on 9 September 2015 were agreed as a correct record.

4 MATTERS ARISING

There were no matters arising.

5 DECLARATIONS OF INTEREST

There were no declarations of interest.

6 MEMBERS ATTENDING UNDER STANDING ORDER 34

There were no Members present under Standing Order 34.

7 UPDATE ON 5 YEAR LAND SUPPLY - REPORT TO FOLLOW

The LDF Manager referred to the briefing note prepared by the Executive Director and highlighted the following:

- Background.
- Judicial review.

- What has the Council been doing?
- What is Five Year Land Supply?
- What happens where a council cannot demonstrate a five year land supply?
- How does the Council calculate how much housing is needed?
- Need.
- Flexibility.
- Methodology.
- Mixed Messages: NPPF, Fixing the Foundations – Creating a more prosperous nation – July 2015, Written statements – Brandon Lewis and Nick Boles.
- What are the implications of this confusion.
- Conclusion.
- What should be done?

The LDF Manager responded to questions from the Task Group, a summary of which is set out below.

In response to comments and questions from Councillor Crofts regarding sites which could be granted planning permission in the future which had not been allocated at the preferred sites, the LDF Manager explained that each site which came forward would have to be considered on its own merit and determined by the Planning Committee.

Following further questions from Councillor Crofts regarding when the Council would return to having a five year land supply, the LDF Manager explained that there were a number of intangibles and gave examples and advised that it was anticipated that the Council would monitor the position over the next two to three months. This would include an understanding of applications which the Planning Committee had agreed. The LDF Manager added that a “sweep up” would be undertaken for the housing trajectory report.

Councillor Moriarty referred to the LDF Task Group meeting in July when it noted that letters would be sent to second and third choice sites inviting them consider submitting them and asked if any feedback had been received. In response, the LDF Manager explained that this exercise had brought forward additional sites at an earlier stage.

In response to further questions from Councillor Moriarty regarding the number of units currently allocated per site in rural areas and the potential number increasing when a planning permission was submitted, the Chairman, Councillor Blunt explained that he had noticed himself that when attending the Examination, the Inspector did not appear to be concerned regarding the numbers but whether the allocation proposed would be sustainable for the village.

The LDF Manager advised that the Borough Council’s Core Strategy had stated that the Council would provide for a minimum of/at least number of units. The Inspector had indicated that this wording should be carried throughout the Sites Plan. There was an element of flexibility

and some sites might not come forward but on some sites it may be that those sites could take additional units. Windfall sites had not been included in the Core Strategy although it was recognised that some windfall sites would come forward.

The Chairman, Councillor Blunt informed Members that at the next meeting, the Task Group would receive a more detailed update on the process which would set out the complexities and calculations.

The Chairrnan, Councillor Blunt commented that Members would be kept updated and briefings arranged when appropriate.

8

UPDATE ON EXAMINATION HEARING SESSION (VERBAL UPDATE)

The LDF Manager provided the Task Group with a verbal update, a summary of which is set out below:

- 10 days of hearings (1 day – July, 9 days – September, October, November).
- Principles had been discussed early on during the Examination process. There had been no discussion on managing overall housing numbers.
- A number of days had been taken up with discussion on sites specifics to determine if the Inspector considered the Borough Council's choice to be sound.
- Additional site at Wiggenhall St Germans had been discussed at the Examination hearing.
- The LDF Manager drew Members' attention to the follow up work for the Examination which set out responses to the questions raised by the Inspector which had been circulated with the Agenda. It was noted that the appropriate information had been added and would be sent to the participants from the relevant session for comments. The comments would be forwarded direct to the Inspector. The Borough Council would prepare the modifications required to seek Cabinet approval early in 2016. The modifications would then be published for a 6 week consultation period.

The Inspector requested a note on the Council's approach to brownfield sites. The Planner explained that at the time the Council was assessing the potential of brownfield sites for development, not all of them were proven to be deliverable or met the requirement of Policy CS10. New evidence presented at the hearings sought to overcome such constraints and therefore the Inspector has requested for the Council to reconsider some sites as part of the examination 'homeowrk.'

Councillor Crofts asked what the Inspector's view was on flood risk zones. In response the LDF Manager explained that the Inspector had been provided with a briefing note to help him understand the issues relating to flood risk. The LDF Manager advised that the Borough

Council's Plan had been based on the Strategic Flood Risk Assessment and comments from the Environment Agency.

Councillor Moriarty congratulated the LDF Team on their professionalism shown during the Examination process.

The Chairman, Councillor Blunt informed the Task Group that a meeting had been scheduled with the Leader and Chief Executive during the week commencing 14 December to agree the timetable.

Following further questions from the Task Group, the LDF Manager provided an outline for publishing the modifications, as set out below:

- Modifications to be published by the Borough Council.
- Six week consultation period anticipated to commence second week in February 2016, subject to Inspector consideration.
- Comments would be forwarded to the Inspector.
- Inspector would then write report and it would be approximately three months before the Inspector's report would be received.
- Inspector's report would make recommendations.

RESOLVED: That the update report be noted.

9

AFFORDABLE HOUSING (VERBAL UPDATE)

The LDF Manager provided a verbal update and highlighted that the Government's proposed idea of Starter Homes could subsidise the rented social housing and therefore provide a mechanism to provide more affordable housing.

The LDF Task Group was also advised of the consultation currently taking place on the NPPF and that further information would be provided to Members once available.

The Planner advised that the Local Plan would be reviewed during 2016 which would provide the Borough Council with the opportunity to amend the plan if appropriate.

RESOLVED: That the update report be noted.

10

NEIGHBOURHOOD PLANS (VERBAL UPDATE)

The Planner provided Members with a verbal update as follows:

- Expressions of interest in developing a Neighbourhood Plan had been received from Welney, Grimston, Tilney St Lawrence, Wretton
- The LDF Team offered Parish Council the opportunity for an officer to attend meetings and give a 15 minute overview of the process.
- South Wootton Neighbourhood Plan came into force on 30 November 2015 – 23% turnout, 90% in favour.

- Brancaster Referendum held on 19 November – 82% in favour, 33% turnout came into force on 30 November 2015.
- Upwell – neighbourhood area approved, plan commenced.
- Downham Market – consultation taking place on neighbourhood area.

In response to comments and questions the Planner explained that a Neighbourhood Plan did not stop planned development occurring but provided the public with an opportunity to input in the local planning process. The LDF Manager added that once a Neighbourhood Plan was adopted it became part of the Development Plan. As such any allocations would be subjected to the same 5 year land supply considerations on the Borough's plans.

The Chairman, Councillor Blunt reminded Members that a Neighbourhood Plan would be taken into consideration as part of the Borough Council's overall planning process.

The Planner explained that within the NPPF there were rules to protect green space.

RESOLVED: That the update report be noted.

11 **SCHEDULE OF MEETINGS FOR 2016**

RESOLVED: LDF Task Group meetings would be scheduled on the Wednesday at 10 am in the same week as the Planning Committee. Democratic Services Officer to email schedule of dates to the Task Group.

12 **DATE OF NEXT MEETING**

The next meeting would be held on Wednesday 13 January 2016 at 10 am in the Miles Room, Town Hall, Saturday Market Place, King's Lynn.

The meeting closed at 11.05 am

**Schedule of proposed modifications to
Site Allocations and Development Management Policies Document (Dec 2015)**

Main Modifications

These are 'main' in the sense that they could affect someone's planning interests, and therefore if the Inspector was minded to agree to them they would need to be subject to consultation before a final decision on whether or not they should be included in the adopted plan.

| Major Modification Number | Exam Issue / No. | Page no. | Paragraph/Policy no. | Issue | Proposed Change | Justification | Comment ID |
|---------------------------|------------------|----------|---|---|---|--|------------|
| | | | DM1-DM1.17 | FOLLOW UP WORK | Housing - General <ul style="list-style-type: none"> • Add a paragraph about 'minimum' / 'at least' for housing numbers in the Plan, subject to constraints. • Reconsider supporting text to avoid implying that figures are a 'maximum'. • Cross reference this to DM1 as the starting point for considering applications, and D.1.17 | | |
| | | 18 | DM2 | FOLLOW UP WORK | DM 2 – Development Boundaries <ul style="list-style-type: none"> • Explain the BCKLWN's approach to development boundaries within the SADMP in an additional note. To be presented as a factual summary. • Wording needed for clarification in relation to Rural Exception Sites and the possibility of an element of open market housing to facilitate a rural exception site. • Additional wording to be provided to give a summary of the scope that might be available for Neighbourhood Plans to have locally defined lines. • Additional explanation about the relationship of the West Winch Growth Area / development boundaries in West Winch / North Runcton. | | |
| 1 | 2.3 | 20-21 | DM3 – Infill in Smaller Villages and Hamlets | Unclear whether infill is limited to affordable housing, etc. | Clarify wording, e.g. either '... economy by the sensitive infilling' or '... economy and also the sensitive infilling' (also check introductory/supporting text for consistency). | For the avoidance of doubt | 54 |
| 2 | 2.5 | 26 | Supporting text to DM6 – 'Housing needs of Rural Workers' | Lack of explicit definition of 'rural worker' referred to in policy and text. | Add new paragraph following C.6.6.reading: 'For the purposes of this policy a 'rural worker' is defined as someone who is needed to live permanently in the countryside (outside designated settlements) on or in close proximity to, and to provide vital support to, an agricultural, forestry or other enterprise which supports the rural economy and environment, and where neither the worker nor the enterprise can be located in a designated settlement. | To address issues raised by inspector. | n/a |
| 3 | 2.7 | 33 | DM9 – Community Facilities, and supporting text | Clarity as to how policy will operate | Amend Policy DM9 to read: 'The Council will encourage the retention of existing community facilities and the provision of new facilities, particularly in areas with poor levels of provision and in areas of major growth. Development leading to the loss of an existing community facility will be not be permitted unless it is demonstrated that either a) the area currently served 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.' Provide additional supporting text: 'Evidence to meet the policy requirements may include, for example, one or more of the following: • for (a), information on alternative provision in the area, typical provision in equivalent areas, the geography and social make up of users and potential users; changes in the demand or need for the type of facilities; and • for (b), | To address issues raised by Inspector. | n/a |

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| | | | | | <p>o in the case of market provided facilities (e.g. shops, pubs, restaurants, etc.), evidence of marketing the business or premises for a sustained period (usually a minimum of 12 months), at a price reflecting the authorised use, details of income/profit achieved in recent years, evidence of significant long term changes in the relevant market.</p> <p>o in the case of non-market provide facilities, the withdrawal or absence of the funding, personnel or other resources necessary to provide the facility.</p> <p>The adequacy and persuasiveness of the evidence will be judged in the particular circumstances of the case, and against the objectives set out in the first paragraph of the policy.'</p> | | |
| 4 | 2.8 | 34 | DM10 – Retail Development, and supporting text | Accuracy of title, clarity of policy text, explicit recognition of rural retailing. | <p>Delete reference to 'outside town centres' from policy title (because also applies within), to read simply 'Retail Development'.</p> <p>Amend second paragraph of policy to read 'New retail uses will be expected to be located in town centres unless an alternative location is demonstrated to be necessary. If there are no suitable sites in the town centre an edge of centre location will be expected. An out of town location will only be acceptable where it is demonstrated either that there are no suitable sites in the town centre and edge of centre, or the format or nature of the proposed use would not be appropriate in a town centre location (e.g. bulky goods and trade, rural retail services, etc.).'</p> <p>Add to supporting text: 'Certain types of retail development may be unsuited to town centre locations. For example, if the retail use serves the rural community, is complementary to tourism in the locality, or is a retail type or format suited to a rural area rather than a town centre, this is likely to be sustainable and consistent with this policy.'</p> | To ensure clarity and certainty. | n/a |
| | | | DM11 | FOLLOW UP WORK | <p>DM 11 - Caravan sites</p> <ul style="list-style-type: none"> Reconsider the wording of the Policy and Supporting text (C11.4). Ensure consistency /compatibility. <p>Modification offered for clarity regarding rephrasing "Determined /</p> | | |
| 5 | 2.9 | 36 | DM 11 – Touring and Permanent Holiday Sites | Rewording of supporting text (C.11.4) (Change the underlined.) | Change underlined: "In order that touring and permanent holiday sites do not have a significant adverse impact on the landscape, it is proposed that new sites and extensions to and intensification of existing sites will not <u>normally</u> be permitted within the Norfolk Coast AONB, SSSIs and the flood Hazard Zones." | Clarification of text | n/a |
| 6 | 2.9 | 37 | Policy DM 11- Touring and Permanent Holiday Sites | Reword Policy DM11 as follows: (change underlined) | <p>Reword policy paragraph as follows:</p> <p>"Small scale proposals for holiday accommodation will be acceptable within the Norfolk Coast Area of Outstanding Natural Beauty (AONB) only where it can be demonstrated that the proposal will not negatively impact on the landscape setting and scenic beauty of the AONB or on the landscape setting of the AONB if outside the designated area."</p> | Clarification of text | n/a |
| 7 | 2.10 | 40 | DM12 – Strategic Road Network - Corridors of Movement | The route of the A1101, as shown shows the route turning left at Three Holes following Croft Road (B1098). The actual route follows Townsend Road/New Road. | <p>Amend the following maps according:</p> <ul style="list-style-type: none"> The Policies Map (to accompany this document) Inset G96 Three Holes (page 350) Inset G104 Upwell and Outwell (page 358) Upwell (G104) Zoomed (page 359) Outwell (G104) Zoomed (page 365) <p>The above insets can be seen as Appendix 1 in this document</p> | Factual change | 951 |
| | | | DM12 | FOLLOW UP WORK | <ul style="list-style-type: none"> Provide a list of sites where a Transport Assessment (TA) is needed Explanation of circumstances when a TA is required Add reference to CS policy CS11 and paragraph 013 of the PPG | | |
| 8 | 2.10 | | DM12 – Strategic Road Network - Corridors of Movement | Gap in SRN on Inset | See Inset E2 (West Winch) below | | n/a |
| 9 | 2.10 | | DM12 – Strategic | Gap in SRN on Inset | See Inset F1 (Downham Market) below | | n/a |

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| | | | Road Network - Corridors of Movement | | | | |
| 10 | 2.10 | 39/40/41 | DM 12- Strategic road Network | The issue of allocations on the strategic road network | In relation to the issue of allocations on the strategic road network for clarity it would be helpful to clarify that Policy DM12 does not apply to allocated sites. | To clarify DM12 | n/a |
| | | | DM13 | FOLLOW UP WORK | DM 13 – Disused rail tracks Reconsider the West Winch to South Lynn (NORA) route for protection within the policy. The route was protected in the 1998 LP | | |
| 11 | 2.11 | 42-46 | DM13 | Include the section of the former King's Lynn to Fakenham route between the Growth Area and the Bawsey/Leziate countryside sports and recreation area as a safeguarded route under Policy DM13. | Make changes mentioned in the previous column to policy and accompanying maps | Factual change to policy and maps | n/a |
| 12 | 2.11 | 46 | DM13 | Amendment and addition of policy wording | Amend the policy after 'paths, cycleways, bridleways, new rail facilities, etc.' as follows: "unless the proposals for track way use are accompanied by appropriate alternative route provision that makes the safeguarding unnecessary" | Clarification of text in policy | n/a |
| | | | DM14 | FOLLOW UP WORK | DM 14 – CITB and RAF Marham <ul style="list-style-type: none"> Do the Policy and supporting text comply with the Council's Objectives? Borough Council to consider whether changes might be necessary to clause three of the policy. | | |
| 13 | 2.12 | 47 | Policy DM14 (RAF Marham & CITB) | Policy intentions and operation could be clearer | Replace 2nd paragraph of Policy with: 'Non-operational 'enabling' development which supports the retention, enhancement or expansion of these facilities will be supported where it can be demonstrated <ul style="list-style-type: none"> that the development is required to support the facility's long term value to the Borough's economy and employment; and there are robust mechanisms to ensure the improvements justifying the enabling development are delivered and sustained; and the resulting development is appropriate to its rural location, and will not undermine the broad thrust of the settlement hierarchy and protection of the open countryside set out in the Core Strategy; and 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' Add to supporting text: 'Application for enabling development would be expected to be accompanied by – <ul style="list-style-type: none"> A long term business plan for the facility; A financial viability assessment for both the facility and the enabling development A proposed mechanism to provide certainty that the intended enhancements to the facility will be delivered in the event the development is permitted. An assessment of the proposed enabling development in terms of its effect on the settlement hierarchy and the protection of the open countryside.' | To clarify the intent and operation of the policy.* | n/a |
| | | | DM15 | FOLLOW UP WORK | DM 15 – Environment Design and Amenity <ul style="list-style-type: none"> Add an extra bullet point in relation to 'Heritage' considerations. Also add in a cross reference to CS Policy CS12 in the last paragraph as text | | |
| | | | DM16 | FOLLOW UP WORK | DM 16 – Open space provision <ul style="list-style-type: none"> Within the supporting text summarise the Council's approach being taken re: Monitoring +Mitigation and HRA & GI Panel. | | |

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| | | | | | <ul style="list-style-type: none"> • C.16.6 – rewrite; clarify attitude regarding the issue of a development not providing Open Space. • Consider deletion of paragraph C.16.1 | | |
| 14 | 2.14 | 52-53 | DM16- Provision of Recreational Open Space for Residential Developments | Modification of policy wording | Modify the policy wording for DM16 as follows: <ul style="list-style-type: none"> • Developments of 20 - 99 dwellings will be expected to meet the requirement for suitably equipped children's play space only; • Developments of 100 dwellings and above will be expected to meet the whole requirement. | Clarification of policy wording | n/a |
| 15 | 2.15 | 54 | Policy DM17: Parking Provision in new Development | Identification of areas where standards may relax is unduly narrow, and also unclearly expressed. | Delete second sentence in second paragraph ('Reductions in car parking. . .') and replace with new paragraph immediately below to read: 'Reductions in car parking requirements may be considered for the town centre, and for other urban locations where it can be shown that the location and the availability of a range of sustainable transport links is likely to lead to a reduction in car ownership and hence need for car parking provision.' | In order to have a more robust criteria, more clearly expressed . * | 1257 |
| | | | DM18 & 21 | FOLLOW UP WORK | DM 18 and 21 – Flood Risk <ul style="list-style-type: none"> • Clarify with the EA the position regarding dates of 'Seasonal Occupancy'. • Minor change to the text to recognise the role of IDB's | | |
| 16 | 2.16 | 58 | DM18- Coastal Flood Risk Hazard Zone (Hunstanton to Dersingham) | Amend the map on page 58 accompanying Policy DM 18 | To show the correct northern boundary of the Coastal Flood Risk Hazard Zone, including land between South Beach Road and Seagate Road, Hunstanton as can be seen in Appendix 11. <i>The areas marked with a blue grid indicate the extent of the SFRA Tidal Flood Category 3 (high risk) and Tidal Climate Change Flood Category 3 (high risk) mapping layers.</i> | In order to clarify the accompanying maps | n/a |
| 17 | 2.17 | 61 | DM 19 – Green Infrastructure | Addition to the title of the policy | Add wording to create a new title as follows: DM19- Green Infrastructure/ Habitats and Monitoring | Clarification of policy title | n/a |
| 18 | 2.17 | 61 | Paragraph C.19.4 | Addition of wording to the policy | Add the following wording to the existing wording in paragraph C.19.4: "Furthermore the Habitats Regulations Assessment identified potential effects on designated European sites of nature conservation importance from additional recreational pressure. The need for monitoring and, where necessary, a package of mitigation measures, both on and off site, were identified to ensure no adverse effects on European sites." | Clarification of policy | n/a |
| 19 | 2.17 | 62 | Policy DM- 19 Green Infrastructure | Addition of wording to policy DM 19 as is underlined. | Underlined additions for Policy DM 19: Policy DM 19 – Green Infrastructure/Habitats Monitoring and Mitigation Opportunities will be taken to link to wider networks, working with partners both within and beyond the Borough. The Council supports delivery of the projects detailed in the Green Infrastructure Study including: <ul style="list-style-type: none"> • The Fens Waterway Link – Ouse to Nene; • The King's Lynn Wash/Norfolk Coast Path Link; • <u>Gaywood Living Landscape Project;</u> • The former railway route between King's Lynn and Hunstanton; and • Wissey Living Landscape Project. The Council will identify, and coordinate strategic delivery, <u>with relevant stakeholders</u> , of an appropriate range of proportionate green infrastructure enhancements to support new housing and other development and mitigate any potential adverse effects on designated sites of nature conservation interest <u>as a result of increased recreational disturbance arising from new development.</u> <u>These enhancements will be set out in a Green Infrastructure Delivery Plan.</u> Major development will contribute to the delivery of green infrastructure, except: <ul style="list-style-type: none"> • Where it can be demonstrated the development will not materially add to the demand or need for green infrastructure. Where such a contribution would make the development unviable, the development will not be permitted unless: <ul style="list-style-type: none"> • It helps deliver the Core Strategy; and | Clarification of policy | n/a |

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| | | | | | <ul style="list-style-type: none"> • There is no adverse effect on a European Protected Site; or • The relevant contribution to that Strategy could not be achieved by alternative development, including in alternative locations or in the same location at a later time; or • Unless the wider benefits of the proposed development would offset the need to deliver green infrastructure enhancements. <p>More detailed local solutions based on the Green Infrastructure Strategy will be developed for Downham Market and Hunstanton, particularly in relation to the main growth areas and King's Lynn and surrounding settlements.</p> <p><u>In relation to Habitats Regulations Assessment monitoring and mitigation the Council has endorsed a Monitoring and Mitigation Strategy including:</u></p> <ul style="list-style-type: none"> - <u>Project level HRA to establish affected areas (SPA, SAC, RAMSAR, etc.) and a suite of measures including all/some of:</u> <ul style="list-style-type: none"> I. <u>On site provision of suitable measures (as per, for example, South Wootton E3.1, 1d) i);</u> II. <u>Offsite mitigation;</u> III. <u>Offsite alternative natural green space;</u> IV. <u>Publicity, etc.</u> - <u>Notwithstanding the above suite of measures the Borough Council will levy an interim Habitat Mitigation Payment of £50 per house to cover monitoring/small scale mitigation at the European sites. The amount payable will be reviewed following the results of the 'Visitor Surveys at European Sites across Norfolk during 2015 and 2016'.</u> - <u>The Borough Council anticipates utilising CIL receipts (should a CIL charge be ultimately adopted) for contributing to green infrastructure provision across the plan area.</u> - <u>Forming a HRA Monitoring & Mitigation & GI Coordination Panel to oversee monitoring, provision of new green infrastructure through a Green Infrastructure Delivery Plan and the distribution of levy funding.</u> | | |
| 20 | 2.16 | 65-66 | Policy DM21-Sites in Areas of Flood Risk | Amend Policy DM21 to reference the joint EA/Borough Council design guidance as published on the Borough Council's website (included as Appendix 1 to this statement) | By adding the following requirement: "The design of new dwellings will be in accordance with the Environment Agency/Borough Council Flood Risk Design Guidance." | Ensure clarification in the policy | n/a |
| 21 | 2.16 | 65 | DM21 Sites in Areas of Flood Risk | Lack of linkage to Appendix 3 'Approach to Flood Risk' and Appendix 4 'Flood Risk Protocol' | Add a new paragraph, as below: C.21.3 The approach to flood risk is detailed within Appendix 3: Approach to Flood Risk. The agreed joint protocol between King's Lynn and West Norfolk Borough and the Environment Agency is detailed within Appendix 4: Flood Risk Protocol. | Ensure the linkage is provided | n/a |
| | | 70 | SECTION D1 AND ISSUE STATEMENT CD30 | FOLLOW UP WORK | Housing - Density <ul style="list-style-type: none"> • Include in SADMP an explanation / clarification of the Council's approach to density across the borough. • Add note to document CD30 App1 (on website) to clarify the density table columns • Specific clarification / correction of SADMP modelled density at Outwell / Upwell <p>A summary should be included so it is clear, and refer to 'theoretical' and 'in practice' figures.</p> | | |
| | | 72 | D.1.8 | FOLLOW UP WORK | Housing - Definition of Windfall <p>Consistent definition needed in SADMP. (Reconsider wording at page 424 and paragraph D.1.8).</p> | | |
| | | 73 | CS02 | FOLLOW UP WORK | Housing - Distribution | | |

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| | | | PARA D1.14-D1.17 | | <ul style="list-style-type: none"> • Add text to further clarify that in the Settlement Hierarchy services were considered and then population size was used to determine housing number distribution. • Reference opportunities and constraints in settlements/ sites. • Include reference to Policy CS02, with potential changes to paras D.1.14 and D.1.17 | | |
| | E1.12 | 79 | Gaywood Clock | FOLLOW UP WORK | <ul style="list-style-type: none"> • Need to include a reference with evidence of the evolution of policy regarding transport since 2009. • Need to provide an extra paragraph to expand on the details of the transport issues | | |
| 22 | 4.5 | 81 | Policy E1.1 King's Lynn Town Centre | Whether importance of King's Lynn port adequately recognised in policy. (Raised by ABP and Inspector's Questions). | Add new paragraph at end of Policy E1.1; 'Development in the vicinity of the Port will be carefully scrutinised to ensure its compatibility with [New Port Policy].' | In order to recognise the importance of the port to the local economy.* | 1213 |
| 23 | 4.5 | 82 | New (following Town Centre Retail Expansion Area) | Whether importance of King's Lynn port adequately recognised in policy. (Raised by ABP and Inspector's Questions). | Add new Policy (King's Lynn or DM Section?) agreed with ABP (see also consequent amendments to Map and Town Centre Policy): <u>'King's Lynn Port</u> The role and capacity of the Port of King's Lynn will be protected and strengthened through - <ul style="list-style-type: none"> a) Recognising and protecting the port operational area identified on the policies map, b) Supporting port development and growth where this is compatible with other policies in the development plan, and c) Having regard to compatibility with existing and likely potential port operations when determining proposals for development in the vicinity of the port, or which may affect the transport infrastructure which supports them.' | In order to recognise the importance of the port to the local economy. * | 1213 |
| 24 | 4.5 | | | | See amendment to policies map below | | |
| 25 | 4.14 | 102 | Policy E1.14 | EA representation request to add an additional point to require a FRA | Add an additional condition to the policy- 8. 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 | EA representation request | n/a |
| 26 | Issue 5 | 107 | Inset E2 West Winch | The Development Boundary for King's Lynn and the West Winch Development Boundary overlap. The Strategic Road Network has a gap in the route and is not referenced in the legend | Amend the boundaries so they align. Fill the gap in the road and add the Strategic Road Network to the legend. Amend the following maps according: <ul style="list-style-type: none"> • Inset E2 West Winch (page 107) • Inset E1 King's Lynn & West Winch (Page 78) These updated maps can be seen as Appendix 2 | Correct geographical representation of the West Winch Development Boundary. Factual change of the road network | n/a |
| 27 | 5.1 | | | Challenge to the exclusion of 'Site F', suggesting this jeopardises the whole strategy for the area. | Include Site F within Growth Area allocation (and amend Policies Map Inset as shown on map C of Statement of Common Ground with Northern Trust and Hopkins) | To ensure the soundness of the Plan. | 465 |
| 28 | 5.1 | | | | See amendment to SA below | | |
| | | 110 | E2.1 | FOLLOW UP WORK | West Winch – Policy E2.1 Monitoring of implementation Additional text to be provided to ensure monitoring of elements of the proposal and in particular to Part B of policy E2.1. To cover: <ul style="list-style-type: none"> • Commitment to monitoring phasing/ implementation of plan (Infrastructure Delivery Plan) | | |

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| | | | | | <ul style="list-style-type: none"> • Publish the Draft IDP brief and provide further reference to the IDP in the policy. • The IDP should be shown to be a document which gives certainty to the process with a realistic delivery framework | | |
| 29 | 5.1 | 111 | Policy E2.1 | Request to add an additional point to require a FRA | <p>Add an additional condition to the policy-</p> <p>6. 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> | Clarification of text | n/a |
| 30 | 5.4 | 120 | Policy E2.2 Development within existing built up areas of West Winch. | Policy wording could be clearer | <p>Proposed amended policy parts 1(a) and 2 [1st paragraph as existing] ‘1. Along the existing A10: 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; b. [as existing]: 2 Special care will be taken in the vicinity of the Countryside Buffer indicated on the Policies Map to maintain a soft edge to the countryside beyond and avoid a hard and prominent edge to the developed area when viewed from the West;’ 3 [as existing]:</p> | For clarity of intention and application.* | n/a |
| | | 119 | E2.73 | FOLLOW UP WORK | <p>West Winch – Para E2.73 - Minerals</p> <ul style="list-style-type: none"> • Add details / reference to policy CS16 of Norfolk County Council’s Minerals and Waste Core Strategy and Development Management Policies Development Plan Document 2010-2026. | | |
| 31 | 5.3 | 122 | E.3.9 | Minerals Planning Authority objection | <p>Insert new paragraph following E.3.9: ‘The site is partially underlain by a Mineral Safeguarding Area (Sand and Gravel). Site investigation and assessment of the mineral resource will be required to comply with Norfolk Minerals and Waste Core Strategy policy CS16. It is considered that due to the topography of the site the potential for prior extraction is limited, however the possibility of the re-use of mineral resources recovered from groundworks and SUDS infrastructure should be considered.’</p> | In order to overcome Minerals Planning Authority objection | n/a |
| 32 | 6.2 | 122 | E3.12 – South Wootton | Addition of text referencing minerals issue. | <p>Insert additional paragraph following paragraph E.3.12</p> <p>“The site is partially underlain by a Mineral Safeguarding Area (Sand and Gravel). Site investigation and assessment of the mineral resource will be required to comply with Norfolk Minerals and Waste Core Strategy policy CS16. The Minerals Planning Authority considers that due to the topography of the site the potential for prior extraction is limited, however the possibility of the re-use of mineral resources recovered from groundworks and SUDS infrastructure should be considered.’</p> | To satisfy the Minerals Planning Authority. | n/a |
| 33 | 6.1 | 122 | Policy E3.1 - South Wootton | Various formatting errors, and incorrect road referenced. | <ul style="list-style-type: none"> • Amend sub-section 1(a)iii to be new sub-section 1(b), with consequent adjustments to following sections’ numbering. • Insert ‘provide’ in 1,d,i,2 as follows ‘which provide a variety of terrain’ • Change Policy text 1, e, i to refer to Edward Benefer Way, not Low road • Delete surplus ‘e’ from end of ‘manage’ in 1,e,iv. | To clarify intent and operation of policy. | n/a |
| 34 | 7.2 | 130 | Policy E4.1- Knights Hill | There is a need to clarify the requirement for transport assessment in the policy, in line with Policy E3.1 2. e. – Hall Lane, South Wootton | <p>Adding to the list in Policy E4.1 A.</p> <p>“a comprehensive transport assessment of the impacts of the proposed development including consideration of the combined impacts with other planned development on Low Road/Grimston Road.”</p> | To clarify the need for transport assessment | n/a |

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| 35 | 9 | 140 | Inset F1 Downham Market | A section of the Strategic Road Network is not present | Amend the inset to show the section of the Strategic Road Network missing. This can be seen as Appendix 4 of this document | Correct geographical representation of Policy DM12 Strategic Road Network - Corridors of Movement at this location | n/a |
| 36 | 9.1 | 143 | Policy F1.2 | Explanation of road access requirements sought by highway authority | Add the following to the Policy: 'Notwithstanding the existence of agricultural accesses to various parcels of the allocated employment land there will be a presumption against access direct off the A1122 to protect the strategic function of the Downham Market Bypass. Access to the land west of the A1122 should be taken off the southern roundabout and the land east of the A1122 should be accessed from Station Road. For access to be considered off the A1122 a ghost island right hand turn lane will have to be provided to mitigate the impacts of additional turning traffic on the A1122.' | In order to ensure access requirements are highlighted to prospective developers and decision makers. | n/a |
| 37 | 10 | 158 | F2.3 Hunstanton | Need to clarify policy | See full policy text below: <u>Proposed policy wording-</u> <u>F2.3 Hunstanton</u> Land south of Hunstanton Commercial Park amounting to 5 hectares, as identified on the Policies Map, is allocated principally for housing with care, with a supplementary allocation of general purpose market housing to aid viability. 1 The mixed uses comprising – <ul style="list-style-type: none"> • At least 60 housing with care units ; • Approximately 50 general housing units; • Affordable housing requirements as per policy CS09 of the Core Strategy. 2 This will apply across the whole site. Development of the site must be as part of a comprehensive scheme, which must be shown to bring forward the housing with care units. The final housing numbers are to be determined at the planning application stage and be informed by a design-led master planned approach. The proximity of the employment allocation F2.5, and the potential for a care home on part (or all) of that allocation could support an interdependency between this and the housing with care element. Development will be subject to compliance with the following: <ul style="list-style-type: none"> • (the following criteria as in existing policy) 1 Housing with care is purpose built self-contained housing with facilities and services such as 24/7 on site care and facilities, that assists residents to live independently. There is an expectation that in line with good practice the scheme will include the provision of community facilities i.e. restaurant, retail (hairdressers/corner shop) and opportunities for social interaction. 2 The affordable housing requirement will apply to the housing with care and the general purpose market housing, all dwellings that fall within the C3 use class of the Town and Country Planning (Use Classes) Order 1987. | Clarification of text | n/a |
| 38 | 10 | 160 | Paragraph F2.19 | Clarify approach to housing with care, and general housing numbers | Include the following test at the end of the paragraph to read; 'The number of general housing units could increase where the scale and quality of the Housing with care proposal is considered to contribute significantly to meeting identified need and any communal/ ancillary service proposed would enhance the existing community.' | Clarification of text | n/a |
| 39 | 10.1 | 161 | Policy F2.4 Hunstanton | NCC Highway Authority representation request to add an additional point to require connectivity and | Add an additional condition to the policy- 3. Local highway improvements to fully integrate the development into the surrounding network. | NCC Highway Authority representation request | 1170 |

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| | | | | integration with adjacent development. | And renumber the subsequent conditions to follow on from his new point. Therefore point 3 will become point 4 etc. | | |
| 40 | 10.1 | 161 | Policy F2.4 - Hunstanton | EA representation request to add an additional point to require a FRA | Add an additional condition to the policy- 9. 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. And renumber the subsequent conditions to follow on from his new point. Therefore point 9 will become point 10 etc. | EA representation request | n/a |
| 41 | 11.1 | 167 | Policy F3.1 -Wisbech Fringe | EA representation request to add an additional point to require a FRA | Add an additional condition to the policy- d. 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. And renumber the subsequent conditions to follow on from his new point. Therefore point d will become point e. | EA representation request | n/a |
| 42 | 11 | 167 | Policy E3.1 Wisbech | EA representation requests an additional point to prepare a SSFRA | Add an additional condition to the policy- J. Submission of a Site Specific Flood Risk Assessment | EA representation request | 923 |
| 43 | 11 | 167 | Policy E3.1 Wisbech | FDC representation requests an additional point | Add an additional condition to the policy- I. The provision of a site for a new local centre to serve the wider allocations, at a location to be determined | FDC representation (withdrawn on 18/06/15) | 1267 |
| 44 | 13 | 188 | Inset G17 Burnham Market | Boundary of the site allocation includes private land which should not be within the site boundary | See Appendix 5: Burnham Market site boundary correction | Correction of error in the map | 606/892 |
| 45 | 17 | 210 | Inset G29 Dersingham | Minor modifications to the proposed development boundary adjacent to the site | Appendix 6:Amended Development Boundary G29.2 | Correction of error in the map | n/a |
| 46 | 17 | 213 | G29.2 Dersingham – Land at Manor Road | Addition to policy to fulfil requirements set in the Habitats Regulation Assessment (consistent with G29.1) | Additional wording to policy G29.2: '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.' | Addition to policy | 285 |
| 47 | 17 | 213 | Policy G29.2 Dersingham – Land at Manor Road | Delete clause 1 of the current policy (page 213) and replace with wording: | 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. | Factual clarification | n/a |
| 48 | 19 | 231 | Inset G35 Feltwell | Recent development to the north of Allocation Site G35.3 appears outside of the development boundary | Amend the development boundary to the north of Allocation Site G35.3 to reflect recent development. This amendment can be seen as Appendix 7 of this document | Include recent development | n/a |
| 49 | 19 | 232 | G35.1 Feltwell | The site is not to the | Amend the name of the Policy/Site to: | So the site is correctly geographically | 521 |

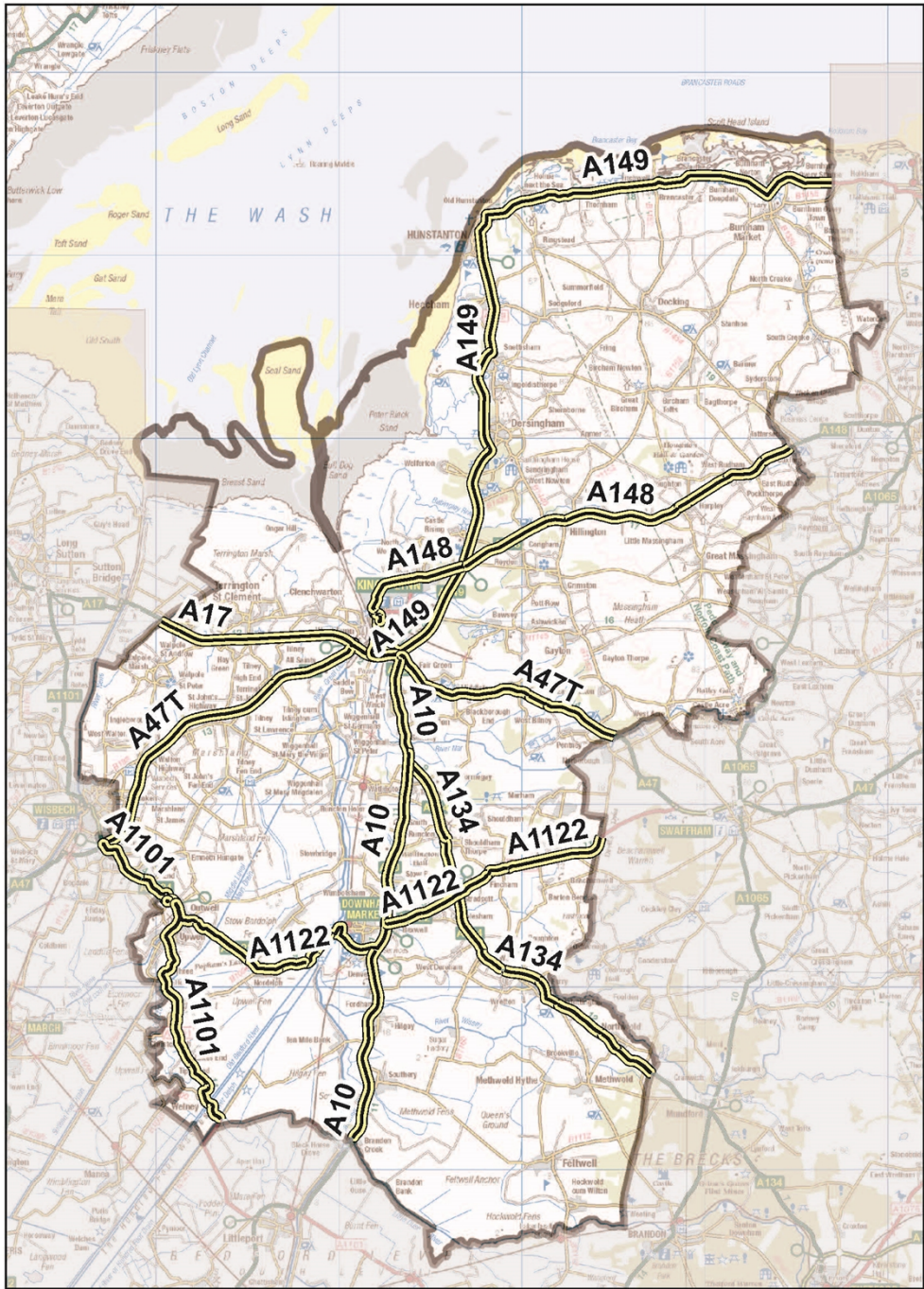
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| | | | | rear of Chocolate Cottage, 24 oak Street. | 'Policy G35.1 – Feltwell – Land to the north east of Oak Street' | referenced | |
| 50 | 19 | 237 | Policy G35.4 Hockwold cum Wilton | Heritage – the policy should refer to the need to conserve the significance of the scheduled monument | Two further clauses added to Policy G.35.4: • Submission of a Heritage Asset Statement that establishes that development will conserve the significance of the scheduled monument • The design and layout of the development, in particular its massing and materials, shall conserve the significance of the scheduled monument | In order to take account of the heritage issues and to ensure the Plan is sound: | 626 |
| 51 | 22 | 256 | Policy G43.1 | Great Massingham – Land south of Walcup's Lane the Council propose a further clause to Policy G.43: | 9. Submission of an Ecological Study that establishes that either: i. There would be no negative impact on flora and fauna; Or, if any negative impacts are identified, establishes that: ii. These negative impacts could be suitably mitigated against; | Policy addition | n/a |
| 52 | 28 | 283 | Inset G57.2 Marshland St James/St John's Fen End/Tilney Fen End | Allocation Site G57.2 – the north east boundary encompasses a dwelling and associated rear garden | Amend the Site Allocation boundary. This can be seen as Appendix 8 of this document | Correct geographical representation of the Site Allocation | n/a |
| 53 | 30 | 291 | G59.1 | Heritage – site is within the conservation area and the listed building isn't named | Item 3 amended to read: 3. Submission of a Heritage Asset Statement that establishes that development will enhance and preserve the conservation area and the setting of the Grade I listed Church of St George and the Grade I listed Old Vicarage. | Ensure the plan accurately references the heritage assets. The Site is within the conservation area, previously the policy mention the setting of this. | 630 |
| 54 | 30 | 294 | Policy G59.4 Methwold – Land off Globe Street/St George's Court Item 3 | Item 3 of the policy should require development to preserve and enhance the conservation area (not its setting) and safeguard archaeology within and adjoining the site. There is no need to refer to any listed building. | Amend item 3 of Policy G59.4 Methwold – Land off Globe Street/St George's Court From: 3. Submission of a Heritage Asset Statement that establishes that development will enhance and preserve the setting of the Conservation Area and of the nearby Listed Building; To: 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. | Factual: In order to correctly represent the heritage assets present | 631 |
| 55 | 30 | 294 & 295 | Policy G59.4 Methwold – Land off Globe Street/St George's Court & paragraph G.59.30 | NCC Highway Authority representation request | Add an additional item to Policy G59.4 Methwold – Land off Globe Street/St George's Court as follows: 7. Provision of highway improvements including access of adoptable standard to the satisfaction of the local highways authority. This would also result in an amendment to paragraph G.59.30 from: G.59.30 Access would be achieved to the site from Globe Street via the St George's Court development. The highway authority considers this as acceptable access. To: G.59.30 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 considers this as acceptable access providing it is of adoptable standard. | NCC Highway Authority representation request | 1173 |
| 56 | 34 | 324 | Inset G88 Stoke Ferry | Recent development has taken place to the north of Allocation Site G88.3 | Amend the development boundary to the north of Site G88.1. This can be seen as Appendix 9 of this document | Include recent development | n/a |
| 57 | 34 | 324 | Inset G88 Stoke Ferry | Recent development has taken place to the north of Allocation Site G88.1 | Amend the development boundary to the north of Site G88.1. This can be seen as Appendix 9 of this document | Include recent development | n/a |

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| 58 | 34 | 327 | Policy G88.3 Stoke Ferry –Land at Indigo Road / Lynn Road | The policy should refer to the need for quality development that conserves and enhances the conservation area. As the site immediately adjoins the Stoke Ferry Conservation Area. | Addition of further Policy item: 7. Careful design ensuring that development conserves and enhances the conservation area. | Factual: In order to correctly represent the heritage assets present | 632 |
| 59 | 36 | 340 | G.93.2 Terrington St. Clement | Inclusion of text, numbered point 5. | Add in the following sentence as a new point, numbered 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 (flood resiliency measures); | Clarification of requirement of an FRA | n/a |
| 60 | 38 | 360 | Policy G104.1 Upwell – Land north west of Townley Close Site Description and Justification Paragraph G.104.10 | Incorrect heritage asset information provided | Amend paragraph G.104.10 From: The site is situated adjacent to the Conservation Area and within close proximity of the Grade II listed building Welle Manor Hall. However, the Council considers that a modest development, if designed sensitively could conserve and enhance the setting of these. To: 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 II listed war memorial. However, the Council considers that a modest development, if designed sensitively could conserve and enhance the setting of these. | Factual: In order to correctly represent the heritage assets present | 634 |
| 61 | 38 | 360 | Policy G104.1 Upwell – Land north west of Townley close | The site size (0.5 hectares) cannot accommodate the allocated dwelling number, 15. | Reduce the allocated dwelling number to 5 | To enable a development to take place and one that has a density consistent with its surroundings | n/a |
| 62 | 38 | 363 | Policy G104.3 Upwell – Land at Low Side | The policy should refer to the need for development that conserves and enhances the conservation area. As referenced in the site description and justification the site is adjacent to the conservation area. | Addition of further Policy item: 3. Careful design ensuring that development conserves and enhances the conservation area. | Accurately reflect the conservation area and the site's relationship. | 635 |
| 63 | 38 | 364 | Policy G104.4 Upwell – Land off St Peter's Road | Item 4 of the Policy is inconsistent with other drainage policies within the document | Amend item 4 of Policy G104.4 Upwell – Land off St Peter's Road from: 4. Provision of a drainage strategy to address surface water run-off and requirements set down by statutory consultees to reduce flood risk. To: 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. | Policy / document consistency | n/a |
| 64 | 38 | 364 | Policy G104.4 Upwell | Item 4 of the Policy is | Amend item 4 of Policy G104.4 Upwell – Land off St Peter's Road from: | Policy / document consistency | n/a |

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| | | | – Land off St Peter's Road | inconsistent with other drainage policies within the document | 4. Provision of a drainage strategy to address surface water run-off and requirements set down by statutory consultees to reduce flood risk. To: 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. | | |
| 65 | 41 | 384 | G113.2 – Welney land off Main Street | Heritage – site is near the Grade II* listed Church of St Mary. This is not referred to in the policy. | Insert the following policy item: 5. The design and layout of the development shall conserve the significance of the Grade II* listed Church of St Mary the Virgin. | Ensure the plan accurately takes account of and references the heritage assets.. | 637 |
| 66 | 2.3 | 410 | GLOSSARY | Add definition of 'rural exceptions' as this is used earlier in plan and has resulted in queries | Insert additional definition in Glossary: 'Rural Exceptions: These are small developments (up to 15 dwellings) specifically to provide affordable housing in small rural communities on sites that would not normally be used for housing because, for example, they are subject to policies of restraint, such as outside development boundaries, or in Smaller Villages and Hamlets. Rural exception sites should deliver affordable housing in perpetuity. The development should address the needs of the local community (i.e. the parish and adjoining parishes) by accommodating households who are either current residents or have an existing family or employment connection, whilst also ensuring that rural areas continue to develop as sustainable, mixed, inclusive communities. | For completeness and clarity, and to address Inspector's concern.* | n/a |
| | | 410 | Glossary | FOLLOW UP WORK | • Need to include a definition in the Glossary of a 'transport assessment' | | |
| 67 | 4.5 | Policies map | King's Lynn | Whether importance of King's Lynn port adequately recognised in policy. (Raised by ABP and Inspector's Questions). | Identify Port Operational Area on Policies Map (to link with new Port Policy). | In order to recognise the importance of the port to the local economy.* | 1213 |
| 68 | 16 | Sustainability Appraisal – Page: 115 | Denver - Map | The current map does not display the following site: DEN1 (part of 662) | Add DEN1 (part of 662) to the map. An updated map including this site can be seen as Appendix 3 of this document | The site is sustainably appraised and should therefore appear on the map | n/a |
| 69 | 8 | Sustainability Appraisal – Page: 253-255 | North Wootton | The current map and text does not include the site submitted at preferred options stage by Lee Turner (Simon Engledow) | Revise North Wootton section to include missing site (note highway authority objection) | A record of appraisal should be included for completeness. | n/a |
| 70 | 5.1 | Sustainability Appraisal – Page: 380-383 | West Winch | Challenge to Site F being assessed in combination with other sites with different characteristics | Insert revised West Winch SA with separate and focused assessment of Site F | To address concerns raised and provide basis for decisions on, or defence of, Site F status | n/a |

Appendix 1: Amended DM12 Map and relevant Insets

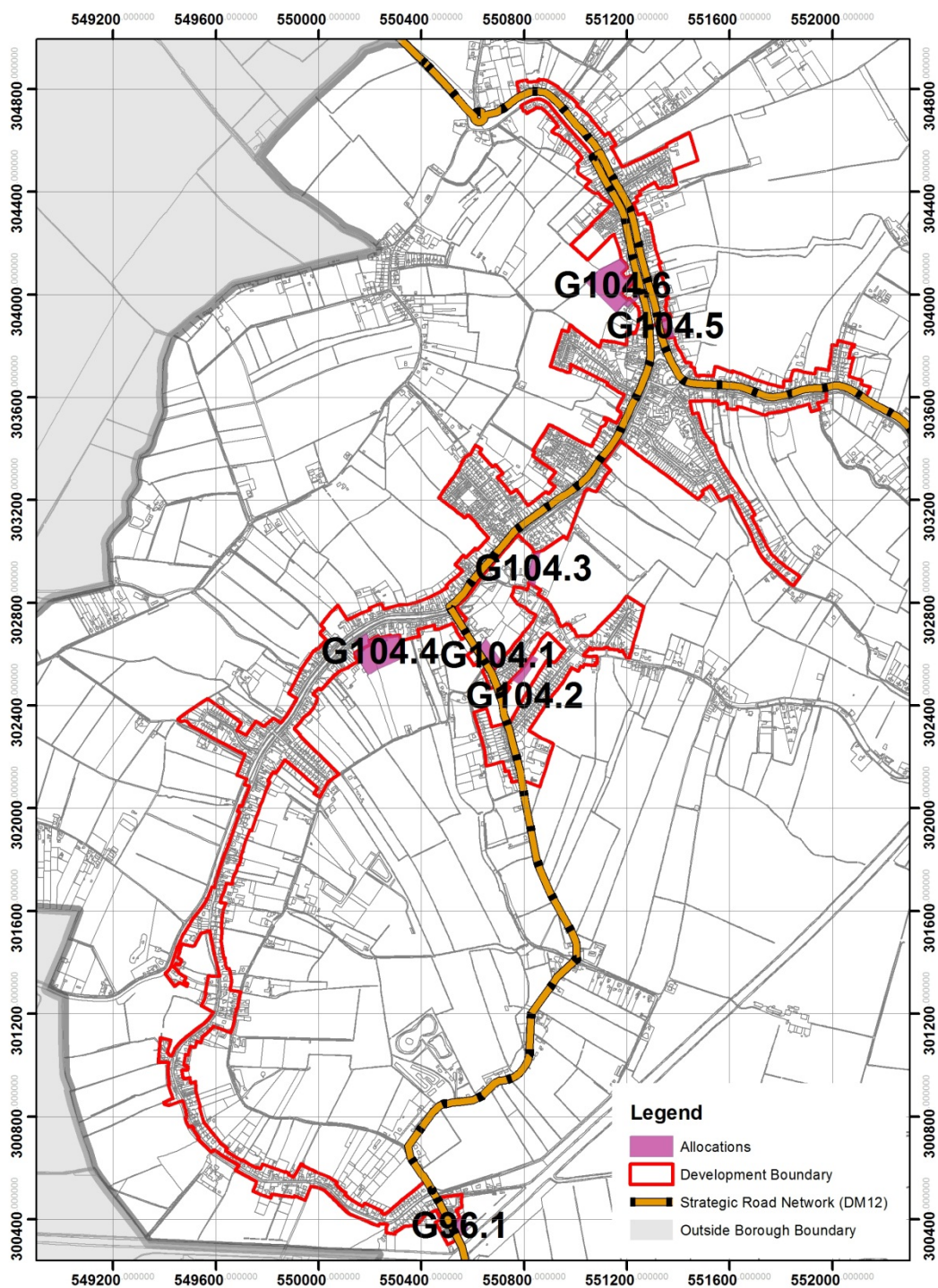
23



DM12: Strategic Road Network - Corridors of Movement

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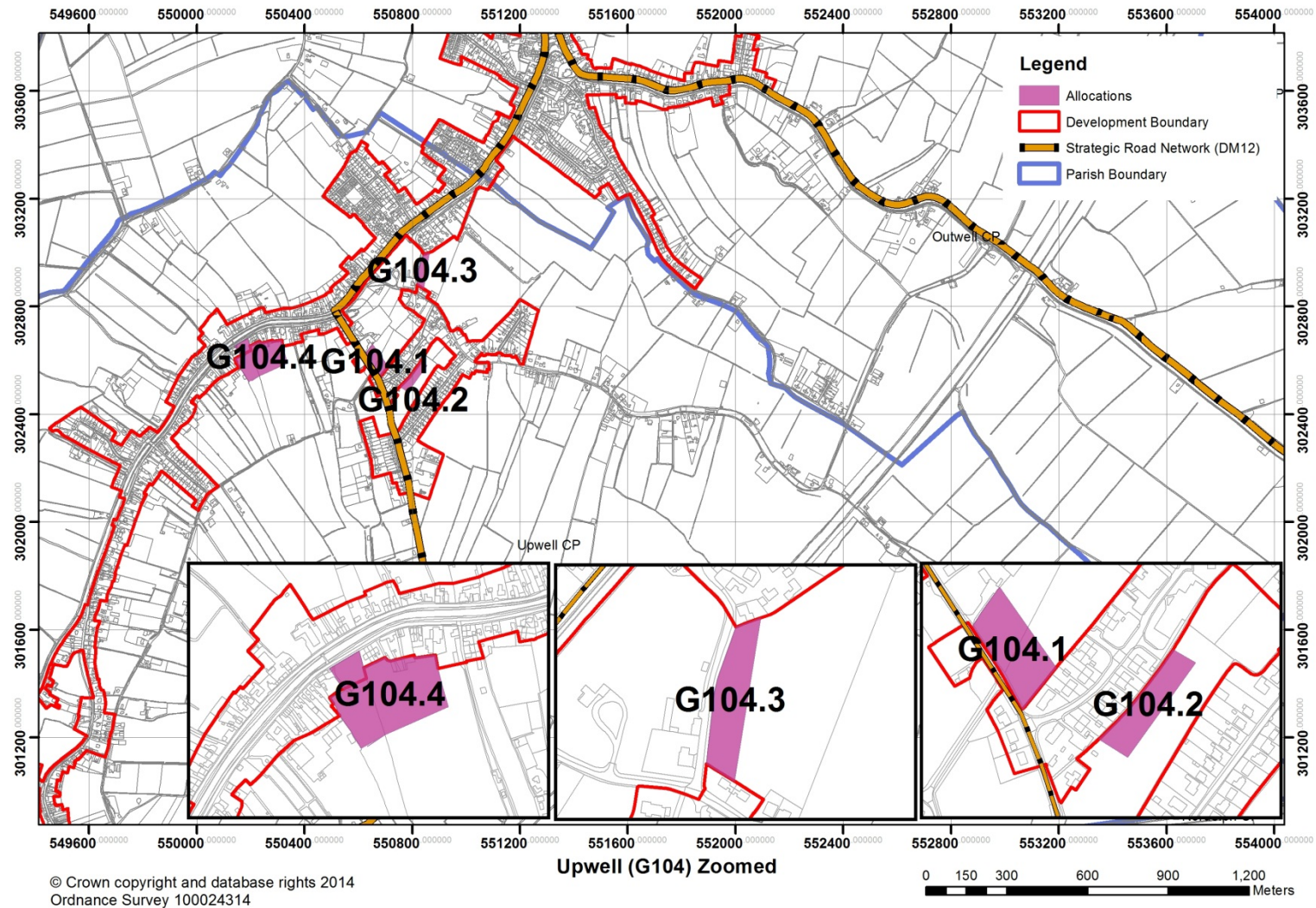


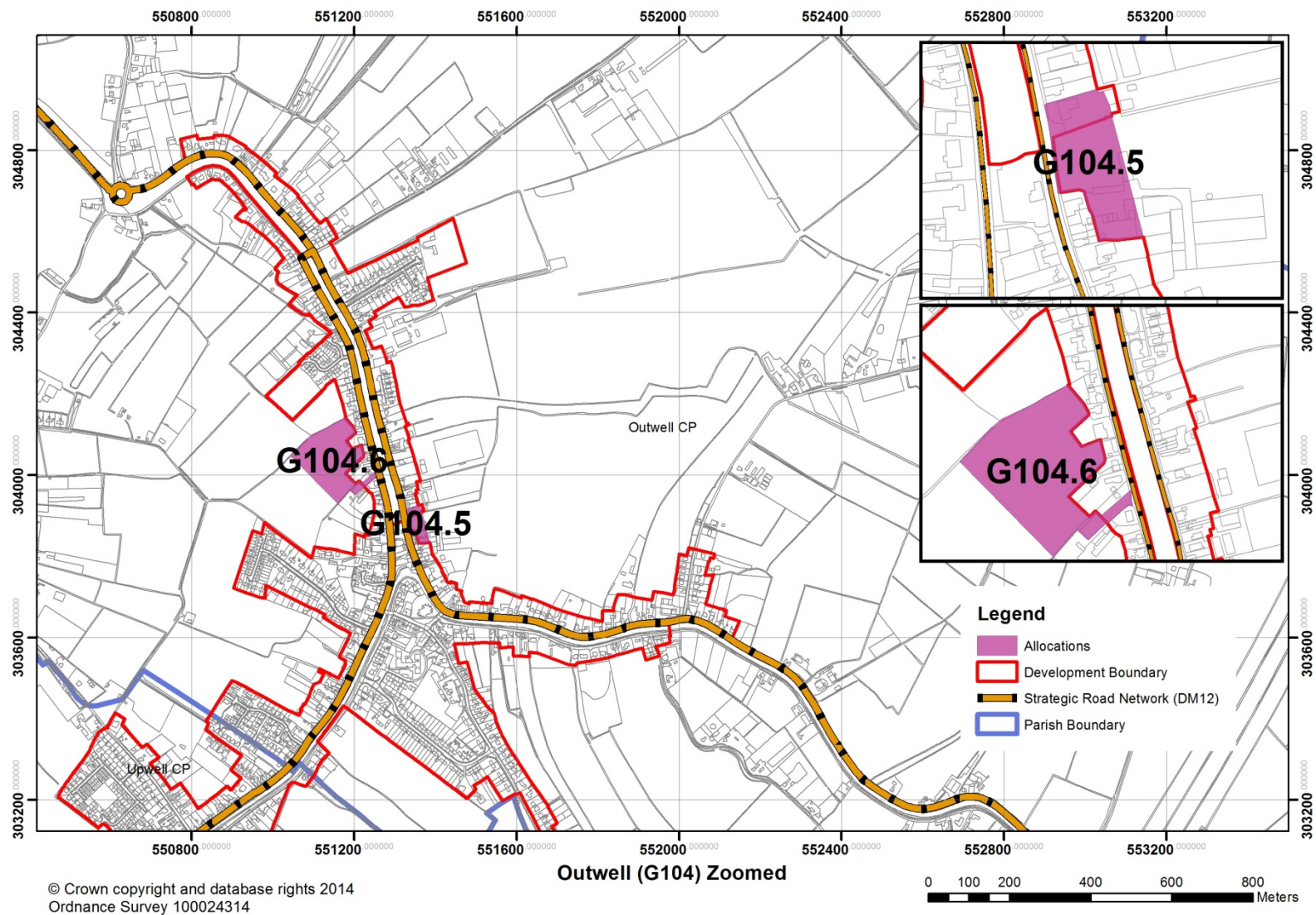


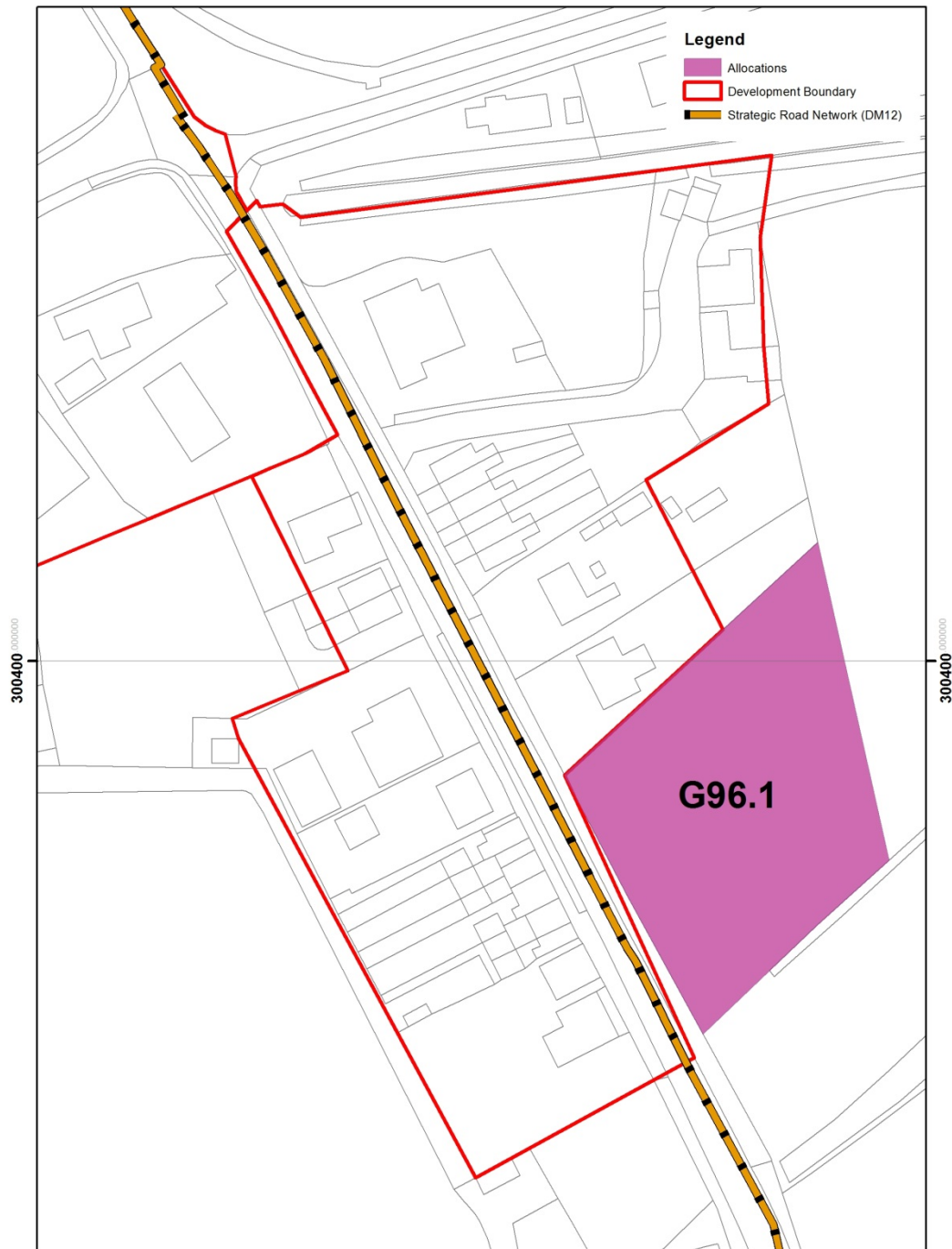
Inset G104 Upwell and Outwell

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0 0.1 0.2 0.4 0.6 0.8
Kilometers





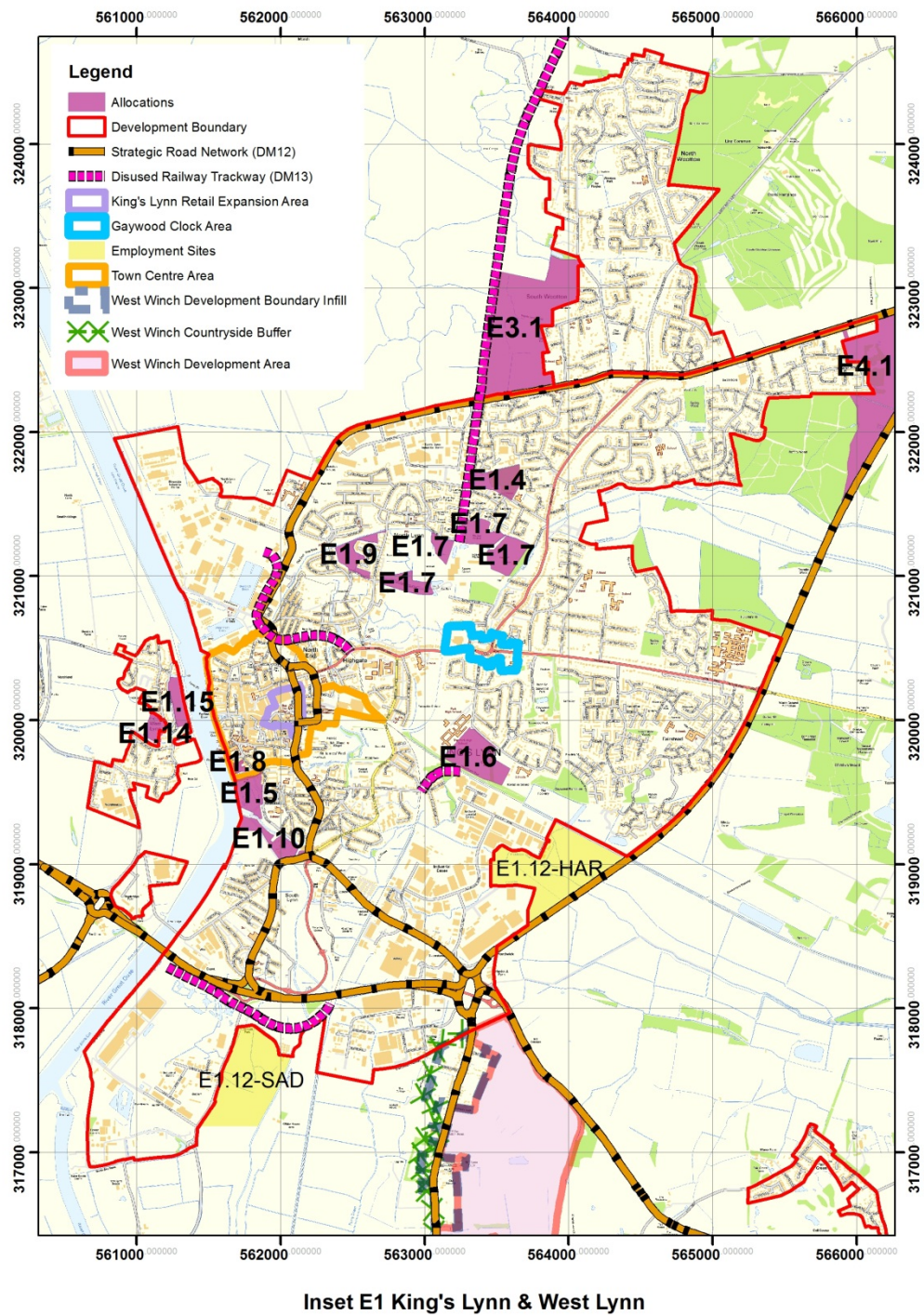


Inset G96 Three Holes

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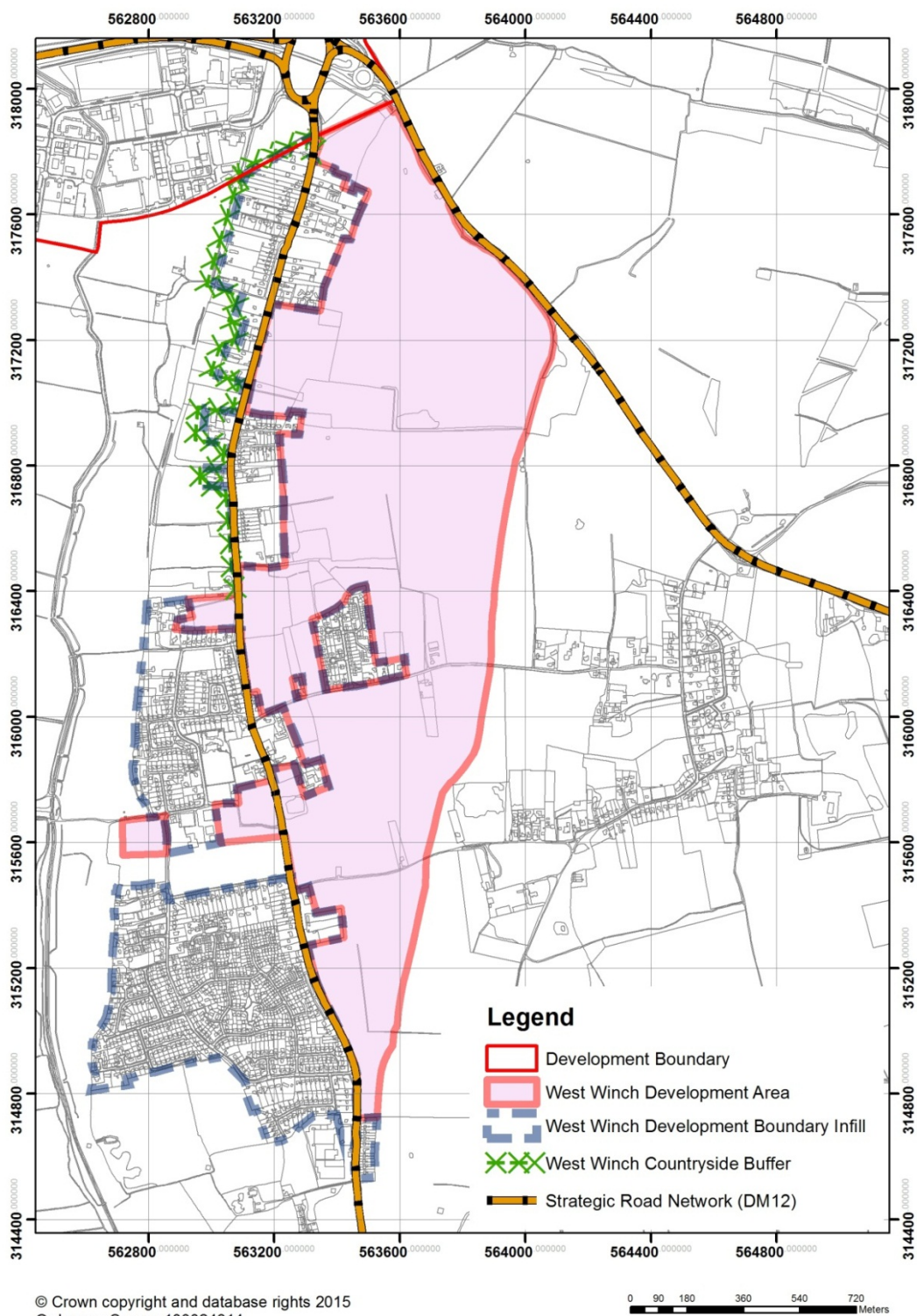
0 0.005 0.01 0.02 0.03 0.04
Kilometers

Appendix 2: Amended Inset E1 King's Lynn & West Lynn. Amended Inset E2 West Winch



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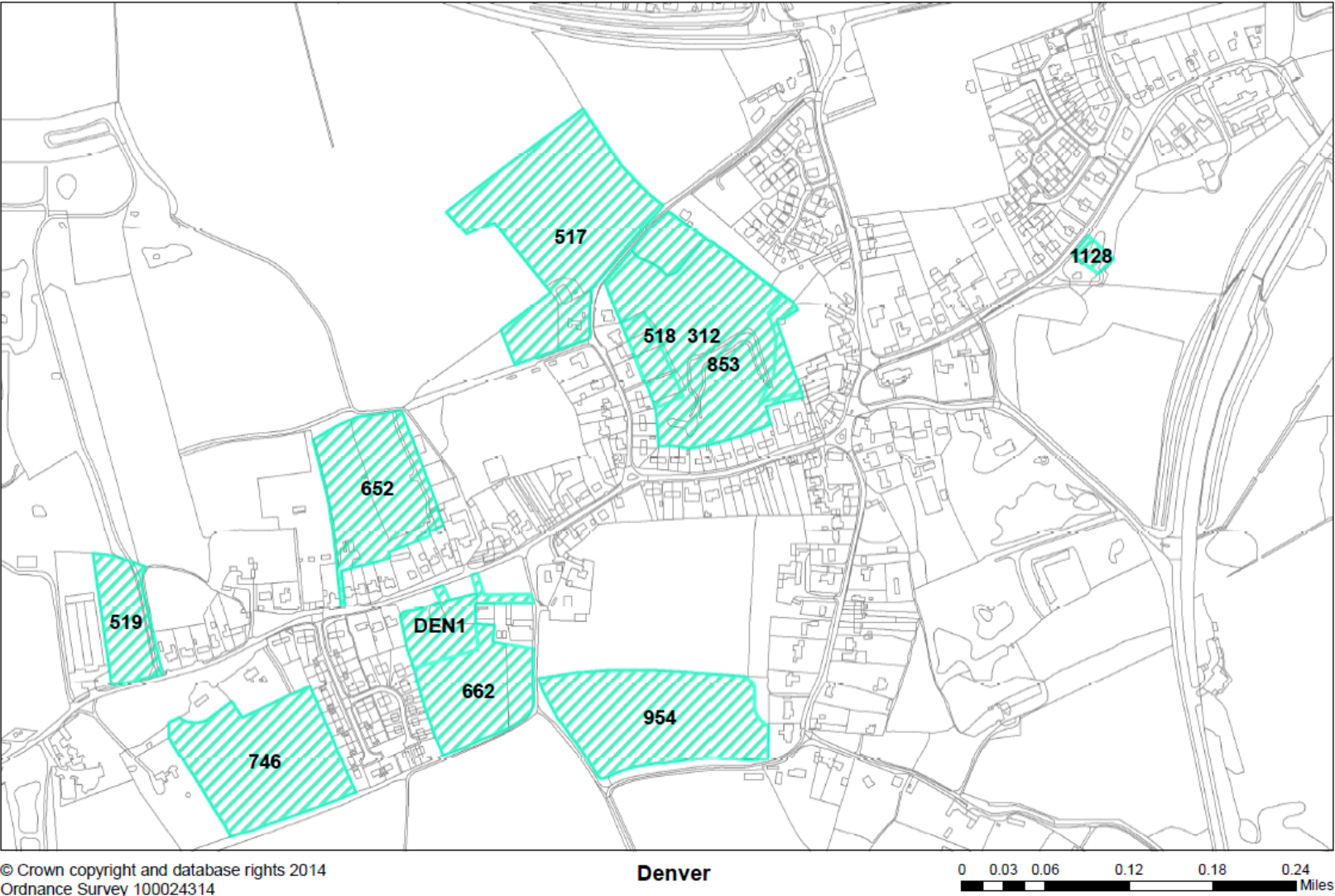
0 205 410 820 1,230 1,640
Meters



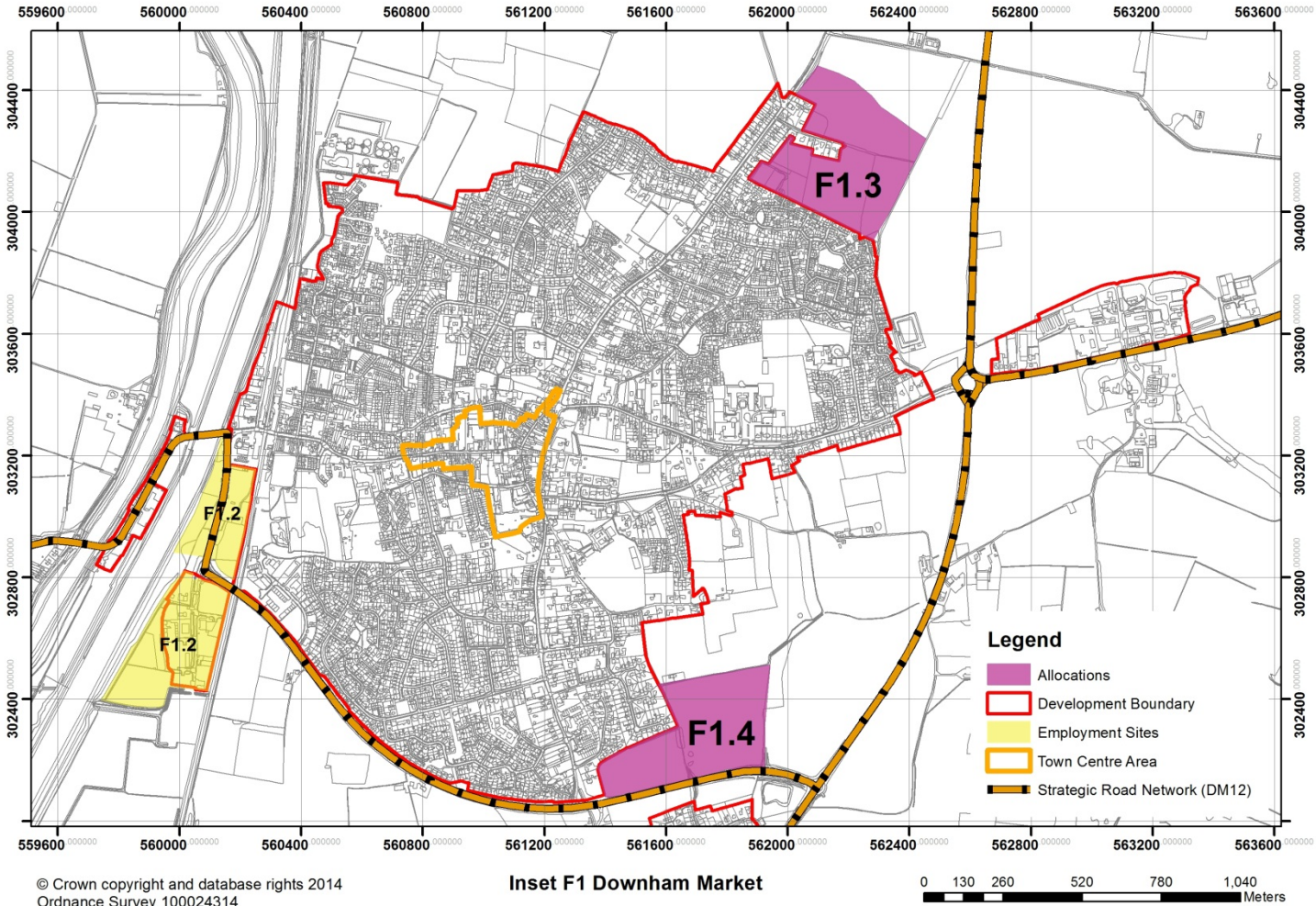
Inset E2 West Winch

Appendix 3: Amended Sustainability Appraisal Report Map for Denver

30

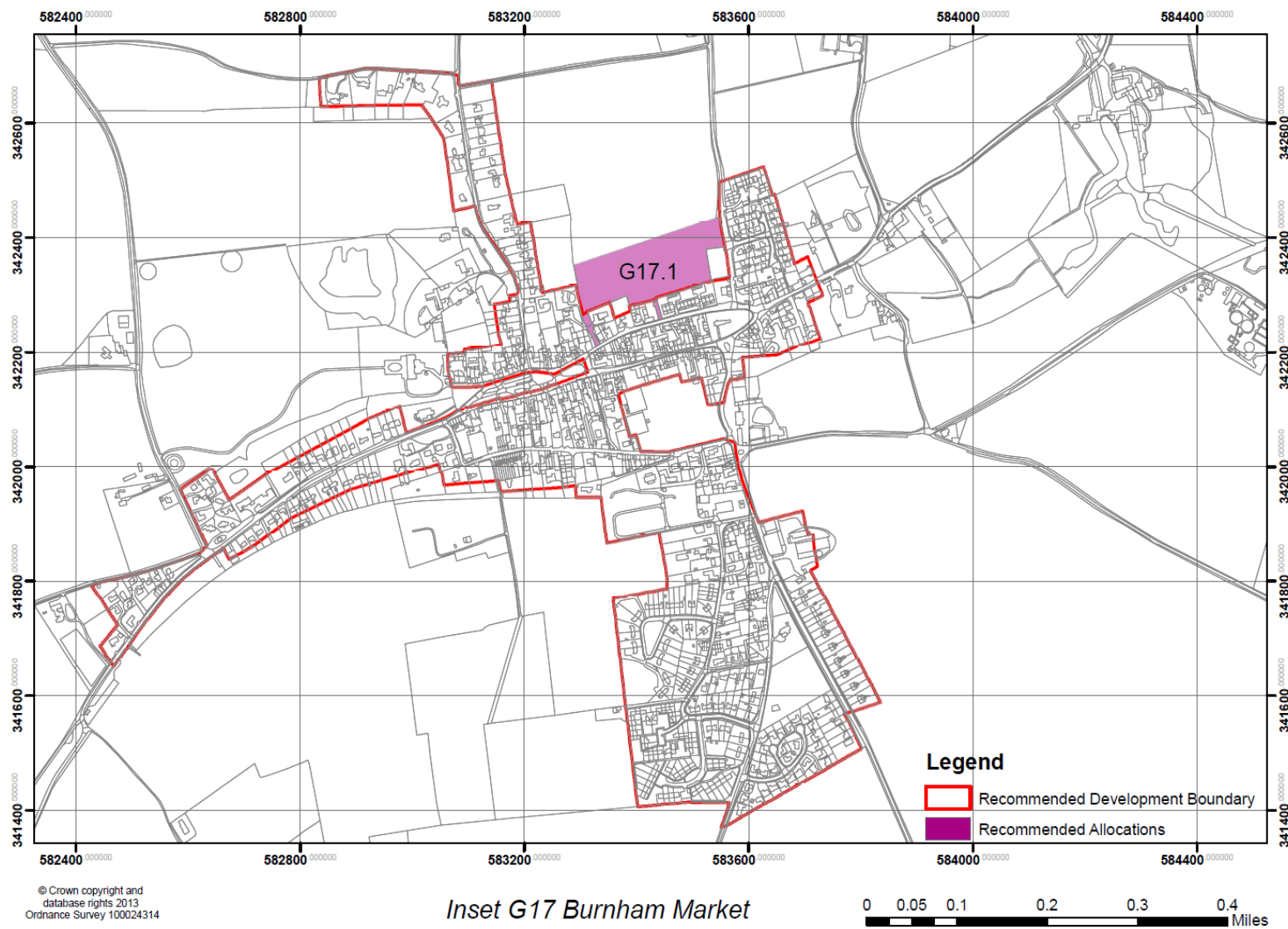


Appendix 4: Amended Inset F1 Downham Market



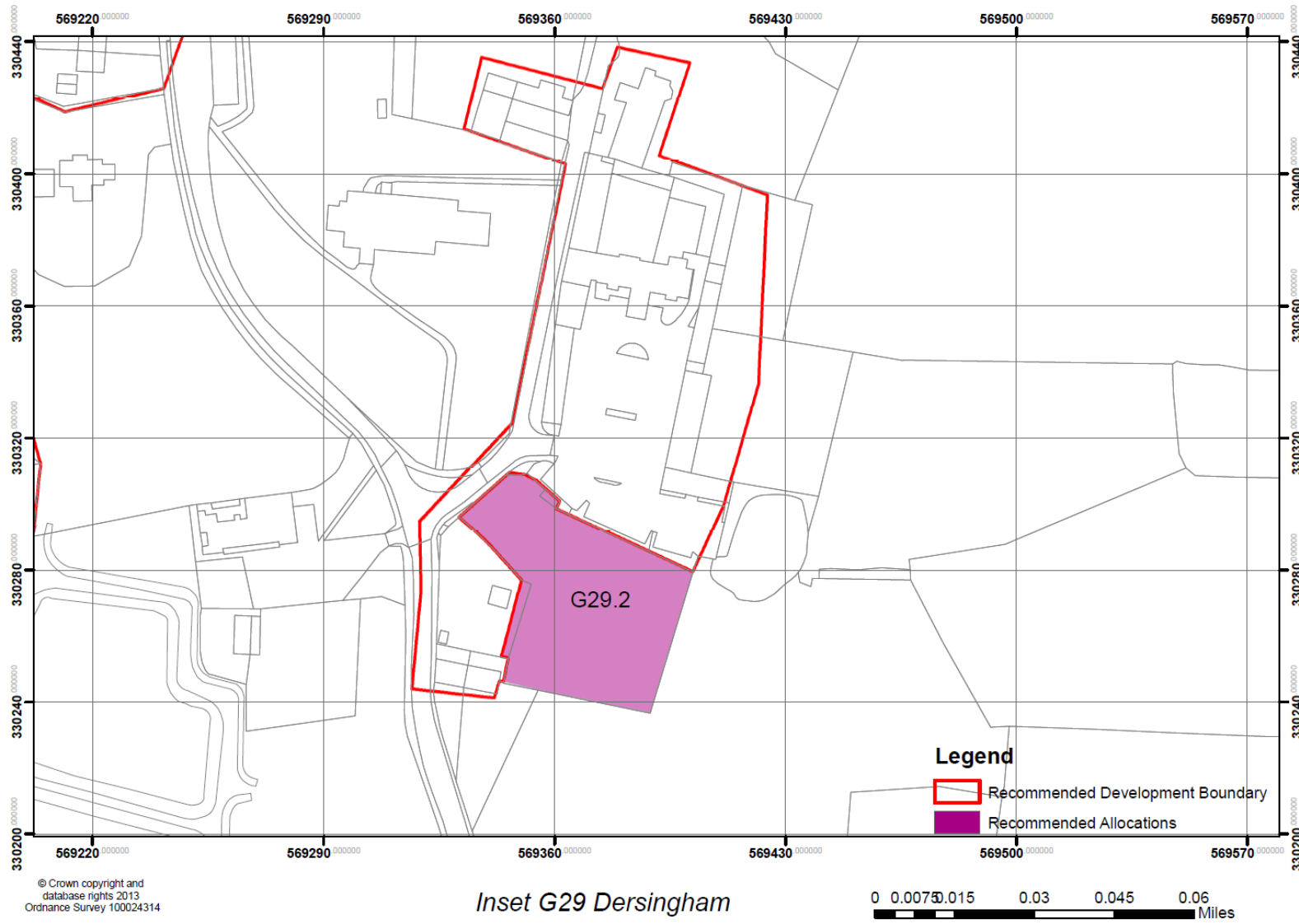
Appendix 5: Burnham Market site boundary correction

32

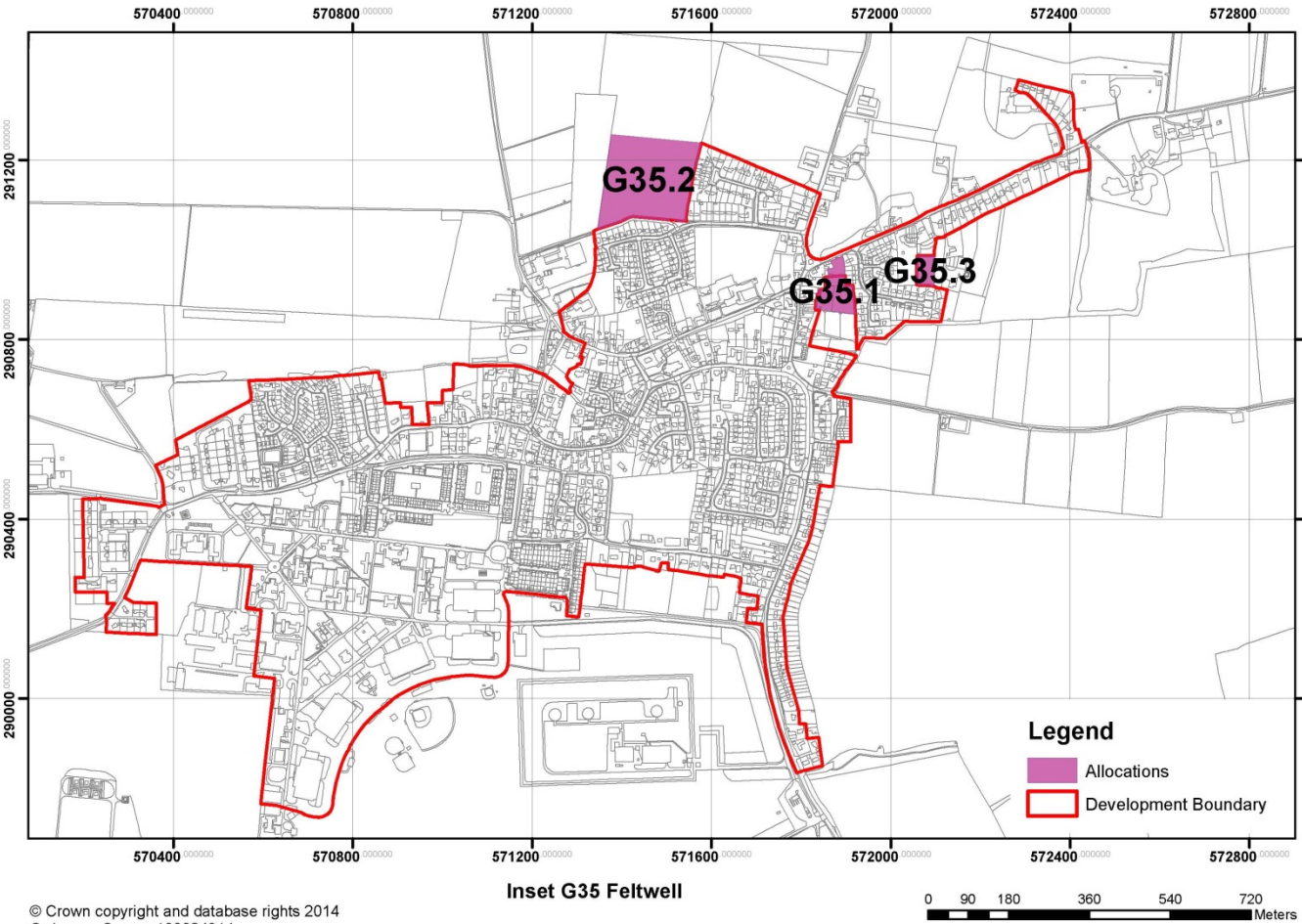


Appendix 6: Amended Development Boundary at G29.2

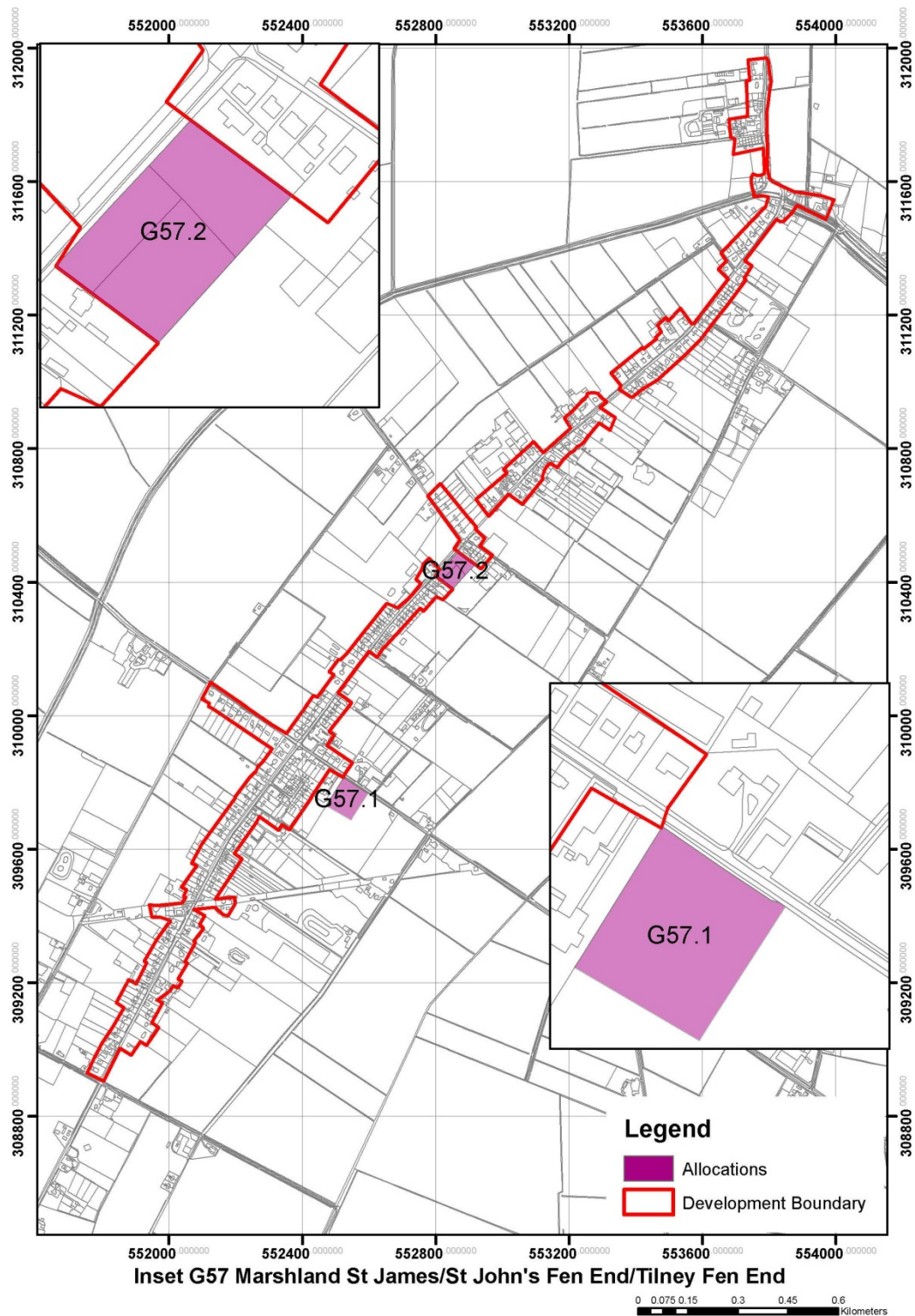
33



Appendix 7: Amended Inset G35 Feltwell

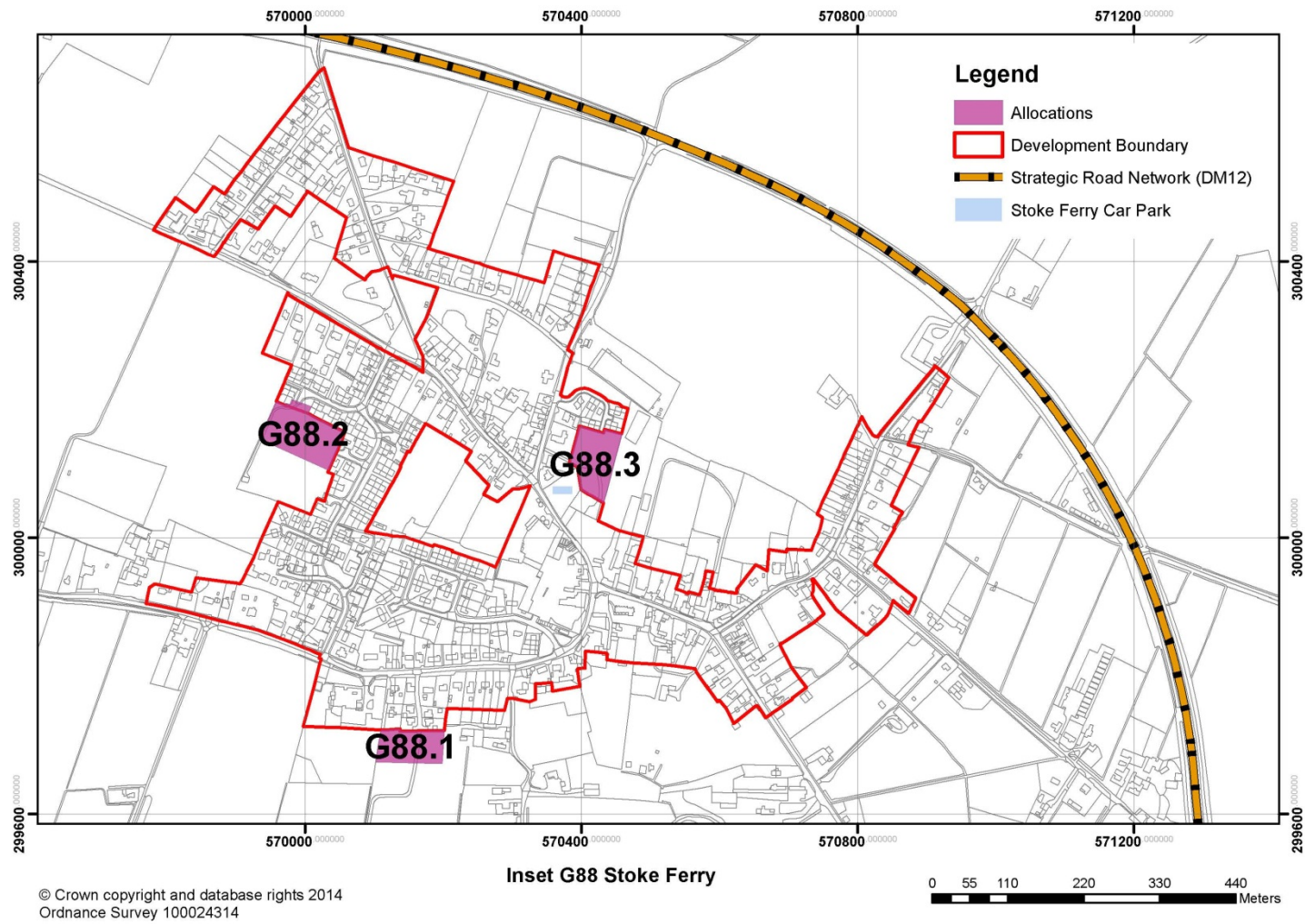


Appendix 8: Amended Inset G57 Marshland St James/ St John's Fen End/Tilney Fen End



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Ordnance Survey 100024314

Appendix 9: Amended Inset G88 Stoke Ferry



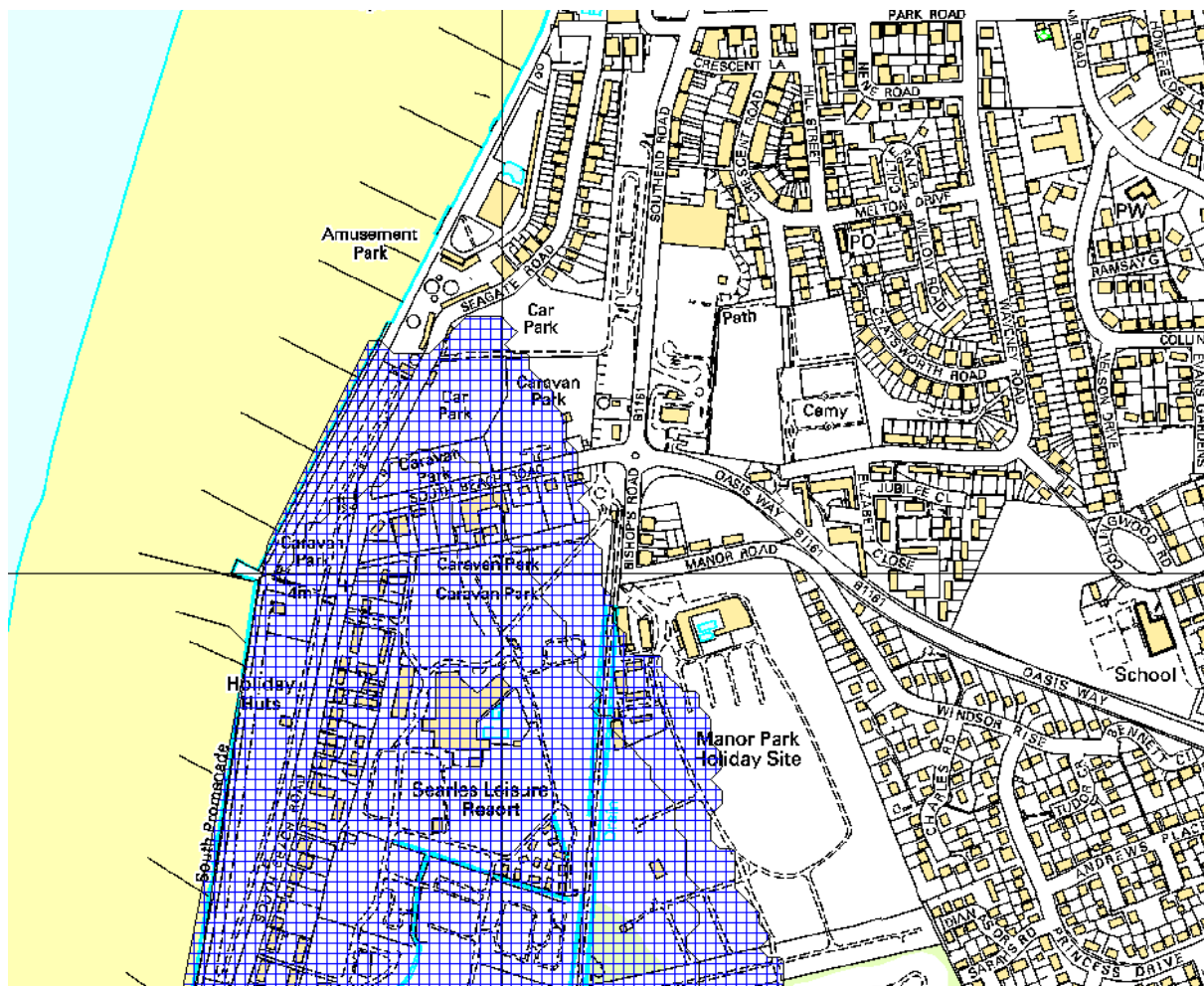
Appendix 10: Statistical Figures for Emneth

| KEY RURAL SERVICE CENTRE | a Provisionally Allocated no. dwellings | b 2011 population (* = estimated) | c Population as proportion of all Key Rural Service Centres' | d Guide number of dwellings based on population | e Allocated dwellings as percentage of guide number (d) | f Particular reason for marked difference between allocations and from guide number (d) |
|--------------------------|--|---------------------------------------|---|--|--|--|
| East Rudham | 10 | 541 | 1% | 7 | 143% | In order to optimise developmnet potential of site and affordable housing delivery |
| Emneth * | 36 | 2617 | 5% | 33 | 109% | In order to optimise developmnet potential of site and affordable housing delivery |
| Feltwell with Hockwold | 70 | 4020 | 8% | 54 | 130% | In order to optimise developmnet potential of site and affordable housing delivery |

*Emneth has been re-categorised as a KRSC (was formerly classed as Wisbech Fringe) as part of the SADMP. Whilst a numerically corrected figure is included for Emneth the remainder of the table has not been recalculated.

Appendix 11: Map to show land at South Hunstanton

The areas marked with a blue grid indicate the extent of the SFRA Tidal Flood Category 3 (high risk) and Tidal Climate Change Flood Category 3 (high risk) mapping layers.



Site Allocations and Development Management Policies Plan – Next steps

Jan 2016

| Plan Stage | Events / Tasks | Dates |
|----------------------------------|---|---|
| | | |
| Follow up work ('Homework') | Consultation | Fri 11 Dec to Fri 15 Jan 2016 |
| | Further discussion / amendments? | Up to Fri 22 Jan 2016 |
| | | |
| Modifications (Major & Minor) | Task Group | Wed 13 Jan 2016 |
| | Cabinet Report | Submitted by Thurs 28 Jan 2016 |
| | Management Team | Tues 2 Feb 2016 |
| | Cabinet Briefing / General Members Briefing | Date to be confirmed |
| | Cabinet Sifting | Mon 8 Feb 2016 |
| | Cabinet Meeting | Tues 1 Mar 2016 |
| | Council Meeting | Thurs 24 Mar 2016 |
| | | |
| | Consultation (6 weeks) | Fri 1 April – Fri 13 May 2016 (to be confirmed) |
| | | |