

## 9 King's Lynn & Surrounding Area

### 9.1 LP34 – King's Lynn Policy

#### Policy LP34 King's Lynn (previously CS03)

##### Introduction

**9.1.1** The Council will continue to promote the regeneration of King's Lynn and focus major growth within and around the town to enable the town to deliver the services and facilities necessary for a sub-regional centre.

##### Strategic Policy

Policy LP34 King's Lynn Area

**In support of the overall development strategy King's Lynn will continue to fulfil its key function as the Borough's main town and administrative and cultural centre and develop its role as a sub-regional centre.**

The strategy for growth is to:

1. Provide at least 4,950 new dwellings within and around King's Lynn including:
  - a. West Lynn;
  - b. South Wootton; and
  - c. West Winch.
2. At least 1,100 of these dwellings are provided as part of the regeneration of the central part of the town and the remaining number will be/are allocated within urban expansion areas to the north and south east of the town.
3. The area south east of the town adjoining West Winch will continue to contribute significantly to meeting needs.
4. 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~~ Saddlebow Road **and Estuary Road**, as part of a balanced mix of uses within areas of renewal and replacement.
5. Provide at least 20,000m<sup>2</sup> of retail floor space as an extension to the existing town centre west of Railway Road.
6. Continue **conserving protecting** and enhancing the historic environment of King's Lynn in order to promote the town for its unique heritage and cultural offer.
7. To achieve these outcomes precedence will be given to proposals set out in the:
  - d. Urban Development Strategy;
  - e. Riverfront Delivery Plan;
  - f. St Margaret's Conservation Area Management Plan;
  - g. Heritage Action Zone; and the
  - h. Town Centre Extension Development Framework.

8. Within the historic and commercial cores of the town, new development will be required to demonstrate a high quality of design which, without stifling innovation, respects and enhances the wider historic surroundings (**including archaeological interest**) and reinforces a positive visitor experience to the town and consequently supports the local tourism, leisure and cultural economies.
9. The expansion areas, and sites of significant redevelopment, are indicated on the Policies Map.
10. Regard will be had to existing Neighbourhood Plans (South Wootton, West Winch/North Runcton).
11. Elsewhere throughout the urban area, schemes of renewal or replacement that positively contribute to the regeneration of the town will be encouraged where there is no detrimental impact upon:
  - i. flood-protection strategies set out in Policies LP14 & LP22;
  - j. the transportation network, including the operation of the port as a strategic transport facility;
  - k. local services and facilities;
  - l. significant trees, wildlife or historic assets;
  - m. enjoyment of the public realm;
  - n. crime prevention.
12. In support of these policies the Council will continue to monitor and seek to influence improvements in the efficiency of the public transport network within the town, its links to main towns and villages within the Borough, and major destinations beyond the Borough. Improvements may require change to operational aspects of the services or appropriate improvements to the highways infrastructure including traffic management and car-parking strategies.
13. 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.
14. The Council will seek to enhance green infrastructure in the town in accordance with the Green Infrastructure Strategy, in particular enhancing the area around the Gaywood Valley to the east of the town.
15. Alternative links within the town for walking and cycling will be maintained and extended to meet the future needs of the residents notably within the areas of regeneration and expansion.
16. The Council will work with its strategic partners to ensure the continued presence of a general hospital at King's Lynn to serve the needs of its growing population, the broader population of West Norfolk and the relevant catchment areas from Breckland, North Norfolk, Cambridgeshire and Lincolnshire.

**Policy LP34 contributes to Local Plan objectives 1-15 Economy, Society and Environment and 16-20 King's Lynn.**

## 9.2 King's Lynn

### Introduction

9.2.1 This King's Lynn section of the Plan is divided as follows:

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

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

9.2.3 King's Lynn is the largest town in the Borough, and its administrative and cultural centre. It acts as a sub-regional centre to the surrounding rural hinterland (including some areas beyond the Borough boundary) providing an important service and retail function. The town expanded rapidly in the 20th Century from its historic core and now accommodates a population of approximately 41,200 (2016 estimate).

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

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

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

Add specific reference to local character – describe local building materials/vernacular. etc.

The King's Lynn Conservation Area was first designated in 1969 and most recently amended in 2003, when five distinct character areas were identified within it. These areas are St Margarets, St Nicholas, Norfolk Street, The Walks, and The Friars. Together, they encompass the majority of the historic town, except an area in the town centre that was redeveloped in the mid-twentieth century.

This history is reflected in the town's historic environment, with a stimulating mixture of surviving medieval and post-medieval street patterns, nineteenth and twentieth century expansion, fine domestic, civic and commercial buildings as well as the remains of the

various medieval friaries. The King's Lynn Heritage Action Zone area, with the Conservation Area at its heart, contains 462 listed buildings (17 Grade I, 55 Grade II\* and 390 Grade II), including the Grade I St Nicholas Chapel, England's largest surviving parochial chapel; the Grade I St George's Guildhall, the largest surviving medieval guildhall in the country and the Grade I Hanse House (1485), the only surviving Hanseatic Warehouse in England; and 6 Scheduled Monuments (SM). This showcases the heritage of King's Lynn and highlights its historic local, national and international significance.

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

### **Housing Growth**

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

### **Allocated Sites**

9.2.8 Allocated sites are specifically identified for a planned type and quantity of development and identified on the Policies Map. The sites in King's Lynn and West Lynn identified below are proposed for development. These are each either available for development at present or there is a reasonable expectation that they will become so during the plan period. These allocations provide for **1,700 1,126** dwellings during the plan period. In relation to the comparative assessment process all these sites are located within the existing urban area which is well served by existing facilities. This is the main comparative reason for their selection as allocations. The sites chosen have been previously identified through the growth planning and associated urban capacity and SHLAA processes. (No other competing sites of the appropriate scale for allocation were identified.)

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

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

likelihood that significant proportions of the residents of these new housing developments will go to the designated sites for such recreation is reduced.

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

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

## **Economy**

9.2.13 The Strategic Policies indicate the distribution of employment development across the Borough and for King's Lynn approximately 50 hectares of employment land is allocated.

9.2.14 The King's Lynn Diagram 1 illustrates the Employment Expansion areas and King's Lynn Port. The Borough Council has identified the Port with the intention of protecting and supporting its function and role in the town as a strategic transport hub.

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

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

The third allocation for 3 hectares off Estuary Road was formerly allocated in the 1998 Local Plan. Part of the site was recently granted permission for employment use. The site will provide additional employment land in the north of the town in the vicinity of the Port.

## **Regeneration Areas**

9.2.17 Regeneration plans include the Nar Ouse Regeneration Area (NORA), which is already underway with houses already constructed and an Enterprise Zone designation; the Riverfront Regeneration Area; and the Town Centre Extension Development Framework (see Retail section above). The Enterprise Zone comprises 15-hectares of serviced employment land and can accommodate approximately 40,000m<sup>2</sup> of employment floor space. Sites are available for a range of uses including office, industrial and research and development. Outline Planning permission is in place and A reserved matters application was approved in November 2018.

9.2.18 The Riverfront Regeneration area aims to maximise the potential of the riverfront area in King's Lynn. This 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 offer.

9.2.19 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. Expand text re HAZ. HAZ Projects include:

- 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.

## **Transport**

9.2.20 In support of the overall approach to regeneration and growth in King's Lynn the Borough Council worked with the County Council to produce the King's Lynn Area Land Use and Transportation Study and Strategy (KLATSS). Strategic Policy SP11 deals with strategic transport issues. In King's Lynn strategies will seek to balance ease of access from a wide rural catchment and the ability to park with measures to tackle air quality, deal with local congestion pinch points, improve public transport and develop the strategic cycling network. Transport measures associated with the allocation of strategic sites are identified in those sections of the document.

## **Health**

Planning in Health, an engagement protocol between local planning authorities, public health and health sector organisations in Norfolk, was adopted in March 2017. This health protocol came about in recognition of a need for greater collaboration between local planning authorities, health service organisations and public health agencies to plan for future growth and to promote health. It reflects a change in national planning policy and the need for health service organisations to deliver on the commitments within the 5 year forward view.

## 9.2.1 E1.1 King's Lynn - Town Centre Policy

### Introduction

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

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

**9.2.1.3** The industrial operations of the Port adjoin 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.

### Strategic Policy

#### Policy E1.1 King's Lynn - Town Centre

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

1 The Borough Council will promote this area as the prime focus in the Borough for retail, community and professional services, leisure, culture and entertainment. The historic character, local distinctiveness, facilities, amenity and vibrancy of the area will be maintained and enhanced, both for their own sake and to strengthen the appeal of the town centre. In order to achieve this **and taking account of the requirements of Policy LP22 Sites in Areas of Flood Risk:**

- o. development of retail, offices serving visiting members of the public, hotels, assembly and leisure uses, and community and cultural facilities (e.g. Use Classes A, C1, D1, D2 and sui generis theatres) will be particularly encouraged in the area.
- p. other uses which contribute to the character and vibrancy of the town centre will be encouraged, including residential (C3), and offices/light industry (B1). The development of high-quality housing in the town centre would be particularly welcomed for its contribution to its architectural quality, social mix, and economic health.
- q. additional general industrial uses (B2) and warehousing and distribution (B8) will not be permitted in the town centre area unless it can be demonstrated that they will not have adverse impacts on the character, amenity and traffic of the town centre.
- r. improvements to town centre access, especially in terms of public transport, pedestrians and cyclists, and to parking provision and management, will be encouraged where this is compatible with the overall aims above.

- s. redevelopment to increase the provision of larger, modern format retail units will be encouraged where this can be achieved in a way that is consistent with the other objectives for the town centre.
- t. the retention of active frontages (i.e. window displays, entrances, and views of internal activity, etc.) will be encouraged in the main retail streets of the Town Centre, as will the refurbishment or replacement of shop frontages where this secures an active frontage and strengthens the local distinctiveness of the town and its heritage, and the active use of upper storeys of buildings. However, this does not preclude the removal of retail frontages outside the main retail streets of the town. The reinstatement of the original ground floor frontages of historic townhouses, for instance, will be particularly welcome for the contribution to the town's historic character, unless this has adverse impacts on the retail function of the town as a whole or on designated heritage assets.
- u. development in the vicinity of the Port will be carefully scrutinised to ensure its compatibility with Policy E1.2A.

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

### Introduction

**9.2.2.1** Strategic Policy LP34 refers to the need to provide at least 20,000 sq. m. of retail floor space as an extension to the existing town centre west of Railway Road in King's Lynn. The King's Lynn Diagram 2 broadly indicates where the Town Centre Expansion Area could be located. This area was defined in the Site Specific Allocations and Policies Document and this is illustrated on the map below. The Urban Renaissance Strategy provided guidance for the Town Centre Extension Development, seeking to promote the town's role as a sub-regional attraction with an expanded retail offer and improved accessibility to cultural, tourism and leisure uses. A Town Centre Expansion Development Framework was published and endorsed by the Council in November 2008. Policy E1.2 below provides for this expansion.

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

17. Significant expansion and enhancement of retail and other town centre uses will be encouraged in the area indicated on the Policies Map to provide or contribute to an additional 20,000 m<sup>2</sup> of retail and related floor space. Provision of larger, more modern format retail units will be particularly encouraged.
18. Such redevelopment is unlikely to occupy the whole of the area indicated but may involve relocation and/or reconfiguration of the bus station and car parking provision.

## 9.2.3 E1.2A King's Lynn - Port Policy

### Policy E1.2A King's Lynn Port

The role and capacity of the Port of King's Lynn will be protected and strengthened through:

- b. recognising and protecting the port operational area identified on the Policies Map;
- c. supporting port development and growth where this is compatible with other policies in the development plan; and
- d. 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.

## 9.2.4 E1.3 King's Lynn - Gaywood Clock Policy

### Introduction

**9.2.4.1** 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.

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

19. Development will be supported in the Gaywood Clock Area (as defined on the Policies Map) where it is:
  - a. a retail use (Classes A1, 2, 3, 4, or 5) or otherwise complementary to the neighbourhood retail function of the area; and
  - b. of an appropriate scale to serve the population of their catchment without harming the vitality and viability of other centres.
20. The loss of shopping facilities will be resisted where this would detract from the role and function of this neighbourhood retail centre.

## 9.2.5 E1.4 King's Lynn - Marsh Lane Policy

### Site Allocation

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

#### Policy E1.4 King's Lynn - Marsh Lane

**Land amounting to 5.3 hectares is allocated for residential development of some 130 dwellings.**

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

21. Provision of a new road linking the site to the A1078 Edward Benefer Way, minimising negative impacts on the existing cycleway;
22. Submission of a site specific Flood Risk Assessment;
23. 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;
24. 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:
  - c. informal open space (new and/or existing);
  - d. pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;
  - e. a contribution to greenspace provision or management in the wider area within which the site is located;
25. In judging the amount of on-site open space appropriate under Policy LP19 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Lynnsport to the south of the site). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;
26. Provision of a project level habitats regulations assessment, with particular regard to the potential for indirect and cumulative effects through recreational disturbance to the Roydon Common Special Area of Conservation;
27. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
28. Provision of affordable housing in line with the current standards;
29. Submission of an Ecological Study that establishes that either:
  - f. there would be no negative impact on flora and fauna;

- g. or, if any negative impacts are identified, establishes that these could be suitably mitigated.

## 9.2.6 E1.5 King's Lynn - Boal Quay Policy

### Site Allocation

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

The King's Lynn Conservation Area lies immediately to the east and north of this site. The Conservation Area includes a large number of listed buildings near to this site, many of which are listed at grade II but also including the Church of All Saints which is listed at Grade II\*. Whitefriars Gateway scheduled monument lies on the eastern boundary of the site. Any development of the site therefore has the potential to impact upon the setting of these heritage assets.

The King's Lynn Riverfront Delivery Plan (2017) covers this area.

### Policy E1.5 King's Lynn - Boal Quay

Land amounting to 4.1 hectares is allocated for Mixed Use including residential development of some 350 dwellings.

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

1. Submission of an Archaeological Assessment;
2. The need to conserve and enhance the significance and setting of nearby heritage assets, specifically listed buildings and the conservation area;
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. 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:
  - a. informal open space (new and/or existing);
  - b. pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;
  - c. a contribution to greenspace provision or management in the wider area within which the site is located;

In judging the amount of on-site open space appropriate under Policy LP19 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Harding's Pits Doorstep Green to the south of the site). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;

Submission of an Ecological Study that establishes that either:

- a. there would be no negative impact on flora and fauna;
- b. or, if any negative impacts are identified, establishes that these could be suitably mitigated;

Financial contributions towards the provision of infrastructure including additional primary and secondary school places;

Provision of affordable housing in line with the current standards.

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

### Site Allocation

**9.2.7.1** 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.

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

**Land amounting to 8.8 hectares is allocated for residential development of some 260 dwellings.**

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

30. Retention of the Cross Belt avenue of trees and southern boundary tree belt;
31. Submission of a site specific Flood Risk Assessment; South of Parkway
32. Submission of an Arboricultural Assessment;
33. Submission of an Archaeological Assessment;
34. 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;
35. 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:
  - h. informal open space (new and/or existing);
  - i. pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;;
  - j. a contribution to greenspace provision or management in the wider area within which the site is located;
36. In judging the amount of on-site open space appropriate under Policy LP19 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at The Walks to the west of the site). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;
37. Provision of a project level habitats regulations assessment, with particular regard to the potential for indirect and cumulative effects through recreational disturbance to the Roydon Common Special Area of Conservation;

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

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

### Site Allocation

**9.2.8.1** 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. This 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.**

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

**Land amounting to 13.7 hectares is allocated for residential development of at least 297 dwellings.**

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

41. Submission of a site specific Flood Risk Assessment;
42. 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;
43. 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:
  - m. Informal open space (new and/or existing);
  - n. Pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;
  - o. A contribution to greenspace provision or management in the wider area within which the site is located;
44. In judging the amount of on-site open space appropriate under Policy LP19 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Lynnsport adjacent to the site). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;
45. Submission of an Ecological Study that establishes that either:
  - p. there would be no negative impact on flora and fauna;
  - q. or, if any negative impacts are identified, establishes that these could be suitably mitigated;
46. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;

47. Provision of affordable housing in line with the current standards.

## 9.2.9 E1.8 King's Lynn - South Quay Policy

### Site Allocation

**9.2.9.1** The site consists of the former Grain Silos and the vacant former Sommerfeld and Thomas Warehouse.

Policy E1.8 King's Lynn - South Quay

**Land amounting to 0.5 hectare is allocated for residential development at least 50 dwellings.**

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

48. Retention of Devil's Alley as a Public Right of Way;
49. Creation of a public walkway along the north bank of the Millfleet;
50. Retention of the Grade II listed Sommerfeld and Thomas Warehouse;
51. A design approach that has regard to massing, materials, scale and views in and out of the site and the impact on nearby listed buildings and the King's Lynn Conservation Area;
52. An Arboricultural Assessment in relation to adjoining trees;
53. Submission of an Archaeological Assessment;
54. 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;**
55. 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;
56. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
57. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**9.2.9.2** The site has a frontage to South Quay and the River Great Ouse. It is bounded to the south by the Millfleet, a watercourse that discharges to the River Great Ouse. To the east the site adjoins the backs of residential properties in Nelson Street. To the north it adjoins Hampton Court and properties fronting South Quay. Devil's Alley, a public footpath, runs through the site, linking Nelson Street to South Quay.

**9.2.9.3** 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. The allocated site has been reviewed and taken forward in the Riverfront Delivery Plan.

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

### Site Allocation

**9.2.10.1** Land west of Columbia Way is being brought forward as part of the public/private joint venture with funding from the Government's Accelerated Construction Programme.

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

**Land amounting to 3.3 hectares is allocated for residential development of at least 100 dwellings.**

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

58. Provision of a link to the existing cycleway network in the vicinity of the site;
59. Submission of a site specific Flood Risk Assessment;
60. 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;
61. 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:
  62. Informal open space (new and/or existing);
  63. Pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;
  64. A contribution to greenspace provision or management in the wider area within which the site is located;
  65. In judging the amount of on-site open space appropriate under Policy LP19 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Lynnsport to the east of the site). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;
66. Submission of an Ecological Study that establishes that either:
  - r. there would be no negative impact on flora and fauna;
  - s. or, if any negative impacts are identified, establishes that these could be suitably mitigated;
67. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
68. Provision of affordable housing in line with the current standards.

### Site Description

**9.2.10.2** This site consists of grass and scrubland between the Bawsey Drain and cycleway to the north, Columbia Way and Waterside to the west, Salters Road to the south and Losinga Road to the east.

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

### Site Allocation

**9.2.11.1** This site has been reviewed and taken forward in the Riverfront Delivery Plan (2017).

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

**Land amounting to 3.8 hectares is allocated for residential development of at least 50 dwellings.**

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

69. 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;**
70. 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;
71. 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:
  72. Informal open space (new and/or existing);
  73. **Add criterion re conservation area 'Development should preserve or where opportunities arise enhance the Kings Lynn Conservation Area and its setting;**
  74. Pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;
  75. A contribution to greenspace provision or management in the wider area within which the site is located;
  76. In judging the amount of on-site open space appropriate under Policy LP19 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Harding's Pits Doorstep Green adjacent to the site or Central Park to the south). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;
77. Submission of an Ecological Study that establishes that either:
  - t. there would be no negative impact on flora and fauna;

- u. or, if any negative impacts are identified, establishes that these could be suitably mitigated;

78. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;

79. Provision of affordable housing in line with the current standards.

### **Site Description**

**9.2.11.2** 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. Planning permission for accesses and the moving of the bus gate was granted in September 2017. Planning permission for 7 dwellings at the rear of Harvest House on part of the allocated area was granted in September 2018.

## 9.2.12 E1.11 King's Lynn - Southgates Policy

### Site Allocation

#### Policy E1.11 King's Lynn - Southgates

**Land amounting to 0.2 hectare is allocated for residential development of at least 20 dwellings.**

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

80. Submission of a site specific Flood Risk Assessment;
81. 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;
82. 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;
83. **Development should conserve and where appropriate enhance heritage assets and their settings;**
84. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
85. Provision of affordable housing in line with the current standards.

### Site Description

**9.2.12.1** 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.

### 9.2.13 E1.12 King's Lynn - Employment Land Policy

#### **Employment Allocation**

**9.2.13.1** The land adjacent to Hardwick Industrial Estate is an allocation (E1.12-HAR), brought forward from the 1998 Local Plan, and has been identified as a strategic employment site for the County. The site area for this is approximately 27 hectares and now has planning consent.

**9.2.13.2** The second allocation site (E1.12-SAD) is approximately 23 hectares and lies south-east of the A47(T) Saddlebow roundabout, east of Saddlebow Road and west of the King's Lynn - Cambridge/London railway line.

A third site off Estuary Road, previously allocated in the 1998 Local Plan, is allocated to provide an additional 3 ha for B1, B2 and B8 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 - B1, B2, B8 use on the redundant former farmyard.

#### Policy E1.12 King's Lynn - Employment Land

1. Sites at Hardwick (E1.12-HAR) (27 hectares) and 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.
2. The development of these sites to provide for business, industrial and distribution uses will create opportunities to meet future need and provide for choice in line with Strategic Policy LP06 - The Economy.

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

### Introduction

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

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

**9.2.14.2** 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.

**9.2.14.3** GI can be used to improve the environmental quality of an area and therefore enhance the image of a town. Employment sites are also included in the strategy, as it is possible to incorporate GI within these commercial areas through green roofs, formal garden areas for workers and sustainable transport routes. The inclusion of such provision in commercial areas can make such sites more appealing with a related positive impact upon rental prices.

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

**9.2.14.5** The Policy seeks to protect, as well as enhance and extend, GI in and around King's Lynn; by including wording to say that "An agreed package of habitat protection measures to mitigate the potential adverse effects of additional recreational pressures on Natura 2000 sites will be required"; by including reference to the preparation of more detailed local Green Infrastructure solutions for King's Lynn and to show named areas in the Policy (Gaywood Valley and Bawsey/Leziate) on the Policies Map.

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

86. Strategic Green Infrastructure in and around King's Lynn will be protected, enhanced and extended.
87. Additional green infrastructure will be provided in conjunction with the strategic housing developments in and around the town. This will include elements of habitat protection measures relating to mitigation of potential adverse recreational impacts on Natura 2000 sites associated with housing and other developments.
88. Opportunities will be sought to enhance provision in and around the Gaywood Valley, Bawsey and Leziate.

## 9.3 West Lynn

### Introduction

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

### Strategic Background

**9.3.2** The Local Plan included West Lynn as part of the sub-regional centre of King's Lynn in Policy LP02. Policy LP34 seeks to provide at least 7,510 new dwellings within and around King's Lynn including West Lynn. The Distribution of Development Chapter of this document identifies that a part of the growth planned for the King's Lynn area should be accommodated in West Lynn (see below).

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

#### Site Allocation

**9.3.1.1** 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. 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.

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

**Land amounting to 2.0 hectares is allocated for residential development of at least 49 dwellings.**

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

89. Plans that demonstrate that all land currently used by West Lynn Primary School for the school playing field is excluded from development and that the boundary of the development site is reduced accordingly;
90. 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;
91. The precise provision of open space will be considered with regard to the proximity of the development to existing safeguarded facilities (such as the nearby recreational facilities to the south of the site). The Borough Council will consider flexibility of open space provision where this would result in qualitative and quantitative benefits to the community;
92. Submission of details relating to the West Lynn Drain demonstrating that any development will not obstruct access to the watercourse and a 9 metre strip of land adjacent to the watercourse is safeguarded from development, to the satisfaction of King's Lynn Internal Drainage Board;
93. Submission of an Ecological Study that establishes that either:
  - v. there would be no negative impact on flora and fauna or,
  - w. if any negative impacts are identified, establishes that these [negative impacts] could be suitably mitigated against;
94. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
95. Provision of affordable housing in line with the current standards;
96. Development should preserve the nearby listed building and its setting;

97. Submission of a site specific Flood Risk Assessment. 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).

## **Site Description and Justification**

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

### **Sequential Test**

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

### **Exceptions Test**

**9.3.1.4** The Council considers that further housing development is necessary within West Lynn in order to strengthen the sustainability of King's Lynn, its community and services, and that these benefits outweigh the flood risk involved. A site specific flood risk assessment has not yet been carried out. This would be required before this site could pass the exceptions test set by the National Planning Policy Framework and be developed. This site could only be granted permission if such an assessment demonstrates that housing development on this site would be safe, and it can be shown that this can be achieved in a way compatible with the site's surroundings. The detailed requirements for this are set out in Policy LP22 Allocated Sites in Areas of Flood Risk. It will be for the site owner or prospective developer to provide such an assessment.

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

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

### 9.3.2 E1.15 West Lynn - Land at Bankside Policy

#### Site Allocation

Policy E1.15 West Lynn - Land at Bankside

**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:

98. Provision of additional car parking to serve the West Lynn Ferry;
99. Development should conserve and where appropriate enhance King's Lynn Conservation Area and associated listed buildings and their settings;
100. 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;
101. 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;
102. 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;
103. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
104. Provision of affordable housing in line with the current standards.
105. ~~Submission of a site specific Flood Risk Assessment.~~

#### Site Description and Justification

**9.3.2.1** The former Del Monte site at Bankside, West Lynn is a derelict brownfield site capable of achieving a high density, waterfront development.

**9.3.2.2** The site should include additional car parking to serve the West Lynn Ferry, which gives it direct access to King's Lynn town centre.