



Local Plan Task Group
Wednesday, 2nd December, 2020 at 11.00 am
in the Remote Meeting on Zoom and available for the
public to view on WestNorfolkBC on You Tube - Zoom
and You Tube

Reports marked to follow on the Agenda and/or Supplementary Documents

1. **A List of amendments prepared following the recent set of Task Group Meetings (August to November) - TO FOLLOW (Pages 2 - 62)**

The amendments will show items Officers have prepared to reflect requests from Members on particular policies/text not finalised at those meetings.

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Local Plan Review Version 2 Update

Awaiting amendments to Version 1 of the LPR (July 2020) in agreement with the Local Plan Task Group

The table below presents the amended textual changes which have taken place over the last few months to the most recent Local Plan Review Document July 2020 that was presented to the local plan task group. The text which is shown below has not been taken to previous task groups, these are the amendments which were agreed to take place in order for the LPTG to agree the policy or section overall. The table is to help the LPTG see the amendments which were asked to be done or sections we have updated to show they have been incorporated into the newest version of the LPR to be taken forward.

It is important to note that the table below does not show the changes which have already been presented to the LPTG in meetings, whether this was by a planning officer sharing their screen or presenting the changes which are already tracked within the consultation comments.

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The table presents four columns:

- 1. The first column is the section of the LPR which was discussed since LPTG meetings resumed from July 2020**
- 2. The second column shows the agreed modification or section in relation to the Agenda/Minutes of the LPTG**
- 3. The third column is a brief summary of the changes which have been made**
- 4. The fourth column shows the amended text if needed and highlights where the change is if this is in a large passage of text**

Section of the LPR	LPTG Agreed modification	Changes which have been made in version 2	Amended text
LP01	LPTG Agreed the policy	No change	No change
LP02	LPTG Agreed the policy subject to Ashwicken being re-categorised as a small village and hamlet.	This has been amended and Ashwicken has been moved from the rural village section and placed within the SVAH section later on in the LPR	This has been amended in the relevant areas (tables)
LP03	Agreed the policy	No change	No change
LP04 ω	Agreed the policy	Added bullet point to new policy LPXX- Housing for the elderly and specialist care	Relevant Local and National Policies <ul style="list-style-type: none"> LP27: Housing Policies (LPXX Housing for the elderly and specialist care)
LP05	LPTG Agreed the policy subject to reference being added to the Community infrastructure Levy document.	Additional text to 4.5.11	Add following to para 4.5.11 - 'The Borough Council collects Community Infrastructure Levy, and has a Fund from which projects providing new infrastructure. A CIL Governance and Spending Panel has been established, operating under a CIL Governance and Spending document agreed by the Cabinet in August 2020.'
LP06	The Policy be amended to reflect the comments made by Councillors Bone and de Whalley. Councillor de Whalley was asked to circulate the changes he was suggesting to the text at 4.6.2 and 4.6.3 and the policy – use of 'where appropriate' in 3, 7 and 8. Could 'large developments	Changes which have taken place: Suggested changes for 4.6.2 and 4.6.3 were not circulated however we have amended the supporting text accordingly in both paragraphs.	Supporting text: <ul style="list-style-type: none"> 4.6.2- The changes of adverse effects of climate change has been acknowledged and accepted by many in the global community on the change in the physical environment, how we must adapt to resilience, productivity and manage ecosystems, and the operation of socio-economic systems and our human health. Evidence has shown that the last three decades have been particularly warmer than any preceding decade since 1850¹. Although natural factors and internal processes (i.e. solar cycles, volcanic eruptions) influence climate change, the main changes have been due to anthropogenic greenhouse gas emissions

<p>4</p>	<p>to support active travel’ and ‘maximising use of public transport’ be included in LP06 1? Council number 5 of the ‘key questions’ be strengthened?</p>	<p>Wording in 4.6.2 has been strengthened and wording from 4.6.3 has been inserted where appropriate from the Borough Councils Corporate Climate Change Policy.</p> <p>In discussion with the officers dealing with the Borough Council corporate climate change policy, amendments have also been made to section 4.6.12 and 4.6.16 to highlight updates to this work.</p> <p>4.1.22 text has been added in the NSPF section to reflect on the work taking place within this.</p> <p>Policy changes:</p> <p>Further reference to public transport in clause 1</p> <p>New clause 2 reflects active travel and major development enquiry Clause 4,8,9 (which were 3,7,8) wording ‘where</p>	<p>(i.e. arising from human activity) since pre-industrial times (1850)</p> <ul style="list-style-type: none"> • 4.6.3- The greatest and most harmful contribution to climate change has been from carbon dioxide (CO₂) which is primarily from fossil fuel use. As defined in the Borough Council’s Corporate Climate Change Policy² (October, 2020): “Greenhouse gases are those gaseous constituents of the atmosphere, both natural and anthropogenic, that absorb and emit radiation at specific wavelengths within the spectrum of thermal infrared radiation emitted by the Earth’s surface, the atmosphere itself, and by clouds. This property causes the greenhouse effect. Water vapour (H₂O), carbon dioxide (CO₂), nitrous oxide (N₂O), methane (CH₄) and ozone (O₃) are the primary greenhouse gases in the Earth’s atmosphere. • Moreover, there are several entirely human-made greenhouse gases in the atmosphere, such as the halocarbons and other chlorine and bromine-containing substances. Besides CO₂, N₂O and CH₄, the Kyoto Protocol deals with the greenhouse gases sulphur hexafluoride (SF₆), hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs)”; which can be used within different industries including gas and electric. • 4.6.12- King’s Lynn & West Norfolk Borough Council is following national targets to become net zero by 2050. This is broadly a two phased approach: <ul style="list-style-type: none"> ○ Phase 1 focuses on reducing the council’s carbon footprint ○ Phase 2 focuses on how the council can influence borough emissions reductions. The borough council will look to influence borough emissions simultaneously to phase 1 work, as and when opportunities arise. <p>This climate change policy contributes to this phase 2 work. The borough council adopted a climate change policy in October 2020 and will develop a separate strategy and action plan to reduce its corporate emissions.</p>
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² https://www.west-norfolk.gov.uk/info/20095/energy_and_climate_change/806/climate_change_work_plan

<p>5</p>		<p>appropriate' has been changed to 'all'</p> <p>Sustainability & climate change statement has been amended/strengthened to 6 key questions instead of 5 (new question is question 1) which relate to the appendix guidance to help users with answering the questions.</p>	<p>Current council work to reduce corporate emissions includes (but is not limited to):</p> <ul style="list-style-type: none"> • A Climate Change Policy adopted by full council on the 15/10/2020. • The BCKLWN Corporate Business Plan which includes climate change as one of its corporate priorities: “protecting and enhancing the environment including tackling climate change”. • The Norfolk Climate Change Partnership which was established in January 2020 to investigate further ways climate change and reducing emissions can be tackled in the district • Re: fit of the Borough Council estate and reducing emissions by approximately 450 tonnes CO2 per year • Small scale tree planting programme initiated in 2020 • The Borough Council generates renewable electricity from solar panels on top of King’s Court and Alive Lynn Sport Leisure Centre • 4.6.16- Industry & Commercial - the borough has several large industrial and commercial sites and a number of old landfill sites. • Domestic - Within our borough we have the highest amount of domestic properties in Norfolk. Emissions from these come from electricity use, gas consumption and other fuels. Other fuel emissions such as oil are relatively high because many of these houses are rural therefore do not have access to gas heating. • Transport – Strategic A Roads and Minor B Roads both contribute significantly into the borough’s emissions. There are a number of strategic A Roads which are critical for use in moving around and through the Borough which brings many car and HGV trips (A10, A17, A47, A134, A148, A149, A1101 and A1122). • 4.1.22-“In order to move towards becoming net zero by 2050 there are a
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9			<p>range of factors which we recognise from working with strategic partners which could play an important role in adapting and mitigating the climatic changes we face today and in years to come. Examples could include but are not limited to:</p> <ul style="list-style-type: none"> • The development of live-work units (which are living accommodation specifically designed to allows someone to both live and work within the same unit), subject to appropriate controls and other local planning policies to help reduce commuting and the further impact from transport emissions • The provision of flexible space in new dwellings which could be utilised as home working facilities • Car-free developments which are in locality to a good provision of public transport, walking and cycling networks • Proposals coming forward which are new or upgrading/retrofitting the current housing stock to be more energy efficient by designing in a way that reduces energy demand, incorporates energy efficiency measures to assist in a more sustainable energy system <p>LP06 policy changes</p> <ul style="list-style-type: none"> • Clause 1- “Locating new development in areas to minimise the need to travel and maximise the ability to make journeys via sustainable modes of transport, such as through public transport (bus and rail) (in accordance with policies LP01,02,13);” • Clause 2- “Major development should where appropriate/feasible support the facilitating of active travel through the preparation of a travel plan for the development;” • Clause 4- “All applications for development should be designed to enable and implement charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations on site; to help reduce fuel consumption, CO2 emissions and air quality pollutants in the district (in accordance with LP14,18)” • Clause 8- “All developments are encouraged to exceed present thermal energy and high efficiency systems set by Building Regulations to reduce
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7			<p>domestic CO2 emissions (in accordance to LP18)”</p> <ul style="list-style-type: none"> • Clause 9- “All developments are encouraged to maximise opportunities from solar technologies and through design to support solar orientation and enhance solar gain (in accordance to LP18,23)” • Under the Sustainability and Climate Change Statement amendment: “For developments of 5 dwellings or over (including apartments) and all non-residential developments over 500 square metres gross internal floor space, we will require a sustainability and climate change statement to be submitted as part of a valid planning application. This statement will be a separate document which will answer the six key questions outlined in the Councils Sustainability and Climate Change Statement Guidance in the Appendices. This is in place to demonstrate how new development is addressing beneficial impacts which pay particular attention to LP06, other appropriate policies and our commitment to international and national law. <p>The six key questions to answer are:</p> <ol style="list-style-type: none"> 1. What are the intended characteristics of the development as a whole which will contribute to climate adaptation and mitigation? 2. How will the development contribute to the importance of sustainable and accessible transport options within West Norfolk, and help reduce the CO2 emissions in the borough particularly from transport? 3. How will the development integrate high quality design which addresses our obligation to move towards being carbon neutral by 2050? 4. How will the development protect and enhance West Norfolk’s natural environment and assets? 5. How will the development support the local economy in West Norfolk? 6. How will the development support local neighbourhoods and the community needs when adapting and mitigating to the local impacts of
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			guidance.
LP15	Previously agreed at 13 Feb. 2020 meeting	No change.	No change
LP16	The Task Group agreed the policy.	No change	No change
LP17	<p>The Task Group agreed the above policy, subject to the following amendments:</p> <ul style="list-style-type: none"> • Page 103 in point 2(g) and point 4 remove the word 'materially'. • Glossary – definition of AEP be inserted. • Supplementary text to be included in supporting text of the policy to explain AEP (1 in 200 AEP event) and monitoring, review of flood risk/climate change projections and replacement caravan licensing requirements • Last sentence of s(g) on page 103 (Proposals must not result in an increase in the number of bedrooms over and above the number in the original dwelling) will be inserted into 3 and change the last part of the sentence to 'original caravan.' 	<p>The word materially was removed from 2g and 4</p> <p>AEP- added to the glossary</p> <p>Supplementary text on AEP</p> <p>Amended clause 3</p>	<p>Add to Glossary - AEP - Annual Exceedance Probability – The probability (expressed as a percentage) of a flood event occurring in any given year.</p> <p>Added new to 6.3.6 Annual Exceedance Probability (AEP) is the probability (expressed as a percentage) of a flood event occurring in any given year. Flood risk will be monitored and reviewed as climate change projections are updated over the duration of the plan.</p> <p>Added new 6.3.5 or after 6.3.8 Replacement caravan licensing requirements are dealt with by the Council's licensing team. Under the Caravan and Control of Development Act 1960, you're not allowed to use land you own as a caravan site, unless you hold a site licence. A small holiday site is one which has three or less caravans on site for a temporary period. There is no fee for a licence but, a licence cannot be issued without a corresponding planning permission.</p> <p>2(g) the level of habitable accommodation provided by the new dwelling would not be materially greater than that provided by the original dwelling. Proposals must not result in an increase in the number of bedrooms over and above the number in the original dwelling.</p> <p>3. The replacement of existing permitted caravans will be allowed, in doing so opportunities should be taken to improve the resilience/resistance of the replacement caravans. Proposals must not result in an increase in the number of bedrooms over and above the number in the original caravan.</p> <p>4. Extensions to existing properties (beyond any Permitted Development</p>

			Rights that could be exercised) must not materially increase the amount of habitable rooms. Significant extensions or those that raise the amount of habitable rooms in the property could lead to an increase in the number of people at risk and will not be permitted. A condition limiting the number of bedrooms will be imposed. Extensions that encroach within 16m of the toe of the flood defences will not be permitted.
LP18 10	<p>The Task Group agreed the above policy, subject to the following amendment:</p> <ul style="list-style-type: none"> Reference be made to the Biodiversity Action Plan at 6.4.4 in the supporting text. <p>‘Should’ be deleted and be replaced with ‘must’ in point 1 of the Policy.</p> <p>Explanation of renewables to be added in supplementary text.</p>	<p>Should has been replaced with must in clause 1</p> <p>Previous amendments were new clause 3f and amending 3i etc</p>	<p>1. All new development in the borough must be of high-quality design.</p> <p>3f provision of swift and bat boxes and bee bricks where appropriate;</p> <p>3i at the design stage, that attention has been paid to the Homes England ‘Building for a Healthy Life’ standard for well-designed homes and neighbourhoods and the Borough Council will encourage all new schemes to be assessed against the Building for a Healthy Life criteria, or successor documents as appropriate³;</p> <p>Added to 6.4.4 Swifts are on the amber list of Birds of Conservation Concern. The Norfolk Biodiversity Action Plan has a Swifts Species Action Plan. Species Action Plans have also been prepared for Barbastelle, Noctule, Soprano Pipistrelle and Brown Long-eared bats.</p> <p>New text for 6.4.23 - Renewable and low carbon energy includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels). All these technologies have a role to play in meeting Government targets and were positive outcomes for the borough in the Sustainability Appraisal.</p>

³ Urban Design Group. Building for a Healthy Life. 2020. Source: <https://www.udg.org.uk/publications/otherpub/building-healthy-life>

<p>LP19</p>	<p>The Task Group agreed the policy in principle, subject to the following amendments:</p> <ul style="list-style-type: none"> LP19 – remove word ‘should’ and replace with ‘must’ in point 4 on soils. In relation to point 4 of LP19 - Revised wording to be provided relating to soil. 	<p>Supporting text has been amended</p> <p>Clause 4 has been amended</p> <p>Wording in relation to soils is already included in 6.5.3 which is the same as the policy and the PPG.</p>	<p>4. Appropriate weight will be given to the roles performed by the area’s soils. These should must be valued as a finite multi-functional resource which underpins our wellbeing and prosperity. Decisions about development should must take full account of the impact on soils, their intrinsic character and the sustainability of the many ecosystem services they deliver.</p> <p>Supporting text from 6.5.4 to 6.5.14 where appropriate has been moved and merged into LP26 HRA as it fits better there. It is text describing the latest HRA and the studies/measures involved.</p>
<p>LP20 11</p>	<p>Explanation of neighbouring sites to be included in supplementary text.</p>	<p>Added in the supporting text after 6.7.6 reference to NPPF 182</p>	<p>Added after 6.7.6 The NPPF (2019) para. 182 advises that “Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or ‘agent should be required to provide suitable mitigation before the development has been completed.”</p>
<p>LP21</p>	<p>The Task Group agreed the above policy, subject to the explanatory text being included; regarding the recognition and importance of open space for health and wellbeing which we have experienced. Expand on this reference in the policy where</p>	<p>Extended clause 1 wording</p> <p>Added supplementary text in 6.8.6</p>	<p>1. All new residential development will be expected to make adequate provision for open space to the following standards: All new residential development will be expected to make adequate provision for open space to recognise the importance open space has on health and wellbeing for all residents. This will be done by following the standards set out below:</p> <p>New 6.8.6 - The recent pandemic has emphasised the importance of easy access to recreational open space for people's health and wellbeing.</p>

	appropriate in relation to residential developments.		
LP22	<p>The Task Group agreed the policy subject to the following amendments:</p> <ul style="list-style-type: none"> Page 125, 6.9.4 – text relating to deficit be revised to include the Council recognised the deficiencies and working towards addressing the issue. Extend point 1 of the policy to say that “the Council will aim to meet existing deficiencies” or a similar statement along these lines. Explanatory text to include definition of European protected sites and explain the difference between European, national and regional designations. <p>Councillor Crofts proposed that point 5 remained exactly as it was, but there was no seconder for the proposal.</p> <ul style="list-style-type: none"> Councillor Joyce referred to page 128 and proposed that all the text after the comma in point 5 be deleted, which included all wording under ‘except: a, b, i, 	<p>Clause 1 has been extended</p> <p>Additional text to 6.9.6 in relation to GI/RAMS and European protected sites</p> <p>Point 5 has been amended</p>	<p>1. Opportunities will be taken to link to wider networks, working with partners both within and beyond the Borough. This will include where appropriate considering deficiencies in certain areas.</p> <p>5. All development will contribute proportionally to the delivery of green infrastructure</p> <p>Add new para. 6.9.6 Norfolk local authorities comprising Broadland District Council, Breckland District Council, Great Yarmouth Borough Council, the Borough Council of King’s Lynn and West Norfolk, North Norfolk District Council, Norwich City Council, South Norfolk Council and the Broads Authority combined to commission a Green Infrastructure and Recreational Avoidance and Mitigation Strategy. This will enable more informed strategic planning decisions that will help shape emerging Local Plans. The report will serve as another vehicle to deliver solutions to impacts on Natura 2000 sites by, for example, identifying other less sensitive sites to accommodate visitor pressure. The Strategy also considers cross boundary issues therefore ensuring that the cumulative impact of growth across Norfolk is considered and that the local authorities are all playing a role in addressing the impact of their development targets.</p> <p>Add:</p> <p>Types of protected sites and areas</p> <p>See Glossary for definitions.</p> <p>An internationally or European protected site:</p> <ul style="list-style-type: none"> special area of conservation (SAC) special protection area (SPA) Ramsar wetland

<p>13</p>	<p>ii, iii,'. The proposal was seconded by Councillor Moriarty. The Task Group voted on the above proposal which was carried.</p>		<ul style="list-style-type: none"> • potential SPA, possible SAC or proposed Ramsar wetland <p>A nationally protected site:</p> <ul style="list-style-type: none"> • site of special scientific interest (SSSI) • marine conservation zone (MCZ) <p>A locally protected site:</p> <ul style="list-style-type: none"> • local nature reserve • local wildlife site • local geological site <p>A protected area:</p> <ul style="list-style-type: none"> • national park or the Norfolk and Suffolk Broads • area of outstanding natural beauty • heritage coast
<p>LP23</p>	<p>Agreed</p>	<p>No change</p>	<p>No change</p>
<p>LP24</p>	<p>The following amendments were agreed:</p> <ul style="list-style-type: none"> • Page 135, 6 and 7– amend 'should' to 'must'. • Page 135, 7(c) and (d) - to be reviewed in consultation with Anglian Water and the Environment Agency. • Amend 'is' to 'are' in 7c, 2nd line • Preamble 6.11.6– include reference to role of Internal Drainage Boards, Middle Level Commissioners and other bodies who are involved in the water 	<p>Clause 6 and 7 should to must has been amended</p> <p>Deleted clause 7c</p> <p>Additional text added to the end of 6.11.6</p>	<p>6. Mitigation measures must minimise the risk of flooding on the development site and within the surrounding area.</p> <p>7. Development proposals must demonstrate:</p> <ol style="list-style-type: none"> a. The use of multifunctional Sustainable Drainage Systems (SuDS) unless it can be demonstrated that it is not feasible; b. That adequate foul water treatment and disposal already exists or can be provided in time to serve the development; c. That no surface water connections are made to the foul system and connections to the combined or surface water system is only made in exceptional circumstances where it can be demonstrated that there are no feasible alternatives (this applies to new developments and

<p>14</p>	<p>management process. · Amend wording to refer to Annex B or the latest version of it.</p> <p>RESOLVED: The Task Group agreed the policy, subject to the amendments set out above.</p>		<p>redevelopments);–</p> <p>d. That foul and surface water flows are separated where possible.</p> <p>Additional text has been added to 6.11.6 Internal Drainage Boards (IDBs) are local public authorities that manage water levels. They are an integral part of managing flood risk and land drainage within areas of special drainage need. IDBs input into the planning system by facilitating the drainage of new and existing developments within their districts and advising on planning applications as non-statutory consultees. The Middle Level Commissioners are a statutory corporation created under the Middle Level Acts 1810-74 and operating also under the Land Drainage Act 1991, the Flood and Water Management Act 2010 and the Nene Navigation Act 1753. The Commissioners’ primary functions comprise the provision of flood defence and water level management to the Middle Level area, and as navigation authority for the navigable waters of the Middle Level system. The Commissioners also have certain conservation duties to fulfil when undertaking their functions. Other bodies involved in the water management process are Anglian Water, Essex and Suffolk Water and Norfolk County Council, as the Lead Local Flood Authority.</p>
<p>LP25</p>	<p>The following amendments were agreed:</p> <ul style="list-style-type: none"> Paragraph to be included recognising the deficit of open space and that the Borough Council would seek ways to address the deficit. Amend clause 2 of the policy by including ‘locally’ after ‘replacement in 3rd line. 	<p>Additional text added to supporting text 6.12.6</p> <p>The word locally has been added in the appropriate place in clause 2</p>	<p>2. Proposals that will result in the loss or restriction of access to locally important areas of open space will be refused planning permission unless such loss can be offset by the replacement locally of equivalent or higher standard of provision or the wider benefits of allowing development to proceed outweigh the value of the site as an area of open space.</p> <p>6.12.6 The Borough Council recognises there may be deficits in the borough, and these could be considered through corporate initiatives if appropriate.</p>
<p>LP26</p>	<p>The following amendments were agreed:</p>	<p>Additional supporting text</p>	<p>Add at beginning of para 6.13.4 - ‘As noted above significant work has been undertaken in relation to European sites, and the Borough Council adopted a</p>

<p>15</p>	<ul style="list-style-type: none"> · Reference be made that the policy would be updated relating to RAMS, if required, in the future. · Officers to investigate wording for potential increase in Habitats Regulation Levy. · Make reference to the detailed Council guidance note on habitat payments be included. · Include a note to say that the designated sites may change, and these will be protected by the policy automatically. <p>RESOLVED: The Task Group agreed the policy, subject to the amendments set out above.</p>	<p>has been added to the start and end of 6.13.4.</p> <p>Additional text has been added the to the end of para 6.13.5</p>	<p>‘Natura 2000 sites Monitoring and Mitigation Strategy’ in September 2015. Payments have been collected since that time in line with the Strategy. The Borough Council recognise the need to implement the detail of the Strategy and a special group has been in operation since 2016 to consider bids to put projects on the ground which meet the criteria. This is important as the population growth (and potential recreational pressure) is clearly occurring as new homes are being built. Detailed guidance on applicability and payment is given in the Local Validation Checklist on the Borough Council planning application part of the website. (Please note the reference in Policy LP26 to a £50 charge is explained to be index linked in the Validation guidance, so is subject to change).</p> <p>6.13.4 Broadland, Breckland, Great Yarmouth, King’s Lynn & West Norfolk, North Norfolk, Norwich City and South Norfolk Councils and the Broads Authority (together forming the Norfolk Strategic Planning Framework (NSPF)), commissioned Place Services in April 2019 to prepare a Green Infrastructure (GI) and Recreational Impact Avoidance and Mitigation Strategy (RAMS). This study will form part of the evidence base for each of the authorities’ Local Plans and provides the basis for future agreements through the NSPF and potential Norfolk wide mitigation charges.</p> <p>Add at the end of para 6.13.5 –Whilst it is extremely unlikely that any of the Borough Council’s plans or projects will impact the qualifying features of these sites, they are still included in the HRA due to their status and sensitivity to change. It should be noted that the boundaries of designated sites may change over time. Interested parties should check the Natural England website for confirmation of the extents.</p>
<p>LP27</p>	<p>Affordable Housing Policy</p> <p>AGREED: The Task Group agreed the policy, subject to the final evidence studies conclusions.</p> <p>Housing for the Elderly and</p>	<p>Agreed- No additional changes</p>	<p>Agreed- No additional changes</p>

16	<p>Specialist</p> <p>AGREED: The Task Group agreed the policy, subject to the final evidence studies conclusions.</p> <p>Adaptable and Accessible Homes</p> <p>It was noted that currently the Borough Council did not have a policy but were seeking to introduce one.</p> <p>AGREED: The Task Group agreed the policy, subject to the final evidence studies conclusions.</p>		
LP28	<p>Small scale development be defined.</p> <p>RESOLVED: The Task Group agreed the policy, subject to the amendment set out above.</p>	<p>Added in the LPR at the start of the policy.</p>	<p>For the purpose of this policy small scale refers to development of between 1 to 5 dwellings.</p>
LP29	Agreed	No change	No change
LP30	Agreed	No change	No change
LP31	Agreed	No change	No change
LP32	Agreed	No change	No change
LP34	Agreed	No change	No change

LP35	Agreed	No change	No change
LP36	<p>RESOLVED: The Task Group agreed the above policy, subject to the amendments set out below:</p> <p>1) Number 5 on page 163 relating to provision of retail space be deleted.</p> <p>2) Number 14 on page 164, cross reference be made to the Borough Council's Biodiversity Policy.</p> <p>3) Number 15 on page 164 to be amended to include reference to the King's Lynn Transport Study and the importance of connectivity.</p>	<p>Clause 14 amended text</p> <p>Clause 15 additional text</p> <p>Reference to</p>	<p>Clause 5 was deleted</p> <p>Clause 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. The BC's HRA Monitoring & Mitigation & GI Coordination Panel oversees monitoring, the provision of new green infrastructure and the distribution of the Habitat Mitigation Payments funding to appropriate projects under Policy LP26.</p> <p>Clause 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. The King's Lynn Transport Strategy identifies improvements to promote active travel and connectivity between different parts of the town.</p> <p>Insert this after 9.1.12 in the King's Lynn Section The Borough Council are in the process of establishing a climate change informal working group, which will look to input and monitor the Climate Change Strategy and Action Plan, review Policy, make recommendations and feedback to the Environment and Community Panel as appropriate.</p>
9.2 Kings Lynn	<p>The Task Group agreed the above policy, subject to the amendments set out below:</p> <p>1) Page 168 – reference to the Riverfront be included in Regeneration Areas.</p> <p>2) Page 168, 9.2.18, word offer to be deleted and</p>	<p>Reference to the riverfront been added to 9.2.1</p> <p>Word offer been replaced with potential</p>	<p>9.2.1</p> <ul style="list-style-type: none"> • Introduction • Town Centre (including retail expansion) • Housing Growth and Housing Site Allocations • Employment Land Allocations • Regeneration Areas including Riverfront Regeneration Area • Transport • Infrastructure • Green Infrastructure • West Lynn

	replaced with potential.		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 potential.
E1.1 18	The Task Group agreed the above policy, subject to the amendment set out below: 1) Page 171 a. New Government Use Class E be added, and reference be made to this within the policy.		<p>a. development of retail, offices serving visiting members of the public, hotels, assembly and leisure uses, and community and cultural facilities (e.g. Use Classes C1, E, F1, F2 and sui generis theatres) will be particularly encouraged in the area.</p> <p>b. other uses which contribute to the character and vibrancy of the town centre will be encouraged, including residential (C3), and offices/light industry (E). 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.</p>
E1.2- Town Centre retail expansion area Policy	This policy be deleted, and other King's Lynn policies be re-numbered accordingly.	Deleted from the LPR	Deleted from the LPR
E1.2a	Agreed	No change	No change
E1.3	The Task Group agreed the policy, subject to the amendments set out below: 1) Page 176 a. New Government Use Class E be added, and reference be made to this within the policy.	Amendment to policy clause a - Class E replaces Classes A1-5. Clause c has been amended to be a separate clause 2	<p>Supporting text after 9.2.4.1: The King's Lynn Transport Strategy identifies improvements to promote access to Gaywood Clock by active travel modes and by public transport.</p> <p>Policy:</p> <p>1. Development will be supported in the Gaywood Clock Area (as defined on the Policies Map) where it is:</p>

19	<p>2) Page 176 c. Officers to amend text as per discussion.</p> <p>3) Reference be made to the use of non- motorised users and the King's Lynn Transport Study.</p>	<p>New clause 3 has been added reflecting the same text as clause d in E1.1</p> <p>New supporting text after 9.2.4.1 reference to KLATS</p>	<p>a. a retail use (Class E) or otherwise complementary to the neighbourhood retail function of the area; and</p> <p>b. of an appropriate scale to serve the population of their catchment without harming the vitality and viability of other centres.</p> <p>2. The loss of shopping facilities will be resisted where this would detract from the role and function of this neighbourhood retail centre.</p> <p>3. Improvements to access to the district centre, especially in terms of public transport, walking and cycling, and to parking provision and management, will be encouraged where this is compatible with the overall aims above.</p>
E1.4	Agreed to delete	Deleted from the LPR and map	Deleted from the LPR and map
King's Lynn Riverfront Regeneration Area Policy	The Task Group agreed	No change	No change
E1.5	<p>The Task Group agreed the policy subject to the amendment set out below:</p> <p>1) Land amounting to 4.1 hectares is allocated for mixed use including residential development of not more than 50 dwelling</p>	Change wording to "up to"	Land amounting to 4.1 hectares is allocated for Mixed Use including residential development of up to 50 dwellings.
E1.6	Agreed	No change	No change
E1.7	Agreed	No change	No change

E1.8	The Task Group agreed the Policy subject to the following amendment set out below: 1) Land amounting to 0.5 hectare is allocated for mixed use including residential development for at least 50 dwellings.	Make textual change	Land amounting to 0.5 hectare is allocated for mixed use including residential development for at least 50 dwellings.
E1.9	Agreed	No change	No change
E1.10	Agreed	No change	No change
E.11	Agreed	No change	No change
E1.12	Agreed	No change	9.2.13.3 A third site off Estuary Road, previously allocated in the 1998 Local Plan, is allocated to provide an additional 3 ha for B2, B8 and E use (and potential ancillary uses to support the employment uses). Part of the site was recently granted full planning permission for three commercial/industrial units - B2, B8 and E use on the redundant former farmyard.
20 E1.13	The map on page 170 be expanded and additional supplementary text be inserted as discussed by the Task Group. The amendments suggested would be presented to the next meeting of the Task Group.	Map will be amended in due course. Additional text has been added to 9.2.14.6	Additional supporting text to new 9.2.14.6 - Policy LP22 deals with the overall approach to green infrastructure in the borough. Norfolk local authorities comprising Broadland, Breckland, Great Yarmouth, King's Lynn & West Norfolk, North Norfolk, Norwich City and South Norfolk Councils and the Broads Authority (together forming the Norfolk Strategic Planning Framework (NSPF)), commissioned Place Services in April 2019 to prepare a Green Infrastructure (GI) and Recreational Impact Avoidance and Mitigation Strategy (RAMS). This study will form part of the evidence base for each of the authorities' Local Plans and provides the basis for future agreements through the NSPF.
9.3 West Lynn and E1.14	Agreed	No change	No change
E1.15	The Task Group agreed the policy, subject to the provision of cycle storage to serve the	Point 1- cycle parking and storage	1.Provision of additional car parking and cycle storage to serve the West Lynn Ferry

	West Lynn Ferry.		
9.4 West Winch 21	Page 210: Number 7 to be deleted as it was a duplication of 6b. Agreed	Changed clause 6a to just clause 6 and deleted 6b due to duplication Added text to para 9.4.13 and new clause 10 to E2.1 Part B	Add to para 9.4.13 – ‘Significant detail of how the development should be brought forward, and the aspects it should address, are given in the policy below and various supporting documents including the Infrastructure Delivery Plan, and Neighbourhood Plan. It will be added to when S106 Agreements and landowner agreements are concluded. However in order to bring these provisions into a unified document the Borough Council is preparing a Strategic Growth Area Masterplan Supplementary Planning Document. This will be subject to public consultation.’ Policy E2.1 Part A: 6. Provision of suitable arrangements for public transport to route through the wider site, and connectivity to main routes to encourage non car modes Part B, new clause 10 to policy: 10. The Borough Council will prepare a supplementary planning document ‘Masterplan’ to co-ordinate development provisions for the Strategic Growth Area.
E2.1/E2.2	Agreed	No change	No change
Downham Market F1.1 Town Centre	Officer amendments	Add Class E	1. In order to achieve this, development of retail, offices serving visiting members of the public, hotels, assembly and leisure uses, and community and cultural facilities (e.g. Use Classes C1, D1, D2, E and sui generis theatres) will be particularly encouraged in the area.
Hunstanton Policy F2.1	Officer amendments	Add Class E to replace A	Clause 3- In order to achieve this, proposals for retail, offices serving visiting members of the public, hotels, assembly and leisure uses, and community and cultural facilities (e.g. Use Classes C1, D1, D2, E and sui generis theatres) will be particularly encouraged in the area and will be

			assessed against their compliance with Policy LP34.
East Rudham	Officer amendments	Description has been amended	It has a range of facilities including a primary school, bus service, pub, shop, and limited mobile post service.
Terrington St Clements 12.9.4 TSC1	Officer amendments	DB Map changed Update to TSC1 Supporting text paragraph 2	12.19.4.2 A significant proportion of the site has brownfield status as it was granted a certificate of lawful use for B2 General Industrial purposes in 2010. The rest of the site comprises remnants of a previous horticultural business, including a range of semi-derelict / derelict structures associated with this. There also some parcels of land which could be classed as greenfield. The site has been vacant for some considerable time (approximately 10 years). Given the rural nature of the Borough the vast majority of sites which come forward are wholly Greenfield, the site therefore represents an opportunity to develop a brownfield and dilapidated site that has a very limited current use and ensure it makes a positive contribution to the local area and housing supply. This is very much in line with current Government thoughts as set out within the National Planning Policy Framework (NPPF 2019).
Upwell Section	Officer amendments	Update the reference to Upwell neighbourhood plan and provide links to this document in para 12.21.6. Update the map to reflect Upwell allocations. Removing G104.3 from the map and replacing it with A1.	12.21.6 Upwell Parish Council neighbourhood plan has reached the stage where the decision statement has been signed and it is now awaiting a referendum. The Upwell Neighbourhood Plan makes 5 allocations (A1, A2, A3, A4 and A5). These can be seen on the policies map. Allocation A1 reflects the same site allocation as G104.3, however, the allocation size has been extended in the neighbourhood plan to cater for at least 20 dwellings instead of at least 5 dwellings at present in the adopted SADMP 2016. Allocations A2, A3, A4 and A5 have allocations which add up to 27 new dwellings. In the Local Plan Review G104.3 has now been removed and shows A1 as the policy allocation. For further details please see the Upwell Neighbourhood Plan, link below: https://www.west-norfolk.gov.uk/info/20127/neighbourhood_plans/775/upwell_neighbourhood_plan

<p>Three Holes</p> <p>23</p>	<p>Officer amendments</p>	<p>Amend supporting text to reflect progress in Upwell neighbourhood plan in para 14.21.4 and 14.21.5, We have updated the map to show Policy A5 in Upwell NP.</p>	<p>14.21.4 Upwell Parish Council neighbourhood plan has reached the stage where the decision statement has been signed and it is now awaiting a referendum.</p> <p>14.21.5 The Upwell Neighbourhood Plan makes 5 allocations (A1, A2, A3, A4 and A5). These can be seen on the policies map. Allocation A1 reflects the same site allocation as G104.3, however, the allocation size has been extended in the neighbourhood plan to cater for at least 20 dwellings instead of at least 5 dwellings at present in the adopted SADMP 2016. Allocations A2, A3, A4 and A5 have allocations which add up to 27 new dwellings. Allocation Policy A5: Adjacent to Three Holes Village Hall can be viewed in the Three Holes map below.</p> <p>For further details please see the Upwell Neighbourhood Plan, link below: https://www.west-norfolk.gov.uk/info/20127/neighbourhood_plans/775/upwell_neighbourhood_plan</p>
<p>Great Bircham</p>	<p>Officer amendments</p>	<p>Description amendment- Removing reference to the school 14.8.2 (paragraph 2)</p>	<p>Great Bircham and Bircham Tofts have some key services such as a school, convenience shop, an inn/pub, a licensed social and sports club, and a church; but it has no regular public transport service and the Post Office has recently closed. Bircham Parish has a population of 448. Great Bircham and Bircham Tofts has a combined population size and level of services fairly typical for a designated Rural Village. These settlements are rural in character and are fairly distant from King's Lynn and other large towns.</p>
<p>Hillington</p>	<p>Officer amendments</p>	<p>Description amendment in paragraph 1 of the supporting text</p>	<p>Hillington is essentially a linear village straddling the A148 King's Lynn to Cromer road. Aside from this road, the village is very rural in character and is centred around the historic entrance to Hillington Hall, on the edge of the Sandringham Estate. Development also stretches along the B1153 near to St. Mary's Church. Hillington has a shop/service station, bus services, The Ffolkes public house which has recently been re-developed and now provides accommodation, banqueting facilities as well as being a pub and restaurant. The village also plays home to The Norfolk Hospice, which is located off Wheatfields, this is a significant Borough/County-wide resource for both in and outpatients.</p>

			The Hospice generates traffic to and from the site on a daily basis from clients, volunteers, employees and fund-raising events.
Syderstone	Officer amendments	Description amendment- Remove reference to pub	Set on a rising site above an extensive common, Syderstone is a small linear village situated in the north eastern area of the borough. The village contains many traditional character buildings of flint and red brick and contains a landmark feature: the round tower church of St. Mary's. The village contains very few facilities. The school is located in nearby Blenheim Park. The settlement is not served by public transport links. Syderstone Parish has a population of 445 (Census Data,2011).
SVAH Section 24	Officer amendments	Reference to Holme Next The Sea Neighbourhood Plan- delete this map and provide a link to their neighbourhood plan documents	<p>The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Holme Next The Sea Parish Council neighbourhood plan has reached the stage where the decision statement has been signed and it is now awaiting a referendum. The Holme Next The Sea Neighbourhood Plan has made 1 allocation (Policy HNTS 15: Site Allocation at Eastgate Barn).</p> <p>For further details on the neighbourhood plan's maps and policies please see the Holme Next The Sea Neighbourhood Plan, link below: https://www.west-norfolk.gov.uk/info/20127/neighbourhood_plans/760/holme-next-the-sea_neighbourhood_plan</p>

Appendix: Sustainability and Climate Change Statement Guidance

Many areas around the UK have been addressing ways to contribute to the importance of all new development being measured against sustainability dimensions. Ways this has been addressed has been through sustainability and climate change statements, where development at the application stage must demonstrate and promote through a series of key questions how the proposal will impact the environment positively and potentially negatively.

The statement should also outline how the proposal will address key questions set out in the below guidance and how it will support such key issues under the sustainability pillars (environment, economic and social).

This guidance is to be viewed as a sustainability toolkit to help aid applicants at the initial planning application stage to think about the key questions and ideas which can assist them in writing their statement.

The guidance should always be read and used in conjunction with the policies contained in the relevant development plan and any applicable legislation and regulations. This guidance does not prescribe specific design solutions, policy requirements or standards above set in the local development plan or national legislation. It is a tool to help individuals think further into developing their applications and statements.

Reference within the statements should be made to particular policies such as LP06 Climate Change Policy and other relevant policies throughout the adopted local plan.

The Six Key Questions which should be answered are:

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

The statement will allow all users to find in one document how an application will deal with climate change and sustainability. It will help individuals who wish to view, comment and use the information from the statement, to find this set material easily and we hope this will ease time consumption on viewing planning documents for the information required in the key questions.

The statement does not need to be a strenuous task, however the more detail or information which the applicant has will always be welcomed and encouraged. The key questions are there to be helpful to all users and for applicants to answer to the point how they have understood and will address the needs of the borough.

Key Glossary Terms in the Local Plan to assist with the below questions:

Climate change adaptation:	Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities. .
Climate change mitigation:	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions
Sustainability	Meet the needs of the present without compromising the needs of future generations to meet their own needs. (Brundtland Commission, 1987)
Sustainable Development	Development which seeks economic, social and environmental gains simultaneously and jointly through the planning system.

The below guidance gives a summary behind the set key questions followed by key prompting bullet points to help assist individuals writing their statement. We hope the guidance below allows individuals to then explore further into the ideas which can and will be relevant to the applicant at hand.

Key Questions:

1. What are the intended characteristics of the development as a whole which will contribute to climate adaptation and mitigation?

This question draws together the key points for applicants to really show how the application at hand is planning to play its part in contributing positively to climate change through adaptation and mitigation. This question will help guide the statement to feed into the more specific points such as:

- Transport
- Design
- Local community needs
- Local economy

2. How will the development contribute to the importance of sustainable and accessible transport options within West Norfolk, and help reduce the CO2 emissions in the borough particularly from transport?

The importance of sustainable and accessible transport options are at the heart of sustainability and creating greener and better futures for all. By having sustainable and active options of travel brings a vast number of positive attributes to the local borough including: on individuals health and well-being, reducing carbon emissions and improving air quality, improving social interaction and accessible links throughout development.

Development should always where possible be contributing to accessible and sustainable options of travel, here is where the applicant can explain how sustainable transport ideas have been taken into consideration. Sustainable transport should be addressed within the climate change and sustainability statement in a way which fits appropriately with the application.

- Can the development help improve the current conditions available for sustainable transport?
- Will electric vehicle charging points be incorporated into the development?
- Is the development in close proximity to sustainable transport links?
- Travel plans?
- Walking distance to core services?

3. How will the development integrate high quality design which addresses our obligation to move towards being carbon neutral by 2050?

The importance of high-quality design and contributing to the adaptation or mitigation of climate change within development is crucial. Development should always address and demonstrate how design will be appropriate and sustainable. The climate change and sustainability statement should address how the application will integrate such measures in detail where possible. The bullet points below may help prompt further exploration in planned designs:

- **Sustainable design aspects to think about:**
 - Are sustainable and local materials being used?
 - Adapted to meet and exceed energy efficiency standards?
 - Density (appropriate surroundings)
 - District heating
 - Elevational treatment
 - Flexible to adapt change
 - Green Infrastructure (Green roofs, Green walls?)
 - Internal Arrangement & layout (light and ventilation)
 - Shade
 - Reduce the degree of heat loss
 - Water recycling systems
 - Waste management

- **Design quality**
 - clear design rationale
 - read the latest published design guidance

- **Renewable energy and low carbon energy solutions:**
 - Are there any grant schemes available?
 - Incentives on using these solutions?
 - What are the policy requirements?
 - National guidance?

- **Reducing demand and energy efficiency:**
 - air tightness
 - passive design e.g. solar gain and cooling
 - minimising thermal bridging

4. How will the development protect and enhance West Norfolk's natural environment and assets?

The protection and enhancement of the environment is of critical importance to West Norfolk, and one of the key features of the Local Plan Review is to create a borough that protects and enhances our justifiably famous natural and historic environment by ensuring growth of the borough is in a sustainable manner.

Planning can assist in achieving this through encouraging positive action to reduce carbon emissions and meet the current and future challenges of climate change by supporting and going above and beyond set national requirements wherever is possible and appropriate in local development. Planning can assist in achieving a number of important themes for our natural environment including: the preservation and enhancement of biodiversity, geodiversity, improving our open and green spaces, and improving our water corridors.

These points should be addressed in your Sustainability and Climate Change Statement where can be deemed appropriate detailing points linked to themes below or other relevant factors:

- Air Quality
- Biodiversity
- Contamination
- Flood risk
- Green network
- Sustainable drainage and SUDS

5. How will the development support the local economy in West Norfolk?

The importance of our local economy is to ensure that we continue to grow a strong local economy in a sustainable manner, which will be both responsive and competitive, and recognises technological innovations and the movement into a more digital and changing world with more flexibility and home working patterns. We want to be a place where businesses want to locate, establish and grow including the skills of all ages that will come with this.

- Can people adapt and work from home?
- Good fibre connections?
- Close proximity to local businesses?

6. How will the development support local neighbourhoods and their community needs when adapting and mitigating to the local impacts of climate change?

The local community and their needs should be a key requirement planning should address from the start to ensure that the development supports the requirements of residents and all people who interact within our borough. Neighbourhood plans in particular are very popular in West Norfolk with a vast number of parishes in the process of creating their own neighbourhood plans in accordance with the local plan and national requirements.

Local communities and their specific visions/wants can be a great starting point to understand how developments will support and engage with such plans, and where neighbourhood plans are not in place, how will your application help the regeneration, local distinctiveness and accessibility of the people who live and wish to live in the set area you wish to develop.

Ideas to think about:

- **Accessible communities:**
 - appropriate for all
 - affordable
 - mixed
 - diverse
 - inclusive

- **Context & local distinctiveness:**
 - local character & what makes the area unique?

- **Neighbourhood plans?**
 - Is there an adopted plan or proposed plan in place?
 - What are the needs and wants of the specific area and community?
 - Have you spoken to the parish/neighbourhood group if a neighbourhood plan is in place?

- **Regeneration**
 - Accessible to community and mixed-use buildings?
 - Can the development help regenerate this area?
 - Sufficient infrastructure provision?

- **Safety & security**
 - natural surveillance
 - social inclusion & justice

Appendix XX- Development Boundary Changes

A number of sites or proposals to move the boundary lines in a range of settlements were proposed in the draft submission stage (Reg.18) of the Local Plan Review, to be added and reflected in the pre-submission stage (Reg.19) of the Local Plan Review and moving forward.

These representations were taken into consideration and were publicised in the public domain in August 2020. To bring together the agreed changes for information purposes, the below table and maps in this appendix highlights the changes which have been made and gives a view of the before and after map for individuals to see the physical change.

The following Appendix XX2- presents a summary table of all the map changes which have taken place throughout the LPR and the reasons for these changes for users to keep track of.

31 The settlements and maps will be presented in chronological order:

- Congham (*Roydon Map in the LPR was changed to reflect the Congham DB changes also*)
- Denver
- Marshland St James
- Shouldham
- Stow Bridge
- Terrington St Clements
- Walpole Marsh
- West Walton
- Wighenhall St Mary Magdalen

Settlement	Commentary on proposed development boundary change	Officer comments
Congham	<p>32</p> <ul style="list-style-type: none"> Congham Parish Council “The Local Plan review identifies a number of changes to the Congham development boundary which has been extended on the west of St Andrews Lane to the junction with Broadgate Lane, in contradiction of a planning application which was refused in 17/00812/F. west of Deerwood. The boundary has also been modified in the Little Congham settlement complex adjacent to the B1153. <i>There has already been significant development in this small rural village in the last three years which further exacerbates transport movements along this very narrow St Andrews Lane. Vehicles can only move in single file, using gateways and 3 passing places; agricultural machinery movements along this very narrow lane have already caused damage to property as it passes through the centre of the village near the Anvil and has cut away the banks along the side of the lane bringing soil onto the lane. This village has been designated open countryside and previous planning applications have been built in open countryside rather than in infill locations. The Parish Council therefore expects the boundary to be taken back to the edge of the bungalow Deerwood. The map of the Congham settlement does not include the development boundary along Low Rd and it therefore appears to be in the Key centre of Grimston; this is not the case, as the north side of Low rd is in the parish of Congham and all residents in Low Rd Congham wish to remain on the edge of open countryside. The Parish Council would respect the residents of view on Low Rd and object to any development at HO63, currently designated as greenfield, and as it is in Congham village - open countryside.” Suggested modification was to reduce the DB to the west of St Andrews Lane</i> Cllr Tim Tilbrook: “supports Congham PC removal of cricket ground no development amendment of village boundary- point 2 fully support the Congham Parish council view that the extension of the village plan to the west along St Andrews is wrong. The boundary should end after the three new houses built when the council had lost its land supply appeal and the old bungalow to the east of these. The road is totally unsuitable for more 	<p>Analysing the comments and proposals made here, we agree with the suggestions made and will update the map and development boundary accordingly.</p>

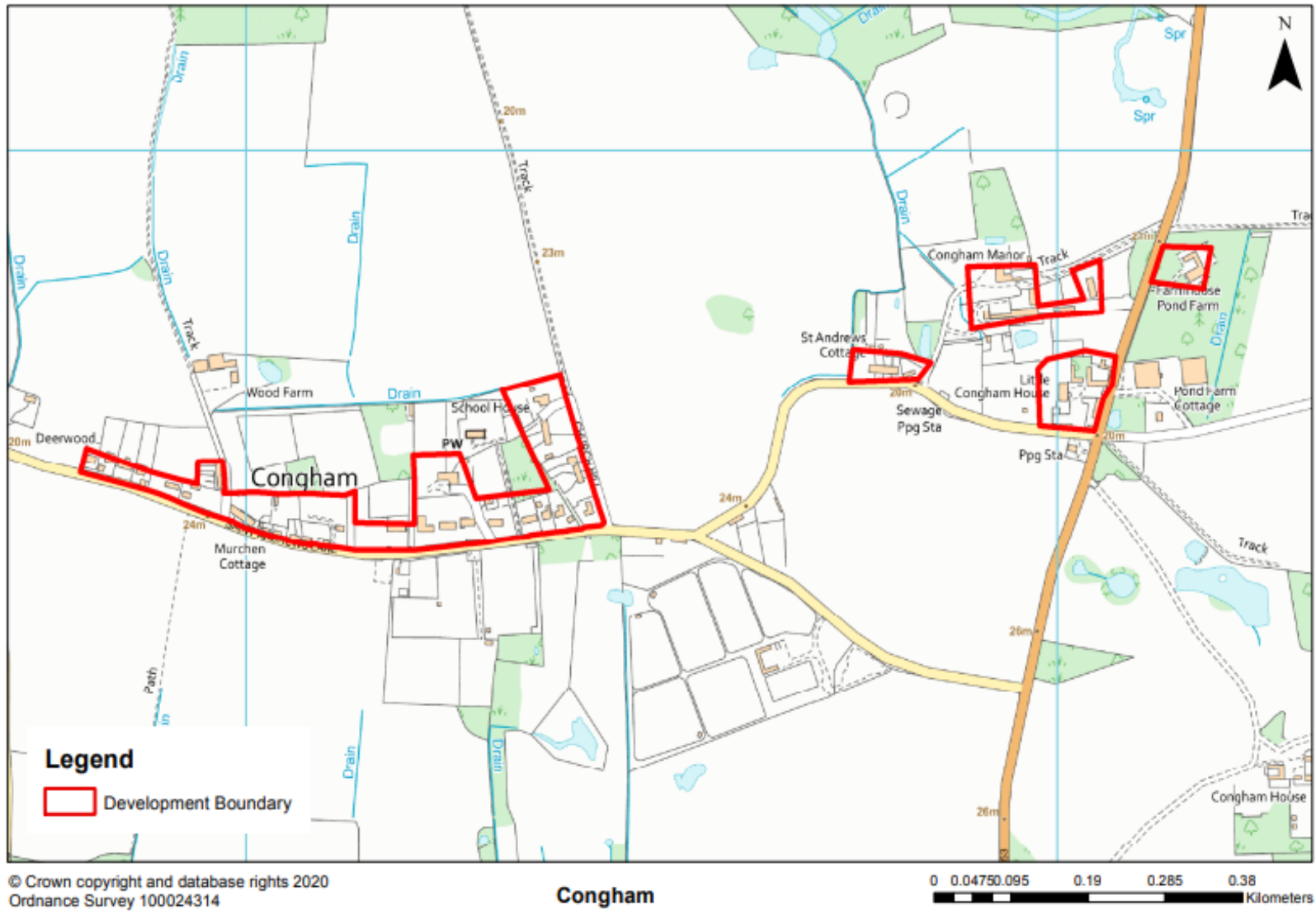
development. The village would be stretched even further. Again the neighbourhood plan would be unlikely to support development but might come too late. Both the council planning department and parish council have fought an application here and appeal recently. The same reasons for objecting to it remain.”

- **Mr Andrew Page-** *“The Congham map indicates the development boundary extending to the west of the property Deerwood up to Broadgate Lane but this land was considered to be in open countryside reference planning refusal 17/00812/F which was upheld at appeal. Any further linear development along St Andrews Lane will further destroy the original spatial development pattern which pre-existed prior to the damage policy DM3 has inflicted on this rural hamlet. Policy DM3 is unsuitable for most small villages and rural hamlets. **Modification** The boundary should be amended to the stop on the western boundary of Deerwood with 33 & 34 St Andrews Lane being in open countryside consistent with 12,13 and Bramble Cottage on St Andrews Lane”*

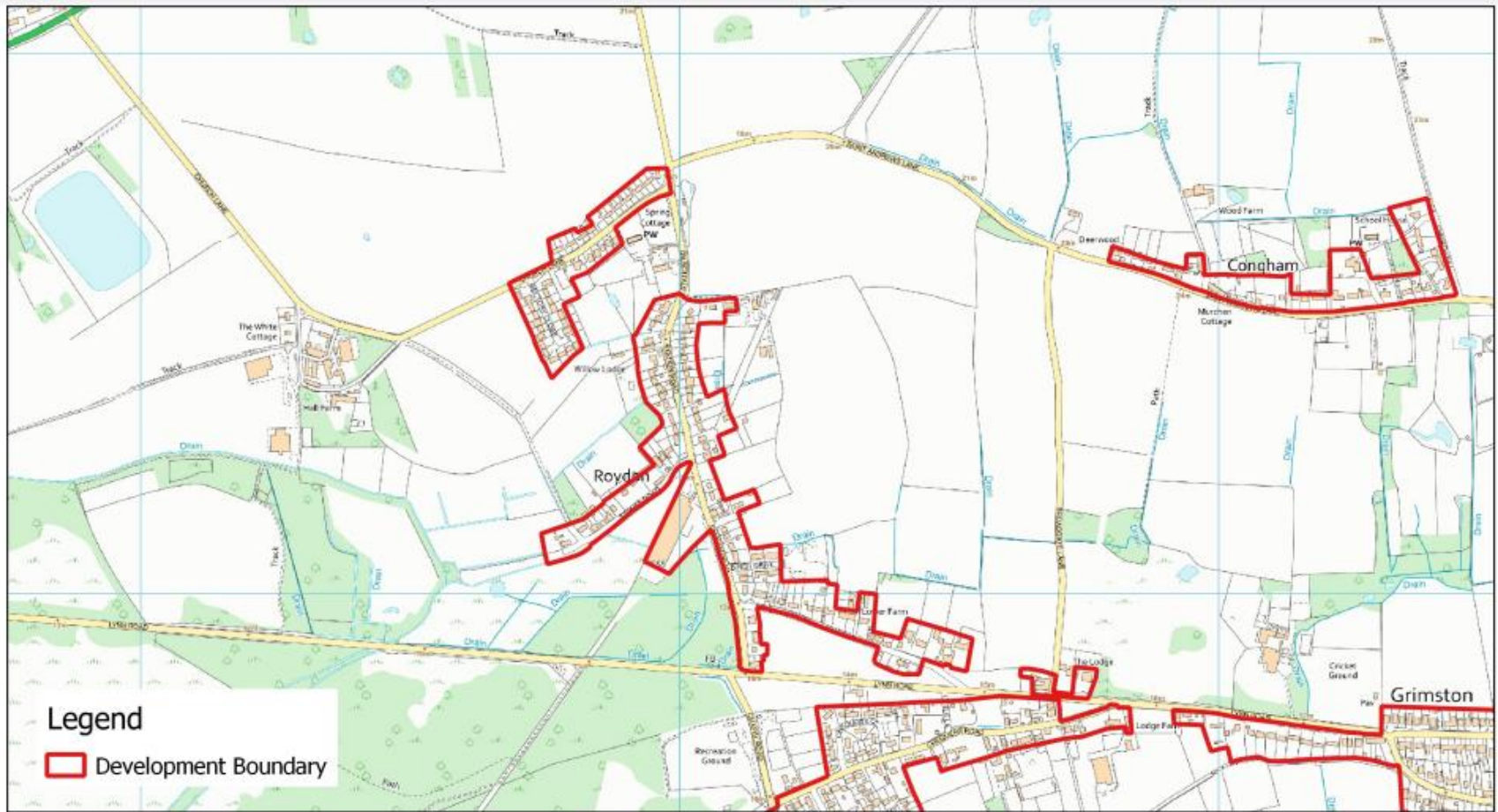
The change below can be seen to the east of the development boundary.

New development boundary map

35



Congham



Borough Council of
King's Lynn & West Norfolk



Tel. 01553 616200
Fax. 01553 691663

Roydon



1:10,000

12/10/2020

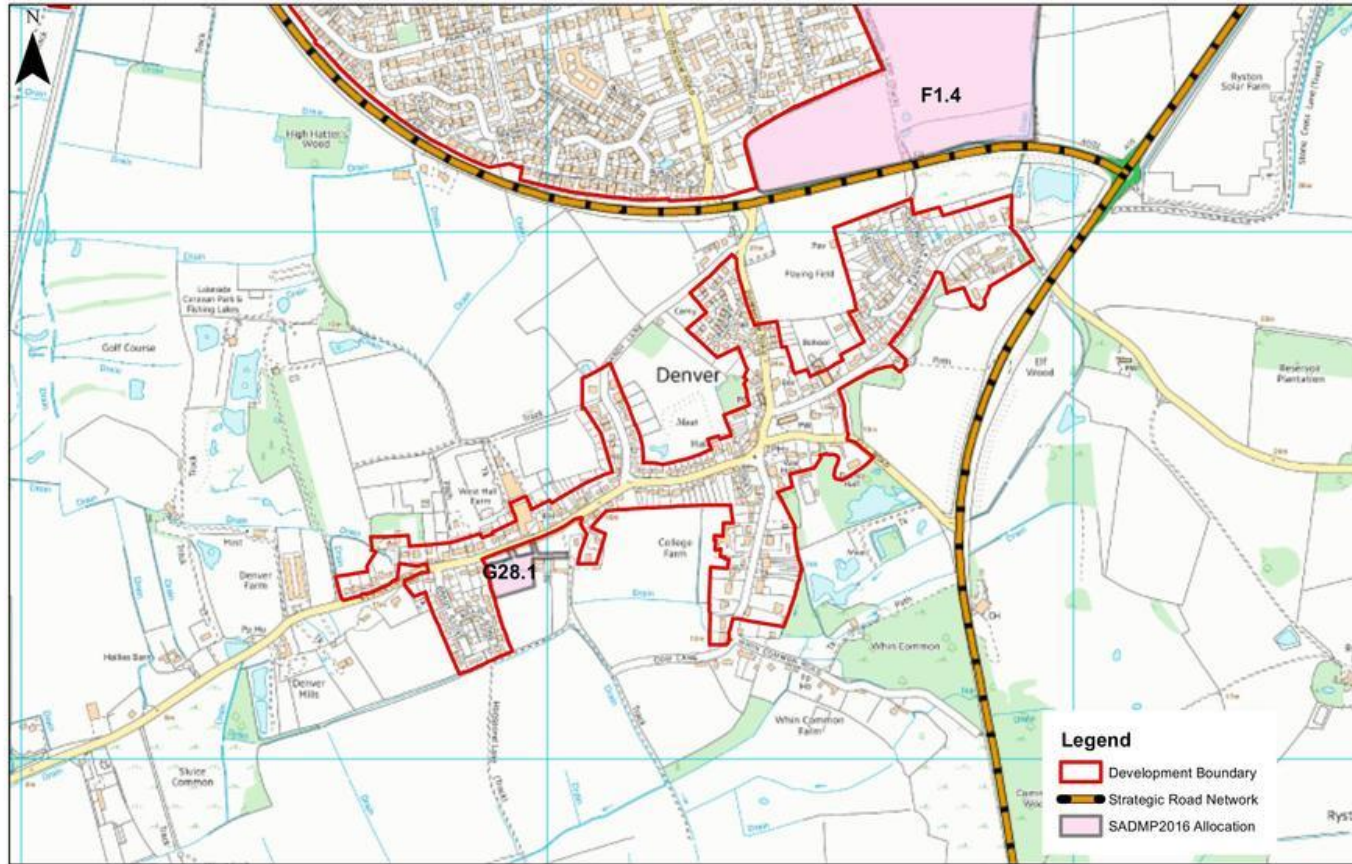
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Settlement	Commentary on proposed development boundary change	Officer comments
<u>Denver</u>	<ul style="list-style-type: none"> • Richard Smith NCC NPS Group commented: “The proposed development boundary as presently drawn cuts through the middle of the existing school site/buildings and does not therefore reflect existing on-site features. The boundary should be revised to include all the existing school buildings/hardstanding and allow for possible future expansion.” • Mr N Good and Mr R Garner & Mrs A Garner commented: “The development boundary should be extended along Sluice Road to include existing dwellings on the south side to a similar point to those included on the north side of the road, to reflect the existing built environment.” 	<p>Analysing the proposed change by Richard Smith, we have taken this on board and will change the development boundary to go around the existing school buildings.</p> <p>Analysing the proposal put forward for Sluice Road, this change will not take place. However, development could potentially come forward on sites if it fulfils the criteria in LP26.</p>

The change has reflected the above comments made by the NPS Group and the boundary has now gone around the existing school building.

Old Development Boundary Map

38



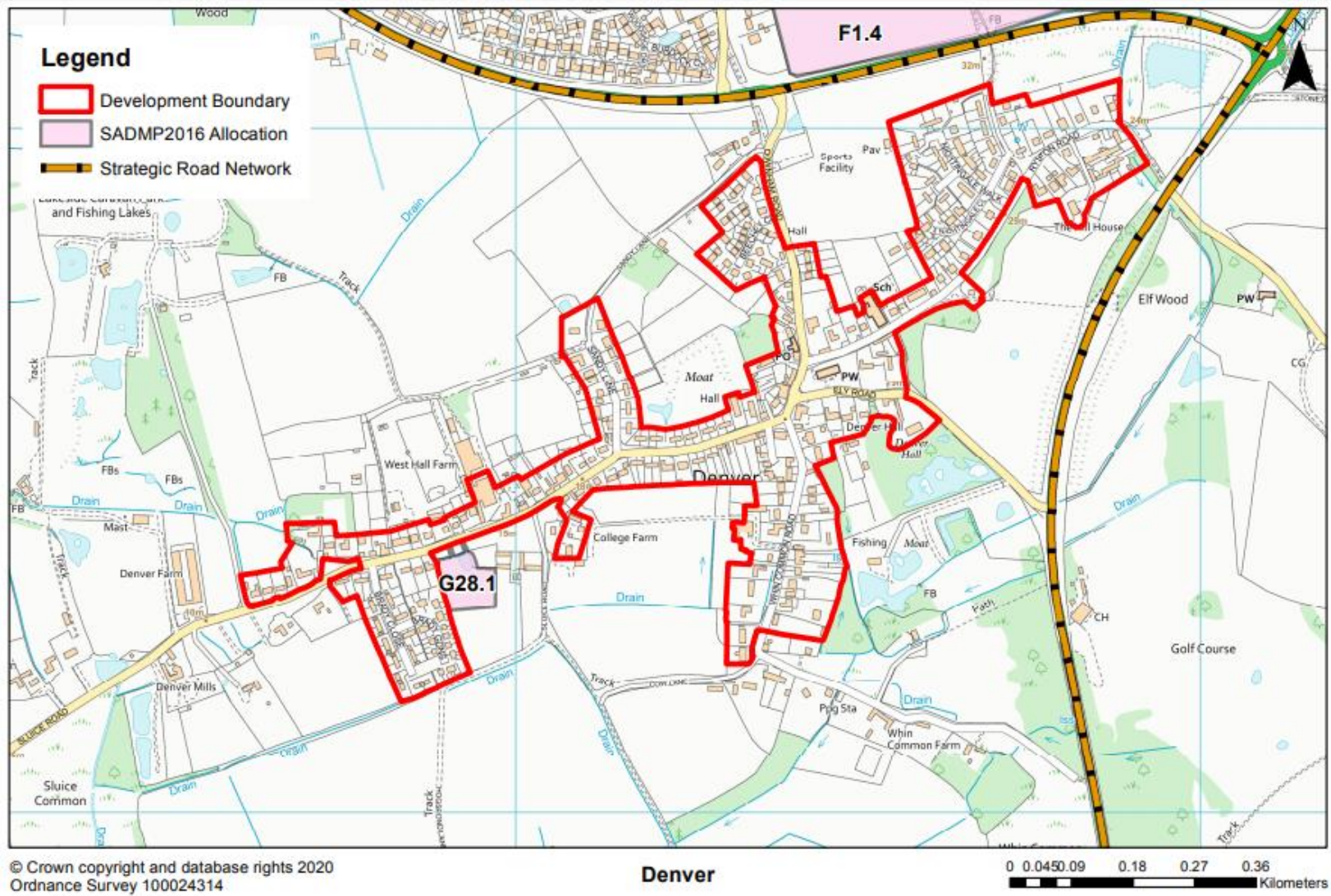
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Denver

0 0.075 0.15 0.3 0.45 0.6
Kilometers

New development boundary map

39

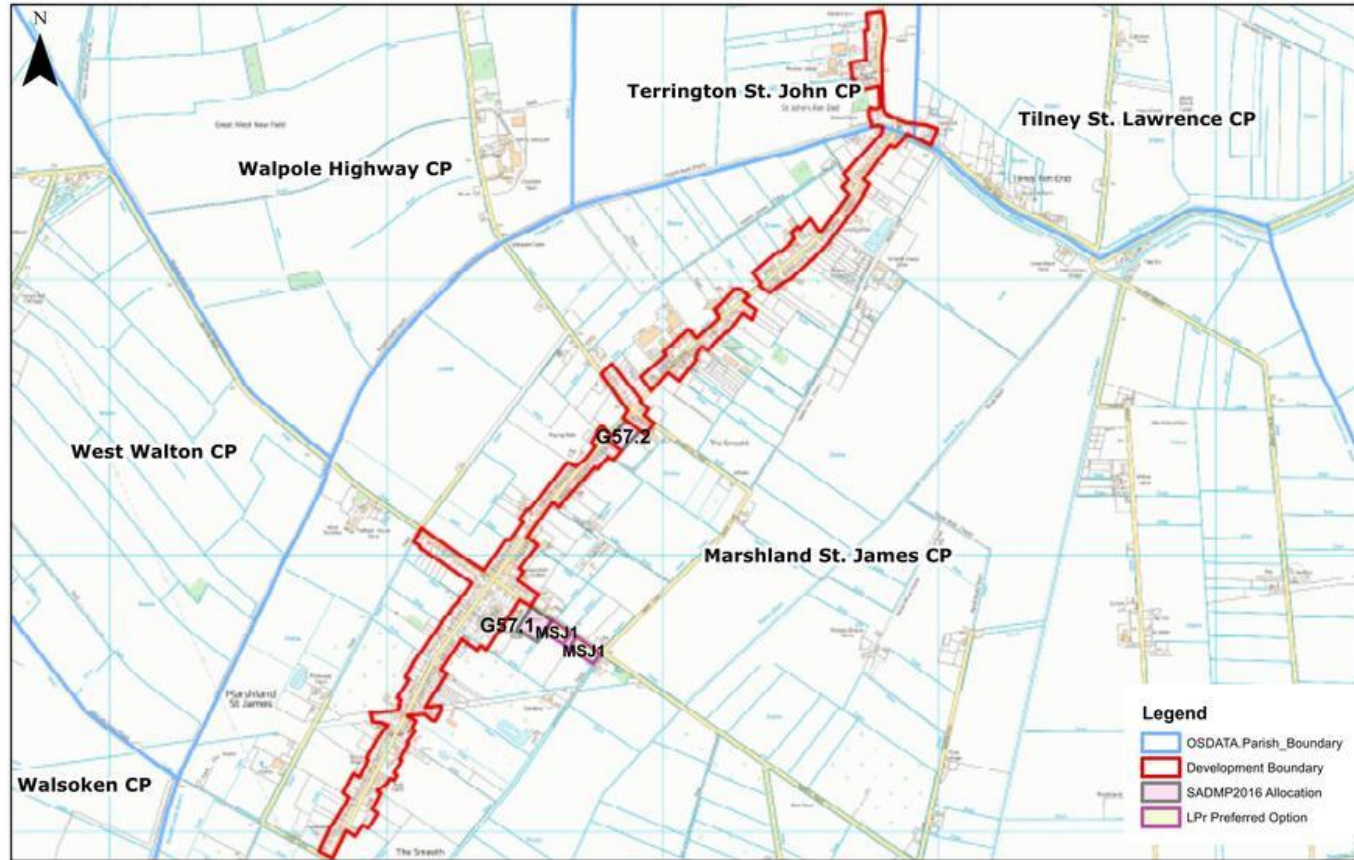


Settlement	Commentary on proposed development boundary change	Officer comments
<u>Marshland St James</u>	<ul style="list-style-type: none"> • Richard Smith NCC NPS Group – <i>“The school adjoins existing development and has a proposed housing allocation to the south east although is defined as being outside the proposed development boundary. The boundary should be amended to include the whole of the site to recognise its established use and possible future expansion”</i> 	Analysing the proposed change, we have taken this on board and will change the development boundary to go around the existing school buildings.

The change takes place to the east of G57.1 where the developing boundary now goes around the existing school building.

Old development boundary map

41



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Marshland St. James / St. John's Fen End / Tinley Fen End

0 0.1250.25 0.5 0.75 1 Kilometers

New development boundary map

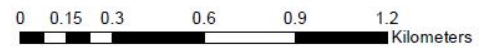
42



Legend

- Development Boundary
- SADMP2016 Allocation

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Ordnance Survey 100024314



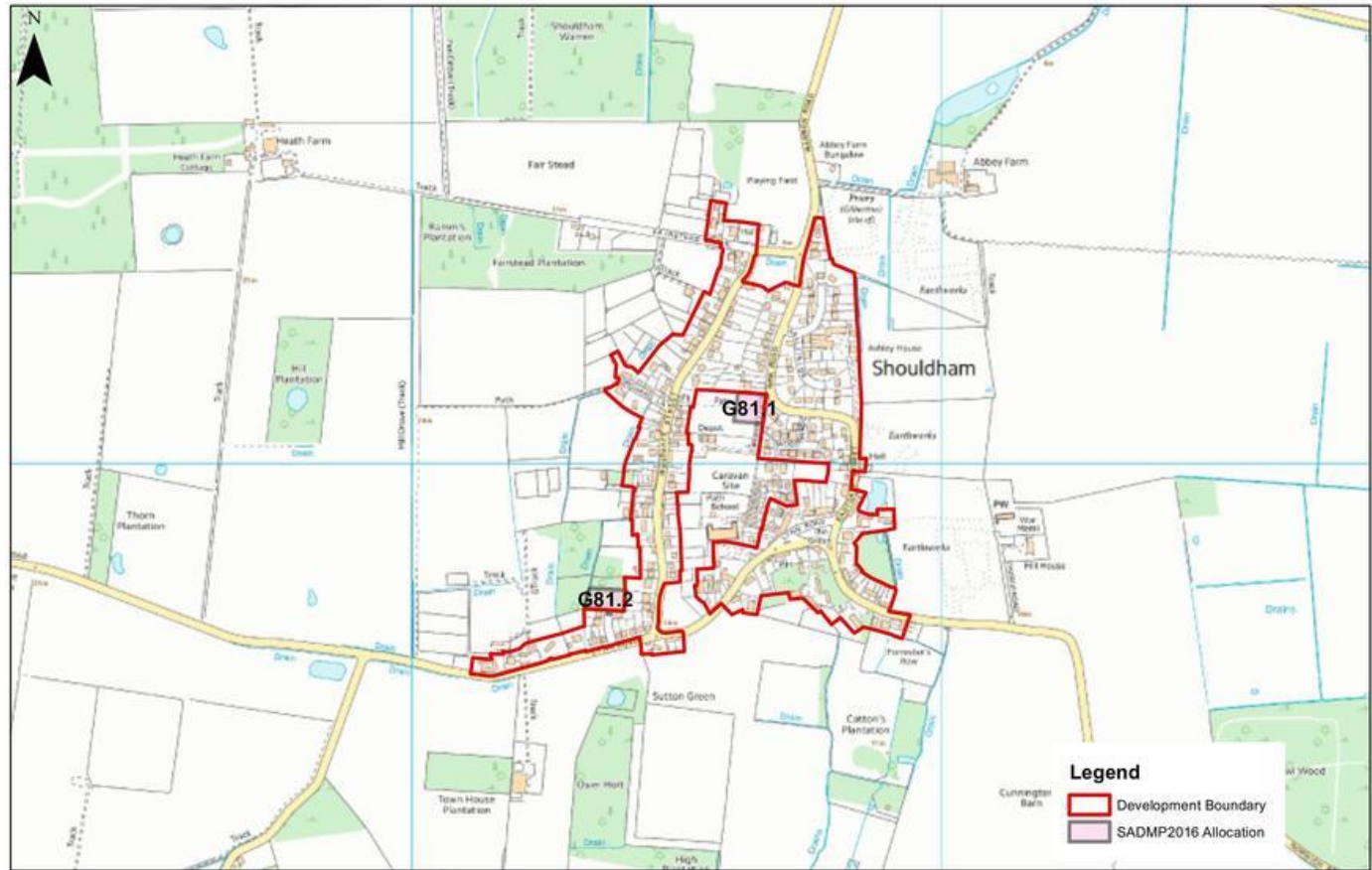
Marshland St James & St John's Fen End with Tilney Fen End

Settlement	Commentary on proposed development boundary change	Officer comments
<u>Shouldham</u>	<ul style="list-style-type: none"> • Richard Smith NCC NPS Group- <i>“The boundary as proposed is illogical in that it includes the access but excludes the existing school site and the majority of its hardstanding. The boundary should therefore be amended to recognise its established use and allow for possible future expansion.”</i> 	Analysing the proposed change, we have taken this on board and will change the development boundary to go around the existing school buildings.

The change below shows the development boundary to be going around the existing school building now.

Old development boundary map

44



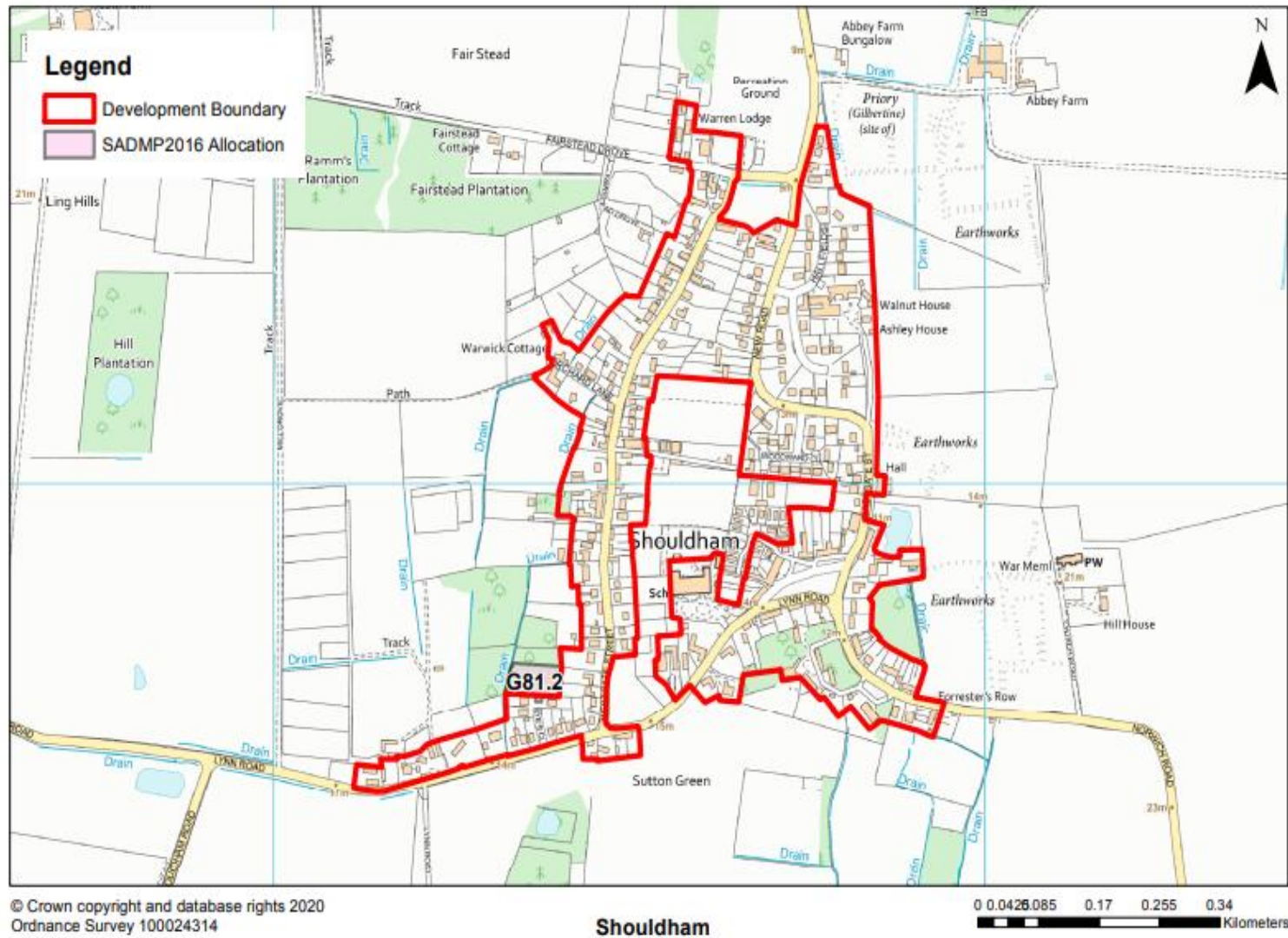
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Shouldham

0 0.075 0.15 0.3 0.45 0.6
Kilometers

New development boundary map

45

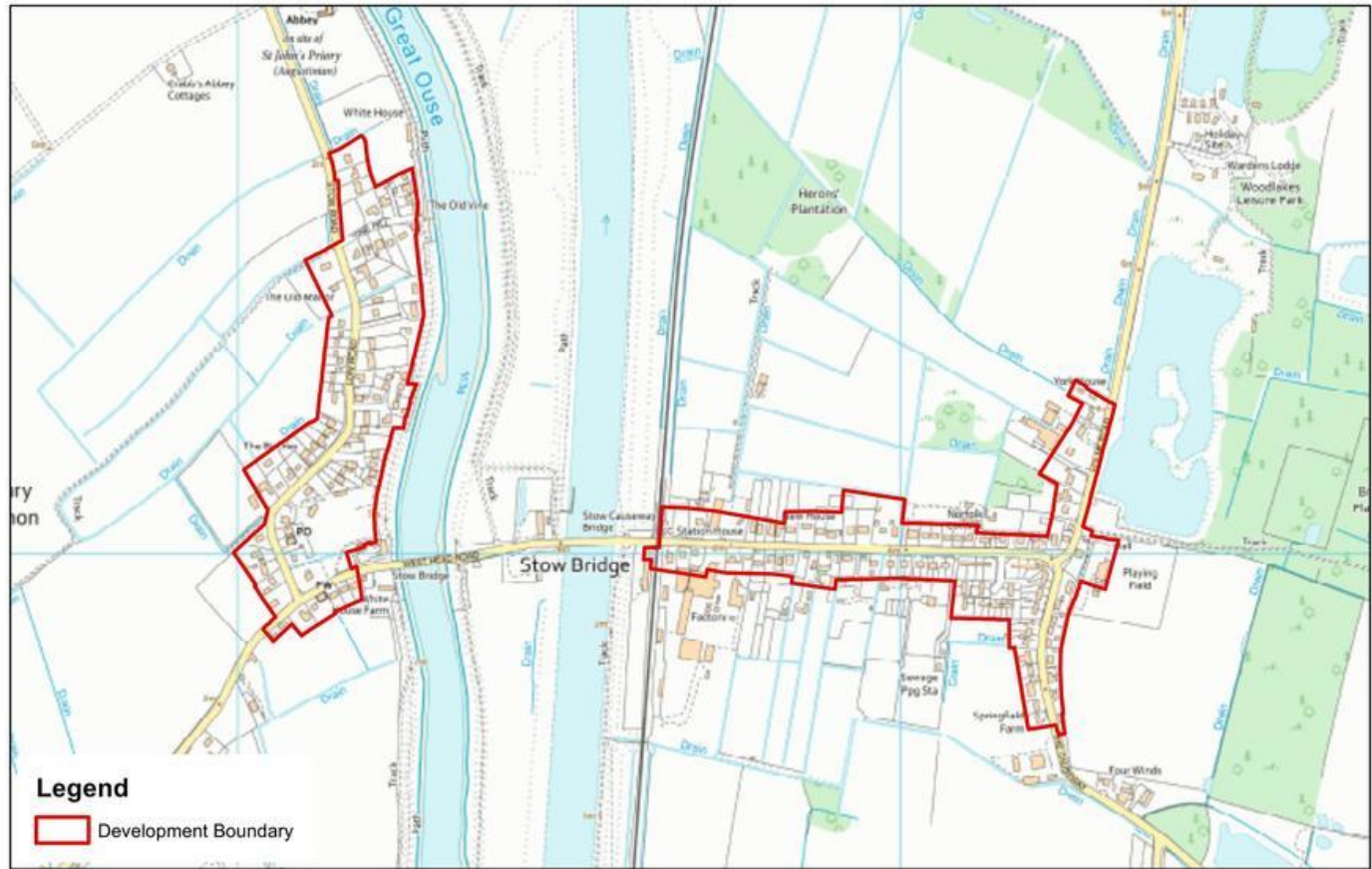


Settlement	Commentary on proposed development boundary change	Officer comments
<u>Stow Bridge</u>	<ul style="list-style-type: none"> • Mr D Russell commented- <i>“The development boundary should be extended to include existing development including residential dwellings to the north and south sides of West Head Road.”</i> 	After analysing the development boundary, we agree with the proposed recommendation and will make the change.

The development boundary has changed below to include the existing development to the north and south sides of West Head Road.

Old development boundary map

47



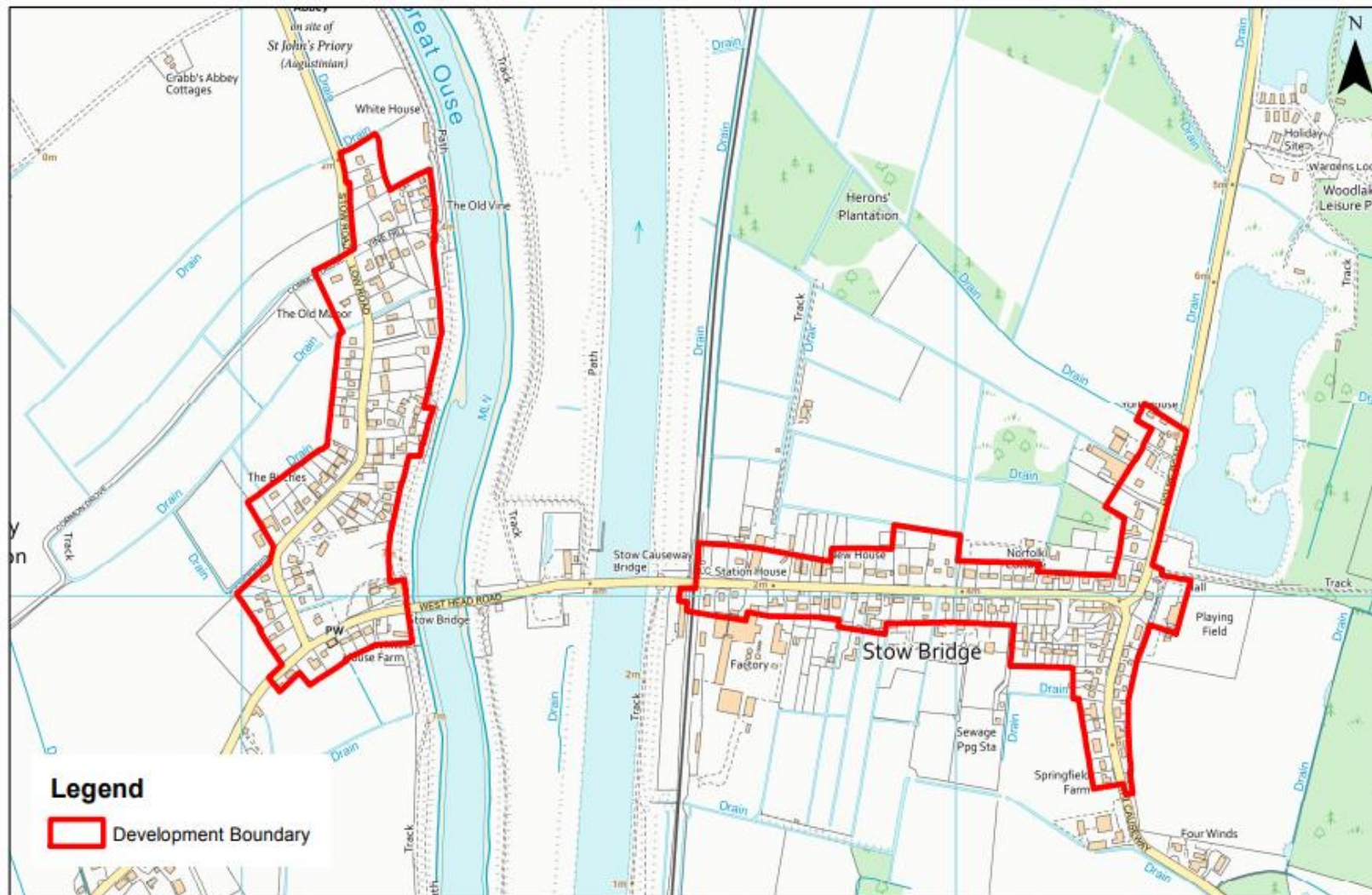
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Stow Bridge

0 0.05 0.1 0.2 0.3 0.4
Kilometers

New development boundary map

48



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Stow Bridge

0 0.05 0.1 0.2 0.3 0.4
Kilometers

Settlement	Commentary on proposed development boundary change	Officer comments
Terrington St Clements	<p>Cllr Paul Kunes- <i>“Would be possible to include a small parcel of land between 62 and 68 Popes Lane Terrington St Clement be included in the plan, it is a small area with housing either side and the local landowner has sought planning permission on several occasions only to be told it is outside the planning boundary. If you look at it on the map it would seem to make sense to include it. All the services are there including mains sewage. It sits on a straight piece of road so I don’t think highways would object.”</i></p>	<p>This suggestion was discussed at the Local Plan Task Group and was agreed to be changed.</p>

49

19/01011/O | Outline Application: construction of two pairs of semi-detached dwellings | Land Between 63 And 69 S of Popes Lane Terrington St Clement Norfolk

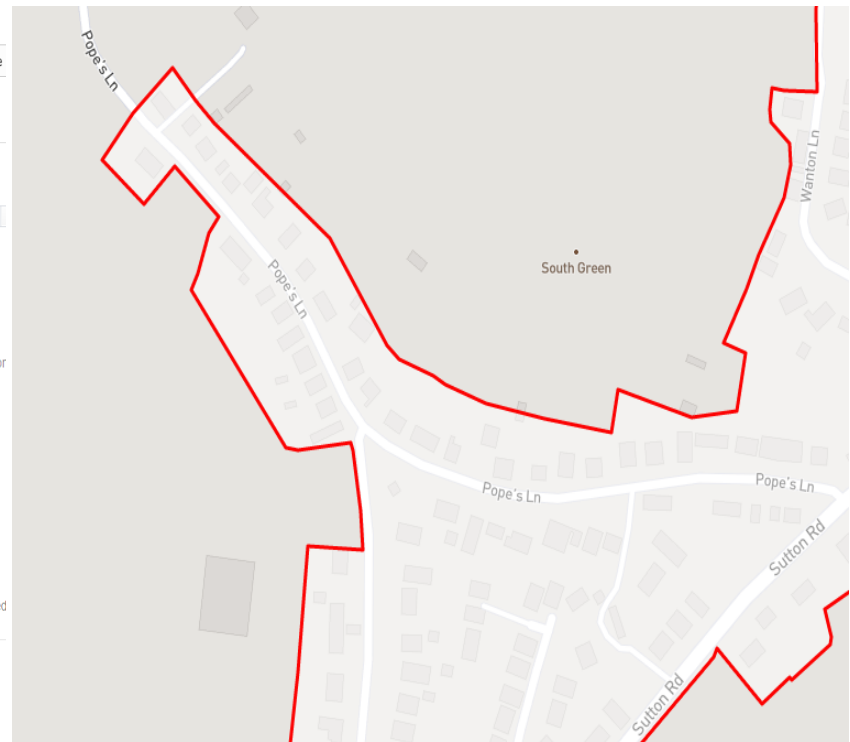
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Details Comments (14) Documents (30) Related Cases (1) **Map**

Legend and Filter
 Showing search results. [Enable filter](#) and remove results.
 Within the last 6 months

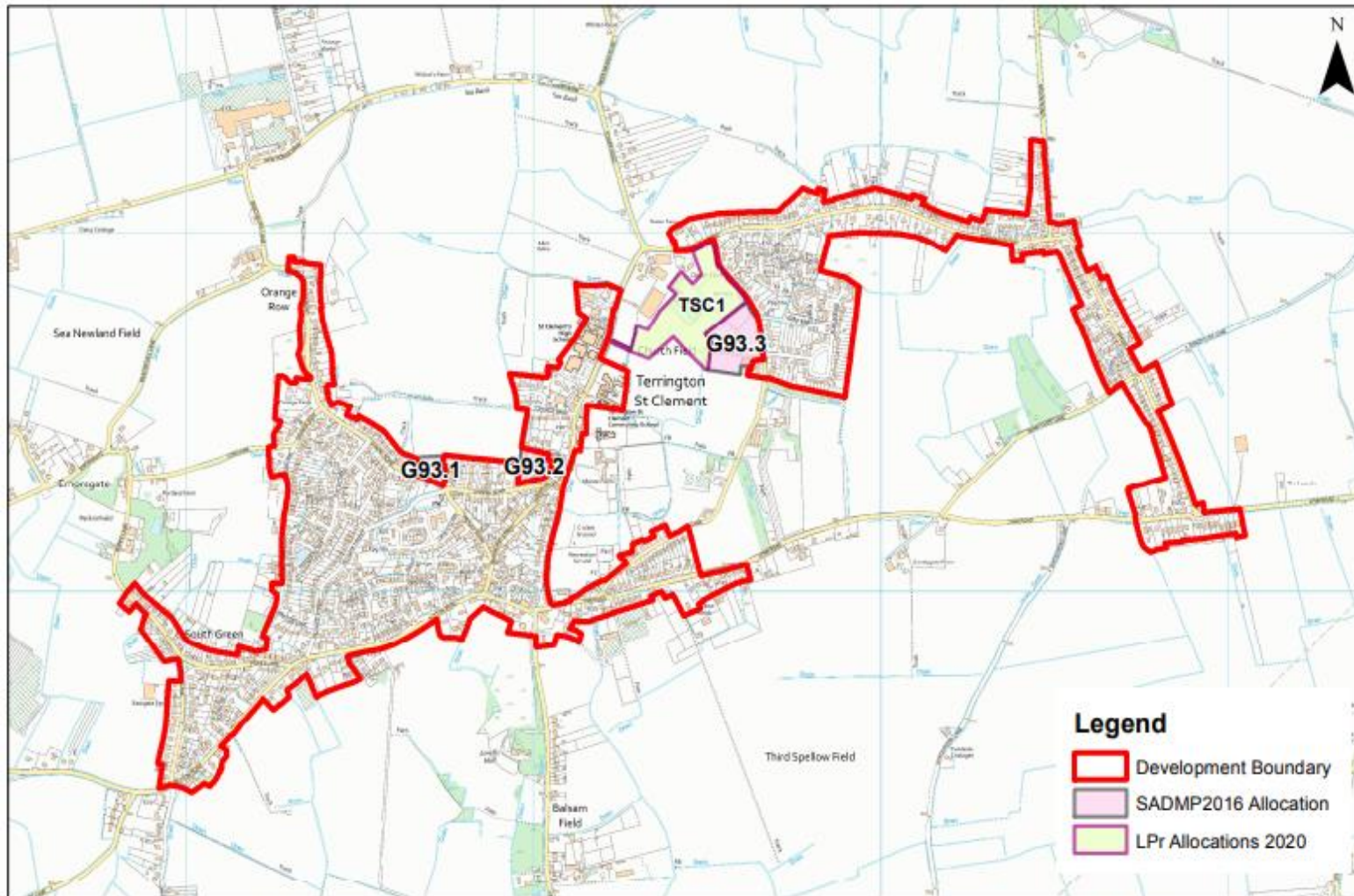
- Planning
 - Application
 - Appeal
 - Enforcement
- Licensing
 - Licensing Application
 - Licensing
- Property

[Save a rectangular search](#) defined by the current map extent.
[Save a circular search](#) of the specified radius, centred on the current location.
 50m show on map



Old Development Boundary Map

50



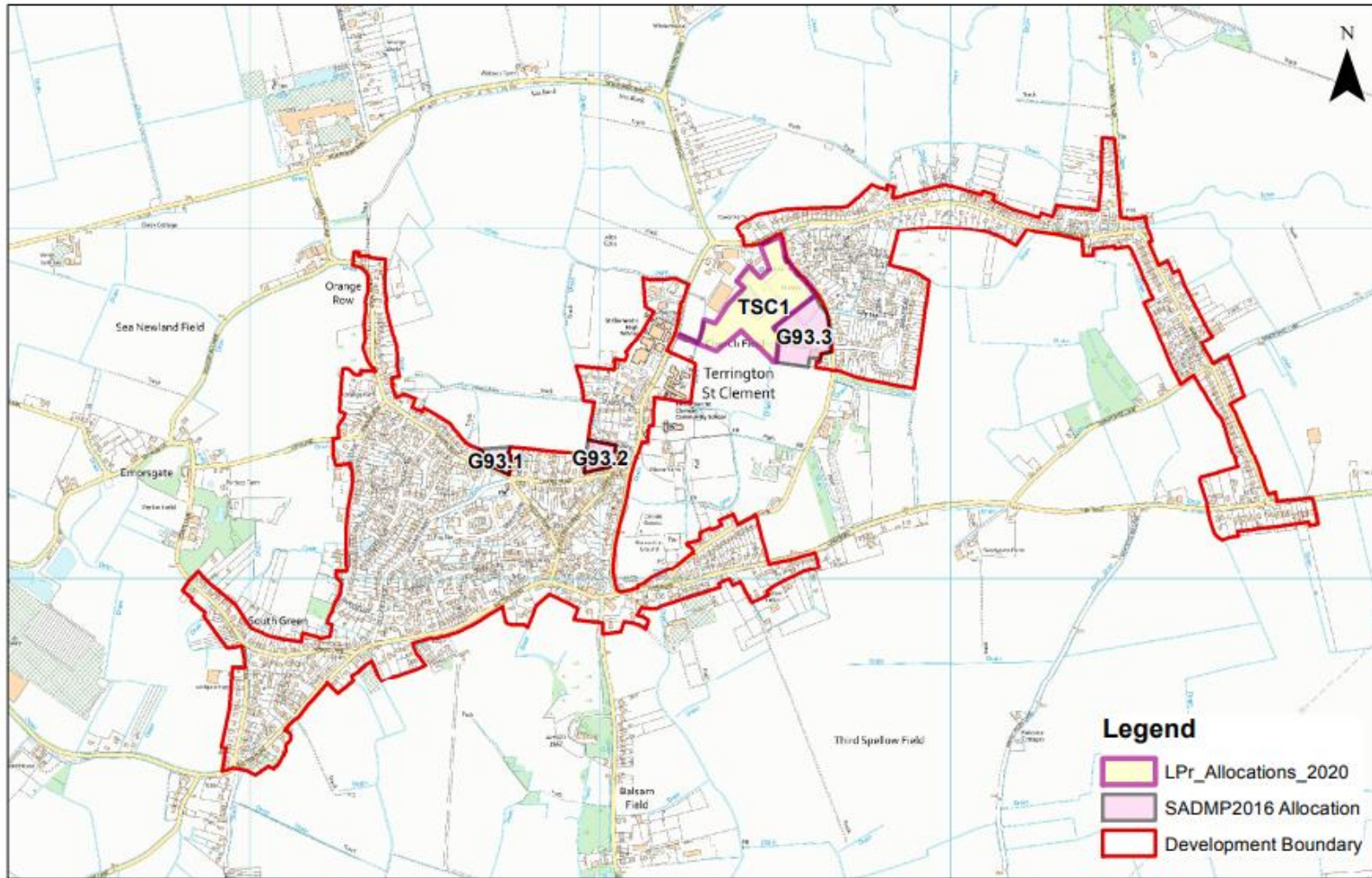
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Terrington St. Clement

0 0.075 0.15 0.3 0.45 0.6
Kilometers

New Development Boundary Map

51



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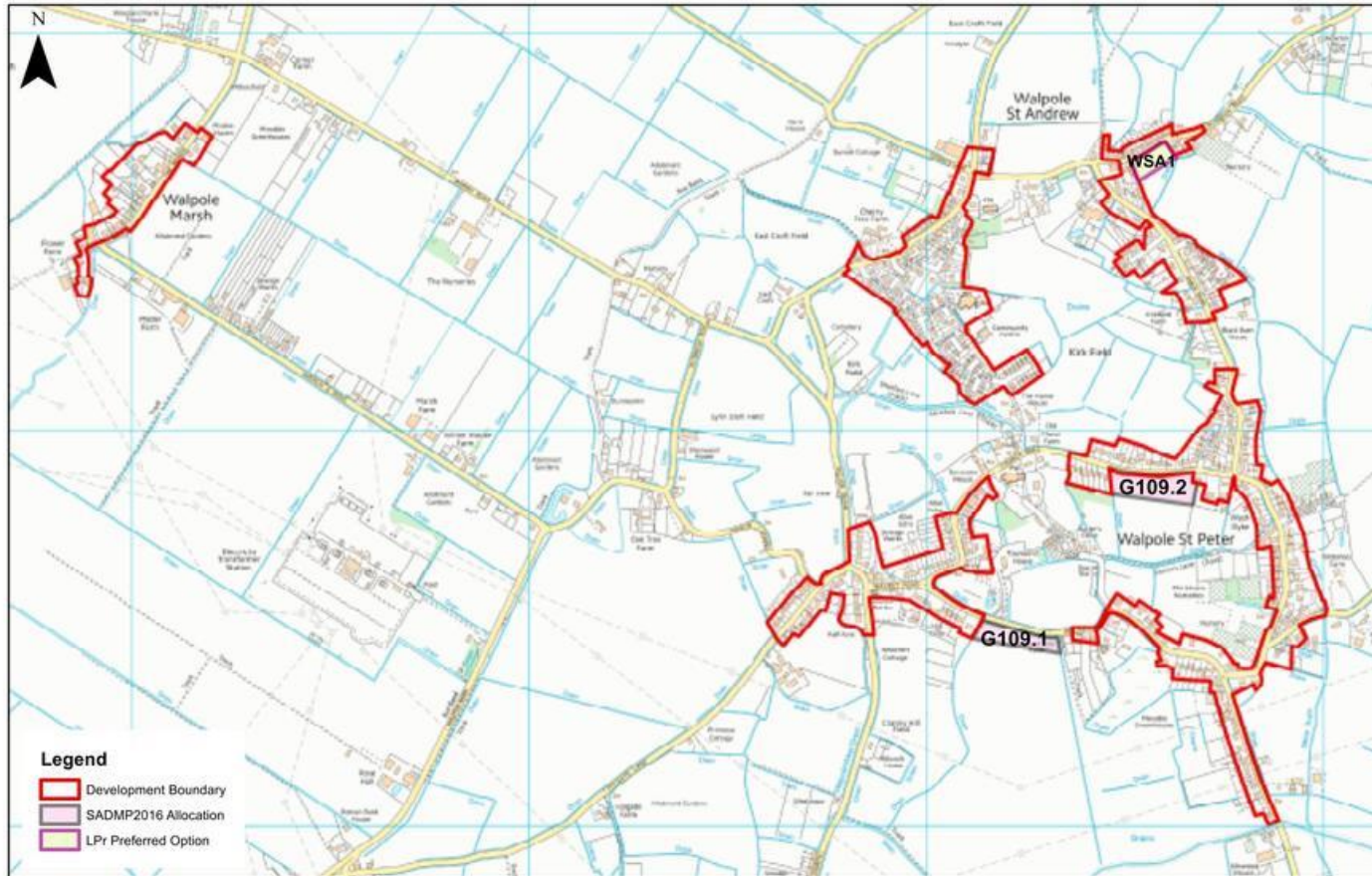
0 0.1 0.2 0.4 0.6 0.8
Kilometers

Terrington St. Clements

Settlement	Commentary on proposed development boundary change	Officer comments
<p>Walpole St Peter/Walpole St Andrew/Walpole Marsh</p> <p>52</p>	<ul style="list-style-type: none"> • Mr R Cousins- <i>“The development boundary should be extended along Chalk Road to the west to include dwellings which have the benefit of extant planning permissions, as shown below. Consistent with other village boundaries such as Boughton, where recent and approved development have been included within the proposed development boundary.”</i> • Cllr Richard Blunt commented- <i>“The development boundary for Walpole St. Andrew / Walpole St. Peter could logically be extended to include the relatively small portion of Chalk Road, which currently lies outside of the development boundary. Historically this area may have been excluded to provide a degree of separation between the two villages. Today however, the two villages are fairly well joined together, and this could be acknowledged further, particularly as the Local Plan review itself considers the villages to be a Joint Key Rural Service Centre.”</i> • Mr S Harris commented- <i>“Land South of the Police House, West Drove, Walpole St Peter PE14 7H Hela Ref H443 & Call for sites ref: 25-11-20161781. Amend boundary for the village to include site already built out and also incorporate an associated infill site. Attached Planning report summary “The site shown in this report mostly has permission for development. It is requested that it be included in a revised development boundary.”</i> • Richard Smith NCC NPS Group commented- <i>“The development boundary as proposed does not reflect existing on-site features. The boundary should be revised to include all the existing school buildings/hardstanding and playing fields to allow for possible future expansion.”</i> 	<p>DB will not be changed in reference to extension along Chalk Road there is no justification for this.</p> <p>No change.</p> <p>There is no current need to allocate further sites through the Local Plan review to meet the Local Housing Need (LHN). Therefore, DB will not be changed to reflect proposed HELAA allocations.</p> <p>Analysing the proposed change, we have taken this on board and will change the development boundary to go around the existing school buildings.</p>

Old development boundary map

53

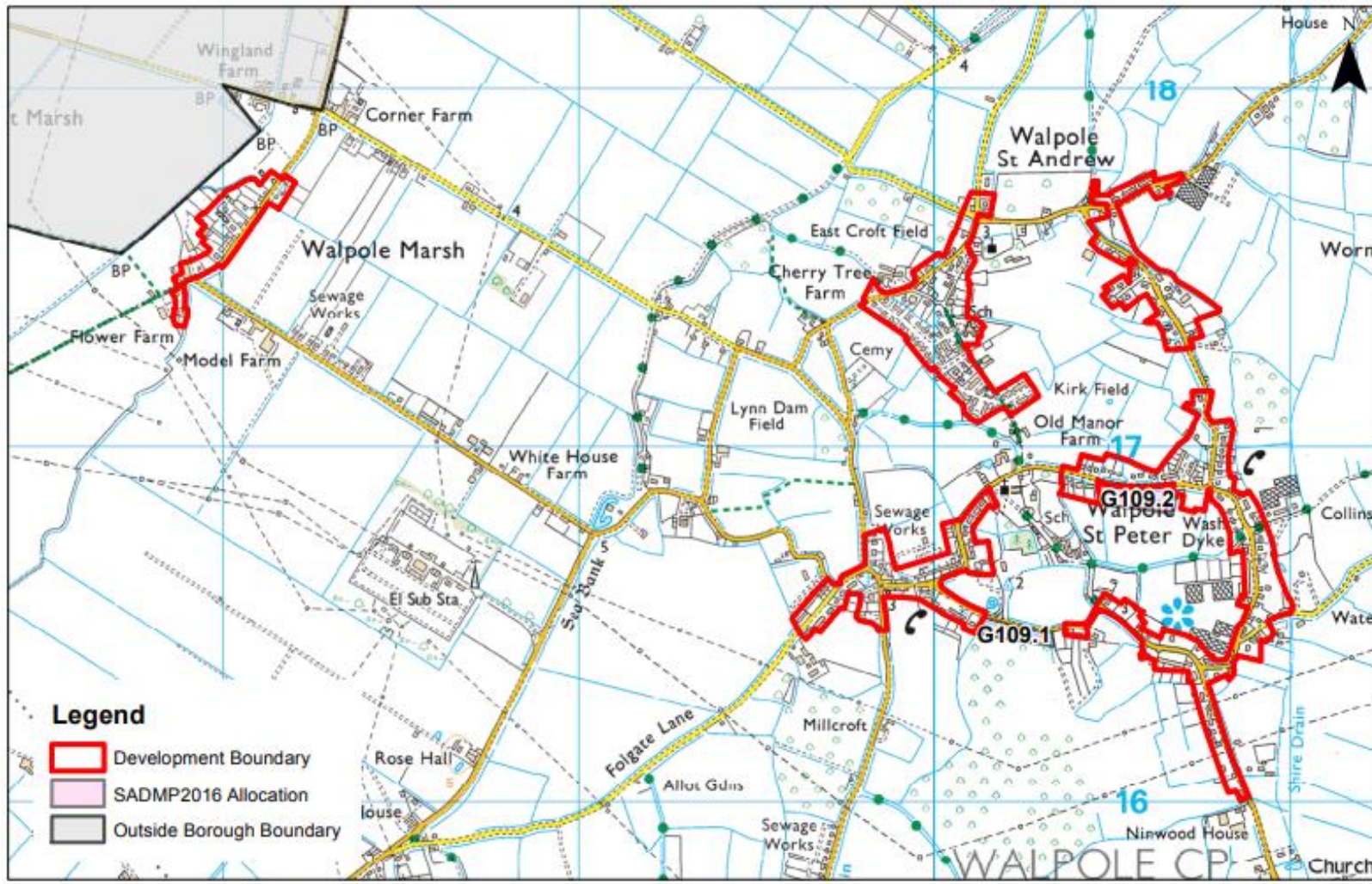


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Walpole St. Peter / Walpole St. Andrew / Walpole Marsh

New development boundary map

54



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Walpole St Peter, Walpole St Andrew & Walpole Marsh

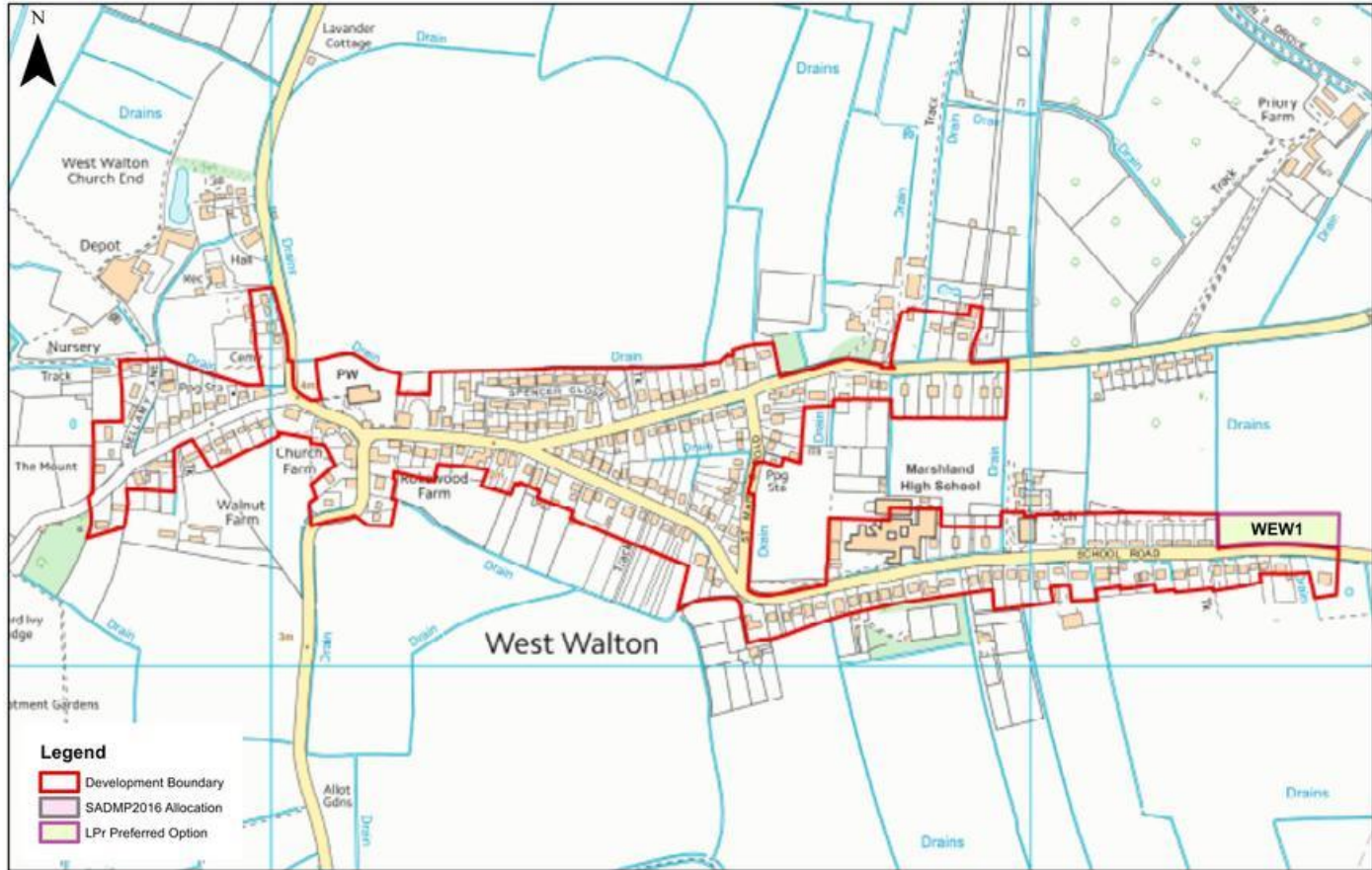
0 0.1 0.2 0.4 0.6 0.8
Kilometers

Settlement	Commentary on proposed development boundary change	Officer comments
<p>West Walton</p> <p>55</p>	<ul style="list-style-type: none"> • Mr J Maxey- <i>“West Walton is a KRSC. The heart of the village is centred around the Church. Flood risk is a constraint generally in the village but there is an area at Church Farm, surrounded on 3 sides by the Development Boundary that has been demonstrated via planning application 16/01475/O to be within an area that is unlikely to be affected by flood. The application was refused as premature the SAMDP having just been adopted, but now is the appropriate time to reconsider this site. Although a suitable size for about 4 dwellings and thus below the scale for allocation, the site is suitable for development, and would round of the built area of the village in its vicinity. It is proposed that the Development Boundary is amended to include the area coloured blue on the attached plan to take account of this potential, so that it can be considered in the light of policies for development within the village, which it undoubtably is, as opposed to policies for outside the village and in open countryside”</i> • Richard Smith NCC NPS Group- <i>“The development boundary as proposed cuts through the middle of the existing school site/buildings and does not therefore reflect existing on-site features. The boundary should be revised to include all the existing school buildings/hardstanding and allow for possible future expansion.”</i> 	<p>There is no current need to allocate further sites through the Local Plan review to meet the Local Housing Need (LHN). Therefore, DB will not be changed to reflect proposed HELAA allocations.</p> <p>When development has been built out then inclusion of such settlements may be included in the development boundary.</p> <p>Analysing the proposed change, we have taken this on board and will change the development boundary to go around the existing school buildings.</p>

The change below shows the development boundary to be going around the existing school building now.

Old development boundary map

56



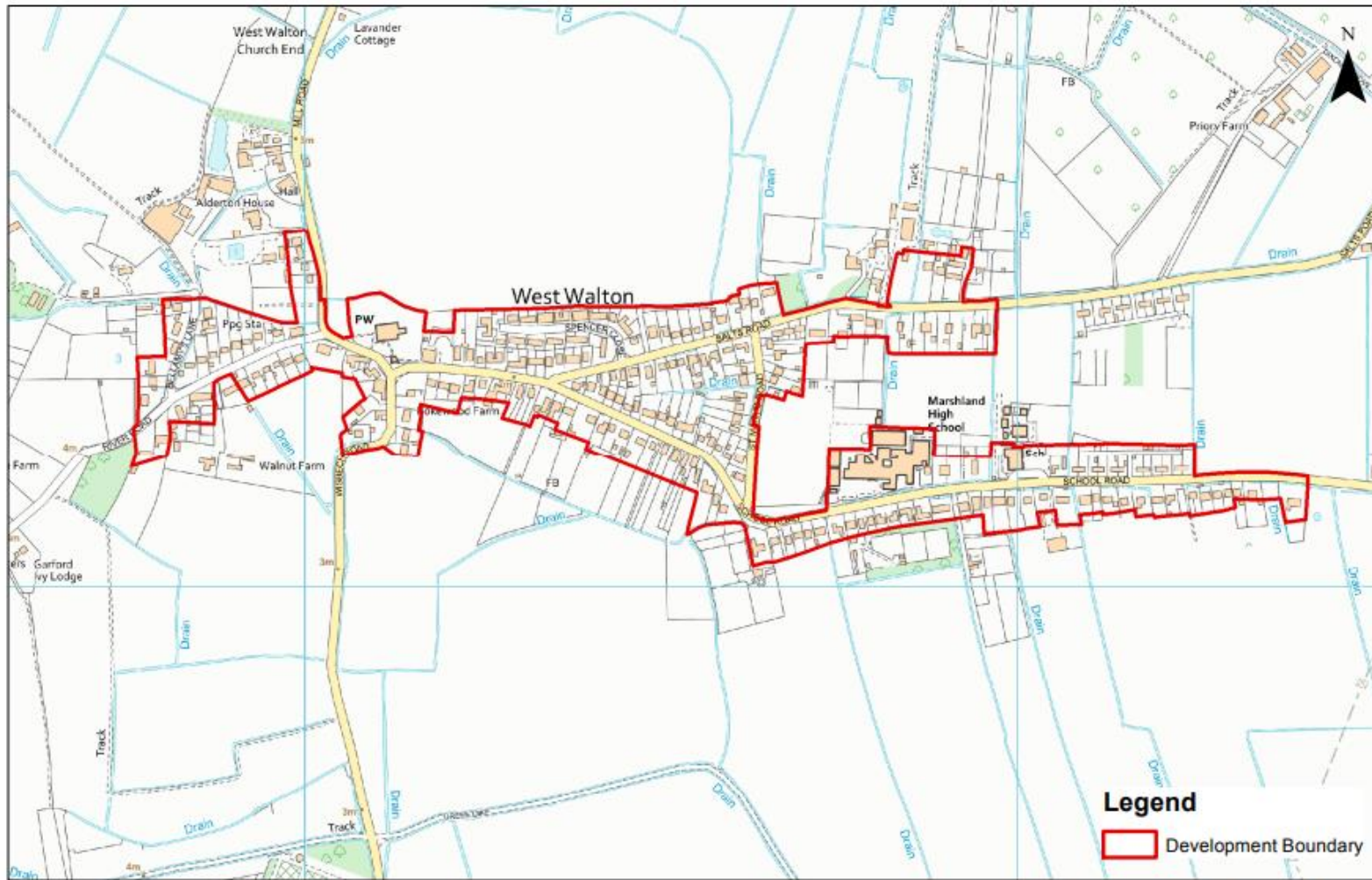
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West Walton

0 0.05 0.1 0.2 0.3 0.4
Kilometers

New development boundary map

57



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West Walton

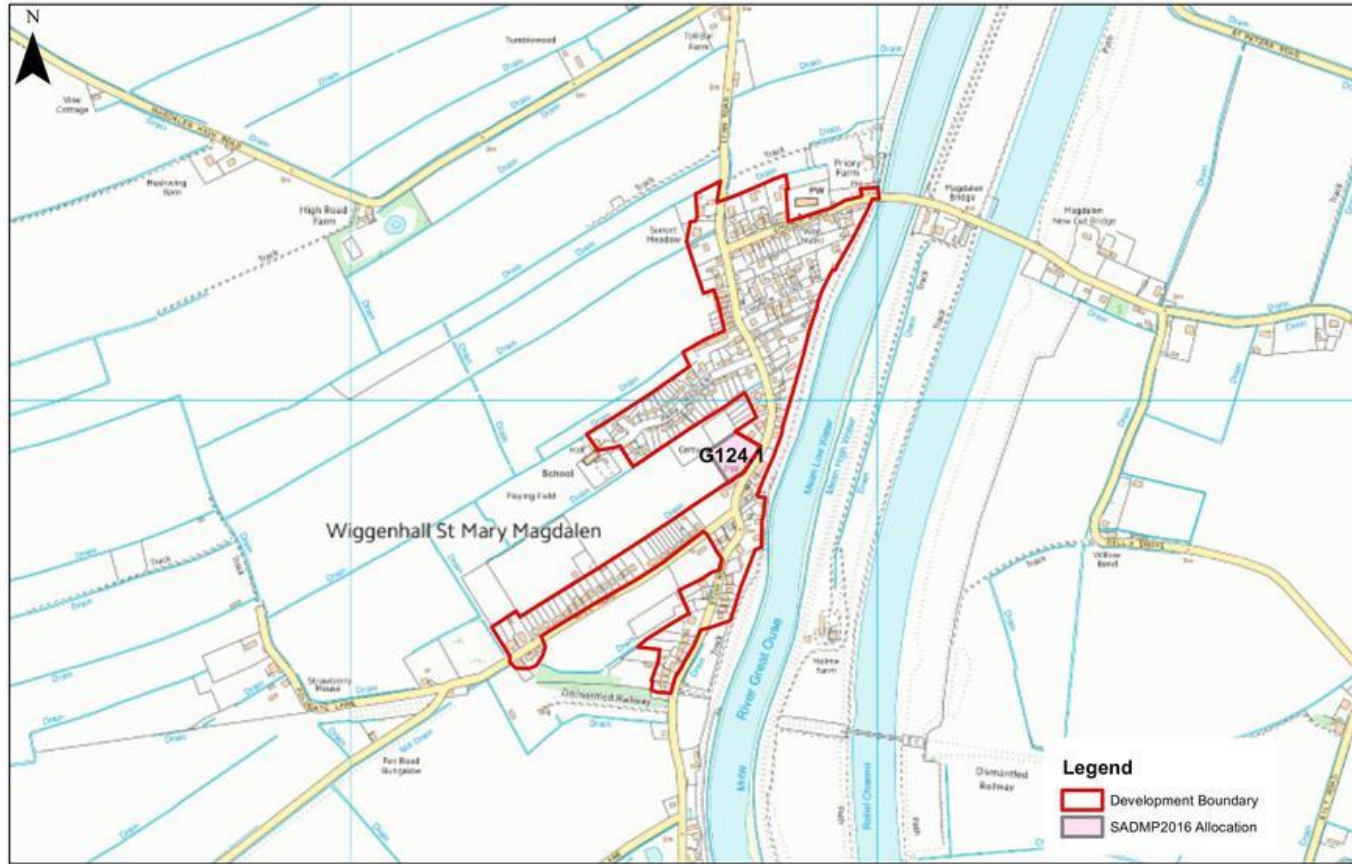
0 0.05 0.1 0.2 0.3 0.4
Kilometers

Settlement	Commentary on proposed development boundary change	Officer comments
Wiggenhall Hall St Magdalen	<ul style="list-style-type: none"> • Richard Smith NCC NPS Group – <i>“The development boundary as proposed cuts through the middle of the existing school site/buildings and does not therefore reflect existing on-site features. The boundary should be revised to include all the existing school buildings/hardstanding and allow for possible future expansion”</i> 	Analysing the proposed change, we have taken this on board and will change the development boundary to go around the existing school buildings.

The change below shows the development boundary to be going around the existing school building now.

Old development boundary map

59



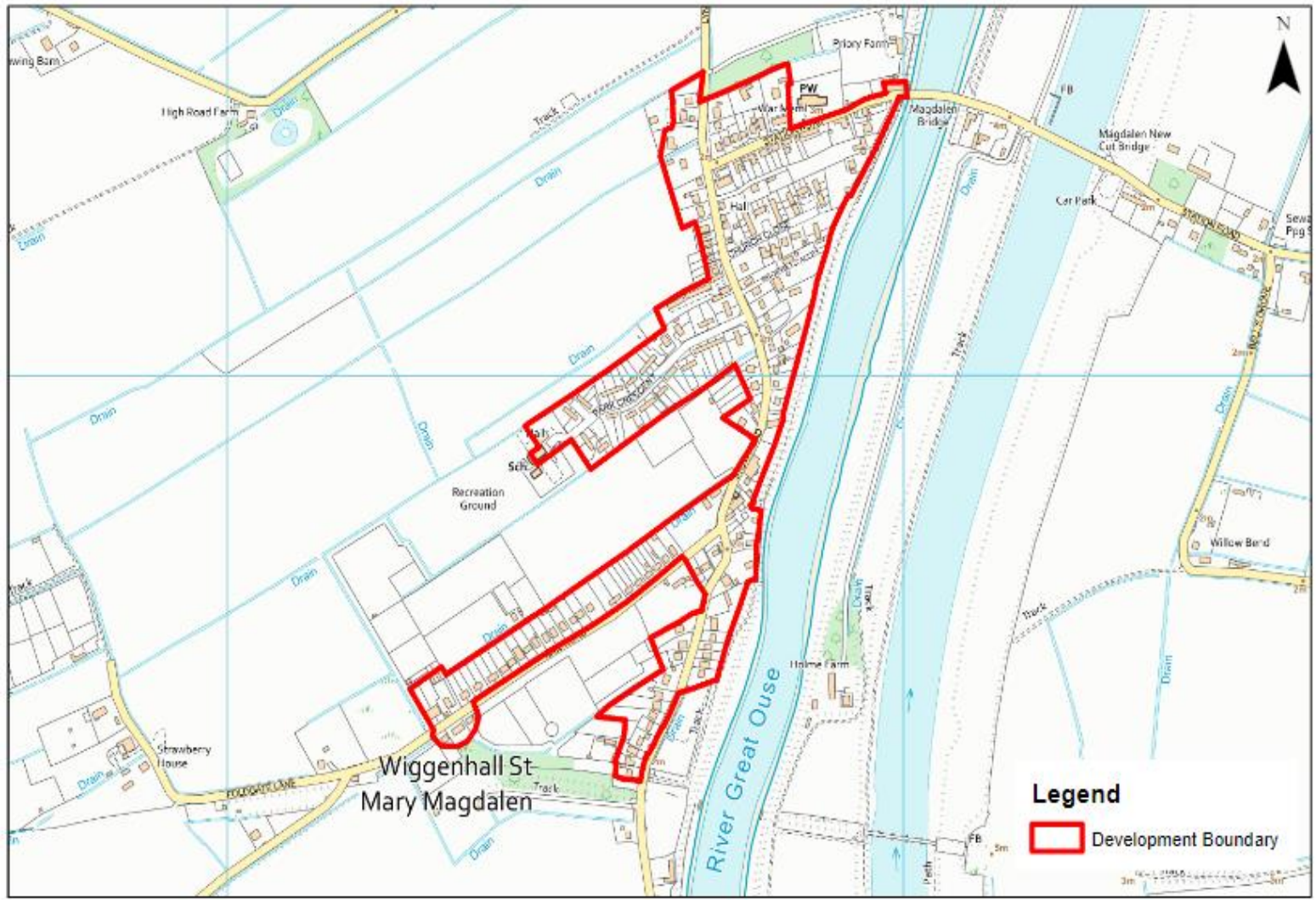
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Wighenhall St Mary Magdalen

0 0.075 0.15 0.3 0.45 0.6
Kilometers

New development boundary map

09



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Wighenhall St. Mary Magdalen

0 0.0450.09 0.18 0.27 0.36
Kilometers

Appendix XX: Additional Map changes throughout the LPR Version 2

Section where mapping has changed	Reason for this change
<p>61</p> <ol style="list-style-type: none"> 1. Marham 2. Burnham Market 3. Clenchwarton 4. Docking 5. East Rudham 6. Emneth 7. Feltwell with Hockwold-cum-Wilton 8. Great Massingham 9. Marshland St James/ St John's Fen End with Tilney Fen End 10. Middleton 11. Southery 12. Stoke Ferry 13. Terrington St Clements 14. Terrington St John with St Johns Highway/Tilney St Lawrence 15. Upwell/Outwell 16. Walpole St Peter/Walpole St Andrew/Walpole Marsh 17. West Walton 18. Denver 19. Hillington 20. Sedgeford 21. Shouldham 22. Ten Mile Bank 23. Three Holes 24. Walton Highway 25. Wiggenhall St. Mary Magdalen 26. Holme Next The Sea 	<ol style="list-style-type: none"> 1. Needs a new map to remove Marham land off school lane policy 2. BM1 Allocation removed from LPR 3. Needs new map CLE1 removed from LPR 4. Docking Land south of Pound Lane and west of Bradmere Lane Policy removed from LPR 5. East Rudham Land to north of Lynn Road Policy removed from LPR 6. EM1 Emneth Land north of Church Road Policy removed from LPR 7. G35.2 and G35.4 removed from LPR 8. GM1 removed from LPR 9. MSJ1 removed from LPR 10. G60.1 and MID1 removed from LPR 11. SOU1 removed from LPR 12. STF1 removed from LPR 13. Remove TSC Buffer Zone and G93.2 14. Remove G94.2 and TSL1 and TSL2 from LPR 15. Update maps in regard to the neighbourhood plan 16. WSA1 removed from the LPR 17. West Walton Land north of School Road Policy removed from LPR 18. New map required due to change allocation changed shape 19. G49.1 removed from LPR 20. Update maps in regard to the neighbourhood plan 21. Remove G81.1 from the LPR 22. Remove G92.1 from the LPR and include in the development boundary due to it's now built out 23. Update the Map accordingly to remove G96.1 from the map and include within the DB due to allocation is now built out and reflect Upwell NP PA5 24. Update the Map accordingly to remove G120.2 from the map and include within the DB due to allocation is now built out 25. G124.1 removed from LPR 26. Remove HNTS Map from SVAH Section and provide a link to their NP instead

