

**Local Plan Review Document**  
**July 2020**

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## 1. Foreword- TBC

## 2. Introduction

### The King's Lynn & West Norfolk Local Plan Review (2016 - 2036)

**2.0.1** The Neighbourhood Planning Act 2017 and latest National Planning Practice Guidance (PPG) requires that every 5 years from the date of adoption of the plan document, a local planning authority must complete its review and decide either:

- a. that their policies do not need updating and publish their reasons for this decision; and/ or
- b. that one or more policies do need updating and update their Local Development Scheme to set out the timetable for this revision.

If necessary, authorities should then update their policies.

**2.0.2** Reviewing a plan means undertaking an assessment to determine whether the policies need updating, which should include consideration of any changes to local circumstances and national policy. A local planning authority should consider in particular any necessary changes to policies which address their strategic priorities.

**2.0.3** The Borough Council, as part of the Site Allocations and Development Management Policies Plan (SADMP) examination and adoption process, had already committed to an early review of the Local Plan. This means reviewing both the Core Strategy (CS) and the SADMP to create a single Local Plan document.

**2.0.4** This commitment formed Policy 'DM2A – Early Review of Local Plan' of the SADMP. An early review will ensure a set of deliverable and achievable housing sites for the duration of the Plan period (2016 -2036), with the most up to date policy framework to secure continuity for the longer term. The review will identify the full, objectively assessed housing needs for the borough and proposals to ensure that this is met in a consistent manner with national policy.

**2.0.5** Elements of this review began in 2016 and continued in 2017 including the Sustainability Appraisal (SA) Scoping Consultation with statutory consultees (Environment Agency, Natural England and Historic England) and the 'Call for Sites and Policy Suggestions' Consultation (Regulation 18). The latter ran for 6 weeks, between the 17 October and 28 November 2016, and offered an opportunity for developers, agents, landowners, individuals, and other interested parties to promote sites located within the Borough for future development, suggest locations/areas for special policy treatment, and put forward policy

suggestions. The Housing and Economic Land Availability Assessment (HELAA) process also commenced.

**2.0.6** In this plan the Vision and Objectives are shown in green boxes and Policies are shown in lilac boxes.

## Consultation

**2.0.7** Consultation with the public and relevant organisations is both a statutory requirement in plan-making and something the Council is keen to do. This is carried out in accordance with our adopted Statement of Community Involvement (available on the Council's website). The Consultation process for local plan review with estimated timings is as follows:

- a. Sustainability Appraisal Scoping Report Consultation (2016)
- b. Development of options – on-going engagement on issues and emerging options
- c. Publish and Consult on draft Local Plan Regulation 18 - Winter/Spring 2019
- d. Pre-Submission plan development - Summer/Autumn/Winter 2019
- e. Pre-Submission publication and consultation Regulation 19 & 20 Winter 2019
- f. Submission of document to Secretary of State Regulation 22 - Winter/Spring 2020
- g. Examination (Including Hearing Sessions) Regulation 24 Summer/Autumn 2020
- h. Receipt of Inspector's Fact Check Report
- i. Receipt of final Inspector's Report Regulation 25
- j. Adoption Regulation 26 - Winter/Spring 2021

## Sustainability Appraisal (incorporating Strategic Environmental Assessment)

**2.0.8** Legislation requires plans to go through processes of both Strategic Environmental Assessment (SEA) and Sustainability Appraisal (SA). These two requirements, although slightly different, overlap considerably and have been carried out together in the preparation of the Plan. These processes consider the likely social, economic and environmental effects of a plan's proposals, and show how these have informed the plan's contents. In principle these processes simply make explicit the careful consideration of a comprehensive range of factors which inform all good plan making, but in practice the resulting documentation can be rather forbidding. The importance of the processes, in addition to meeting statutory requirements, is in ensuring that the decisions that are made explicitly consider the principles of sustainable development and that any potential adverse impacts are minimised, and beneficial impacts maximised.

**2.0.9** The SA process (incorporating the SEA) has been fully integrated into the plan making process to date, informing the choices of sites and policies within this document. This is shown in the SA Report which is published as a separate document alongside the Plan.

## **Appropriate Assessment**

**2.0.10** There is also a requirement introduced by the EU Habitats Directive for an Appropriate Assessment (AA) of the potential significant effects of a plan on European Sites designated for their nature conservation importance. These include Special Areas of Conservation (SACs), Special Protection Areas (SPAs), and International Ramsar sites. The Borough Council has to undertake a Habitats Regulation Assessment (HRA) to ensure that the policies in the Plan do not harm sites designated as being of European importance for their biodiversity interest.

## **Other Strategies and Plans**

### **National Planning Policy Framework and Planning Practice Guidance**

**2.0.11** The National Planning Policy Framework (NPPF) is the national tier of planning policy. National Planning Practice Guidance (PPG) sits alongside the NPPF. The Local Plan must be consistent with the NPPF and be prepared with regard to the PPG.

**2.0.12** At the heart of the NPPF is a presumption in favour of sustainable development. This presumption guides local planning authorities when they are writing Local Plans and making decisions on planning applications. The Borough Council has reflected the presumption in favour of sustainable development in the Local Plan by ensuring that the needs of the Borough is at least met through the appropriate allocations and policies.

### **Strategic Cooperation (the ‘Duty to Cooperate’/Statement of Common Ground) and the Norfolk Strategic Planning Framework (NSPF)**

**2.0.13** All planning authorities in Norfolk have agreed to prepare a combined strategic framework planning document (the Norfolk Strategic Planning Framework (NSPF)). This provides the overarching framework for planning issues across the County with an emphasis on strategic land use issues with cross boundary implications.



- 2.0.14** The document forms part of the process to demonstrate compliance with the Duty to Cooperate (The Localism Act 2011).
- 2.0.15** It relates to the period 2012 to 2036 and will inform the preparation of Local Plans produced by individual planning authorities during this period. The current version was agreed by Borough's and districts in December 2017. An update is in preparation.
- 2.0.16** The framework includes strategic guidance in relation to housing, economic growth, infrastructure provision and environmental considerations. It is not a policy document and is not a Development Plan. This document is being redrafted to become the Norfolk local planning authorities' Statement of Common Ground.
- 2.0.17** It is essential that the Plan's policies and proposals pay appropriate regard to the plans, programmes and issues of the wider area within which the Borough sits – including the plans of neighbouring authorities, the wider programmes for transport infrastructure, health, education provision, etc. covering a wider area and the issues which affect and cross planning authority boundaries. The Government placed a 'duty to cooperate' on local planning authorities and a host of other statutory organisations and agencies. The Council has worked closely with the relevant planning authorities in Norfolk, Suffolk, Cambridgeshire and Lincolnshire, and undertaken detailed consultation with a relevant range of statutory bodies such as the Environment Agency, water companies, health trusts, etc. Examples of this can be seen in the justification for the inclusion, exclusion or particular details of individual policies, and the Council will publish a statement of common ground showing its activities under the 'duty to cooperate' at each stage of the plan process.

## Neighbourhood Plans

- 2.0.18** Several neighbourhood plans have been completed and a number of others are in preparation for parts of the Borough, and more may be produced during the life of this Plan. Neighbourhood plans must be in general conformity with the strategic policies of the local plan, but may change more detailed policies, or add further such policies, within the neighbourhood plan area.
- 2.0.19** The Borough Council considers this means that neighbourhood plans must support the overall scale and nature of growth for their area indicated by the Plan and, this plan will specify the minimum scale of growth appropriate for each settlement, and in the case of strategic growth locations support the relevant policy in this Plan. Otherwise they may provide revised development boundaries, policies and allocations to those in this Plan to shape development in their area in line with community aspirations.

- 2.0.20** Those considering undertaking development should check whether any neighbourhood plan is in force in the area, as its policies need to be considered alongside this Plan.

## 2.1 Spatial Portrait

### Introduction

- 2.1.1 The following is a short description of the borough to summarise its character, key demographic and economic factors, and identify some of the challenges that need to be met by the Council and its partners.
- 2.1.2 The Borough of King's Lynn and West Norfolk is about 100 miles north of London and extends from the north Norfolk coast, along the eastern side of The Wash, through the Marshlands, Fens and Brecks to the borders of Lincolnshire, Cambridgeshire and Suffolk. The regional centres of Peterborough, Cambridge and Norwich are some 40-50 miles distant creating a role for King's Lynn as a service centre and economic driver to a sub-region within excess of 200,000 population.
- 2.1.3 The Borough is the fourth largest district in England covering an area of some 550 square miles (142,879 hectares) with a population of 151,900 (2017 estimate). The main population centre is King's Lynn (41,590) though the borough also includes the market town of Downham Market (9,994), the coastal resort of Hunstanton (4,210) and more than 100 villages of varying sizes. By 2036 some 29% of the population will be over retirement age, with 17% of residents aged over 75; while the proportion of those under 25 will be below the national average.
- 2.1.4 Main transport routes include the A47(T) trunk road (Leicester to Lowestoft), three principal roads (A10, A17 and A134), a direct electrified rail service to Cambridge and London, sea links to northern and eastern Europe and an extensive system of navigable waterways.
- 2.1.5 The Borough has a large rural area with a diverse landscape, ranging from coastal marsh and reclaimed marshland to fen, and chalk plateau through undulating sandstone to The Brecks. Although it is sparsely populated it nevertheless contains over 100 villages, each with its own distinctive character, needs and aspirations. Tracts of unspoilt coast, attractive countryside and numerous historic settlements and buildings form major attractions to the area and there are many examples of national and internationally important designations protecting aspects of the built and natural environments.
- 2.1.6 West Norfolk has extensive tracts of high quality and productive agricultural land, meaning agriculture is a key sector in the Borough's

economy. Although the importance of agricultural production must not be underestimated, a legacy of the agricultural based economy is a low-wage economy stemming from relatively low skills levels and associated low aspiration levels. Pockets of isolation and deprivation are real issues, both in King's Lynn and in some of the more rural parts of the borough. Nevertheless, the economic base is changing, and the borough is now home to world-leading businesses in pharmaceuticals, precision and aerospace engineering and advanced manufacturing sectors including commercial refrigeration, robotics, electronics and specialist chemicals. The key employment sectors now fall within advanced engineering and manufacturing, added value food activity and tourism.

- 2.1.7 Access to high quality communications technology is important for such a rural area. However, the borough currently lacks consistent access to quality broadband services, even in urban areas, such as King's Lynn.
- 2.1.8 The coastal areas of the borough are a major asset in terms of providing tourism, employment, homes, recreation, and habitats for species. Nevertheless, these assets also introduce significant challenges in the management of visitor related development, environmental and ecological assets, and physical processes including erosion.
- 2.1.9 King's Lynn is centred upon an historic medieval core although there are numerous examples of Georgian heritage and Victorian town expansion. Further expansion to the town during the 1960s and 1970s with influx from the Greater London area created additional housing and employment areas. A large part of the car free shopping centre has recently been redeveloped. The local fishing industry retains access to the riverside although the commercial port activities have migrated northward towards the Alexandra and Bentinck docks.
- 2.1.10 Downham Market is the second largest town in the borough with a population of 9,994.<sup>1</sup> It is a compact market town and service centre to the surrounding rural area with modern employment sites at Trafalgar Way and St John's business parks. The town's position between the A10 and railway has proved to be attractive for commuters and there has been substantial residential expansion in recent years.
- 2.1.11 Hunstanton has a dual function. The town is an important service centre for the surrounding rural area and a local employment centre providing a number of jobs for the local population, especially in the summer months. Hunstanton is also a successful seaside resort originally developed around the former railway terminus and now offers a short-stay and day-visit attraction. A masterplan for the regeneration of the town centre and southern seafront has been produced.

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<sup>1</sup> 2011 Census Report

2.1.12 Hunstanton town itself has a population of approximately 4,210 people, however, is surrounded by a number of smaller rural villages which are served by the town. The population structure of the town is considerably weighted towards residents of retirement age, with the proportion of the resident population of retirement age at over 43%<sup>2</sup>.

2.1.13 Although outside of the borough, Wisbech abuts the County boundary and some of the town's urban area is within the borough. Wisbech presently fulfils the role of a local service centre to the western part of Norfolk but remains under the influence of King's Lynn as the primary service centre in the sub-region. It is accessible to the A47(T) and also has a riverside port.

## Strategic Assets

2.1.14 The following assets are of strategic importance; essential to the future growth of King's Lynn and the wider area:

- King's Lynn – Cambridge – London rail link
- A47(T), A10 and A17 principal roads along with the A148/9 supporting the cost and tourism
- The College of West Anglia
- The Queen Elizabeth Hospital
- The towns of Downham Market and Hunstanton
- The cumulative impact and interdependencies of a large number of villages and hamlets in the rural areas
- Extensive tracts of high quality and productive agricultural land
- Large areas of diverse yet attractive countryside supporting both agricultural and tourism economies and also affecting the quality of life of those who live and work there
- Numerous national and international environment designations, notably large areas extending across the North Norfolk Coast and The Wash
- The Norfolk Coast Area of Outstanding Natural Beauty
- The specialised role of major employers for example, Associated British Ports, RAF Marham/BAE complex and the National Construction College at Bircham Newton
- The area's many conservation areas, listed buildings and other important heritage assets.

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<sup>2</sup> 2016 Parish Population Estimates Norfolk Insight

## 2.2 Key Sustainability Issues

- 2.2.1 Balancing the competing demands of regeneration within the urban areas, strategic growth, and maintaining sustainable rural villages and services is a complex matter affecting both the investment in infrastructure and the nature and levels of service provision. The impact of climate change exacerbates these problems, notably the increasing challenge of living with flood risk; the management of both coastal erosion and the separate risks of tidal, fluvial and surface water flooding are increasingly significant to the future development of the borough.
- 2.2.2 With a population spread across such a broad and diverse area it is not surprising that social cohesion, accessibility to numerous essential services and consequent logistics of service delivery are seen to be important issues by many.
- 2.2.3 The Sustainability Appraisal has identified the following issues to be considered in determining the future development within the borough:

### Environment

- Impending climate change and issues associated with it.
- Much of the borough is low-lying, meaning that it is at risk of flooding. Coastal locations are particularly at risk.
- There is a potential lack of water resources due to over abstraction, and climate change leading to decreased water availability.
- The borough is renowned for its wildlife and natural resources, which should be protected from any negative impacts of development.
- A large number of designated sites protecting habitats and species.
- The borough contains part of the Norfolk Coast Area of Outstanding Natural Beauty, which requires protection.
- There are over 100 Scheduled Monuments, around 2,000 Listed Buildings, 5 Registered Parks and Gardens, 44 Conservation Areas and buildings and landscapes with cultural value.
- Greenhouse gas emissions from the borough are contributing to climate change and are higher than the national average.
- Air Quality targets are unlikely to be met for nitrogen dioxide and PM10.
- Government targets for a reduction in energy demands are rising, therefore energy from renewable energy sources is needed as well as efficiency improvements in buildings.
- Consideration needs to be given to the impact of water quality (including wastewater infrastructure) from future development

## Social

- Unsustainable transport patterns as a result of dispersed populations.
- A low skills base - under the national average for GCSE and A level attainment.
- There are higher proportions of people living with limiting long term illnesses than the national, regional or county averages.
- The difference in life expectancy between the best and worst wards is over 10 years, representing significant health inequalities.
- An ageing population. This places demands on the health/care sector and means a shortage of residents of working age.
- A lack of facilities for young people. This leads to younger people leaving the area and not returning.
- There is a low proportion of affordable housing developed.
- Impact on communities, particularly on the coast, from 'second homes'.
- Hunstanton, and other coastal locations, have significant retired populations, which creates an imbalance in the age structure.
- The isolated rural nature of parts of the borough leads to inaccessibility of essential services and facilities.
- Growing rural populations are increasing demand for housing and service provision in the countryside.
- Withdrawal of village services.

## Economy

- A lack of good quality employment sites. This discourages potential businesses from coming to the area.
- Attracting and retaining key workers.
- There is a high level of employment in agriculture and manufacturing compared with other districts in Norfolk, and Britain in general, reflecting the focus on low-skilled employment sectors.
- Average earnings are lower than both the national and regional averages.
- King's Lynn is under performing in terms of services, the economy, housing and tourism given its role as a significant sub-regional centre.
- Some areas of King's Lynn town centre appear uncared for and unsafe.
- An increase in residential development in Downham Market has led to the town outgrowing its compact market town characteristics and facilities.
- Downham Market has suffered from a number of years of under-investment and is in need of improvement of its visual amenity and regeneration of the economy.
- Downham Market is used as a dormitory town due to its location on the main line to Cambridge and London. This leads to under-spending in the town and a lower community spirit.
- The seasonal nature of visitors to Hunstanton and other coastal locations leads to variations in population and demands on local services.
- The role of Hunstanton and other coastal locations as seaside resorts means there is large seasonal variation in employment opportunities and income in those areas.
- Changes in farming needs and practice mean that agricultural diversification is needed.
- Loss of high-quality agricultural land.

2.2.4 These factors and the elements of the Spatial Portrait and reflected through in the Vision and Objectives and policies in the following chapters.

### **3 Visions and Strategic Objectives (Where do we want to be in 2036?)**

#### **3.1 Vision and Objectives**

##### **Introduction**

3.1.1 As part of the Local Plan review process the Vision and Objectives from the Core Strategy (2011) have been reviewed and a revised Vision and set of Objectives prepared.

3.1.2 The themes considered included:

- Acknowledging current modes of transport.
- Providing a high calibre communications network.
- Retaining a focus on tourism.
- Acknowledging a shift in working patterns, in terms of flexible working and those working and trading from home.
- Recognising changing demographics and changes to society.
- Reducing carbon emissions.
- Recognising the importance of sustainable development and housing.
- A shift towards encouraging development towards Downham Market based upon the sustainable nature of the settlement and the key role the town plays within the borough, as opposed to the previous approach which sought to allow for a slower pace of growth.
- Continuing to support development within the most sustainable villages; the Key Rural Service Centres.
- Recognising the importance of future challenges of climate change, including flood risk.
- Allowing for technological advancements, which have taken place since the Core Strategy Vision and Objectives were written and those that may take place in the future.
- Striving for a better work/life balance.

3.1.3 Additional themes arose from discussions relating to the potential strategic growth options for the borough, these have also been taken into consideration:

- Continuing to support King's Lynn, as the Main Town.
- Continuing to support the growth of Hunstanton and the growth aspirations of Wisbech.
- Supporting the growth of Downham Market and Watlington as they both have sustainable transport hubs on the main railway line to King's Lynn, Cambridge and London.
- Supporting growth at Marham, with the continued presence of a key employer in RAF Marham.
- In the Rural Areas directing sustainable growth towards the Key Rural Service Centres, as the most sustainable villages.

3.1.4 A Vision for King's Lynn and West Norfolk to 2036, and a set of Objectives incorporating the above is proposed below:

## **Vision**

- People want to be part of the success story that is West Norfolk, drawn here to live, work, invest and visit.
- West Norfolk enjoys an unparalleled balance between quality of life and quality of opportunity with people drawn to the area to take advantage of this.

## **Economy**

- We want to continue to grow a strong local economy in a sustainable manner, which is both responsive and competitive, and one which recognises technological innovations. This will be supported through the provision of infrastructure to enable the desired growth, including improvements to strategic transport connections, and a high calibre communications network.
- We aim to support changing, and flexible, working patterns including those of people who work and trade from home.
- We want to help people of all ages improve their skills and knowledge qualifications and help raise their aspirations.
- We want to assist people in becoming entrepreneurs and in benefiting from the growing economy.



- We want to be a place where businesses want to locate, establish and grow and therefore skilled people want to live and work.

## **Society**

- We want to support our strong, vibrant and healthy communities, through the provision of housing to meet current needs and that of future generations.
- We want to create a high-quality built environment, including good quality housing which includes a mix of types and tenures, with access to local services and which supports the health, social and cultural well-being of local communities.
- New development will be located and designed so as to be better adapted to climate change, including the risk of flooding.
- We want to help reduce inequality wherever it exists.
- We want to make sure that people have access to good quality housing and local facilities.
- We want to help people deal with social change and ensure that a growing economy brings higher wages, an improved quality of life and a better work/life balance.

## **Environment**

- We want to protect and enhance our justifiably famous natural and historic environment, ensuring growth of the borough in a sustainable manner, at the same time making sustainability a central principle to our vision.
- Whilst recognising the current transport modes and trends, we will support the use and development of integrated sustainable transport systems and ensure that people have access to these services.
- We want to build connections with other local and regional wider economies, reduce reliance on the car, and ensure that we meet the current, and future challenges posed by preparing ourselves for the challenges of climate change.

## **Vision for Places**

Development will support a pattern of growth which reinforces the roles of towns and key centres. This will be distributed to the most sustainable locations: the Main Towns of King's Lynn, Downham Market, Hunstanton, the Wisbech Fringe Area; and the Key Rural Service Centres (most notably Watlington and Marham), whilst ensuring that development is of an appropriate scale, locating the majority of development to the main towns as the most sustainable locations including land adjacent to Wisbech; and providing for an appropriate scale of development at key rural settlements in the rest of the borough.

### **King's Lynn**

Is an urban centre of regional significance; an exemplar town balancing the needs of conservation with urban renewal and strategic growth.

### **Downham Market**

Remains a key local centre serving the Fens and the southern part of the Borough with the services necessary to meet the demands of a growing population. The town has taken advantage of being situated on the main railway line from King's Lynn to Cambridge and London.

## **Hunstanton**

Meets the needs and expectations of those who choose to live and work in and near the town and has developed its role as a tourist seaside visitor destination.

## **Wisbech Fringe Area**

Wisbech, located within the Fenland District Council area, is an important local centre for a number of rural settlements within West Norfolk. Further development adjacent to the town on land within West Norfolk will support its growth aspirations.

## **Rural Areas**

The economy has been bolstered by a modest and appropriate scale of new development, including affordable housing, in settlements which have both a range of services and which are accessible by a daily public transport service to the main urban areas, in particular those identified as Key Rural Service Centres.

Watlington and Marham have been identified for growth as Watlington benefits from a railway station on the main line from King's Lynn via Downham Market to Cambridge and London, whilst Marham hosts one of the borough's key employers in RAF Marham.

## **Coastal Areas**

The impact of climate change and the associated threats of coastal erosion and flooding continue to be managed in a sensitive and sustainable manner that respects the distinctive landscape of the coast, the ecology and the social and economic needs of the local communities along it.

## **Strategic Objectives**

Spatial Objectives are indicators of the success or otherwise in achieving the Vision. The means of achieving these objectives are broadly set out in the Spatial Strategy and more specifically in the policies. The chapters list which objectives have been addressed at the end of each policy.

## **Economy**

1. King's Lynn and West Norfolk's reputation as a great place to live and work has spread across the country and reflects its regional importance.
2. West Norfolk has a thriving economy with local employment opportunities.

3. King's Lynn and West Norfolk is strategically well-connected in terms of rail, road and communications networks.

4. All young people have access to educational facilities schools that motivate and raise aspirations to succeed and contribute to in a prospering local economy.

5. All adults have the opportunity to develop their skills and knowledge or learn new ones throughout their lives, raising aspirations to succeed and contribute to a prospering local economy.

6. West Norfolk is among the premier visitor destinations in the country with tourism based on its historical, cultural and natural environmental offer.

## **Society**

7. All communities are strong, cohesive and safe.

8. Everyone receives quality services that meet their needs.

9. Residents are active and engaged in their communities, helping to identify and respond to local needs, with cross boundary working as appropriate.

10. Housing is focused in sustainable towns; in the rural areas local demand is targeted towards sustainable villages.

11. All people are active and healthy.

## **Environment**

12. West Norfolk has undergone regeneration and growth that is well planned and complements its high quality historical and natural inheritance.

13. Communities benefit from quality public spaces and parks with access to the coast and countryside that make the area special.

14. West Norfolk is meeting the challenges of climate change and reducing carbon emissions.

15. Public transport has improved, and people are increasingly reliant on sustainable modes of transport and less reliant on the motor car to access places and services.

16. West Norfolk is still considered to be somewhere unique retaining its own local distinctiveness.

## **Places**

### **King's Lynn**

17. The town offers good quality housing, including a mix of dwelling types and a range of tenures and is a popular place to live. Population of the town has grown to more than 50,000 reflecting the Growth Point status.

18. There is a continued emphasis on brownfield redevelopment, heritage led regeneration and renewal within the town, together with urban extension.

19. The risk of both tidal and fluvial flooding has been reduced through the provision of effective defences and the design of new developments in lower lying areas.

20. The central areas of the town have been revitalised to provide a sub-regional shopping, cultural and leisure destination with high quality public realm, preserving and enhancing this major heritage asset.

21. The town is a major employment centre with good communications and a diverse economy attractive to new employers and investors.

### **Downham Market**

22. The town offers good quality housing, including a mix of dwelling types and a range of tenures, and is an attractive place to live.

23. The town provides employment land and premises within, or adjacent to, the urban area to meet the needs of existing and potential new businesses and has capitalised on its role as a retail centre and also as a service base for the local tourism economy.

24. Inadequacies in Local Service Provision meets the needs of the community and have been resolved as part of the development strategy which recognised the benefits of the town's key location, particularly on the King's Lynn – Cambridge – London main railway line, and consequent contributions towards optimising opportunities for sustainable public transport are realised.

### **Hunstanton**

25. The town offers good quality housing, including a mix of dwelling types and a range of tenures, and is an attractive place to live.

26. The town meets the needs of residents with an expanded and improved retail core offering year-round services.

27. A town that respects its heritage whilst continuing to look to the future.

28. A more attractive seaside destination where visitors stay longer and spend more.

29. An active town with all year-round tourism potential and expanded water sports offer.

30. An environmental resort making the most of the coast's natural assets, whilst continuing to protect the town from coastal flooding and reducing the impact of coastal erosion.

## **Wisbech Fringe Area**

31. The Wisbech Fringe Area supports the growth aspirations of the town and meets the needs of the local community.

## **Rural Areas**

32. Development in the rural areas of the borough is directed to the most sustainable locations, most notably those identified as Key Rural Service Centres, and in particular Watlington and Marham, taking advantage of sustainable transport hubs and opportunities to support key employers.

33. Beyond the villages, the locally distinctive countryside has been protected in its many attributes and continues to provide for the social and economic needs of those who live and work there. (This includes acknowledging the value that farming contributes to the economy and landscape).

34. The needs for businesses located within rural areas to diversify and take advantage of technological innovations is recognised, as are changes to work patterns in terms of flexibility and location. Elsewhere the local economy has been bolstered by guiding new development (including market housing) to the most sustainable locations, The needs of the agricultural sector and the potential for diversification into other activities, and by retaining where possible, current employment sites.

35. Local housing needs have been secured in a sustainable manner.

36. There is improved accessibility to essential services.

## **Coastal Areas**

37. The threats of coastal erosion and flooding have been reduced or mitigated in a sensitive and sustainable manner, working with local communities.

38. There is a good balance between improved accessibility to the coast and retention of the distinctiveness of the landscape and protection of its ecology.

## 4 Spatial Strategy

### 4.1 LP01 Spatial Strategy Policy

#### Strategic Growth Strategy and Housing Distribution

- 4.1.1 The Spatial Strategy is the approach to delivering the vision and objectives in the borough. The strategy sets an overview of the development priorities for the borough and outlines broadly where development is planned through to 2036.

#### Housing Need

- 4.1.2 The revised National Planning Policy Framework (NPPF) introduced a new standard method for calculating housing need. This is known as Local Housing Need (LHN). This should be the starting point for calculating the housing need for the Borough over the Local Plan period (2016 - 2036).
- 4.1.3 LHN was introduced in part to make the process more transparent and speed up the plan process, it would also assist Government in reaching their ambition for 300,000 homes to be completed in England each year by the mid-2020's.
- 4.1.4 As updated at April 2020, the Local Housing Need (LHN) for West Norfolk is calculated as 539 new dwellings annually. This based upon the standard methodology as introduced by NPPF and associated planning guidance. Spread over the 20-year plan period (2016 -2036) this results in a need of 10,780 dwellings to be planned for.
- 4.1.5 The latest Housing Trajectory (based upon the 2019/20 financial year) shows that housing completions and housing commitments (existing allocations and planning permissions) account for a total of 11,946 homes. Purely taken as a number with a Local Housing Need of 10,780 no further allocations would be required.
- 4.1.6 However, to ensure that the Local Plan review is positively prepared, that the Borough Council is in the best place to be able to demonstrate a 5 year housing land supply position, and pass the Housing Delivery Test, a degree of flexibility has been factored in as part of the Local Plan review with regard to housing numbers. This also recognises that some sites may not come forward as envisaged at the time the housing trajectory was prepared. It also acknowledges that as part of the Local Plan review some of the allocations made by the previous Local Plan which have not progressed are deallocated and removed from the Local Pan review.

**Need** = 10,780

**Supply** = (Completions & Commitments) 11,946

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

**Surplus** on 'planned' provision = + 1,277

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

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

In terms of flexibility it is proposed:

- Local Plan review surplus on 'planned' provision = 1,277
- Plus, the projected windfall allowance (4,043) = 5,320

This takes the **potential** projected supply of housing in the plan period to:

- Completions & Commitments = 11,946
- Plus, Local Plan review Allocations (111) = 12,057
- Plus, Windfall (4,043)
- Total projected Supply = 16,100
- **16,100 (supply) – 10,780 (Need) = 5,320**

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

- 4.1.9 There is even further additional flexibility, possibly in addition to this, as all the allocation policies include the words 'at least' before the proposed number of dwellings. This reflects the need for the Local Plan to be positively prepared. Should it be found that an allocated site could not accommodate the proposed level of development because of local issues, it is important that the Local Plan incorporates sufficient flexibility to address such a situation. To this end it is important to ensure that the wording of each allocation policy incorporates sufficient flexibility. The latest housing trajectory shows that in the region of 80% of the Local Plan allocations have come forward and benefit from planning permission. The number the site has permission for has been included in the above calculations. It is therefore possible that those sites which have yet to come forward could do so for slightly higher numbers.
- 4.1.10 It is also important that the best use of land is achieved but that this should not be at the expense of other considerations such as the provision of open space, and local amenity considerations. If a proposal came forward for a planning application in excess of the specified figure, it would have to demonstrate carefully how it meets design, amenity and other safeguards (with explicit reference to relevant policies, including; LP18, LP19, LP20 and LP21) and clearly state how the additional units could be accommodated without detriment to the locality.
- 4.1.11 The Borough Council supports those town/parish councils and local communities who wish to prepare a Neighbourhood Plan for their Area. There are in the region of 100 parishes within the Borough and the un-parished area of King's Lynn. The Local Plan review realises the important role which Neighbourhood Plans can play in contributing towards housing growth. Any new homes which come forward through a Neighbourhood Plan will add to the housing numbers (see section on Neighbourhood Plans).

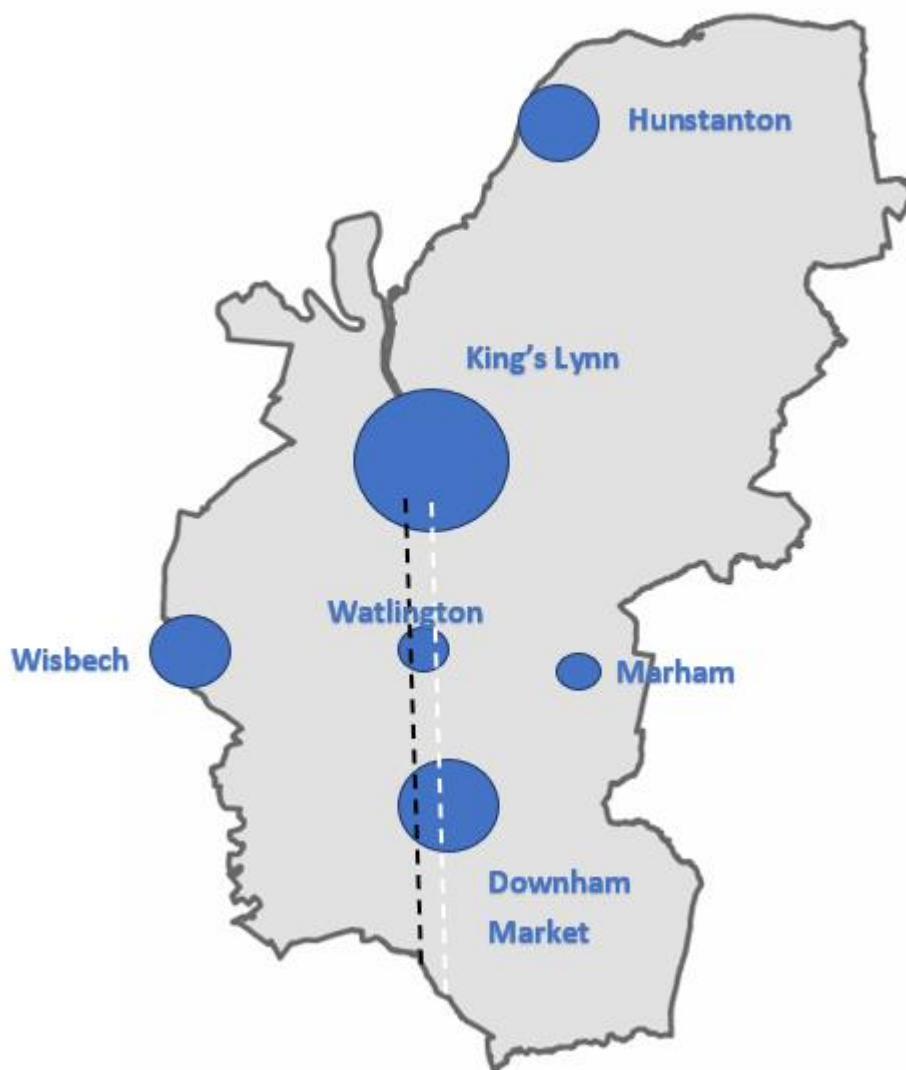
## **Distribution of Development**

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



review of an existing Local Plan, as explained earlier. It should be noted that previously the distribution of growth was to distribute just the new allocations needed, however there are now limited new allocations and therefore little opportunity to influence the strategic direction of growth which has occurred / will occur as a result of the current Local Plan and its allocations.

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



4.1.15 The table below shows the aggregate figures for the housing allocations proposed by the Local Plan review, note that the majority are carried forward from the SADMP. A total number of homes allocated is provided

as is a percentage of this for each category of place to illustrate the overall pattern of allocated growth.

Place	Homes Allocation No.	Homes Allocation %
<b>King's Lynn &amp; Surrounding Area</b>	<b>3,835</b>	<b>62</b>
<b>King's Lynn</b>	<b>865</b>	<b>14</b>
<b>West Lynn</b>	<b>170</b>	<b>3</b>
<b>South Wootton</b>	<b>300</b>	<b>5</b>
<b>North Wootton</b>	<b>0</b>	<b>0</b>
<b>West Winch</b>	<b>2500</b>	<b>40</b>
<b>Main Towns</b>	<b>1273</b>	<b>21</b>
<b>Downham Market</b>	<b>390</b>	<b>6</b>
<b>Hunstanton</b>	<b>333</b>	<b>5</b>
<b>Wisbech Fringe</b>	<b>550</b>	<b>9</b>
<b>Growth Key Rural Service Centres</b>	<b>117</b>	<b>2</b>
<b>Watlington</b>	<b>32</b>	<b>1</b>
<b>Marham</b>	<b>85</b>	<b>1</b>
<b>KRSC</b>	<b>740</b>	<b>12</b>
<b>Rural Villages</b>	<b>210</b>	<b>3</b>
<b>SVAH</b>	<b>0</b>	<b>0</b>
<b>Total</b>	<b>6175</b>	<b>100</b>

## Neighbourhood Plans

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

4.1.17 The Borough Council supports those town/parish councils and local communities who wish to prepare a Neighbourhood Plan for their Area. There are in the region of 100 parishes within the Borough and the un-parished area of King's Lynn. The Local Plan review realises the important role which Neighbourhood Plans can play in contributing towards housing growth. Currently there are approximately 40 parishes involved in the Neighbourhood Plan process. As discussed above, whilst there is no absolute need for further allocations to meet the LHN, so rather than a specific number of new homes that are required being provided to Neighbourhood Plans, they will have the ability to assess sites within their Area and make appropriate land use allocations providing that this isn't at a scale which could impact negatively upon the strategic direction of growth established through the Local Plan review. This will provide further housing on a local scale and flexibility in terms of the overall borough-wide housing numbers. To date a number of made Neighbourhood Plans have

made such allocations, and a number which are emerging are seeking to do this as well.

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

## Development on Brownfield Sites

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

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

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

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

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

## Development on Small and Medium Sites

4.1.23 The NPPF (2019, paragraph 68) states that small and medium sized sites have the ability to make an important contribution towards the local housing need requirement. It also identifies that such sites are often built out relatively quickly. Accordingly, it advocates a good mix of site sizes and advocates that Local Planning Authorities should identify 10% of housing requirement to be met on such sites.

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

Housing Source	2016/17 Housing Trajectory	2019/20 Housing Trajectory
Sites of 10+ homes	1,527	1,238
Sites of 5 to 9 homes	368	313
Sites of 1 to 4 homes	907	1,165
SADMP Allocations	7,933	7,268
Local Plan review Allocations	0	111
Other	50	160

4.1.25 With a Local Housing Need figure of 539 per annum over a twenty-year plan period (2016 - 2036) this equates to 10,780 in total. If the figure for dwellings from sites of 5 to 9 homes and sites of 1 to 4 homes is taken as qualifying a medium and small site respectively then the 2016/17 housing trajectory shows that 1,275 homes would meet the criteria and this equals 12%. The 2019/20 housing trajectory shows that 1,478 homes would qualify and this equals 14%. This is without the need to investigate the merits of the SADMP Allocations. However, for completeness 48 of the SADMP allocations are on sites of 1 hectare or less and are included within the 2019/20 housing trajectory as contributing 435 new homes. When factored in this increases the contribution to 1,193 new homes and provides a total percentage of 18% of the Local Housing Need being met on small and medium sites, which is in excess of the NPPF's recommendation.

### Approach to Density on Allocated Sites

4.1.26 The current Local Plan (comprising the Core Strategy 2011 and the Site Allocations and Development Management Policies Plan 2016) does not contain a specific policy for density, nor is it the intention for the Local Plan

review (2016 - 2036) to introduce one. However, in line with the national guidance on the subject a modelled approach has been applied, albeit not rigidly, and it is considered appropriate to carry forward a similar approach. This modelled approach is set out in Appendix 1.

## Custom and Self-Build Housing

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

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

- individuals;
- associations of individuals,

or

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

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

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

4.1.29 The Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) placed a duty that (by 1st April 2016) all local authorities should keep a register of individuals and associations of individuals who are seeking to acquire plots of land for self and custom build housing in the local authority's area (to build houses for those individuals to occupy as homes). This the Borough Council does.

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

- 4.1.31 The footnote to this paragraph reminds Local Planning Authorities that they are required to keep a register of those seeking to acquire serviced plots in the area for their own self-build and custom housebuilding. They are also subject to duties to 'have regard' to this and to give enough suitable development permissions to meet the identified demand.
- 4.1.32 The Borough Council recognises the importance that custom and self-build housing can play in contributing not only to housing supply but also to completions. Given this, and that it allows people to create a home which they ultimately want, the Borough Council is supportive of custom and self-build housing. So much so it has created a Task Group dedicated to the subject and published a Custom and Self-Build Action Plan.
- 4.1.33 The purpose of the Action Plan is to set out the Borough Council's own responsibilities and wider ambitions in respect to self-build and custom house building. To positively influence or help secure development opportunities where we can support individuals or organisations in our local communities to deliver high quality self-build or custom house building to meet demand in the borough. The Action Plan contains 15 of commitments/actions for different departments within the council. These cover the following areas: promotion, facilitation and enabling. It also provides an indicative timescale these are broadly to be achieved within in.
- 4.1.34 The Local Plan review seeks to create a policy environment which supports and encourages custom and self-build opportunities. In doing so this will provide opportunities for those wishing to build or commission the build of their own home and will also assist with the supply and the delivery of housing. The following is how the Local Plan aims to achieve this and meet a number of the actions contained within the Action Plan.
- 4.1.35 The Local Plan review seeks to introduce a new policy (LP28) for residential development adjacent to existing settlement in which additional weight will be given to proposals for custom and self-build development.
- 4.1.36 The Borough Council will support the landowners / developers of allocated sites within the current Local Plan and Local Plan review who wish to bring forward their site(s) for custom and self-build purposes. Indeed, some of the existing allocations have come forward and been delivered in this way, and further site owners have expressed a desire to bring forward their sites in this way.
- 4.1.37 The Borough Council through its duty to assist those communities who wish to prepare a neighbourhood plan for their area will inform and support policies which seek to encourage custom and self-build opportunities, as either residential housing allocations or more general land use policies.

## Sites Proposed for Deallocation

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

## Strategic Policy

### Policy LP01 Spatial Strategy

1. The Spatial Strategy seeks to strike a balance between protecting and enhancing the built and natural environment of West Norfolk whilst facilitating sustainable growth in the most appropriate locations.
2. Development priorities for the borough will be to:
  - a. Facilitate and support the regeneration and development aspirations identified in the Norfolk Strategic Planning Framework and the Borough Council's strategic priorities;
  - b. Ensure an appropriate allocation for housing and take appropriate action to deliver this;
  - c. Encourage economic growth and inward investment;
  - d. Improve accessibility for all to services; education; employment; health; leisure and housing;
  - e. Protect and enhance the historic, cultural and environmental assets and seek to avoid areas at risk of flooding;
  - f. Foster sustainable communities with an appropriate range of facilities.

### Sustainable Development Locations

3. In accommodating these priorities our approach will use the settlement hierarchy (set out in Policy LP02) to ensure that:
  - a. New investment is directed to the most sustainable places – particularly in the Strategic Growth Corridor;

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

In support of the overall development strategy the Council will:

#### **4. King's Lynn**

- a. Promote King's Lynn as the main centre, including retail, leisure and culture, and economic driver within the borough, a significant "engine of growth" and a sub-regional centre in the East of England;
- b. Provide for new houses through the regeneration of brownfield land and urban expansion including the adjoining settlements of:
  - i. South Wootton;
  - ii. North Wootton;
  - iii. West Lynn; and
  - iv. West Winch.
- c. The area south east of the town adjoining West Winch will contribute significantly to current needs and also towards establishing a direction of future growth to meet anticipated need beyond the current plan period;
- d. Make provision for new jobs within existing and new employment areas and also as part of central area regeneration;
- e. Make appropriate positive use of the high-quality historic environment in the town through protection and sensitive inclusion in regeneration proposals
- f. To achieve these outcomes precedence will be given to the Borough Council strategies set out for:



g. The Nar-Ouse Regeneration Area;

h. Nelson Quay, which will combine to provide a balanced mix of housing; employment sites; educational facilities and local services;

i. The Town Centre to promote the town's role as a sub-regional attractor with an expanded retail offer and improved accessibility to cultural, tourism and leisure uses;

j. The Heritage Action Zone – ensuring that new development works with historic Lynn reinforcing the economic, social and environmental vitality of this modern medieval town.

## **5. Downham Market**

a. Downham Market will be supported as a key town within the south of the borough supporting the demands for, and improving accessibility to, local services, cultural and leisure facilities.

b. The strategy for the town will seek to:

i. Provide new employment opportunities within a revitalised town centre and new allocations of land;

ii. Support the role of the town as a service centre for visitors and the local tourism economy;

iii. Provide appropriate housing growth for the town;

iv. Ensure existing essential services and facilities are supported and that new investment brings with it appropriate mitigation and improvements;

v. Support the Town Council in the preparation of their Neighbourhood Plan.

## **6. Hunstanton**

a. The focus for Hunstanton will be on ensuring the town develops its position as a successful service hub for the area providing retail, cultural and social facilities while strengthening its role as a year-round tourist destination.

b. Support will be given to:

i. Extend the season and diversify year-round activity without detracting from the town's heritage with additional tourist facilities and leisure development;

ii. Improving visitor accessibility and public transport so that the town may benefit from growth proposals for King's Lynn;

iii. Implement improvements to the town;

- iv. Provision will be made for appropriate housing growth for the town;
- v. Support the Town Council in the preparation of their Neighbourhood Plan.

### **7. The area adjacent to Wisbech**

- a. Although the town of Wisbech is beyond the borough's administrative area it does provide services and employment to people living in the borough.
- b. The Council will be supportive in principle to:
  - i. The expansion of the port-related employment area into land predominantly within the borough;
  - ii. The provision of at least 550 new houses to the east of the town.

### **8. Rural and Coastal Areas**

- a. The strategy for the rural areas will:
  - i. Promote sustainable communities and sustainable patterns of development;
  - ii. Ensure strong, diverse, economic activity, whilst maintaining local character, historic environment and a high-quality environment;
  - iii. Focus most new development will be within or adjacent to the selected Growth Key Rural Service Centres and Key Rural Service Centres;
  - iv. Beyond the villages and in the countryside the strategy will be to conserve and enhance the countryside recognising its intrinsic character and beauty, the diversity of its landscapes, historic environment and wildlife, and its natural resources to be enjoyed by all.
- b. Within the coastal areas, the Council will have clear regard to the Area of Outstanding Natural Beauty (AONB), work with its strategic partners to limit any detrimental impact of coastal change and take account of the Shoreline Management Plans, which plan for future change.

### **9. Housing requirement calculation**

- a. The LHN of 539 new dwellings spread over the 20-year plan period (2016 -2036) results in a need of 10,780 dwellings which need to be planned for.
- b. The table below shows the allocations made by the SADMP to be carried forward through the Local Plan review and those proposed by the Local Plan review A total is provided as is a percentage of the overall planned growth.
- c. This shows that broadly 70% of the growth is to take place within the Strategic Growth Corridor.

## Housing requirement calculation

Place	Homes Allocation No.	Homes Allocation %
<b>King's Lynn &amp; Surrounding Area</b>	<b>3,835</b>	<b>62</b>
King's Lynn	865	14
West Lynn	170	3
South Wootton	300	5
North Wootton	0	0
West Winch	2500	40
<b>Main Towns</b>	<b>1273</b>	<b>21</b>
Downham Market	390	6
Hunstanton	333	5
Wisbech Fringe	550	9
<b>Growth Key Rural Service Centres</b>	<b>117</b>	<b>2</b>
Watlington	32	1
Marham	85	1
<b>KRSC</b>	<b>740</b>	<b>12</b>
Rural Villages	210	3
SVAH	0	0
<b>Total</b>	<b>6175</b>	<b>100</b>

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

## 4.2 LP02 Settlement Hierarchy Policy

### Introduction

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

### Strategic Policy

#### Policy LP02 Settlement Hierarchy

1. The Plan also imposes a requirement to define the approach to development within other towns and in the rural areas to increase their economic and social sustainability. This improvement will be achieved through measures that:
  - a. support urban and rural renaissance;
  - b. secure appropriate amounts of new housing, including affordable housing, local employment and other facilities; and
  - c. improve accessibility, including through public transport.
2. Consequently, it is necessary to consider the potential of the main centres, which provide key services, to accommodate local housing, town centre uses and employment needs in a manner that is both accessible, sustainable and sympathetic to local character.
3. Elsewhere within the rural areas there may be less opportunity to provide new development in this manner. Nevertheless, support may be required to maintain and improve the relationships within and between settlements that add to the quality of life of those who live and work there. Matters for consideration include the:
  - a. viability of agriculture and other economic activities;
  - b. diversification of the economy;
  - c. sustainability of local services; and
  - d. provision of housing for local needs.

4. The settlement hierarchy ranks settlements according to their size, range of services/facilities and their possible capacity for growth. As such, it serves as an essential tool in helping to ensure that:
  - a. new development occurs at an appropriate scale in the most sustainable locations;
  - b. additionally, by identifying the role of settlements it offers the opportunity to support communities in maintaining and enhancing facilities serving these areas.
5. To support these aims the settlement hierarchy identifies six tiers of settlements based on their role and function in the borough. The divisions are:

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

<b>Sub-Regional Centre</b>
<b>King's Lynn, including West Lynn, which provides a significant neighbourhood level function within King's Lynn.</b>

### **Main Towns**

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

<b>Main Towns</b>
<b>Hunstanton</b>
<b>Downham Market</b>

### **Settlements adjacent to King's Lynn and the main towns**

These are larger villages providing significant local facilities but, because of their proximity to the main towns and particularly areas with potential for urban expansion, their importance as rural service centres is very much altered.

These settlements function as separate communities with a range of facilities, but they also support the adjacent larger settlements, often through significant residential developments. These settlements benefit from public transport linkages to King's Lynn and the main towns.

<b>Settlements adjacent to King's Lynn and the Main Towns</b>
<b>North Wootton</b>
<b>South Wootton</b>
<b>West Winch</b>
<b>Wisbech Fringe (including Walsoken)</b>

### **Growth Key Rural Services Centres (GKRSC)**

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

- In Watlington this is mainly due to the services and facilities present, which includes the railway station on the main line from King's Lynn to Cambridge / London King's Cross.
- At Marham the Borough Council wants to support RAF Marham, as one of the largest employers in the area, by providing further housing options for potential employees.

<b>Growth Key Rural Service Centres</b>
<b>Marham</b>
<b>Watlington</b>

### Key Rural Service Centres (KRSC)

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

Key Rural Service Centres (23)		
Brancaster with Brancaster Staithe/Burnham Deepdale	Feltwell with Hockwold-cum-Wilton	Stoke Ferry
Burnham Market	Great Massingham	Southery
Castle Acre	Grimston/Pott Row with Gayton	Terrington St Clement
Clenchwarton	Heacham	Terrington St John with St Johns Highway/Tilney St Lawrence
Dersingham	Methwold with Northwold	Upwell/Outwell
Docking	Marshland St James/St John's Fen End with Tilney Fen End	Walpole St Peter/Walpole St Andrew/Walpole Marsh
East Rudham	Middleton	West Walton
Emneth	Snettisham	

### Rural villages (RV)

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

Rural Villages (32)		
Ashwicken	Ingoldisthorpe	Walpole Cross Keys
Burnham Overy Staithe	Old Hunstanton	Walpole Highway

Castle Rising	Runcton Holme	Walton Highway
Denver	Sedgeford	Welney
East Winch	Shouldham	Wereham
Fincham	Stowbridge	West Newton
Flitcham	Syderstone	Wiggenhall St Germans
<b>Rural Villages (32)</b>		
Great Bircham/Bircham Tofts	Ten Mile Bank	Wiggenhall St Mary Magdalen
Harpley	Thornham	Wimbotsham
Hilgay	Three Holes	Wormegay
Hillington	Tilney All Saints	

### Smaller Villages and Hamlets (SVAH)

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

<b>Smaller Villages and Hamlets (37)</b>		
Barroway Drove	Holme next the Sea	South Creake
Barton Bendish	Lakesend	Stanhoe
Bawsey	Leziate	Tilney cum Islington
Blackborough End	Methwold Hythe	Titchwell
Boughton	Nordelph	Tottenhill
Brookville	North Creake	West Acre
Burnham Norton	North Runcton	West Dereham
Burnham Overy Town	Pentney	West Rudham
Burnham Thorpe	Ringstead	Whittington
Congham	Roydon	Wiggenhall St Mary the Virgin
Crimpleham	Saddlebow	Wretton
Gayton Thorpe	Salters Lode	
Hay Green	Shouldham Thorpe	

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



### **General Provisions relating to Policy LP02**

- Decisions on investment in services and facilities and on the location and scale of new development will be taken on the basis of the borough settlement hierarchy.
- Land allocation in each of the settlement tiers will be in accordance with the principles set out in Policy LP01 Spatial Strategy Policy - Housing Distribution. All new development in the borough should be of the highest quality design in accordance with the requirements of Policy LP18 Sustainable Development.
- In all cases set out above, development should seek to avoid conflict with the Local Plan's environmental protection; nature conservation; and conservation and enhancement of the historic environment policies and should, where necessary, introduce mitigating or compensatory measures to address harmful implications in accordance with Policy LP19 Environmental Assets.

## 4.3 LP03 Presumption in Favour of Sustainable Development Policy

### Introduction

4.3.1 The National Planning Policy Framework (NPPF) was revised by the Government in June 2019. Previously the Planning Inspectorate produced a model condition, based on the wording of one part of the NPPF, and all local planning authorities were expected to incorporate this into their local plans.

### Relevant Local and National Policies

- National Planning Policy Framework: Achieving Sustainable Development
- Marine Policy Statement/East Marine Plans: climate change; support for sustainable economic growth/employment benefits/health and social wellbeing

### Policy Approach

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

### Strategic Policy

#### **Policy LP03- Presumption in favour of sustainable development**

1. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.
2. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise – taking into account whether:
  - a. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
  - b. specific policies in that Framework indicate that development should be restricted

## 4.4 LP04- Development Boundaries Policy

### Introduction

- 4.4.1 The development boundaries define the areas where development (of a type suitable for the settlement) is likely to be acceptable, provided it conforms to other policies in the plan. Areas outside the development boundaries will be subject to policies for development in the countryside, except where Policy LP28 also applies, and on specific allocations for development, where the provisions of the relevant policy will apply.
- 4.4.2 Development boundaries are useful tools for developers, the public and planning authorities, in that they provide more certainty when assessing planning applications for development. The identification of such boundaries helps avoid development encroaching on the countryside and limit urban and village sprawl.
- 4.4.3 Development Boundaries are defined for each of the Borough's towns and rural settlements designated by the Strategic Policies and are shown under each relevant settlement later in the Plan.
- 4.4.4 The main change to development boundaries from the 2016 Local Plan is that boundaries are now designated for Smaller Villages and Hamlets. Policy LP39 (Development in Rural Areas) states more modest levels of development will be permitted to meet local needs and maintain the vitality of settlements.

### Relevant Local and National Policies

- National Planning Policy Framework (2019)
- Strategic Policies:
  - LP01: Spatial Strategy:
  - LP02: Settlement Hierarchy
  - LP07 The Economy
  - LP27: Housing Distribution
  - LP34: Community and Culture
  - LP39: Development in Rural Areas

### Policy Approach

- 4.4.5 The development boundaries are used to indicate the distinction between largely built up areas of settlements where development is generally acceptable, and areas of the countryside and areas of more sporadic buildings considered generally less suitable for new development, and where a more restrictive approach will be applied.

- 4.4.6 The boundaries are not intended to necessarily reflect the full extent of existing built development or of settlements. They exclude parts of settlements where further development is not encouraged. In particular, extensive gardens and other back land are generally excluded from the development boundary, as the Borough Council considers back land development is generally incompatible with the form and character of development it wishes to promote in the area. (Note that exclusion of such back land does not affect existing use rights, nor limit any permitted development rights the property might enjoy.)
- 4.4.7 Within these boundaries, development and redevelopment will be supported in principle. That does not mean, however, all sites within the boundary can be developed or that any type of development will be acceptable. The Borough Council will use local policies in this document (including allocations for particular development), neighbourhood plans, as well as any relevant national policies or other material planning considerations, to assess development applications within these boundaries.
- 4.4.8 Outside these boundaries a more restrictive approach is applied. Development will be limited to that identified as suitable for open countryside in various local plan policies (including any allocation policy applying to the site), as identified in the Policy below.
- 4.4.9 Among those categories is rural affordable housing exceptions sites. The Council will consider allowing a minor element of market housing on these if this would facilitate the provision of significant additional affordable housing to meet local needs identified by the Council, and where it is shown such provision could not otherwise be made.
- 4.4.10 A new category is entry level exception sites. These are sites that provide entry-level homes suitable for first time buyers (or equivalent, for those looking to rent) in line with paragraph 71 of the NPPF.
- 4.4.11 Neighbourhood plans could potentially define different development boundaries to those included in this Plan, so long as these meet national requirements including general conformity with strategic policies. The Borough Council will support alternative development boundaries in neighbourhood plans where these facilitate an amount and mix of housing (and other uses) that is consistent with the settlement's role in the hierarchy. In the event that a neighbourhood plan with alternative development boundaries is brought into force, these will replace the development boundaries for that settlement in this Plan.

## Strategic Policy

### LP04 Development Boundaries Policy

- a. Development will be permitted within the development boundaries of settlements shown on the Policies Map provided it is in accordance with the other policies in the Local Plan.
2. The areas outside development boundaries (excepting specific allocations for development) will be treated as countryside where new development will be more restricted and will be limited to that identified as suitable in rural areas by other policies of the local plan, including:
  - a. farm diversification (under Strategic Policy LP39 Rural Areas);
  - b. small scale employment (under Strategic Policy LP07 The Economy);
  - c. tourism facilities (under Strategic Policy LP07 The Economy);
  - d. community facilities, development in support (under Strategic Policy LP34 Community & Culture);
  - e. renewable energy generation (under Policy LP23 Renewable Energy);
  - f. entry level exception housing (under NPPF para. 71 as defined by Annex A);
  - g. rural workers' housing (under Policy LP31 Housing Needs of Rural Workers);
  - and
  - h. affordable housing (under Strategic Policy LP27 Housing).
3. Development in accordance with Policy LP28 (LP28 Residential Development Adjacent to Existing Settlements) will also be permitted in addition to those categories identified in the previous paragraph.

## 4.5 LP05- Implementation Policy

### Introduction

- 4.5.1 The successful delivery of the borough's growth strategy includes the provision for significant new homes and jobs. The provision of both will be crucial to the success of the Plan.
- 4.5.2 The Borough Council will coordinate and manage the delivery programme, through effective and efficient project management, partnership working and through dedicated staff working on the delivery and management of the growth programme. Together with long-term funding commitments, the Council is confident that the borough's long-term sustainable future can be delivered.
- 4.5.3 Effective monitoring is essential to check that the Plan is being implemented correctly, and to assess whether the desired outcomes are being achieved. The Council is required to produce a Monitoring Report each year. The Monitoring Report provides the main way in which we publish the results of our monitoring.
- 4.5.4 In order to achieve the vision and strategic objectives of this Plan, it is vital that appropriate infrastructure is provided both to support new development and investigate ways to remedy existing deficiencies.

### Infrastructure Provision and Funding

- 4.5.5 The development industry has a key role to play, bringing investment into the borough, providing new homes, helping to bring about regeneration, and contributing towards the improvement of our local infrastructure. In order to deliver the proposed growth in the borough and to create sustainable communities the necessary infrastructure has to be put in place to address community needs. This includes not only the works such as roads and utilities which are required to enable new development to proceed, but the community facilities which ensure that occupiers of those developments have access to services such as education, healthcare, leisure activities and open space which can enhance their quality of life.
- 4.5.6 It is important that we plan carefully to provide for adequately and timely utilities infrastructure, including water supply, foul drainage, sewage treatment capacity, as well as the provision of other basic services to new development. This will continue to involve working closely with utility providers to ensure adequate and timely infrastructure provision.
- 4.5.7 New and existing housing, infrastructure and businesses rely on flood management infrastructure, including the Denver complex, King's Lynn tidal defences and Welches Dam Pumping Station. The way flood risk is currently managed and funded will need to evolve to accommodate future challenges, such as ageing infrastructure, climate change and growth. The

Borough Council will work together with Norfolk County Council and the Environment Agency to identify future flood risk infrastructure needs and funding mechanisms, including developer contributions.

- 4.5.8 In some parts of the borough, existing infrastructure, including community facilities, may already be inadequate and the shortfall would be exacerbated by any new development. Elsewhere, the impact of a particular development may be such that in itself it creates a need for additional or improved infrastructure. In these cases, we expect developers to address the impacts of their proposals, either through the provision of facilities on-site as part of the new development, or through financial contributions which will be used to provide or improve facilities in the surrounding area. Where the combined impact of a number of developments creates the need for new or improved infrastructure, we will pool contributions to allow the infrastructure to be secured in a fair and equitable way.
- 4.5.9 Identified investment requirements, priority programmes and projects where additional funding is required, these include:
- Nar Ouse Regeneration Area – Utilities provision.
  - Waterfront Regeneration Scheme – Remediation and Utilities Provision.
  - King’s Lynn Transportation Strategy – Implementation.
  - Provision of Green Infrastructure and Community Facilities.
  - Flood Coastal Risk Management (FCRM) (Phase 1) for the Fens
  - Surface Water Management – in collaboration with Norfolk County Council as the Lead Local Flood Authority and other relevant organisations
- 4.5.10 Where relevant, developer contributions will also be required to provide appropriate compensation and/or mitigation wherever development would harm an environmental or community resource.
- 4.5.11 Where community infrastructure (including financial contributions) cannot be secured by a planning condition, it will be secured through planning obligations made under Section 106 of the Town & Country Planning Act, 1990 (as amended) or other successor mechanisms. The specific requirements to be sought from developer contributions within the policy (indicated by bullet points) are not intended to be considered in rank order and simply reflect examples of the contributions that could be sought.
- 4.5.12 Notwithstanding the above, in considering the need for contributions towards strategic infrastructure where funds from developments may need to be pooled, tools such as Integrated Development Programmes, strategic infrastructure studies and other evidence bases will be utilised. These sources of evidence could help identify at the earliest opportunity, those geographical areas and the specific infrastructure requirements where the pooling of contributions may be necessary.

## Supporting East Marine Plan Policies are:

The policy bullet pointed below supports policy LP05, to find out more information on the supporting policies the hyperlink is active over the policy number.

- Infrastructure- [GOV1](#)

### Policy LP05 Implementation

#### Infrastructure Provision - Focus

- 2 All development in the plan area will need to be accompanied by appropriate infrastructure (including off-site infrastructure) in a timely way, with arrangements for its subsequent maintenance.
- 3 The Borough Council operates a Community Infrastructure Levy (CIL). These contributions (in accordance with the CIL Charging Schedule) will support borough wide facilities to accommodate increasing population.
- 4 In addition, obligations will be sought from developers through Section 106 Legal Agreements or other successor mechanisms. These contributions will be sought for specific on-site infrastructure (or otherwise directly related to the development). Details of required provision will be set out in either allocation policies in this plan or negotiated at planning application stage if it is not an allocation. This will apply to but is not limited to infrastructure, including, where applicable:
  - a. community and recreation facilities (including: - education facilities, community halls, health facilities, libraries, social services facilities, allotments, indoor/outdoor sports facilities);
  - b. improved public transport facilities;
  - c. other appropriate transport infrastructure including pedestrian and cycle links;
  - d. affordable or supported housing (in line with LP27 Housing and the NPPF);
  - e. Sustainable Drainage Systems (SuDS), including surface water;
  - f. flood management infrastructure;
  - g. green infrastructure including habitat creation/ recreation facilities/landscaping;
  - h. water conservation measures;
  - i. emergency services including crime prevention;
  - j. recycling/composting facilities;
  - k. improvements to the public realm including the historic environment: S106 will continue to offer opportunities for funding improvements to and the mitigation of adverse impacts on the historic environment, such as archaeological investigations, access and interpretation, and the repair and reuse of buildings or other heritage assets;
  - l. utilities;
  - m. public art.



4. Key borough wide infrastructure projects from CIL will be used, include: -
  - a. infrastructure detailed in Policy LP13 - Transportation.
  - b. infrastructure needed to support policies LP37 Downham Market and LP38 Hunstanton.
  - c. infrastructure needed to support regeneration in King's Lynn detailed in Policy LP36 King's Lynn and appropriate transport infrastructure including the implementation of the King's Lynn Transport Study and Strategy (KLTSS).
  - d. Infrastructure needed with regard to flood resilience and resistance measure
5. Provision will be achieved through:
  - a. CIL;
  - b. contributions from all market residential and commercial development in the plan area through appropriate legal agreements or other successor mechanisms;
  - c. coordination with the investment programmes of other public bodies and utility providers;
  - d. taking full advantage of mainstream Government funding streams;
  - e. active use, where necessary, by the local planning authorities and County Council of their legal powers to bring about the strategically significant development, including compulsory purchase;
  - f. in the case of community or social development, a reduced contribution, taking account of the social value of the development concerned.
6. The resulting funds will be gathered, managed and spent in a transparent way.
7. Future maintenance of infrastructure provided on the site or built or improved as part of the development will be achieved either through adoption by a public body with appropriate maintenance payments or other secure arrangements such as the establishment of a local infrastructure management body.
8. The type, amount and phasing of contributions sought from developers will be related to the form of the development, its potential impact on the site and surrounding area, and levels of existing infrastructure and community services/facilities. Where appropriate, any such provision will be required to be provided on-site. Where this is not possible, a commuted payment will be sought. Details of the Council's approach to developer
9. contributions and planning obligations will be set out in a Supplementary Planning Document which will be subject to periodic review reflecting relevant cost indices.
10. The Council will take account of the impact of non CIL contributions on the viability of a scheme (particularly on brownfield sites) and where appropriate agree a lower or nil contribution provided:
  - a. the development of the site is in the wider public interest; and

- b. the developer is prepared to share information on development costs and margins with the Council prior to consent being granted.

Policy LP05 contributes to Strategic Objectives 5, Economy, 7, Society, 12, 14 Environment 19, King's Lynn, 22, Downham Market, 23, 26, Hunstanton, 31, Rural Areas, 34, Coast.

## 4.6 Policy LP06 – Climate Change Policy

### Introduction

- 4.6.1 The United Nations Framework Convention on Climate Change (1992) defined climate change to mean “a change of climate which is attributed directly or indirectly to human activity that alters the composition of the global atmosphere and which is in addition to natural climate variability observed over comparable time periods”<sup>3</sup>. The systematic change in weather patterns and average temperatures on a large and long-term scale has been at the forefront on international down to local concern over the last few decades; and has risen in the agenda of importance in recent years.
- 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 suggested that the last three decades have been particularly warmer than any preceding decade since 1850<sup>4</sup>. Although natural factors and internal processes (i.e. solar cycles, volcanic eruptions) influence climate change, the main changes have been due to anthropogenic greenhouse gas emissions (i.e. arising from human activity) since pre-industrial times (1850).
- 4.6.3 The greatest and most harmful contribution to climate change has been from carbon dioxide (CO<sub>2</sub>) which is the primary source of fossil fuel use. However, other greenhouse gases including methane (CH<sub>4</sub>) (such as agricultural activities and the decay of organic waste in landfill sites), nitrous oxide (N<sub>2</sub>O) (from agricultural activities including nitrogen fertilised soils) and three fluorinated gas groups; hydrofluorocarbons (HFCs) (used in refrigerants and solvents), perfluorocarbons (PFCs) (used within different industries) and sulphur hexafluoride (SF<sub>6</sub>) (used within industries such as electric and gas power).
- 4.6.4 A vast amount of scientific data has been published over the last decade to show the impacts of climate change and how this could be alarming if

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<sup>3</sup> United Nations Framework Convention on Climate Change (1992) Source [https://treaties.un.org/doc/Treaties/1994/03/19940321%2004-56%20AM/Ch\\_XXVII\\_07p.pdf](https://treaties.un.org/doc/Treaties/1994/03/19940321%2004-56%20AM/Ch_XXVII_07p.pdf)

<sup>4</sup> IPCC, 2014: Climate Change 2014: Synthesis Report. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change [Core Writing Team, R.K. Pachauri and L.A. Meyer (eds.)]. IPCC, Geneva, Switzerland, 151 Source: [https://www.ipcc.ch/site/assets/uploads/2018/02/SYR\\_AR5\\_FINAL\\_full.pdf](https://www.ipcc.ch/site/assets/uploads/2018/02/SYR_AR5_FINAL_full.pdf)

stabilisation is not achieved. In the National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting (2018), sets the scene for climate change by stating that the UK has been experiencing some of the wettest and warmest climatic changes to be recorded<sup>5</sup>. Observations have shown the highest recorded temperature of 38.7°C set on 25th July 2019 in Cambridge (Met Office, 2019<sup>6</sup>). Additionally, 2019 saw the 5th wettest autumn on record (348.4mm during September to November) (Met Office, 2019<sup>7</sup>), and 2020 saw the wettest February on record (Met Office, 2020<sup>8</sup>). The UK Climate Projections (UKCP18) provides forecasts and climate models based on two 50-year simulations at global mean warming of 2 degrees and 4 degrees levels above pre-industrial levels (1850). The results show that both projections suggest an increase in daily temperatures and wetter precipitation<sup>9</sup>.

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

## Legislative Framework

- 4.6.6 The IPCC and the Paris Agreement (2015) aim to strengthen the response of global stakeholders in dealing with climate change and wants to encourage limiting the increase in global temperature to 1.5C rather than 2C to realistically avoid the worst extremes this change could bring. By encouraging a global participatory approach at local, regional and national levels, stakeholders can bring positive attempts to reduce the local risks we

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<sup>5</sup> UK The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting – Making the country resilient to a changing climate (2018) Source: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/727252/national-adaptation-programme-2018.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/727252/national-adaptation-programme-2018.pdf)

<sup>6</sup>Met Office. 2019. Record breaking heat-wave July 2019. Source: [https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/weather/learn-about/uk-past-events/interesting/2019/2019\\_007\\_july\\_heatwave.pdf](https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/weather/learn-about/uk-past-events/interesting/2019/2019_007_july_heatwave.pdf)

<sup>7</sup> Met Office. 2019. Record breaking rainfall- for some. Source: <https://www.metoffice.gov.uk/about-us/press-office/news/weather-and-climate/2019/2019-autumn-and-november-stats>

<sup>8</sup>Met Office. 2020. Record breaking rainfall. Source: <https://www.metoffice.gov.uk/about-us/press-office/news/weather-and-climate/2020/2020-winter-february-stats>

<sup>9</sup> <https://www.metoffice.gov.uk/pub/data/weather/uk/ukcp18/science-reports/UKCP18-Derived-Projections-of-Future-Climate-over-the-UK.pdf>

may face by improving their adaptation and mitigation strategies which are required to limit our carbon footprint.

- 4.6.7 The Climate Change Act (2008) introduced a legally binding target for the UK to reduce its carbon emissions, this was amended in June 2019 to become carbon neutral by the year 2050. This is expected to be achieved by reducing the greenhouse gas emissions already present in our atmosphere by 100% (previously 80%) from the 1990 baseline levels to 2050. This national reduction trajectory shows how serious the issue has become and requires all stakeholders, from local to global, to fully engage and understand the importance of climate change and how we will alleviate and adjust to the changes which are already apparent.
- 4.6.8 The Planning and Energy Act (2008) allows all councils in England and Wales to adopt in their development plans, policies which impose reasonable requirements for “*a proportion of energy used in development in their area to be energy from renewable sources [ or low carbon energy] in the locality of the development*<sup>10</sup>”; and to comply with energy efficiency standards for new buildings which exceed those defined by the Building Regulations. This policy can also be known as the Merton Rule.
- 4.6.9 The Merton Rule is known for being the innovative planning policy which was first pioneered by the London Borough of Merton and adopted in 2003. The policy requires the use of onsite renewable energy to reduce the amount of carbon emissions in the built environment; which has now led this implementation to be adopted in the majority of council’s policies in their own adapted way. The rule is regularly adopted at a local level as a requirement for a percentage reduction in the predicted emissions of carbon dioxide, or the predicted energy demand, in new buildings, through the use of on-site renewables. It is typically specified for new developments over a certain threshold size. Ten percent is commonly set as the emissions reduction required for new domestic developments of 10 units or more, and new commercial developments over 1000m<sup>2</sup> and this is requirement which will be addressed in this local plan.
- 4.6.10 The NPPF emphasises the important role the planning system must take in supporting the movement towards a low carbon economy. Plans must respond in an appropriate manner, with reference to their local environment, putting mitigation and adaptation measures in place to cope with the risks of coastal change, flood risk and rising temperatures.

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<sup>10</sup> Planning and Energy Act 2008 Source: <http://www.legislation.gov.uk/ukpga/2008/21/section/1>

4.6.11 King's Lynn & West Norfolk Borough Council is following national targets to become net zero by 2050. An agreed phased approach to the council's climate change work begins with developing a corporate emissions baseline for the council (phase 1) and then focusing in detail on the districts emissions bubble and how the council can influence this (phase 2). This climate change policy contributes to this phase 2 work. The borough council is in the process of developing an overarching climate change policy and separate strategy and action plan for its corporate emissions. Following the work, phase 2 will properly begin, building upon previous work to look into and tackle district emissions. Work already underway or completed to reduce the council's corporate emissions includes:

- Re: fit of the Borough Council estate and reducing emissions by approximately 450 tonnes Co2 per year
- Small scale tree planting programme initiated which has begun in King's Reach where 500 trees were planted in 2020
- Newly established Norfolk Climate Change Partnership will investigate further into ways climate change and reducing emissions can be tackled in the district

## Background on local emissions and climate change

**4.6.12** One example of change has been shown in the flood risk and climate change allowance guidance published by the Environment Agency (2020) where it is expected that potential change could lead to sea level rise, an increase rate of coastal erosion and peak flow rise. For the East of England, the cumulative rise from 1990 to 2125 is expected to be 1.21m<sup>11</sup>; just one issue that we must acknowledge for future development in West Norfolk. This is built into the strategic flood risk assessment which supports the Local Plan. Review.

**4.6.13** West Norfolk is the fourth largest district in England and is mainly a rural area with a diverse landscape and sparsely populated, it is also one of the highest emitting boroughs in the UK for total CO<sub>2</sub> emissions. Data analysis from the DBEIS 2020 report on UK local authority carbon dioxide emissions estimates 2005-2018<sup>12</sup>; highlighted for the year 2018 that West Norfolk has the highest level of CO<sub>2</sub> in the Industry & Commercial category at 647Kt and

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<sup>11</sup> Environment Agency (2020). Flood risk assessments: climate change allowances guidance. Source: <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances#history>

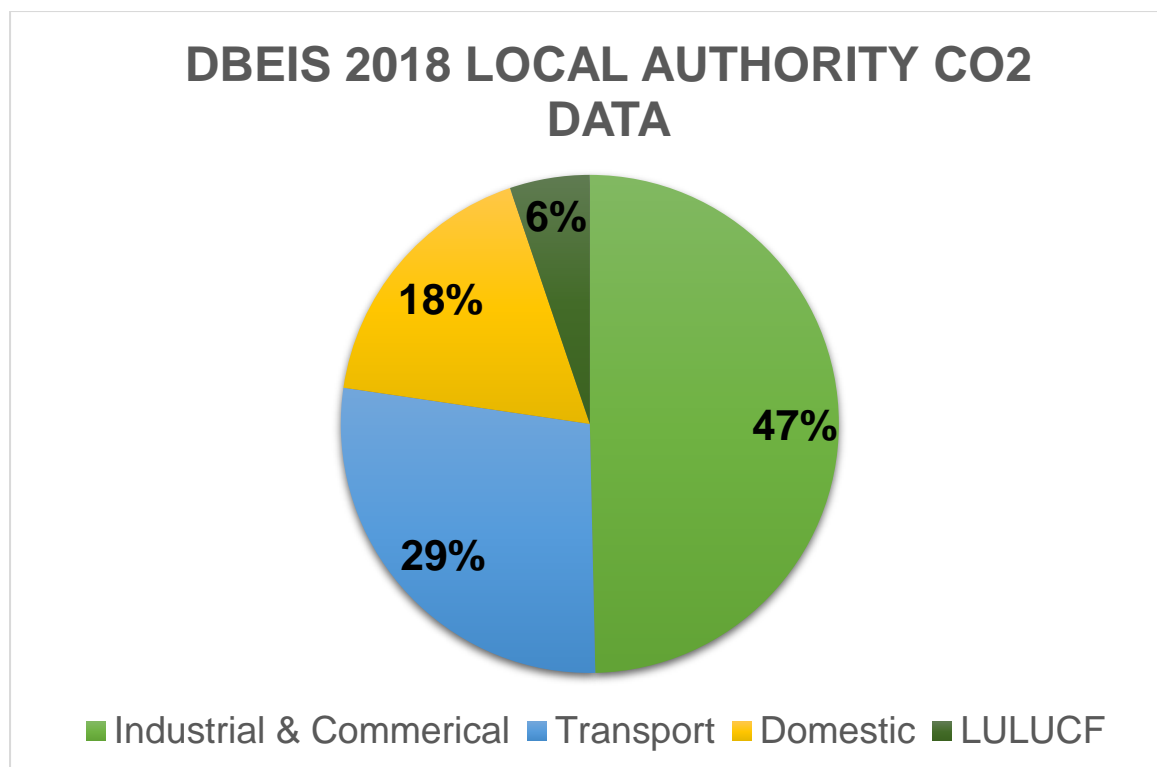
<sup>12</sup> DBEIS. 2020. UK local authority carbon dioxide emissions estimates 2018. Source: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/894785/2005-18-local-authority-co2-emissions-statistical-release.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/894785/2005-18-local-authority-co2-emissions-statistical-release.pdf)

totalling the areas emissions at 47.6%. Industry and Commercial can be broken down into sectors such as: electricity, gas, large industrial installations, other fuels and agriculture. As stated in the report, emissions for many Local Authorities are heavily influenced by industrial activities and the likely source for this being a high emission over the years in the borough is from authorised developments.

**4.6.14** The second highest contributor to CO2 emissions in the borough was transport which totalled to 389.5Kt and 28.6% of our total emissions. The largest majority being from A Roads at 15.5%. The next emissions which fell lower in our emissions output was Domestic which was 242.3Kt (17.8% total emissions) and the output averaged out in-between electricity, gas and other fuels. The Land Use, Land Use Change & Forestry (LULUCF) fell under 80.9Kt at 5.9% total emissions.

**4.6.15** Emissions in the borough are high due to a number of sectors as shown in figure 1, and the reasons for this are as follows:

- Industry & Commercial - the borough has several large industrial sites such as British Sugar and Palm Paper and a number of old landfill sites.
- Domestic - many houses have oil or solid fuel heating instead of gas as the latter is not available in much of our rural area.
- Transport - 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).
- Geology - Fen peat deposits are a net contributor due to methane/CO2 emissions.



**Figure 1 Main sources of CO2 emissions in King’s Lynn & West Norfolk in 2018 (DBEIS, 2020)**

4.1.16 In West Norfolk, we acknowledge the impact climate change can have on our unique landscape and we are in support of mitigating strategies which can be tackled in our Local Plan. The impacts climate change can bring to West Norfolk can threaten our distinctive villages, landscapes and the heritage of the area. Adaptation and mitigation methods are encouraged in the Local Plan to deal with risks such as coastal or fluvial flooding to our natural assets and ensure strategies are put in place for habitats and species to adapt to climate change. The Wash Shoreline Management Plan 2010 and The North Norfolk Shoreline Management Plan 2011 identifies that coastal development is likely to be exposed to a much higher risk of flooding within 10 to 15 years, but this could be sooner.

4.1.17 The reduction of carbon emissions in West Norfolk will be carefully examined and tackled in reference to strategic matters such as: green infrastructure, sustainable transport (encouraging active travel and reducing fossil fuel-based vehicle use), improving building design and encouraging energy efficiency measures.

4.1.18 King’s Lynn Transport Study is an integrated transport strategy which balances a range of strategic and local highway improvement schemes to improve transport reliability and options in the town of King’s Lynn. The



Borough Council is working in partnership with the Norfolk County Council to address measures which can support the sustainable housing and economic growth in the town and moving away from the private car. The main objectives focus on ways to reduce the impact on climate change by promoting and encouraging the use of public transport and improving active travel and sustainable transport links through the town. The strategy also looks into ways to contribute to improving air quality and reducing harmful emissions; all which are key issues within our carbon emission bubble.

4.1.19 With reference to local development plans, the Planning Act (2008) states that policies must be designed to “*contribute to the mitigation of, and adaptation to, climate change*”. Our Climate Change Policy LP\* is set to encourage and support the needed measurements to take place within the borough for the active movement to reducing our CO2 emissions, while actively supporting sustainable development and needed changes for better designed infrastructure and innovative solutions.

## Norfolk Strategic Planning Framework (NSPF)

4.1.20 Norfolk’s Local Planning Authorities including Norfolk County Council work agreed in 2015 to formally cooperate on a range of strategic cross-boundary planning issues through the preparation of the Norfolk Strategic Planning Framework. The aim of the framework is to agree shared objectives and strategic priorities to improve outcomes for Norfolk, demonstrate compliance with the duty to co-operate, find efficiencies in the planning system through establishing a shared evidence base, influence subsequent high-level plans and maximise opportunities to secure funding to deliver agreed objectives. The proposed shared objective cover topics such as: economic potential, climate change, addressing housing needs, improving Norfolk’s population quality of life and improving the biodiverse environment<sup>13</sup>.

4.1.21 As set out in part of Agreement 2 as a proposed spatial vision the NSPF seek to positively contribute towards the delivery of the vision of making ‘it’s settlements and key infrastructure be physically resilient to the impacts of climate change.’ This important issue led to a subgroup being made in 2019 to address climate change; a strategy paper is being produced at a cross boundary level which assesses how local plans can address climate change under topic areas such as new build design, energy production and

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<sup>13</sup> Norfolk Strategic Planning Member Forum. Source: <https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/partnerships/norfolk-strategic-planning-member-forum>

movement. This paper allows individuals to see how local plans are already addressing climate change and what other actions can plans take to also tackle the causes of climate change.

## Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Meeting the challenge of climate change, flooding and coastal change
- UK A Green Future: Our 25 Year Plan to Improve the Environment (2018)
- UK Clean Growth Strategy (2017)
- UK Clean Air Strategy (2019)
- UK The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting – Making the country resilient to a changing climate (2018)
- Environment Agency. Meeting our future water needs: a national framework for water resources- accessible summary (2020)
- East Marine Plans & Shoreline Management Plans
- Norfolk Strategic Planning Framework- Climate Change Subgroup
- King's Lynn Transport Strategy

## Policy Approach

4.1.22 The policy is set to ensure a positive approach in supporting the movement towards being carbon neutral by 2050 and emphasising a practical and greener approach for new development and applications. When considering development proposals, the Council will take a positive approach that reflects the needs set by national policy and international concern of supporting the transition into a low carbon future and avoiding increased vulnerability to the range of impacts arising from climate change.

4.1.23 The purpose of this policy is to highlight and reflect how new development can help reduce greenhouse gas emissions, such as through its location, design and contribution to suitable types of renewable energy sources. It is a new policy to encourage innovative and more sustainable systems and strategies to come forward to support the locality to achieve reducing greenhouse gas emissions and other climatic concerns in the borough within the plan period.

### Supporting East Marine Plan Policies are:

In summary the policies bullet pointed below support policy LP06, to find out more information on the supporting policies the hyperlink is active over the policy number.

- Climate Change – [CC1 and CC2](#)
- Biodiversity – [BIO1 and BIO2](#)

- Health and social well-being and access to the coast and marine area- [SOC1](#)

## Strategic Policy

### LP06 - Climate Change Policy

Development shall recognise and contribute to the importance of, and future proofing against, the challenges of climate change and to support the movement towards becoming carbon neutral by 2050, through where relevant:

#### Minimising and reducing carbon emissions, including by:

1. Locating new development in areas to minimise the need to travel and maximise the ability to make journeys by sustainable modes of transport (in accordance with policies LP01,02,13)
2. Supporting the development of sustainable transport systems to reduce the reliance on fossil-fuelled private cars and contribute to more walkable and cyclable localities (in accordance with LP12, LP13, LP18)
3. Where appropriate 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)
4. Incorporating and encouraging blue/green infrastructure schemes, such as tree planting, to help sequester carbon from the atmosphere (in accordance with LP18,22)
5. All new development will be required to follow the 'Merton Rule', whereby 10% of all energy will come from onsite renewable sources for new domestic development of 10 units or more, and new commercial developments over 1000m<sup>2</sup>; proposals which exceed these CO2 reduction targets will be encouraged and supported; including developments over 100 dwellings providing a 20% reduction of CO2 emissions (in accordance with LP18, 23)

6. New development shall minimise and mitigate pollution during both the construction and operational phases of development to reduce potential impacts on existing pollution levels (in accordance to LP18, 20)
7. Where appropriate developments are encouraged to exceed present thermal energy and high efficiency systems set by Building Regulations to reduce domestic CO2 emissions (in accordance to LP18)
8. Where appropriate 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)
9. Retrofitting of existing buildings with measures to reduce energy and heat consumption will be encouraged and supported (in accordance to LP18)

**Adapting and mitigating the impacts of climate change, including by:**

10. New development will be located and should be designed to be better adapted to climate change and flood risk (in accordance with LP16, 15,22)
11. Managing the sensitive impacts and threats of coastal erosion and flooding associated with more extreme weather events (in accordance with LP15, 22)
12. Providing, maintaining and improving effective defences to reduce or mitigate areas at risk of coastal or fluvial flooding (in accordance with LP01,14, 17, 24)
13. Minimising and mitigating air pollution so as to reduce the potential for higher temperatures which in turn leads to poorer air quality (LP18,20)
14. Providing and protecting green infrastructure and shade to reduce overheating of settlements during warmer seasons (in accordance with LP18,19,21,22,25)
15. Incorporating appropriate water efficiency and water recycling measures, to help minimise the potential for drought and climatic impacts (in accordance with LP18,20)
16. Creating places that promote social interaction and health and wellbeing, to allow people who are isolated and more vulnerable to cope with the impacts of climate change (in accordance with LP18,22,25,34,35)
17. Protecting and encouraging proposals that enables biodiversity (animals and plants) to adapt and adjust to a changing climate (in accordance with LP19,26)
18. Supporting and encouraging local businesses to adapt to the need of work pattern changes, including working from home, creating sustainable transport plans, and taking

advantage of technological innovations to reduce car dependency within the Borough and adapt to climate change (in accordance with LP07,12, 13)

19. Supporting and encouraging the need and proposal of advanced, high-quality and highspeed communications within development proposals and new infrastructure to complement clause 18 and the wider benefits for social inclusion, reducing travel and improved connectivity and accessibility to digital infrastructure

### **Sustainability and Climate Change Statement:**

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 five key questions outlined in the Councils Sustainability and Climate Change toolkit to demonstrate how new development is addressing beneficial impacts which pay particular attention to LP06 and other appropriate policies.

#### **The five key questions to answer are:**

1. How will the development protect and enhance West Norfolk's natural environment and assets?
2. How will the development support the local economy in West Norfolk?
3. How will the development contribute to sustainable and accessible transport options within West Norfolk?
4. How will the development support local neighbourhoods and the community needs?
5. How will the development integrate high quality design and contribute to climate adaptation and mitigation?

Policy LP06 contributes to Core Strategic Objectives 3 Economy, 8,9,10,11 Society, 12,13,14,15 Environment, 17,19, King's Lynn, 22,23,24 Downham Market, 25,30 Hunstanton, 32,33,34,35,36 Rural Areas, 37,38 Coastal Areas.

## 5 Economy and Transport

### 5.1 Policy LP07 The Economy Policy

#### Introduction

5.1.1 The Employment Land Review Background Paper 2017/2018 sets out a detailed analysis of the data underpinning the employment land section of the plan. The Retail Overview: King's Lynn Town Centre background paper reviewed the approach to town centre policy in King's Lynn.

#### Tourism

5.1.2 For the purposes of this document Tourism is defined as in the Planning Practice Guidance i.e. the World Tourism Organisation's definition. Tourism plays a significant role in our local economy and the definition highlights the diverse nature of tourism related development.

5.1.3 The tourism sector is a significant employer in the Borough. The PPG identifies that tourism is extremely diverse and covers all activities of visitors. It advises that local planning authorities, where appropriate, should articulate a vision for tourism in the Local Plan, including identifying optimal locations for tourism. When planning for tourism, local planning authorities should:

- consider the specific needs of the tourist industry, including particular locational or operational requirements;
- engage with representatives of the tourism industry;
- examine the broader social, economic, and environmental impacts of tourism;
- analyse the opportunities for tourism to support local services, vibrancy and enhance the built environment; and
- have regard to non-planning guidance produced by other government departments.

5.1.4 Local planning authorities may also want to consider guidance and best practice produced by the tourism sector.

5.1.5 The main tourist appeal in the borough is based on the unique natural environmental assets and the built and historic environment that reflects the heritage of our towns. Care is needed when considering locations for growth, but also in considering how to build upon the existing tourism offer

and facilities.

- 5.1.6 The Council has taken a positive approach to the development of tourism accommodation in order to deliver benefits for the local economy. It is acknowledged that second homes have a less positive influence on our local economy than short term holiday lets. Therefore, proposals for holiday accommodation should provide for a range of accommodation which will continue to positively contribute to the local economy.

## **Retail**

- 5.1.7 The Retail Overview: King's Lynn Town Centre background paper concludes that there is still a need to provide for an additional 20,000 m<sup>2</sup> of retail floorspace in King's Lynn Town Centre. This provision should be supported by a raft of other policy measures supporting the King's Lynn Town Centre Partnership and Business Improvement District (BID); aiming for a qualitative improvement of the town centre; and fighting current deficiencies. Redevelopment of vacant units and sites to house new development should be a focus, but also reuse of smaller units, with strategies for (unused) upper floors.

## **Employment Land Requirements**

- 5.1.8 The Employment Land Review 2017/18 concludes that allocating large areas for employment land as in the 1998 Local Plan seems to be unnecessary, in particular the fact that the current SADMP allocations include available employment land worth 19.6 years of supply. In addition, employment land is available at other sites in the borough, such as Nar Ouse Regeneration Area.

## **Locations for Employment Growth**

- 5.1.9 In the light of the Employment Land Review 2017/18 findings it is proposed in this plan to continue to allocate the existing sites from the SADMP.
- 5.1.10 Furthermore, the Council priority to support the regeneration and expansion of our town centres will continue with a town centre first approach in line with the NPPF, in particular for retail, leisure and cultural uses.

## King's Lynn

5.1.11 The role of King's Lynn as the economic driver for the sub-region means that most growth will be located within/adjointing the town. This sustainable approach to development aims to ensure new jobs are located near to the proposed residential development outlined in the Plan.

5.1.12 Allocated employment locations are the:

- land adjacent to the Hardwick Industrial Estate;
- land adjacent to the Saddlebow roundabout; and
- land off Estuary Road.

5.1.13 The employment allocations in King's Lynn total 53 ha.

## Downham Market

5.1.13 It is also important to recognise the existing employment related uses at Bexwell, and the significant commitment for an additional 23 ha of employment uses. Given the close proximity of Bexwell to the town, these employment uses will serve the wider area.

5.1.14 A location for employment is allocated to the south west of the town off St. John's Way (17 ha in total area).

## Hunstanton

5.1.15 An allocation of employment land is carried forward to the east of the town, adjacent to the A149, south of Hunstanton Commercial Park, of approximately 1 ha in size.

## Rural Areas

5.1.16 The completions and commitments of employment land illustrate the important role the rural areas play in our local economy. Rather than indicate specific locations for employment growth in rural areas, the policy is intended to enable a flexible approach to employment generating development.

## Supporting East Marine Plan Policies are:

In summary the policies bullet pointed below support policy LP07, to find out more information on the supporting policies the hyperlink is active over the policy number.

- Economic- [EC1 and EC2](#)
- Tourism and Recreation Areas- [TR3](#)



## Strategic Policy

### Policy LP07– The Economy

1. The local economy will be developed sustainably:
  - a. job growth will be achieved through the provision of employment land as well as policies for tourism, leisure, retail and the rural economy;
  - b. to increase the proportion of higher skilled jobs while ensuring that opportunities are available for the development of all sectors of the economy and workforce;
2. Some 71 hectares of employment land will be allocated in the period up to 2036 to provide for business, industrial and distribution uses. This will achieve a mix and range of sites consistent with the Settlement Hierarchy to meet identified and future needs and to provide for choice. Some 75% of employment land will be located in King’s Lynn, in line with Policy LP01.
3. The distribution of employment land will be approximately as follows:

Area	Approx. Total Land
King’s Lynn	53ha
Downham Market	17ha
Hunstanton	1ha
<b>Total</b>	<b>71ha</b>

### Tourism, Leisure and Town Centre Uses

4. Retail, tourism, leisure, and cultural industries are key elements of the economic and social vibrancy of our borough and contribute to the regeneration and growth of the area. The policy approach to retail development is addressed within the Settlement Hierarchy policy.
5. The Council will promote opportunities to improve and enhance the visitor economy:
  - a. supporting tourism opportunities throughout the borough.
  - b. promoting the expansion of the tourism (including leisure and culture) offer in Hunstanton to create a year-round economy.
  - c. smaller scale tourism opportunities will also be supported in rural areas to sustain the local economy, providing these are in sustainable locations and are not detrimental to our valuable natural and historic environment.

6. The Council will permit the development of new tourism accommodation in rural areas subject to the following criteria being met:
  - a. located in or adjacent to our villages and towns;
  - b. of a high standard of design in line with national guidance;
  - c. will not be detrimental to the landscape or the setting of a settlement;
  - d. mechanisms will be in place to permanently retain the tourism related use;
  - e. conserves or enhances the historic environment including the historic character of towns and villages or wider landscapes;
  - f. the natural environment is preserved or enhanced by the development proposed.

### **Rural Employment Exception Sites**

7. The Council will support the rural economy and diversification through a rural exception approach to new development within the countryside; and through a criteria-based approach to retaining employment land and premises.
8. Permission may be granted on land which has not been allocated for development for an employment generating use which assists in delivering sustainable economic development in the rural area. Any development must satisfy the following criteria:
  - a. it should be appropriate in size and scale to the local area;
  - b. it should be adjacent to the settlement;
  - c. the proposed development and use will not be detrimental to the local environment or local residents.

### **Supporting the Conversion of Rural Buildings**

9. The conversion of rural buildings (with appropriate ancillary development) for commercial purposes will be supported where:
  - a. it reuses existing sites or buildings in the countryside which are redundant to their original agricultural or business use;
  - b. where they are suitable for conversion to provide space for appropriate rural businesses; and
  - c. where the location is suitable in terms of access, amenity of adjoining occupiers and the local environment.

### **Retention of Employment Land**

10. The Council will seek to retain land or premises currently or last used for employment purposes (including agricultural uses) unless it can be demonstrated that:
  - a. continued use of the site for employment purposes is no longer viable, taking into account the site's characteristics, quality of buildings, and existing or potential market demand; or
  - b. use of the site for employment purposes gives rise to unacceptable environmental or accessibility problems particularly for sustainable modes of transport; or

- c. an alternative use or mix of uses offers greater potential benefits to the community in meeting local business and employment needs, or in delivering the Council's regeneration agenda.

### **Skills and Aspirations**

11. Opportunities for innovation, skills and training will be expanded through:

- a. facilitating the expansion of, and access to, further and higher education provision.
- b. encouraging links between training and education provision and relevant business concentrations;
- c. supporting primary and secondary schools, throughout the borough, to improve facilities for the provision of a good range of vocational and academic education for the whole community.

**Policy LP07 contributes to Strategic Objectives 1, 2, 3, 4, 5, Economy.**

## 5.2 LP08- Retail Development Policy

### Introduction

5.2.1 Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

5.2.2 Planning policies should:

- define a network and hierarchy of town centres and promote their long-term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters;
- define the extent of town centres and primary shopping areas, and make clear the range of uses permitted in such locations, as part of a positive strategy for the future of each centre;
- retain and enhance existing markets and, where appropriate, re-introduce or create new ones;
- allocate a range of suitable sites in town centres to meet the scale and type of development likely to be needed, looking at least ten years ahead. Meeting anticipated needs for retail, leisure, office and other main town centre uses over this period should not be compromised by limited site availability, so town centre boundaries should be kept under review where necessary;
- where suitable and viable town centre sites are not available for main town centre uses, allocate appropriate edge of centre sites that are well connected to the town centre. If sufficient edge of centre sites cannot be identified, policies should explain how identified needs can be met in other accessible locations that are well connected to the town centre; and
- recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.

5.2.3 This policy seeks to ensure that the Borough's town centres continue to be the hub of retail and service provision for the local population, which in turn aids investment to preserve their unique historic architecture and significant streets, spaces and marketplaces.

### Relevant Local and National Policies

- National Planning Policy Framework: Ensuring the vitality of town centres
- Strategic Policy LP07: Economy

### Policy Approach

5.2.4 Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan.

- 5.2.5 Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.
- 5.2.6 When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.
- 5.2.7 This sequential approach should not be applied to applications for small scale rural offices or other small-scale rural development.
- 5.2.8 The policy makes provision for the creation of local services and facilities including appropriate scale retail provision in locations well related to new residential development, as an aid to reducing the need to travel to such services. Such provision is incorporated in many of the specific urban expansion areas and the approach for consistency is reflected in the retail development policy.

## Strategic Policy

### Policy LP08 – Retail Development Policy

1. The Council attach a high priority to the need to support and maintain King's Lynn, Downham Market and Hunstanton as retail centres. This will be achieved by a combination of measures to improve attractiveness (by increased accessibility, environmental enhancements, events and promotions), as well as strongly supporting proposals to redevelop and invest in the town centres including, where necessary, the use of compulsory purchase powers to consolidate land.
2. New retail uses will be expected to be located in these town centres unless an alternative location is demonstrated to be necessary. If there are no suitable sites in the town centre, an edge of centre location will be expected. Other locations will only be acceptable where it is demonstrated either that there are no suitable sites in the town centre and edge of centre, or the format or nature of the proposed use would not be appropriate in a town centre location (e.g. bulky goods and trade, rural retail services, etc.).
3. The Council will strongly resist proposals for out of centre retail uses that either individually or cumulatively would undermine the attractiveness and viability of the town centres. Retail impact assessments will be required for individual schemes having a gross floorspace greater than 2,500 square metres, although in the case of the Hardwick area in King's Lynn (where there is already a significant accumulation of out of town centre retailing) greater weight will be attached to the cumulative impact of new development on the town centre. New retail uses in this

area will not be subject to a floorspace threshold and will only be approved where they meet the sequential test set out in the NPPF and will not individually or cumulatively undermine the viability of the town centre.

4. The provision of local scale retail and service provision as part of the development of larger residential-led schemes will be supported where these are designed to provide facilities for local residents and are of small scale (individual units not exceeding 500 sq. m.) because these assist in reducing the need to travel to such services and hence the sustainability of the development, without undermining the viability of the town centres

## 5.3 LP09- Touring and Permanent Holiday Sites Policy

### Introduction

- 5.3.1 Holiday sites offer a variety of tourist accommodation ranging from permanent static caravans, log cabins, park homes, yurts or chalets to pitches and associated facilities for touring tents, campervans, and caravans. Existing sites play an important role in the local economy and help the viability of local tourist attractions.
- 5.3.2 Permanent holiday sites can have a significant impact on the landscape and are vulnerable to the effects of flooding. Whilst these types of development occur across the Borough, they are most prevalent within the coastal settlements of Hunstanton, Heacham and Snettisham, which are largely within the Coastal Change Management Area (see policy LP17). Touring caravan and camping sites have a lower impact on the landscape as they are not permanently occupied and there may be little evidence of activity in winter months. However, in summer months they can be intrusive in the landscape and may add to visitor pressure on particular areas if not controlled.
- 5.3.3 The strategic policies seek to protect the countryside for its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife. It is therefore important to ensure that there is a correct balance between encouraging tourism and other policy aims of controlling development in the countryside. A controlled approach to new development is particularly desirable within the northern coastal area of the Borough, part of which is designated as the Norfolk Coast Area of Outstanding Natural Beauty (AONB) and within Sites of Special Scientific Interest (SSSIs). There is already a high quantity of varied tourist accommodation available, and it is preferable to protect this source of accommodation rather than construct new holiday sites in the countryside, particularly within the AONB.

### Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Supporting a prosperous rural economy
- National Planning Policy Framework: Meeting the challenge of climate change, flooding and coastal change
- National Planning Practice Guidance

### Strategic Policies:

- LP07 The Economy
- LP16 Norfolk Coast AONB Policy
- LP15 Coastal Areas
- LP18 Flood Risk
- LP39 Development in Rural Areas

## Supporting East Marine Plan Policies are:

In summary the policies bullet pointed below support policy LP09, to find out more information on the supporting policies the hyperlink is active over the policy number.

- Economy- [EC1 and EC2](#)
- Tourism and recreation areas- [TR3](#)
- Climate Change- [CC1](#)
- The Wash Shoreline Management Plan (SMP) (Nov 2010) and North Norfolk SMP (July 2011)

## Policy Approach

5.3.4 In order that touring and permanent holiday sites do not have a significant adverse impact on the landscape, it is proposed that new sites and extensions to and intensification of existing sites will not normally be permitted within the Norfolk Coast AONB, SSSIs and the coastal change management area.

5.3.5 Policy LP17 Coastal Change Management Area defines how proposals for touring and permanent holiday sites within the coastal change management area (as defined on the policies map) will be assessed.

## Policy LP09 Touring and Permanent Holiday Sites

***NOTE – For the purposes of this policy the term ‘holiday accommodation’ is used to describe caravan-based accommodation, including touring and permanent sites/units, as well as permanent buildings constructed for the purpose of letting, etc.).***

### Location requirements

1. Proposals for new holiday accommodation sites or units or extension or intensification to existing holiday accommodation will not normally be permitted unless:
  - a. the proposal is supported by a business plan demonstrating how the site will be managed and how it will support tourism or tourist related uses in the area;
  - b. the proposal demonstrates a high standard of design in terms of layout, screening and landscaping ensuring minimal adverse impact on visual amenity and conserves and enhances the historic and natural environment and
  - c. the site can be safely accessed;
  - d. it is in accordance with national policies on flood risk;
  - e. the site is not within the coastal change management area indicated on the Policies Map, or within areas identified as flood zone 3 or within the



Tidal Hazard Mapping extent in the Borough Council's Strategic Flood Risk Assessment.

2. Major development proposals for holiday accommodation in the Norfolk Coast Area of Outstanding Natural Beauty (AONB) will be refused other than in exceptional circumstances and where it can be demonstrated that the development is in the public interest. Minor development proposals for holiday accommodation will only be permitted within the AONB where it can be demonstrated that the proposal will not negatively impact on the landscape setting and scenic beauty of the AONB or on the landscape setting of the AONB if outside the designated area.
3. Proposals for uses adversely affecting Sites of Special Scientific Interest (SSSIs) or European Sites will be refused permission. Project level HRA will be required for such proposals.

#### **Conditions to be applied to new holiday accommodation**

4. Where development is permitted in the open countryside for new holiday accommodation, it is essential that such uses are genuine and will be operated and maintained as tourist facilities in the future. To achieve this aim, occupancy conditions will be placed on future planning permissions requiring that:
  - a. the accommodation is occupied for holiday purposes only and shall be made available for rent or as commercial holiday lets;
  - b. the accommodation shall be for short stay accommodation only (no more than 28 days per single let) and shall not be occupied as a person's sole or main place of residence; and
  - c. the owners/operators shall maintain an up-to-date register of lettings/occupation and shall make this available at all reasonable times to the Local Planning Authority.

## **5.4 LP10- Development associated with the former National Construction College site, Bircham Newton (CITB), British Sugar Factory, Wissington and RAF Marham**

### **Introduction**

- 5.4.1 The Borough has three particularly large and important employment sites: RAF Marham and associated facilities; the British Sugar Factory at Wissington and the former National Construction College (CITB) site at Bircham Newton. The Borough Council considers the continued operation and development of these sites especially important to the economy, and to the scale and balance of employment opportunities in the Borough and beyond and that this warrants explicit policy support for their future adaptation and expansion.
- 5.4.2 Strategic Policy LP01, 'Spatial Strategy', identifies encouraging economic growth and inward investment as one of the Borough's development priorities. Strategic Policy LP07, 'The Economy', states the local economy will be developed to facilitate job growth, and to increase the proportion of higher skilled jobs. The National Planning Policy Framework (para. 81) states that planning policies should "set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration".
- 5.4.3 The RAF base (and associated facilities) at Marham is the largest single employment site in the Borough, supporting over 4,000 jobs, with a wide range of roles, and in particular a strong emphasis on high-end engineering skills. The estimated annual value to the local economy is in excess of £150 million. The base hosts the whole of the RAF strategic strike capability, and this pre-eminence will continue into the future as RAF Marham has been designated the sole operating base for the Lightning II aircraft which has replaced the current Tornado.
- 5.4.4 The National Construction College employed staff numbers of around 650, as well as generating further indirect employment in the area. It was the leading facility of its type in the UK, the largest in Europe, and performed a key role in supporting the recovery of the UK construction industry through provision of highly specialised technical training. The College trained some 20,000 students and workers per year, and it was estimated to contribute £25 million to the local economy. Following its closure as a training site it is important to encourage the continuing use of the site for employment purposes.
- 5.4.5 British Sugar's diverse operations at Wissington Sugar Factory are of national importance, as it is the largest sugar beet processing factory in the world and one of the four sugar beet factories in the UK. It is a major

enterprise in the Borough and the wider region, generating and supporting onsite and off-site jobs, including sugar beet growers.

- 5.4.6 The importance of these establishments has been recognised by the New Anglia Local Economic Partnership (LEP). Together with the establishments' particular characters and stand-alone locations, this justifies their special treatment and support in policy.
- 5.4.7 Outside the operational base at RAF Marham are extensive residential quarters and associated facilities (and nearby is the original Marham village from which the base takes its name.) The CITB is located on the site of the former RAF Bircham Newton. Many of the buildings from the former RAF base remain in use or in evidence. In both cases the sites are extensive and they, and their surroundings, are largely free of major constraints. There is thus the potential for the consolidation and extension of these establishments and related supporting development.
- 5.4.8 In order to strengthen these facilities, the policy highlights the support given to development for their improvement. It also indicates that a positive approach will be taken to development in support of this, provided this is not inconsistent with the Strategic Policies, taken broadly. There will be a need to balance the economic and employment benefits with environmental and other factors, but the Borough Council will be willing to consider some relaxation of the application of policies for the location of, say, housing and new employment uses, provided this does not compromise the settlement strategy taken as a whole, and such a relaxation is justified by the overall benefits and sustainability.
- 5.4.9 In order to ensure the policy intentions are delivered an application for supporting development would be expected to be accompanied by:
- a long-term business plan for the facility;
  - a financial viability assessment for both the facility and the supporting development;
  - a proposed mechanism to provide certainty that the intended enhancements to the facility will be delivered in the event the development is permitted.
  - an assessment of the proposed supporting development in terms of its effect on the settlement hierarchy and the protection of the open countryside rural character of the area within which it is located.

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

1. The Council strongly supports the roles that the former National Construction College site, Bircham Newton, British Sugar Factory, Wissington and RAF Marham play as local employers and as centres of excellence for construction and advanced engineering respectively.
2. The Council will adopt a positive approach to new development to improve these facilities. Non-operational development which supports the retention, enhancement or expansion of these facilities will be permitted where it can be demonstrated that:
  - a. the development will enhance the facility's long-term value to the Borough's economy and employment; and
  - b. there are robust mechanisms to ensure the improvements justifying the supporting development are delivered and sustained; and
  - c. the resulting development will not undermine the spatial strategy set out in Strategic Policy LP01; and
  - d. it will not result in the loss of land needed for operation of the facility or reduce its reasonably foreseeable potential to expand or be reconfigured.

## 5.5 LP11- Strategic Road and Major Road Network Policy

### Introduction

5.5.1 Former government guidance in PPG13 advised local authorities to identify trunk roads and other major roads as 'Corridors of Movement' in order to safeguard their national and strategic importance in carrying significant amounts of through traffic between major centres. Whilst this guidance has not been included in the National Planning Policy Framework, it is still seen as important at a local level to define and protect these key strategic roads to maintain their primary function as routes for long distance travel.

### Relevant Local and National Policies

- National Planning Policy Framework: Promoting sustainable transport
- National Planning Policy Framework: Promoting healthy and safe communities
- National Planning Policy Framework: Supporting a prosperous rural economy
- Strategic Policy LP13 Transport

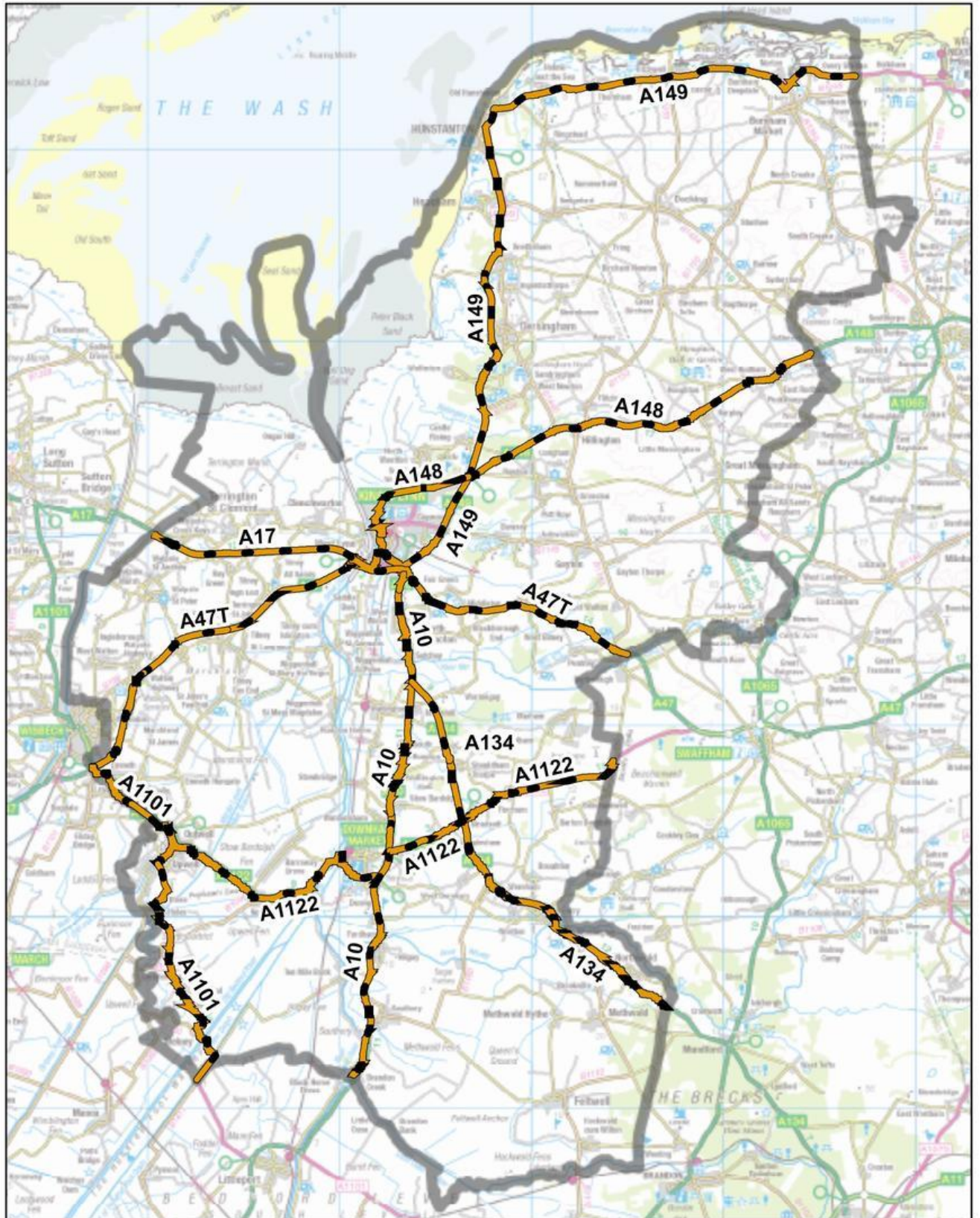
### Policy Approach

5.5.2 New development near strategic routes, or on side roads connecting to them, can add significant volumes of local traffic so the proposed policy approach is to not allow development that could undermine their function as long distance routes. Norfolk County Council have designated such roads, these include the A10, A17, A47, A134, A148, A149, A1101 and A1122 and are identified on the Policies Map. The Major Road Network (MRN) forms a middle tier of the country's busiest and most economically important local authority 'A' roads, sitting between the national Strategic Road Network (SRN) and the rest of the local road network. A specific new funding stream will be dedicated to improvements on MRN roads.

5.5.3 Strategic Policy LP13 identified some of this same network for improvement, including measures to reduce congestion and improve reliability and safety. The purpose of the Policy below is not to reproduce that, but to reflect and ensure that the most important roads in the area do not have their safety and reliability degraded by ill-designed or located development. Hence it is considered desirable to include within this provision the additional main routes (not subject of the Strategic Policy) of the A1101, A1122 and the north coast part of the A149.

5.5.4 The NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. This wording is reflected in the policy.





### Strategic Road Network - Corridors of Movement

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## Strategic Policy

### Policy LP11 – The Strategic and Major Road Network

1. The Strategic Road Network within the Borough, comprising the A10, A17, A47, A134, A148, A149, A1101 and A1122 and shown on the Policies Map, will be protected as follows outside of the settlements specified within Strategic Policy LP02:
  - a. New development, apart from specific plan allocations, will not be permitted if it would include the provision of vehicle access leading directly onto a road forming part of this Strategic and Major Road Network;
  - b. New development served by a side road which connects to a road forming part of the Strategic and Major Road Network will be permitted provided that any resulting increase in traffic would not have a severe cumulative impact on:
    - i. the route's national and strategic role as a road for long distance traffic;
    - ii. highway safety;
    - iii. the route's traffic capacity over peak times- this may be anytime depending on different area's characteristics;
    - iv. the amenity and access of any adjoining occupiers.
2. In appropriate cases a Transport Assessment will be required to demonstrate that development proposals can be accommodated on the local road network, taking into account any infrastructure improvements proposed.
3. Strategic Policy LP13 sets out the transport requirements for development proposals to demonstrate that they accord with. Paragraph 013 - Transport Assessments and Statements of the Planning Practice Guidance should also be considered.

## 5.6 LP12- Disused Railway Trackways

### Introduction

5.6.1 One of the key aims of the National Planning Policy Framework is to promote sustainable transport. Encouragement is given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Disused railway trackways and routes can be a valuable resource, such as, providing future routes for footpaths or cycleways. It is therefore important to protect them from adverse development which might otherwise compromise their future as alternative economic or recreational transport routes. The County Council's Greenways Project is examining the potential reuse of the former railway track beds between King's Lynn and Hunstanton and King's Lynn and Fakenham as walking and cycling routes.

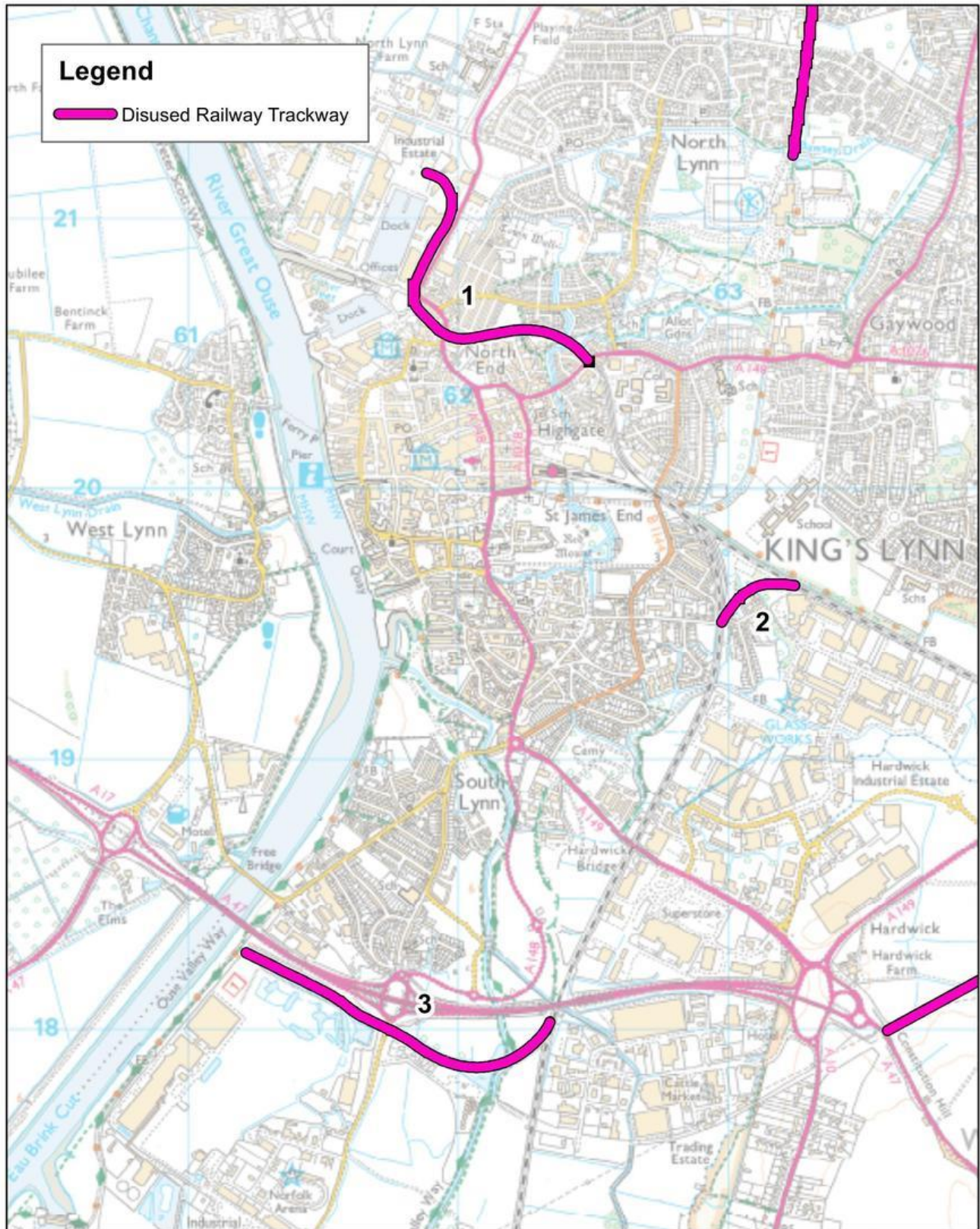
### Relevant Local and National Policies

- National Planning Policy Framework: Promoting sustainable transport
- National Planning Policy Framework: Supporting a prosperous rural economy
- Strategic Policy LP13 Transport

### Policy Approach

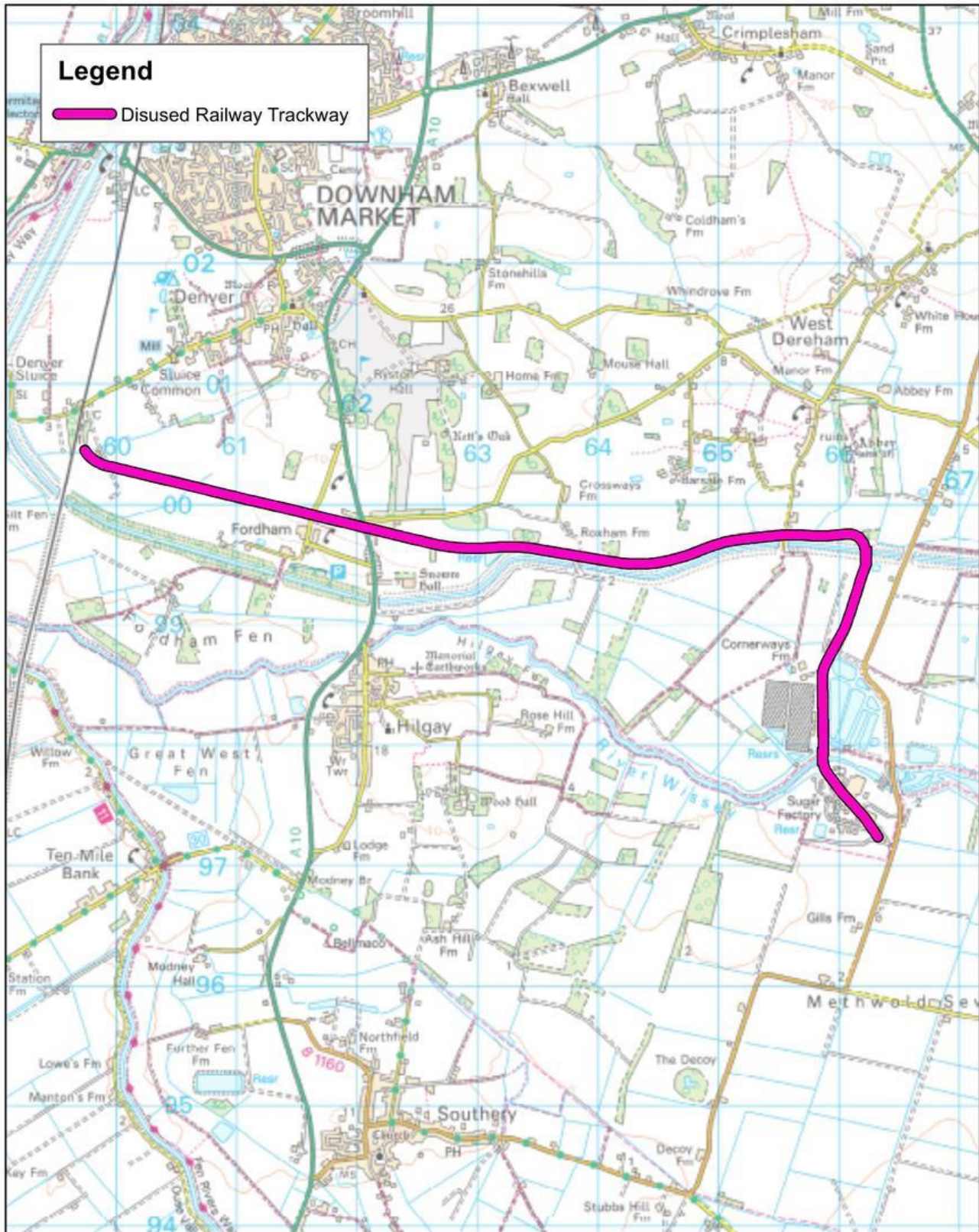
5.6.2 The Council consider that the identified former railway routes could be a significant transport resource in the long-term future, whether for recreational or alternative transport use. The proposed approach is to restrict development on identified former railway track beds. These routes will be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





**Disused Railway Trackway - King's Lynn**  
**1. Alexandra Docks to Bentinck Docks**  
**2. East Curve**  
**3. Harbour Junction to Saddlebow Road**





### Disused Railway Trackway - Denver to Wissington

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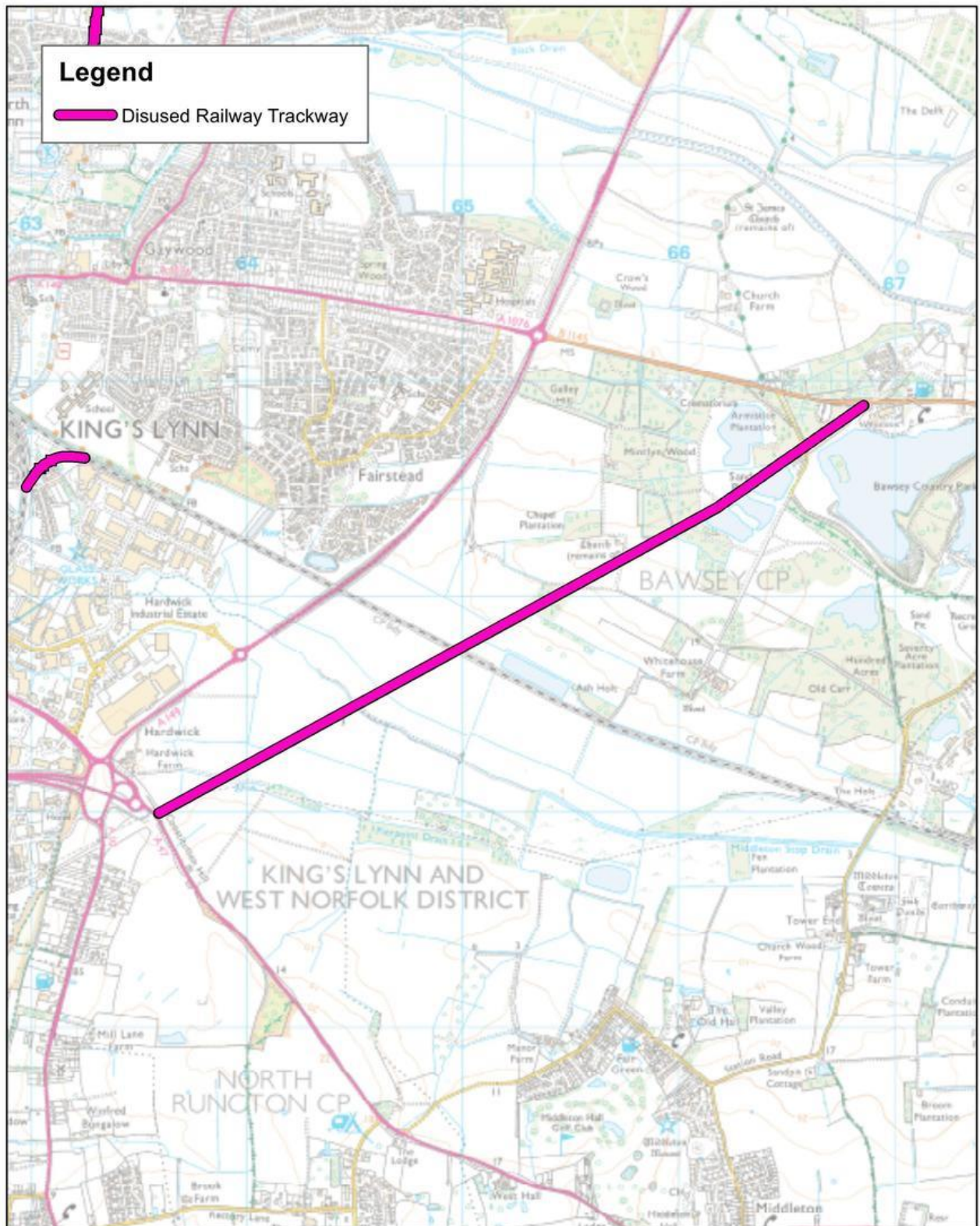


### Disused Railway Trackway - King's Lynn to Hunstanton

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### Disused Railway Trackway - King's Lynn to Fakenham Line

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**NEW MAPS TO BE ADDED IN DUE COURSE:**

- a. From Middleton Towers to the borough boundary at Pentney.
- b. From the A47 near Wisbech to Watlington (Magdalen Road); and
- c. Heacham to the borough boundary at Burnham Overy

### **Policy LP11 Disused Railway Trackways Policy**

1. The following existing and former railway trackways and routes, as indicated on the Policies Map, will be safeguarded from development which would prejudice their potential future use for paths, cycleways, bridleways, new rail facilities, etc. unless the proposals for trackway use are accompanied by appropriate alternative route provision that makes the safeguarding unnecessary:

- a. King's Lynn Harbour Junction - Saddlebow Road;
- b. King's Lynn east curve;
- c. King's Lynn docks branch to Alexandra Dock and Bentinck Dock;
- d. Denver - Wissington;
- e. King's Lynn to Hunstanton;
- f. Part of the former King's Lynn to Fakenham line route from the West Winch Growth Area to the Bawsey/Leziate countryside sports and recreation area towards Fakenham;
- g. From Middleton Towers to the borough boundary at Pentney.
- h. From the A47 near Wisbech to Watlington (Magdalen Road); and
- i. Heacham to the borough boundary at Burnham Overy.

2. The King's Lynn docks branch (as above) will, however, not be safeguarded to the extent this compromises port operations within the Port Estate

## 5.7 LP13- Transportation Policy

### Introduction

- 5.7.1 The borough sits at important junctions of the A10, A17 and A47 roads, which link West Norfolk to Norwich, Cambridge and Peterborough and more generally to the south and midlands. There are direct, electrified rail links between King's Lynn and Downham Market which provide frequent services to Cambridge and London. West Norfolk has an extensive system of inland waterways, and sea links to northern and eastern Europe.
- 5.7.2 The existing strategic transport links are vitally important in connecting settlements in West Norfolk to regional centres and the wider area. However, the borough is characterised as being more poorly connected than the regional economic centres of Norwich and Cambridge, which have connectivity scores well above the national average<sup>14</sup>. This is reflected in the low proportion of jobs taken by non-residents of the borough and of residents travelling out to work elsewhere.
- 5.7.3 In addition to connectivity, the borough faces some specific transport related issues. It is recognised that in such a rural borough, many people rely on the car as the main mode of transport. Issues relating to the use of vehicles include road accidents, pollution, congestion and parking which particularly affect areas in and around King's Lynn and the market towns. Vehicular related issues can be exacerbated during the summer tourist season and can cause a localised problem on coastal routes such as the A149, and through rural settlements. Whilst it is vital that West Norfolk is accessible by vehicle, the strategy will encourage the use of more sustainable transport methods to move away from fossil-fuelled vehicles, where possible, and will facilitate conditions for the reduction of vehicular traffic in the long term.

### Norfolk Local Transport Plan (2011-2026)

- 5.7.4 Norfolk's third Local Transport Plan 2011-26 has been adopted.
- 5.7.5 This describes the county's strategy and policy framework for delivery up to 2026. It will be used as a guide for transport investment and considered by other agencies when determining planning or delivery decisions.
- 5.7.6 The plan reflects the views of local people and stakeholders, identifying six priorities;
- Maintaining and managing the highway network
  - Delivering sustainable growth
  - Enhancing strategic connections
  - Reducing emissions
  - Improving road safety

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<sup>14</sup> West Norfolk Partnership, Sustainable Community Strategy (2007-2030)

- Improving accessibility

## King's Lynn Transport Study and Strategy

5.7.7 Norfolk County Council (NCC) and the borough council in partnership are carrying out transport study work leading to the development of a Transport Strategy for the town. The study will comprise a series of workstreams some of which will run in parallel:

- Traffic surveys during spring 2018;
- Analysis of the current and future transport problems and issues;
- Development of possible transport options identified by both BCKLWN and NCC to address the issues;
- Building a microsimulation traffic model of the central area of the town and using this to test possible transport schemes;
- Stakeholder consultation/workshop and identification of a preferred strategy for BCKLWN and NCC to pursue.

5.7.8 The project is to understand current and future issues and develop a preferred strategy, including modelling of the options available, to arrive at a series of implementable scheme proposals. It will provide a focus for activities in and around the town particularly with regard to ongoing initiatives by the Borough Council to improve the town:

- King's Lynn Riverfront Regeneration – Nelson Quay;
- Heritage Action Zone including the HAZ Parking Study;
- Declared Air Quality Management Areas;
- Local Plan review.

The study is intended to unlock the significant potential of King's Lynn by identifying transport barriers to growth and economic development and setting out a focus and direction for how this will be addressed following the direction of the Local Plan.

The King's Lynn Transport Strategy sets out the vision, objectives and short, medium and long-term transport improvements required to support the existing community of King's Lynn and to assist in promoting economic growth in the area. The Vision and Objectives can be applied in a slightly modified form to the wider Borough as follows:

### **Vision**

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

## Objectives

- a. Provide a safe environment for travel by all modes;
- b. Encourage accessibility by all modes whilst conserving and enhancing the Borough's rich natural and historic environment;
- c. Support sustainable housing and economic growth;
- d. Reduce the need to travel by car through development planning;
- e. Manage traffic congestion where it occurs;
- f. Increase active travel mode share for short journeys;
- g. Promote and encourage the use of public transport; and
- h. Reduce harmful emissions and air quality impacts.

5.7.9 Parts of King's Lynn are designated as Air Quality Management Areas due to vehicle emissions. Congestion and associated pollution from vehicle traffic is a key issue in the town centre. Improvements to the public realm will prioritise pedestrian and cycle access, helping to make central King's Lynn less car orientated, as well as safer and more attractive. Congestion is also an issue on the outskirts of the town causing traffic to be held up between King's Lynn town centre and the A47 and A149, ultimately affecting the ability to connect the Sub Regional Centre to the wider area.

5.7.10 Road safety is a particular issue in the King's Lynn area. There has been a high proportion of road accidents on A roads and several corridors were identified as having large clusters of accidents, including the A148, A149, A1076, and B1144, which form the gyratory and its southern and eastern access routes. The Borough Council are continuing to work with Norfolk County Council and Highways England to improve road safety and reduce accident rates within the King's Lynn and West Norfolk area.

5.7.11 It is essential for residents and businesses of King's Lynn that the town remains accessible and that planned growth is adequately accessed. In the long term, reducing the necessity for vehicles to access the town centre by improving public transport could reduce congestion and pollution from vehicles.

## Hunstanton, Downham Market and Growth Key Rural Service Centres

5.7.12 The priority for Hunstanton, Downham Market and the Growth Key Rural Service Centres is to increase connectivity between these centres and the surrounding settlements, to ensure people have access to the services they need. As part of this, it is important for the public transport network to be maintained and improved on key routes to and within the main towns and service centres.

5.7.13 Norfolk County Council is conducting Market Town Network Improvement Strategies. The strategies are transport focused, aimed at resolving issues



and delivering local growth in jobs and housing. Downham Market is one of the market towns currently being studied.

5.7.14 The proposed scope of the study is to understand for each market town the current transport issues in areas such as cycle network, road traffic, parking and access to services and facilities; its future situation such as the impacts of any growth proposals on local transport network; the implications of future changes to the economy and what infrastructure requirements is required to help bring forward growth; and identify and develop appropriate implementation plan.

## Rural Areas

5.7.15 The rural nature of the borough means that the car will remain the key transport method for many people. The isolated nature of rural areas makes it difficult to promote or adopt more sustainable methods of transport. Improving communications technology, particularly access to high speed internet connections and broadband will allow people in rural areas to access some services, or even work at home, reducing the need to travel by car. In the long term, promoting behavioural change such as car sharing, as well as facilitating opportunities to operate from home will reduce the frequency of car usage.

## The Coast

5.7.16 The strategy for the Norfolk Local Transport Plan seeks to protect the North Norfolk Coast by developing market towns as entrance points into the area and by seeking to build strategic links between these and the main urban areas in the county. Innovative schemes including quiet lanes and village traffic management schemes can also help to increase safety and reduce congestion. Any amendments to the transport infrastructure on the coast will need to make reference to environmental policies, particularly the European Habitats Directive. The Coastliner bus service (formerly part of the Coasthopper) is operated from King's Lynn to Wells (and Fakenham).

## Overview

5.7.17 The Sustainability Appraisal recognised the importance of the strategic road network and rail links to the borough. These documents also support the enhancement of public transport, which will be particularly important in King's Lynn, Hunstanton and Downham Market and the Growth Key Rural Service Centres.

5.7.18 A key transport aim is to increase connectivity within the borough, particularly between Key Rural Service Centres and surrounding settlements but also increase overall connectivity to the wider area. In accordance with the Settlement Hierarchy Policy LP02, investment in transport infrastructure will be concentrated in those areas which will experience the highest population growth. A crucial aim is to reduce the use of vehicles overall but particularly

reducing the need and use of fossil-fuelled vehicles in the longer term with our need to move towards a zero-carbon future by 2050. Sustainable transport links and the encouragement and support needed to move towards active travel is also an important aim to ensure residents and workers can access jobs and services by public transport links, cycling and walking. The transport strategy will aim to protect the coast and rural areas whilst maintaining the existing levels of access.

5.7.19 The Norfolk Local Transport Plan highlighted that the increase in households could lead to unconstrained traffic growth. For this reason, the strategic policy must work to decrease the vehicular traffic growth in the borough, by encouraging modal shift, promoting a wider coverage of high-speed broadband networks and facilitating improvements to the infrastructure for public transport.

5.7.20 Significant levels of new growth are anticipated within the borough over the plan period, it is important that new development is well integrated with the transport and communications networks

## Strategic Policy

### Policy LP13 - Transportation

#### Strategic issues

1. The Council will work with partner organisations (including the New Anglia Transport Board, Transport East, Highways England, the Department for Transport, the Government, public transport operators, Network Rail, Norfolk County Council and neighbouring authorities) to deliver a sustainable transport network which improves connectivity within and beyond the borough, and reinforcing the role of King's Lynn as a regional transport node, so as to:
  - a. facilitate and support the regeneration and development priorities as identified in Policy LP02 Spatial Strategy;
  - b. foster economic growth and investment;
  - c. improve accessibility for all.
2. Priority will be given to:
  - a. Improving the strategic networks serving passenger and freight movements to, from and through the borough (including via the port) and including the introduction of measures to reduce congestion and improve reliability and safety of travel within the A10, A17, A134, and A47(T)/A148/9 corridors. This will include seeking:

- i. bypasses for Middleton and East Winch working with the A47 Alliance;
  - ii. the West Winch Housing Access Road;
  - iii. junction improvements at key interchanges including A47(T)/A149;
  - iv. improvements to rail infrastructure, facilities, and services on the King's Lynn to Cambridge/Kings Cross and London Liverpool Street railway lines, aimed at achieving better frequency and quality of travel.
- b. implementing the King's Lynn Transport Study and Strategy (KLTSS) schemes including delivering a package of transport improvements within King's Lynn arising from the KLTSS. This will involve balancing ease of access, and car parking, with flows and highway safety, active travel and public transport.
  - c. achieving improvements within the towns of King's Lynn, Downham Market and Hunstanton, particularly where there are air quality issues (the Gaywood Clock and King's Lynn Air Quality Management Areas).
  - d. achieving a balanced package of highway, traffic management (including car parking), active travel and public transport improvements.
  - e. maximising the use of alternative modes of freight movement via rail and the port.
  - f. improving accessibility and connections between (and within) towns and villages; so, helping to reduce social exclusion, isolation and rural deprivation. To do this the Council and its partners will seek to:
    - i. improve the quality of the bus network;
    - ii. extend the choice of transport available for communities;
    - iii. work with commercial providers of broadband to increase the accessibility of high-speed connections within the borough;
    - iv. provide integrated and safe routes for pedestrians and cyclists;
3. Recognise that in the rural areas the private car will remain an important means of travel.

### **Dealing with transport issues in new development**

4. Development proposals should demonstrate that they have been designed to:
- a. reduce the need to travel.
  - b. promote sustainable forms of transport appropriate to their particular location and related to the uses and users of the development. In order of preference this should consider:

- i. walking
  - ii. cycling
  - iii. public transport
  - iv. private car
  - v. development proposals which are likely to have significant transport implications will need to be accompanied by a transport assessment and travel plan to show how car-based travel can be minimised.
- c. provide for safe and convenient access for all modes.

**5.7.21 Policy LP13 contributes to Strategic Objectives 12, 13, 14, Environment, 19, King's Lynn, 22, Downham Market, 31 Rural Areas, 33 Coast.**

## 5.8 LP14- Parking Provision in New Development Policy

### Introduction

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

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

### Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Promoting sustainable transport
- National Planning Policy Framework: Delivering a sufficient supply of homes
- Strategic Policy LP13: Transportation
- Norfolk County Council: Parking Standards for Norfolk 2007 (currently under review)

### Policy Approach

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

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

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

## **Policy LP14 – Parking Provision in New Development**

### **Residential dwellings**

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

- a. one bedroomed unit – 1 space per dwelling;
- b. two or three bedroomed unit – 2 spaces per dwelling;
- c. four or more bedroomed unit – 3 spaces per dwelling.

2. This provision may include under-croft parking and car ports providing these have no other use. Garages should be a minimum size of 7 x 3m (internal dimensions) if there is no separate cycle storage/other storage or 5.5 x 3m if separate cycle storage/other storage is available (where no garage/storage provision is provided as 2 above).

3. Reductions in car parking requirements may be considered for town centres, and for other urban locations where it can be shown that the location and the availability of a range of sustainable transport links is likely to lead to a reduction in car ownership and hence need for car parking provision.

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

5. Each dwelling will be supported and encouraged to provide a minimum of one secure electric vehicle charging point wherever is possible on site

### **Other developments**

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

## 6 Environment

### 6.1 LP15- Coastal Areas Policy

#### Introduction

6.1.1 The impact of flooding and climate change threatens the distinctive villages, landscape and heritage of the area. In adapting to flooding and climate change, the strategy will promote new and innovative approaches to mitigate risk which do not undermine existing coastal assets. The Sustainability Appraisal has highlighted that some land may in time be lost to the sea, therefore it is important that mitigation strategies are developed for threatened sites that may be designated of special importance, historic interest or particular landscape character.

6.1.2 Existing Shoreline Management Plans (SMPs) for the Coast (The Wash and North Norfolk SMPs) plan for the impacts of changes in Shoreline Management over the next 100 years. These were led by the Environment Agency in consultation with the borough council. Methods of management include holding the line and improving and safeguarding defences, managed alignment whereby there is defence, although it may mean the loss or gain of some land and, lastly, managed retreat where areas may be lost to the sea. All of these options will be considered through statutory organisations and public consultation with benefits and risks appropriately weighed.

6.1.3 To ensure that people and their homes are protected from flooding, new development will need to be carefully considered. Therefore, where the Shoreline Management Plans and Strategic Flood Risk Assessments highlight an area at high risk of flooding on the coast with no possible mitigation, development will be resisted for safety reasons. High risk refers to areas in Flood Zone 3 and areas shown to flood to a certain depth in the Tidal Hazard Mapping.

6.1.4 Whilst development and investment is needed in the coastal areas of the borough, it is important that growth is sustainable, well planned and can demonstrate use of sustainable building methods in locations with good access to services and facilities which serve local communities well.

6.1.5 The Wash East Coastal Management Strategy (WECMS) (2015) was prepared with the Environment Agency to identify the preferred strategic coastal management approach for the frontage between Hunstanton and Wolferton Creek, on the Norfolk coast of The Wash. The Strategy implements the policies of The Wash SMP (2010).

6.1.6 The strategy splits the coastline into three distinct areas:

- unit A - Hunstanton Cliffs
- unit B - Hunstanton Town
- unit C - South Hunstanton to Wolferton Creek

6.1.7 In Unit C a funding approach to maintain the sea defences through recycling and recharge of beach material has been developed (see Policy LP17 Coastal Change Management Area for more detail). A Coastal Management Plan (CMP) is being prepared for Hunstanton, setting out a more detailed management approach for Units A and B.

6.1.8 A Coastal Zone Planning Statement of Common Ground has been agreed (2018) between the Norfolk and Suffolk coastal local planning authorities to set out an agreed approach to coastal planning in relation to:

- Demonstrating compliance with the “Duty to Cooperate”;
- Agreeing shared aims for the management of the coast;
- Maintaining and developing a shared evidence base; and
- Recognising the importance of cross-boundary issues in relation to coastal management.

**Supporting East Marine Plan Policies are:**

In summary the policies bullet pointed below support policy LP15, to find out more information on the supporting policies the hyperlink is active over the policy number.

- Climate Change – [CC1 and CC2](#)
- Biodiversity – [BIO1 and BIO2](#)
- Health and social well-being and access to the coast and marine area- [SOC1](#)
- Heritage Assets- [SOC2](#)
- Fishing Areas- [FISH1](#) and [FISH2](#)
- Cabling Activity- [CAB1](#)



## LP15 Coastal Areas

### Development in Coastal Areas

The Council will seek to balance the sensitive nature of the coastal area of West Norfolk for wildlife, landscape and heritage and the national and international designations including the Area of Outstanding Natural Beauty, and the effects of climate change, with the need for economic and social development of the area. In this context the Council will:

1. Ensure protection through:

- a. working in partnership with organisations such as Natural England and the Norfolk Coast Partnership and other conservation bodies to ensure that protected species and habitats on the coast are adequately protected;
- b. conserving and enhancing the historic environment qualities of the coast including designated and undesignated heritage assets;
- c. working with partners including the Environment Agency and local communities to limit any detrimental impacts of coastal change and take account and implement the policies of the Shoreline Management Plans;
- d. where appropriate, ensuring mitigation or compensation measures are put in place where management strategies change or coastal habitats and the species using them may change in light of changes in climate;

2. Address new development by:

- a. promoting visitor access in coastal areas of the borough, whilst taking necessary measures to meet the requirements of the Habitats Regulations and protecting the integrity of the coastal European sites, working with partners and neighbouring authorities as appropriate;
- b. support and develop services which attract visitors throughout the year and provide for the local community to increase economic sustainability for businesses and services;
- c. ensuring that any development on the coast is sustainable and able to withstand the effects of climate change;
- d. resisting new and replacement dwellings and the extensive alteration of dwellings and relaxation of occupancy limitations unless the Shoreline Management Plans acknowledge the absence of risks;
- e. ensuring that any new development enhances the distinctive local character of coastal areas as well as helping to support and enhance services and facilities for local people and visitors alike; supporting the

recommendations of the AONB Management Plan and continuing to play a role as a key partner in the Norfolk Coast Partnership;

- f. using the Green Infrastructure Strategy and the Green Infrastructure Mapping to identify possible areas for biodiversity enhancement on the coast (The Wash and North Coast) and deliver this through decisions on planning applications and partnership working.

Policy LP15 contributes to Strategic Objectives 2, 5, Economy; 7, 8, 9 Society; 11, 12, 13, 14, 15 Environment; 32, 33, 34 Coast.

## 6.2 LP16 Norfolk Coast AONB Policy

### Introduction

6.2.1 An area of outstanding natural beauty (AONB) is land protected by the Countryside and Rights of Way Act (CROW) 2000 and under section 82, means an area designated for the purpose of conserving and enhancing the natural beauty of the area. They are considered to be exceptional landscapes with distinctive natural landscape character that should be safeguarded in the national interest for nature, people, business and cultural heritage. The Countryside and Rights of Way Act (2000), gave a legal duty of regard to many public bodies and officers to have regard to the purpose of designation of an AONB when undertaking any action that might affect its natural beauty<sup>15</sup>.

6.2.2 Within England there are 34 AONBS which cover 15% of the land area. In West Norfolk, the Norfolk Coast AONB falls covers a significant amount of the north and western part of the borough and includes important features including the silt expanses of the Wash, designated biosphere reserves including Holme-Next-The-Sea dunes, archaeological and historic monuments, such as Castle Rising Castle, and other special values which provide a rich and diverse range of outstanding importance such as the coast, wetlands, woodlands, wildlife and more.

6.2.3 The Norfolk Coast Area of Outstanding Natural Beauty was designated in 1968 under the National Parks and Access to the Countryside Act 1949 which is now protected under the CROW Act 2000. The designated area is confirmed to be 453 square kilometres and includes a significant part of unspoiled coastal areas between the Wash and Great Yarmouth.

6.2.4 The AONB falls within 203.6sq km of West Norfolk and the western outlier of the borough that falls within the designation is Sandringham Estate, Wolferton and Castle Rising and also about six miles of the south-eastern corner of the Wash<sup>16</sup>. The coastline starting nearby Holme-next-the-Sea and a continuation of the coastal strip around the north coast leads the AONB designation to the borough boundary line past Burnham Overy Staithe. The Norfolk AONB within West Norfolk varies in depth between three to five miles

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<sup>15</sup> Norfolk Coast Partnership. 2020. Statutory Duties. Source: <http://www.norfolkcoastaonb.org.uk/partnership/statutory-duties/1051>

<sup>16</sup> Norfolk Coast AONB. 2015. Designation history of the Norfolk Coast AONB. Source: <http://www.norfolkcoastaonb.org.uk/mediaps/pdfuploads/pd001161.pdf>

covering important parts of inland settlements such as Burnham Market, Ringstead and Snettisham<sup>17</sup>.

6.2.5 The beauty of the coast attracts a vast number of visitors from near and a far to explore settlements such as the coast and this plays a large role on the rural and tourist economy including areas around the North-west of the AONB designation such as: Brancaster, Holme-next-the-sea and Old Hunstanton. The unique and fundamental value the AONB plays within our borough is something which will continue to be protected, supported and enhanced.

## AONB Management Plan

6.2.6 Section 89 of the CROW Act places a duty on local authorities and Core Management Group of the Norfolk Coast AONB to jointly produce an AONB management plan and agree an action plan to commit to set aims, objectives and policies to the delivery and management of the future of the AONB. The most recent strategy plan (2014-2019) highlights important themes including:

- Landscape, biodiversity and geodiversity
- Built and historic environment
- Forestry, farming and fishing
- Sustainable communities
- Access and recreation

6.2.7 The joint plan is to support a range of opportunities for our Norfolk coast. It supports cooperation and policy input where necessary for local communities and businesses to invest in natural capital and sustainable management, supporting the development of adapting and mitigating the effects which may become present from climate change and potential coastal change, supporting our local bio and geodiversity within our AONB and continue to support our future visitors and recreational activities which boost our local economy but also mitigate and promote the pressures which may come to sensitive areas<sup>18</sup>.

There is a new AONB Management Plan currently out for consultation.

## Policy Approach

6.2.8 Policies within the local plan and specifically within the AONB policy will support the aims and visions set out in protecting the richly diverse and distinctive landscapes that make up our historic and natural environment. The

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<sup>17</sup>Norfolk Coast AONB 1968 East Map. Source:

<http://www.norfolkcoastaonb.org.uk/mediaps/pdfuploads/pd003455.pdf>

<sup>18</sup>Norfolk Coast Area of Outstanding Natural Beauty Management Plan Strategy 2014-2019. Source:

<http://www.norfolkcoastaonb.org.uk/mediaps/pdfuploads/pd003457.pdf>

policy will conserve and enhance the importance of this designation and will require new development to appropriately contribute to the importance of the local sites, biodiversity, landscape character, cultural heritage, local employment and social needs. The beauty of the AONB brings a variety of challenges and positive attributes to all users who visit, explore, relax and breathe the surroundings.

**Supporting East Marine Plan Policies are:**

In summary the policies bullet pointed below support policy LP16, to find out more information on the supporting policies the hyperlink is active over the policy number.

- Climate Change – [CC1 and CC2](#)
- Biodiversity – [BIO1 and BIO2](#)
- Health and social well-being and access to the coast and marine area- [SOC1](#)
- Heritage Assets- [SOC2](#)
- Terrestrial and Marine Character- [SOC3](#)

## LP16 AONB Policy

1. Permission for major developments in the Norfolk Coast Area of Outstanding Natural Beauty will be refused unless exceptional circumstances prevail as defined by the national planning policy framework.
2. Planning permission for any proposal within the AONB, or affecting the setting of the AONB, will only be granted when it:
  - a. conserves and enhances the Norfolk Coast AONB's special qualities, distinctive character, tranquillity and remoteness in accordance with national planning policy and the overall purpose of the AONB designation;
  - b. is appropriate to the economic, social and environmental wellbeing of the area or is desirable for its understanding and enjoyment;
  - c. meets the aims of the statutory Norfolk Coast AONB Management Plan and design advice, making practical and financial contributions towards management plan delivery as appropriate;
  - d. in keeping with the Landscape Character Assessment by being of high-quality design which respects the natural beauty of the Norfolk Coast, its traditional built character and reinforces the sense of place and local character; and avoids adverse impacts from individual proposals (including their cumulative effects), unless these can be satisfactorily mitigated.

Policy LP16 contributes to Core Strategic Objectives 6 Economy, 9,11 Society, 12,13,14,16 Environment, 19 King's Lynn, 33,34 Rural Areas, 37,38 Coastal Areas.



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**Area of Outstanding Natural Beauty**

## 6.3 LP17 Coastal Change Management Area (Hunstanton to Dersingham) Policy

### Introduction

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

6.3.2 The Wash Shoreline Management Plan (SMP) identified uncertainties over the future management of the flood defences between Hunstanton and Wolferton Creek (west of Dersingham). The current intent of the SMP is to maintain the front line “shingle ridge” defence. However, this is subject to continued funding and also assumes that no irreparable damage is caused as a result of a storm tide event.

6.3.3 The EA and Borough Council continued to work together, along with other key partners, to better understand how coastal processes and climate change may affect this coastline in the future and develop a clearer strategy for its future management and funding. The Wash East Coastal Management Strategy (2015) took this process forward, following on from the SMP (2010) and the Coastal Change Pathfinder study (2011). This work led to the development of a funding mechanism incorporating contributions from the East Wash Coastal Management Community Interest Company (CIC) (formed by local holiday park operators and landowners), Anglian Water Services Limited and the Borough Council. This is overseen by a Funding Group, formed from the funding partners, including the EA and a Stakeholder Forum, led by the Borough Council. Legal agreements were established to ensure that the funding mechanism runs for at least 15 years (i.e. to 2031), providing for the annual beach recycling operation and contributing towards occasional recharge operations.

6.3.4 The policy seeks to prevent inappropriate development in a vulnerable area by adopting a precautionary approach in this location.

### Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Meeting the challenge of climate change, flooding and coastal change
- National Planning Practice Guidance
- Strategic Policies:
  - LP39 Development in Rural Areas
  - LP15 Coastal Areas
  - LP17 Flood Risk.
  - LP07 Economy



- The Wash Shoreline Management Plan (SMP) (Nov 2010)
- The Wash East Coastal Management Strategy (2015)

### Supporting East Marine Plan Policies are:

In summary the policies bullet pointed below support policy LP17, to find out more information on the supporting policies the hyperlink is active over the policy number

- Economy- [EC1 and EC2](#)
- Tourism and recreation- [TR3](#)
- Climate change- [CC1](#)

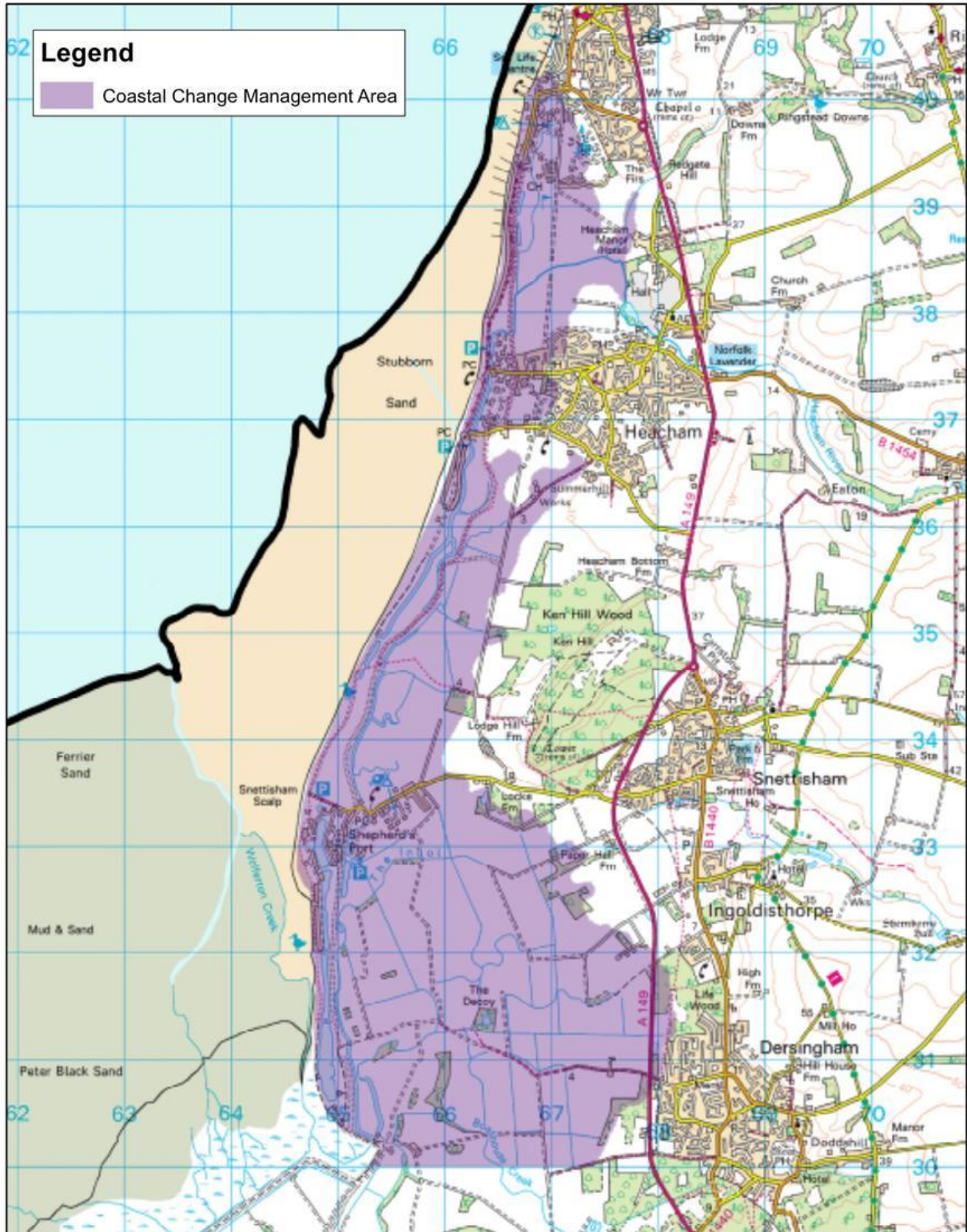
### Policy Approach

6.3.5 The Shoreline Management Plan identifies that coastal development is likely to be exposed to a much higher risk of flooding within 10 to 15 years, but this could be sooner. The UK Climate Impacts Programme (UKCIP) provides scenarios that show how our climate might change and co-ordinates research on dealing with our future climate.

6.3.6 The Strategic Policies aim to ensure that future growth in the Borough is sustainable and that the findings of the Strategic Flood Risk Assessment are used to guide future growth away from areas of high flood risk. This section of the coastline is considered to be at very high risk with only a one in 50-year (2% annual probability) standard of protection at best. Although there are defences in place, the standard of protection they offer is low so there remains a significant risk of them being overtopped and/or breached within the lifetime of the development.

6.3.7 Considering the risks associated with the seasonality of each of the highest astronomical tides, the probability of storm surges, and wave action severity, reports undertaken for the Borough Council concluded the only safe period of occupancy was between 1 April and 30 September each year. Occupation outside these dates at this location could not be considered safe due to flood risk and would therefore be contrary to the National Planning Policy Framework/Practice Guidance.

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



### Coastal Change Management Area

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## Strategic Policy

### **Policy LP17 – Coastal Change Management Area (Hunstanton to Dersingham)**

This policy applies within the area identified as being at risk of flooding during a 1 in 200 AEP event, now and in the future, either directly or through the failure of the coastal flood defences. An indicative area is illustrated within the Coastal Change Management Area on the Policies Map.

#### **New Developments**

1. The following developments will not be permitted within areas at risk of flooding in a 1 in 200 AEP event (including the relevant allowance for climate change), either directly or as a result of a breach in the coastal defences:
  - a. new dwellings;
  - b. new or additional park homes/caravans.

#### **Replacement Dwellings**

2. Replacement dwellings will only be permitted in areas at risk of flooding in a 1 in 200 AEP event (including the relevant allowance for climate change), either directly or as a result of a breach in the coastal defences where all of the following seven criteria are satisfied:
  - a. a Flood Risk Assessment (FRA) must be undertaken for the development;
  - b. all habitable accommodation will be provided above ground floor level (habitable accommodation would usually include bedrooms, sitting rooms, dining rooms, kitchens and any other room designed for habitation. Rooms that are not normally used for living in, such as toilets, storerooms, pantries, cellars and garages, are not considered to be habitable);
  - c. The dwelling will only be occupied between 1st April and 30th September in any one year;
  - d. the dwelling will incorporate resistance and resilience measures in accordance with the Department for Communities and Local Government publication: "Improving the flood performance of new buildings, flood resilient construction" (2007);
  - e. the building must be appropriately designed to withstand and be resilient to hydrostatic pressure resulting from a breach/overtopping of the tidal defences;
  - f. a flood warning and evacuation plan will be prepared for the property and retained on site;

g. the level of habitable accommodation provided by the new dwelling would not be 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.

### **Replacement Caravans**

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.

### **Extensions**

4. Extensions to existing properties (beyond any Permitted Development 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.

### **Change of Use**

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

### **Seasonal Occupancy**

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

### **Temporary Consents**

7. Existing temporary consents for the siting of park/mobile homes and caravans will be renewed for a period up to 2031. A flood risk assessment will need to be submitted with applications for such renewals.

## 6.4 LP18- Design and Sustainable Development Policy

### Introduction

- 6.4.1 Good design is a key element of sustainable development. In preparing for population growth in the borough it is imperative that proposals for new development and redevelopment are based on sound design principles. This will help ensure that what is being constructed now will be of high quality and can last far beyond the timescale of the plan. Developers will be encouraged to refer to publications and best practice on quality design in formulating development proposals.
- 6.4.2 The borough has a wealth of heritage in terms of its environment and history. With this wealth come challenges as the borough will need to provide extra homes and associated infrastructure without causing a detrimental impact on these qualities. Through public consultation we have learnt that communities feel that safeguarding our natural resources is crucial to ensure future generations have access to a healthy and attractive environment.
- 6.4.3 The choice of location has a key bearing on the long-term sustainability of any proposed development. The Proposals Map and the Settlement Hierarchy Policy LP02 show a more strategic overview of acceptable locations for development. However, more specific details such as the exact location, form, layout and accessibility of the site for proposed development should also be designed to promote sustainability, for example, by situating development next to established walking, cycling or public transport routes for access to local services.
- 6.4.4 Grasping opportunities to enhance and expand our natural resources is vital to ensure that people and wildlife can adapt to the impacts of climate change. There is a need to find innovative solutions to maximise opportunities to help cut our carbon emissions. To aid wildlife developments should include integral bird and bat boxes within the building fabric wherever possible (for example, the Manthorpe swift box), in order to provide important new nesting and roosting opportunities. Provision of new nesting sites on new development can offer an important lifeline for these species.
- 6.4.5 Due to the location of the borough and the nature of many of the settlements, the use of the car remains the only viable option for many residents to travel. Changes in the road network and long-term investment in public transport may be able to lessen the problem along with ensuring that new development is sensibly located with adequate facilities.
- 6.4.6 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.



6.4.7 To help aid decisions, numerous studies have been undertaken to ascertain the resources we have in the borough coupled with any issues relating to sustainability and climate change and how best we can move forward in protecting our natural resources.

6.4.8 6.4.8 Part IV of the Environment Act (1995) and the relevant policy and technical guidance documents set out the Local Air Quality Management process. This places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives (AQOs) are likely to be achieved.

6.4.9 Two Air Quality Management Areas (AQMAs) have been declared in King's Lynn town centre and Gaywood due to exceedances of the annual mean objective for Nitrogen Dioxide. Source apportionment work has concluded the main source of the NO<sub>2</sub> is emitted from road vehicles. An Air Quality Action Plan (AQAP) has been published setting out the measures put in place in pursuit of the objectives. The borough council's Annual Status Reports show the strategies employed by the council to improve air quality and the progress that has been made.

6.4.10 The AQAP includes measures which are part of the development planning and development control process. Policy LP20 ensures that that any development is assessed in terms of its potential environmental impact, including air quality. Applications for development are screened and considered in consultation with the Environmental Quality Team in accordance with current technical guidance.

6.4.11 The NPPF requires that planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of AQMAs, and the cumulative impacts from individual sites in local areas. Development should seek to identify opportunities to improve air quality or mitigate impacts that have been identified, through measures such as traffic and travel management, and green infrastructure provision and enhancement.

6.4.12 Water resources should be protected to ensure that people have access to water and that growth is sustainable. Sustainable Drainage Systems (SUDs) may include the following: drainage channels; water courses; infiltrations areas such as swales; attenuation ponds; and wetland areas. As well as providing protection from flooding these measures can also provide recreational opportunities and new habitats for wildlife.

6.4.13 The largest potential environmental risk is likely to be associated with a water company Water Recycling Centre discharge remote from the site boundary. Wastewater infrastructure requirements and/or the importance of ensuring that new development should not result in a breach of environmental legislation due to the increased polluting load from wastewater treatment works serving those developments. The policy requirement is to demonstrate that there is, or will be, sufficient wastewater infrastructure capacity to accommodate each individual

development. This would likely take the form of a Pre-Development Enquiry response from Anglian Water submitted in support of each new planning application.

6.4.14 The borough lies within one of the driest parts of the UK. Planned growth in housing and employment will significantly increase water demand. The area's large agricultural sector is also dependent on water availability in the summer. Water quality is crucial, due to the number of protected sites relying on high water quality. Anglian Water supplies water to the borough. Essex and Suffolk Water have the ability to transfer water to Essex via the Ely Ouse Transfer Scheme. Water companies have a statutory obligation to prepare and review Water Resource Management Plans (WRMP) once every 5 years setting how they will maintain a sustainable balance between water supplies and demand.

6.4.15 Anglian Water's Water Resources Management Plan to 2040 demonstrates how sufficient water for future growth will be provided and therefore water supply is not a strategic constraint to development through appropriate supply and demand measures. Consideration is given to reducing the potential demand for water before proposing supply measures.

6.4.16 Local Plans can also contribute to long term water resilience by ensuring that new development incorporates water efficiency measures including the adoption of the optional higher water efficiency standard (110 litres/per person/per day).

6.4.17 The Norfolk Strategic Planning Framework (NSPF) set out an Agreement that when preparing Local Plans to seek to include the optional higher water efficiency standard (110 litres/per person/per day) for residential development.

6.4.18 The NSPF also suggested that individual authorities may also wish to consider the inclusion of a specific water efficiency BREEAM standard for commercial development within their Local Plans. Improved water efficiency is not limited to measures within dwellings and commercial buildings and a collaborative approach to promote innovation in water efficiency/re-use is required working closely with water companies and site promoters/developers.

6.4.19 Planning policies for housing should make use of the Government's optional technical standards for accessible and adaptable housing, where this would address an identified need for such properties. Policies may also make use of the nationally described space standard, where the need for an internal space standard can be justified.

6.4.20 In achieving appropriate densities planning policies and decisions should support development that makes efficient use of land, taking into account: a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; b) local market conditions and viability; c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; d) the desirability of maintaining an area's prevailing character and setting (including residential gardens),

or of promoting regeneration and change; and e) the importance of securing well-designed, attractive and healthy places.

6.4.21 A Level 1 Strategic Flood Risk Assessment (SFRA) was completed for the borough in 2018 and shows the areas at risk from flooding. A Level 2 SFRA is being prepared. By using this evidence development can be steered away from areas at risk and more sustainable communities can be planned as a result.

6.4.22 Shoreline Management Plans have been prepared by the Environment Agency. These look at how the coast will be managed over the next 100 years. Options include holding the line, managed realignment or retreat. All options undergo extensive stakeholder and public consultation. Marine Plans were prepared by the MMO for the East Inshore and Offshore areas in 2014.

6.4.23 The Borough Council's Green Infrastructure Strategy is used by the Council to plan and deliver a network of high-quality green spaces and other environmental features. The Green Infrastructure Strategy helps to deliver sustainable methods of design by incorporation of pathways and cycle tracks in new development, the provision of trees for urban cooling and areas which act as a refuge for wildlife in a changing climate.

6.4.23 To help meet sustainability targets renewable energy needs to be considered. There are many different types of renewable energy choices, from solar energy, wind and biomass through to energy efficient installations such as combined heat and power and ground source heating. All of these technologies and methods of construction have a role to play in meeting Government targets and were seen as positive outcomes for the borough in the Sustainability Appraisal.

### **Supporting East Marine Plan Policies are:**

In summary the policies bullet pointed below support policy LP18, to find out more information on the supporting policies the hyperlink is active over the policy number.

- Climate Change- [CC1 and CC2](#)
- Economic- [EC3](#)
- Terrestrial and Marine Character- [SOC3](#)
- Offshore Wind Areas- [WIND2](#)



## Strategic Policy

### Policy LP18 Design and Sustainable Development

1. All new development in the borough should be of high-quality design.
2. Where relevant new development will be required to demonstrate its ability to:
  - a. conserve and enhance the historic and natural environment and reduce environmental risks;
  - b. enrich the attraction of the borough as an exceptional place to live, work and visit;
  - c. respond to the context and character of places in West Norfolk by ensuring that the scale, density, layout, materials and access will enhance the quality of the environment;
  - d. where possible, enhance the special qualities and local distinctiveness of the area (including its historical, biodiversity and cultural character), gaps between settlements, landscape setting, distinctive settlement character, landscape features and ecological networks.
  - e. optimise site potential, making the best use of land including the use of brownfield land;
  - f. enhance community wellbeing by being accessible, inclusive, locally distinctive, safe and by promoting healthy lifestyles (see Policy LP34 Community & Culture);
  - g. achieve high standards of sustainable design.
3. To promote and encourage opportunities to achieve high standards of sustainability and energy efficiency, development proposals will be required to demonstrate:
  - a. the use of construction techniques, layout, orientation, internal design and appropriate insulation maximised to improve efficiency;
  - b. the innovative use of re-used or recycled materials of local and traditional materials to decrease waste and maintain local character;
  - c. the reduction of on-site emissions by generation of cleaner energy where appropriate;
  - d. within larger developments of sufficient scale, the provision of green space to safeguard wildlife, provide recreation opportunities and improve the quality of life for people living in the area and the integration of the development into the GI network, or the creation of linkages to it wherever possible;

- e. the provision of good access links for walking and cycling;
- f. the promotion of water efficiency - all new housing must meet Building Regulation requirement of 110 l/h/d. Non-domestic buildings should as a minimum reach 'Good' BREEAM status;
- g. the incorporation of multifunctional Sustainable Drainage Systems (SuDS);
- h. designs that exceed the present standards set by Building Regulations will be encouraged;
- i. water reuse and recycling and rainwater and stormwater harvesting, and other suitable measures have been incorporated wherever feasible to reduce demand on mains water supply;
- i. evidence that there is, or will be, sufficient wastewater infrastructure capacity to accommodate the development;
- k. at the design stage, that attention has been paid to the Design Council 'Building for Life 12' standard for well-designed homes and neighbourhoods and the Borough Council will encourage all new schemes to be assessed against the Building for Life 12 criteria, or successor documents as appropriate;
- l. the maximisation of internal space by encouraging all new homes across all tenures to meet the Government's Nationally Described Space Standard (NDSS), unless other material planning considerations would mean that these space standards are not achievable.

### **Density of development**

- 4. In seeking to make the most efficient use of land, the Council will expect proposals to optimise the density of development in the light of local factors such as:
  - a. the setting of the development;
  - b. the form and character of existing development; and
  - c. the requirement for any onsite infrastructure including amenity space.

### **Flood Risk and Climate Change**

- 5. The Council's Strategic Flood Risk Assessment (SFRA) outlines potential flood risk throughout the borough. In order to ensure future growth within the borough is sustainable: the findings of the SFRA will be used to guide planned growth and future developments away from areas of high flood risk, including the coastal area. Development in any location will be expected to manage water sustainably and reduce surface water runoff using multifunctional Sustainable Drainage Systems (SuDS) where possible;
- 6. Shoreline Management Plans, Marine Plans and associated documents, will also serve to highlight the future needs and changes that may affect coastal communities arising from changes in climate and will be taken into account in decision making.

## Renewable Energy

7. The Council and its partners will support and encourage the generation of energy from renewable sources. These will be permitted unless there are unacceptable locational or other impacts that could not be outweighed by wider environmental, social, economic and other benefits. Commercial and agricultural buildings with a significant area of flat/low pitch roofs (over 250m<sup>2</sup>) should make provision for solar panels within their detailed design to maximise the use of the roof area. (See also Policy LP23).

**Policy LP18 contributes to Core Strategic objectives 5, Economy, 11, 12, 13, 15, Environment, 18, King's Lynn 32, Coast.**

## **6.5 LP19 Environmental Assets- Green Infrastructure, Landscape Character, Biodiversity and Geodiversity Policy**

### **Introduction**

6.5.1 The Borough has a significant number of natural assets, including:

- An Area of Outstanding Natural Beauty - nationally recognised for its landscape importance;
- Heritage Coast;
- 5 Ramsar sites - internationally recognised for their wetland importance;
- 8 Special Areas of Conservation – internationally recognised for their unique habitats;
- 4 Special Protection Areas – internationally recognised for their birdlife;
- 6 National Nature Reserves;
- 29 Sites of Special Scientific Interest – nationally recognised for their ecological and geological importance;
- 212 County Wildlife Sites – locally recognised for their biodiversity value;
- 23 ancient woodlands

6.5.2 Part of the appeal of the area to visitors and local people is the environment, therefore it is important that these assets are protected and enhanced.

6.5.3 The Council will work to the NPPF to ensure that our biodiversity and geodiversity are protected and that opportunities for enhancement sensitive to the area and features are grasped. Appropriate weight will be given to the roles performed by the area's soils. These should be valued as a finite multi-functional resource which underpins our wellbeing and prosperity. Decisions about development should take full account of the impact on soils, their intrinsic character and the sustainability of the many ecosystem services they deliver. The long-term capability of best and most versatile agricultural land (Grades 1, 2 and 3a in the Agricultural Land Classification) should be safeguarded as a resource for the future in line with NPPF paragraph 170.

6.5.4 The latest West Norfolk Habitat Regulations Assessment (HRA) included data relating to visitor pressure impact. This was informed by a variety of work in other districts, by Natural England and the Norfolk Coast Partnership. Since the latest revision to the HRA in 2015 Footprint Ecology consultants have completed a comprehensive study of visitor surveys at European protected sites across Norfolk during 2015 and 2016. This was published in 2017. The report was commissioned by the Norfolk Biodiversity Partnership/Norfolk County Council on behalf of all the planning authorities in Norfolk.

6.5.5 This new data that also takes into account adjacent authorities' visitor impact means that there is a much more reliable source of evidence to inform plan preparation and assess cumulative impact.

- 6.5.6 The overall conclusion of the report was that growth would cause greater visitor disturbance and therefore, mitigation would need to be addressed through local authorities' plan documents. It was also recommended that the local authorities should work in partnership via a memorandum of understanding to deliver and fund strategic mitigation schemes.
- 6.5.7 A HRA was carried out in 2010 to ensure that the final Core Strategy document presented for examination was fully compliant and adverse effects upon the integrity of any of the European sites had been avoided or mitigated for. It was demonstrated through this report that the policies and amendments would not adversely affect the integrity of the European sites and that any adverse effects have been avoided or mitigated for through policy formulation.
- 6.5.8 The HRA for the SADMP plan: suggested a range of modifications and suggestions to enable positive mitigation and enhancement of European sites. These suggestions included improved and increased green infrastructure, monitoring, better site connectivity, more effective management of sites a programme of publicity to raise awareness and working in partnership with adjacent authorities.
- 6.5.9 The report by Footprint Ecology on visitor pressure also outlined mitigation proposals which included:
- restrictions on the activities of dog walkers;
  - implement site and access management. The extent of these will need to be agreed with Natural England and the relevant local authorities;
  - closing or re-routing of unofficial paths;
  - permanent or seasonal restrictions and or closures of sites, or adoption of new fencing;
  - operation of new car parking areas to draw visitors away from heavily used or vulnerable sites; and
  - allocating further Sustainable Accessible Natural Greenspace (SANG);
  - adoption of interpretation materials.
- 6.5.10 In relation to Habitats Regulations Assessment monitoring and mitigation the Council has adopted the following strategy for affected areas a suite of measures including all/some of:
- on site provision of suitable measures;
  - offsite mitigation;
  - offsite alternative natural green space;
  - publicity;
  - a project level HRA to establish specific issues as appropriate.

6.5.11 In addition to the above suite of measures the Borough Council has adopted a Borough wide charge of £50 per house to cover small scale mitigation on designated sites and general monitoring.

6.5.12 The HRA Monitoring & Mitigation & GI Coordination Panel responds to monitoring information, including the recommendation for spending from the habitat mitigation fund (primarily aimed at the sensitive European site locations). The panel (Chaired by a Cabinet member from the Borough Council and including representatives from the RSPB, Natural England, Norfolk Wildlife Trust and others) considers the results of monitoring and proposes mitigation measures, as well as co-ordinating wider related proposals for green infrastructure in the Borough.

6.5.13 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 are currently inviting tenders to prepare 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 which will initiate in March 2019 will serve as another vehicle to deliver solutions to impacts on Natura sites by for example identifying other less sensitive sites to accommodate visitor pressure. The Strategy will also consider 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.

6.5.14 The increased growth in the borough means that there will be impacts on the environment in terms of land loss, disturbance and visual impact on the landscape. By working in partnership with other organisations more strategic gain can be made.

6.5.15 The 2007 Landscape Character Assessment recognises the different landscape character types in the borough and their sensitivity to accommodate change. It also provides guidance on how planning can help to make better decisions and shape the future of a more attractive and healthier environment.

#### **East Marine Plans Supporting Policies:**

- Biodiversity- [BIO1 and BIO2](#)
- Cumulative Impact Assessment- [ECO1](#)
- MPA Network- [MPA1](#)
- Terrestrial and Marine Character- [SOC3](#)

## Strategic Policy

### **LP19 Environmental Assets - Green Infrastructure, Landscape Character, Biodiversity and Geodiversity**

1. Proposals to conserve and enhance our landscape character, biodiversity and geodiversity will be encouraged and supported.
2. The Council will conserve (and where appropriate enhance) County Wildlife Sites, Ancient Woodlands, and County Geodiversity Sites from development which damages their interest or significance unless the need for, and public benefits of the development outweigh the loss of interest or significance.
3. Development should seek to avoid, and where this is not possible, justify, mitigate or compensate for any adverse impacts on biodiversity, geodiversity and heritage, as well as seeking to enhance sites through the creation of features of new biodiversity interest. The design of new development should be sensitive to the surrounding area and not detract from the inherent quality of the environment.
4. Appropriate weight will be given to the roles performed by the area's soils. These should be valued as a finite multi-functional resource which underpins our wellbeing and prosperity. Decisions about development should take full account of the impact on soils, their intrinsic character and the sustainability of the many ecosystem services they deliver.
5. The long-term capability of the best and most versatile agricultural land (Grades 1, 2 and 3a in the Agricultural Land Classification) will be safeguarded as a resource for the future.
6. The Council and its partners will support a range of initiatives and proposals that will improve areas of poor-quality lacking in biodiversity and geodiversity as well as maintaining, enhancing and linking areas of good quality.
7. The Borough Council will work with partners to ensure an integrated network of green infrastructure throughout the urban and rural areas (identified through the Green Infrastructure Management Plan) is successfully created and managed to:
  - a. meet the environmental, social and economic needs of local communities and the wider borough;
  - b. create a high-quality environment for biodiversity and geodiversity to flourish;
  - c. provide opportunities for species to adapt to the impacts of climate change;
  - d. contribute to an improved quality of life for current and future residents and visitors;
  - e. target areas identified as being deficient in multi-functional green space;
  - f. Incorporate multifunctional Sustainable Drainage Systems (SuDS) within new development to encourage new habitats.

European Sites (see also Policy LP25)

### **Development proposals in the Breckland SPA**

9. New built development will be restricted within 1,500m of the Breckland SPA. Development will be restricted to the re-use of existing buildings or where existing development completely masks the new proposal from the Breckland SPA. Beyond the SPA, a 1,500m buffer will also be applied to areas where the qualifying features are known to exist, or where nesting attempts have been made. In this area, development may be acceptable where suitable alternative habitat (outside the SPA) can be secured.

### **Character Assessment**

10. Proposals for development will be informed by, and seek opportunities to reinforce, the distinctive character areas and potential habitat creation areas identified in the King's Lynn and West Norfolk Landscape Character Assessment and other character assessments.

**Policy LP19 contributes to Strategic Objectives 6 Economy; 10, Society; 12, 13, 14, 16 Environment; 33 Rural Areas; 37, 38, Coast.**



## 6.6 LP19a Environmental Assets- Historic Environment Policy

### Introduction

- 6.6.1 The NPPF defines historic environment as ‘all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora’.
- 6.6.2 The historic environment and heritage assets within the borough feed into the importance of local identity, health and wellbeing, tourist exploration and having open spaces for all to use. The conservation and enhancement of the historic environment amongst adapting to environmental and socio-economic challenges is a key consideration when determining planning applications; and contributing to the Government’s goals for improving our natural heritage and achieving goal 6 of the DEFRA 25 Year Environment Plan “enhanced beauty, heritage and engagement with the natural environment”.
- 6.6.3 The Borough has a rich and varied cultural heritage. The historic environment makes a significant contribution to sustainable communities through supporting economic vitality, social and cultural links to the past and a dynamic and varied built environment.
- 6.6.4 The Borough has a significant number of heritage historic assets, including:
- 5 Registered Parks and Gardens;
  - 42 Conservation Areas;
  - approximately 2,000 Listed Buildings;
  - 133 Scheduled Monuments (which is the greatest number for any district or unitary authority in the East of England);
  - many non-designated heritage assets.
  - Much of the landscape of the Borough is a product of historic and cultural practices and is of itself an historic landscape. There are many designated and non-designated heritage assets.
- 6.6.5 Parks and Gardens are fundamental components within the historic environment and are landscapes which are important heritage assets. In the Borough there are five Registered Parks and Gardens which play a large contribution to the benefits of the local community and its historical identity. Parks and gardens, amongst other natural and historical assets, all play crucial and valuable roles within society for their contribution to green infrastructure, climate change adaptation and enhancing the beauty of such natural spaces.
- 6.6.6 Heritage assets are defined by the NPPF as ‘a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage

asset includes designated heritage assets and assets identified by the local planning authority (including local listing)'.

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

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

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

### **East Marine Plans Supporting Policies:**

In summary the policies bullet pointed below support policy LP19a, to find out more information on the supporting policies the hyperlink is active over the policy number.

- Heritage Assets- [SOC2](#)
- Health and social well-being and access to the coast and marine area- [SOC3](#)

## **Policy LP19a: Historic Environment**

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

- i) Supporting the repair and appropriate re-use of buildings and structures of historic, architectural, cultural or landscape value where the repair and/or use would not be detrimental to the character, appearance or integrity of the building or structure, its context or setting; and
- ii) Requiring the highest standard of design which will protect the historic environment and add to the future cultural heritage value of the locality.

The archaeology of the Borough will be better understood, protected and enhanced by:

- iii) Protecting archaeology from inappropriate development or change.

Appropriate development proposals that bring into use or improve an asset so it is no longer deemed at risk on the heritage at risk register will be supported where appropriate to their significance.

**Policy LP19a contributes to Strategic Objectives 6 Economy; 10, Society; 12, 13, 16 Environment.**

## 6.7 LP20- Environment, Design and Amenity

### Introduction

- 6.7.1 The importance of the environment and how we as a nation must improve the quality of the environment as a whole, has been emphasised over recent years in the Government's key aims and long-term national plans to leave the environment in a better state than we found it. A large emphasis of protection on our natural resources and improving the environmental standards of our air, water and soils has played a vital role in research to reduce pollution to a minimum and keep quality at a high standard.
- 6.7.2 Development proposals should aim to create a high-quality environment without detrimental impact on the amenity of new and existing residents. Factors that could have a significant negative impact on the amenity of residents include: noise, odour, poor air quality, light pollution, land contamination and visual impact. It is also important to consider issues of security, privacy and overlooking when creating new development. One of the Government's key aims in national planning policy is to create sustainable development. Proposals that are responsive to their location and consider the layout, materials, parking, landscaping and how people will use the space early in their design are likely to have a positive impact on amenity and will help to deliver sustainable development.
- 6.7.3 With an increasing population and less space available to develop within settlements, there has been a rise in applications for infill development on smaller plots. Issues arise when the infill development is unsympathetic to the existing street scene in its scale or design or would result in the loss of important open spaces and greenery. There are also particular issues arising from the loss or reduction of residential gardens for infill development due to the impact on amenity, loss of land for urban drainage and the overall effect on the character of an area.

### Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Requiring Good Design
- UK A Green Future: Our 25 Year Plan to Improve the Environment (2018)
- UK Clean Growth Strategy (2017)
- UK Clean Air Strategy (2019)
- DEFRA Safeguarding our Soils – A Strategy for England (2011)
- Water for life livelihoods Part 1: Anglian river basin district River basin management plan (2015)
- Marine Policy Statement/East Marine Plans: Policy SOC2 Heritage Assets and SOC3 Character

- Borough Council: Air Quality Action Plan •Railway Road Air Quality Management Area Order and Extension Order
- Borough Council: Contaminated Land Inspection Strategy
- Gaywood Clock Air Quality Management Area Order
- Norfolk Environmental Protection Group: Planning and Pollution in Norfolk
- Norfolk Environmental Protection Group: Technical Guidance – Development of Land affected by Contamination
- Norfolk Environmental Protection Group: Technical Guidance – Air Quality and Land Use Planning
- Norfolk Environmental Protection Group: Technical Guidance – Planning and Noise CPRE: Light Pollution Guidance Notes
- Norfolk County Council: Local Transport Plan, LTP3
- Strategic Policy LP18: Design and Sustainable Development

## Policy Approach

- 6.7.4 This policy complements Strategic Policy LP18, which outlines how design is considered in new development by ensuring that potential negative impacts to amenity, etc., are addressed in considering proposals for development.
- 6.7.5 Developments likely to have a significant impact on residential amenity should ideally be sited away from residential areas. The Council will seek a proportionate level of information to determine the environmental impact of developments and may seek planning conditions to ensure the development will comply with any national, regional or locally set standards on environmental quality.
- 6.7.6 Noise, odour, air quality, light pollution and land contamination, etc. will be assessed in relation to relevant standards and national guidance. In cases where the development has uncertain potential for a negative impact on amenity temporary permissions and/or a requirement to record baseline environmental conditions prior to development and undertake monitoring afterwards will be given/required. These indicators can be used to gauge the likely impact as a result of the proposed development. Mitigation measures may be sought such as limiting the operational hours of a development and there may be ongoing requirements to monitor the impact on environmental quality.

## **Policy LP20 – Environment, Design and Amenity**

1 Development must conserve and enhance the amenity of the wider environment including the historic environment.

2 Proposals will be assessed against their impact on neighbouring uses and their occupants as well as the amenity of any future occupiers of the proposed development. Proposals will be assessed against a number of factors including:

- a. impact on the historic environment;
- b. overlooking, overbearing, overshadowing;
- c. noise;
- d. odour;
- e. air quality;
- f. light pollution;
- g. contamination and soil quality;
- h. water quality;
- i. sustainable drainage;
- and j. visual impact.

3. The scale, height, massing, materials and layout of a development should respond sensitively and sympathetically to the local setting and pattern of adjacent streets including spaces between buildings through high quality design and use of materials.

4. Development that has a significant adverse impact on the amenity of others or which is of a poor design will be refused.

5. Development proposals should demonstrate that safe access can be provided, and adequate parking facilities are available.

6. Proposals for development adjacent to, or in the vicinity of, existing uses will need to demonstrate that both the ongoing use of the neighbouring site is not compromised, and that the amenity of occupiers of the new development will be satisfactory with the ongoing normal use of the neighbouring site, taking account of the criteria above.

## 6.8 LP21- Provision of Recreational Open Space for Residential Developments Policy

### Introduction

6.8.1 With over 11,000 new homes planned for the Borough over the plan period to 2036 it is important that new community facilities and recreational space are provided to meet the needs of an expanded population. Strategic Policy LP05 identifies that community facilities and recreational space will be sought within, or through contributions from, new development. This policy defines the amount of recreational space that should be provided in new developments.

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

### Relevant Local and National Policies

- National Planning Policy Framework: Promoting Healthy and Safe Communities
- Strategic Policy LP34 Community and Culture
- Fields in Trust: Planning and Design for Outdoor Sport and Play (2008)

### Policy Approach

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

6.8.4 Negotiations will take place on a site-by-site basis to determine specific provision of space and financial contributions, taking into account the financial viability of any development. For some urban sites it may be inappropriate to provide open space on site.

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

## Strategic Policy

### Policy LP21 – Provision of Recreational Open Space for Residential Developments

1. All new residential development will be expected to make adequate provision for open space to the following standards:
  - a. Schemes of up to 19 units will ensure that their schemes contain sufficient space to ensure a high standard of layout and amenity to the residents of the proposed development. On windfall sites the requirement to provide open space will apply where the Council considers that the proposed development forms part of a larger site which, if developed, would result in a requirement for a proportion of (or contribution to) open space.
  - b. Schemes of 20 units or greater will provide 2.4 hectares of open space per 1,000 population comprising approximately:
    - i. 70% for either amenity, outdoor sport, and allotments (see below) and
    - ii. 30% for suitably equipped children's play space
  - c. Developments of 20 – 99 dwellings will be expected to meet the requirement for suitably equipped children's play space only.
  - d. Developments of 100 dwellings and above will be expected to meet the whole requirement.
2. On sites allocated for residential development through the Local Plan process, and where development of the whole site results in a requirement for a proportion of (or contribution to) open space, the requirement to provide open space will apply to the whole of a single allocated site, even if it is developed incrementally (through sub-division, etc.).
3. All proposals involving the provision of publicly accessible areas of open space must include robust arrangements for the management and future maintenance of that open space. The Council may take on and adopt areas of public open space within developments, subject to bringing the scheme up to an appropriate standard and the payment of an appropriate fee.
4. The Council will adopt a flexible approach to the types of open space required within a particular scheme only where it can be demonstrated:
  - a. that there is excess provision available in the locality, or
  - b. where opportunities exist to enhance existing local schemes, or
  - c. the townscape or other context of the development is such that the provision of open space is not desirable.



## Allotments

5. The Council will seek to resist the loss of allotments in areas where there is a current or predicted demand for such facilities, unless the loss were to be offset by alternative provision of an equal or higher quality in the vicinity. The provision of new allotments may be sought in locations for large-scale residential development (such as the strategic allocations) where there is an identified need. This will be balanced against the need for other types of recreational space and facilities and the financial viability of any development.

## 6.9 LP22- Green Infrastructure Policy

### Introduction

- 6.9.1 The National Planning Policy Framework (2019) defines green infrastructure to be “a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.” Green infrastructure plays a crucial role in sustainability and its presence in society brings positive impacts on our mental and physical health.; as well as for biodiversity and nature.
- 6.9.2 In the Building Better, Building Beautiful Report (2020), green infrastructure and the phrase ‘green is good for us’ highlights the positive presence it brings within design and the beauty of our surroundings; which all in the local community can cherish. Whether this be from tree planting, parks, playing fields, allotments or green roofs/walls on buildings the perception of beauty and green infrastructure combined is highlighted as important from national policy downwards.
- 6.9.3 The 25 Year Environment Plan (2018) discusses the importance the planning system can play in protecting key natural and historic assets and encouraging high quality green infrastructure within urban areas; it also emphasises the opportunities existing, and new green infrastructure can support through nature recovery and delivery options over a long period of time. National plans to help ‘green’ our towns and create further green infrastructure are supported within the local plan review.

### Green Infrastructure Study

- 6.9.4 The Green Infrastructure Study was completed in 2010 and provides a Borough-wide analysis of:
- existing provision,
  - deficiencies in provision,
  - potential improvements to green infrastructure,
  - policies to deliver green infrastructure,
  - high, medium and low priority projects in addition to specific policies that will deliver green infrastructure.
  - Projects included - The Fens Waterway Link- Ouse to Nene; the King's Lynn Wash/Norfolk Coast Path Link; the former railway route between King's Lynn and Hunstanton; The Wissey Living Landscape Project; and the Gaywood Valley Living Landscape Project.
- 6.9.5 This Study has been supplemented by 2013 research identifying existing green infrastructure projects around the Borough being undertaken by a range

of agencies. This combined information will aid the Council in developing and targeting further green infrastructure funds and endeavours, particularly in relation to planned development which has been identified by the Habitats Regulations Assessment as having potential adverse impacts on designated nature conservation sites. By supporting existing projects, or filling gaps (geographical or type) in existing or emerging provision, the Council's efforts can be targeted to best effect. The Norfolk Green Infrastructure and Recreational impact Avoidance and Mitigation Strategy (2020) was produced as part of the NSPF.

## Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Conserving and enhancing the natural environment
- UK A Green Future: Our 25 Year Plan to Improve the Environment (2018)
- National Design Guide: Movement and Nature (2019)
- Building Better, Building Beautiful Commission (2020)
- The Anglian River Basin Management Plan (2015)

Strategic Policies:

- LP19 Environmental Assets
- LP34 Community and Culture
- LP05 Infrastructure Provision

Green Infrastructure Strategy Stage 1 (2009) and Stage 2 (2010)

## Supporting East Marine Plan Policies are:

In summary the policies bullet pointed below support policy LP22, to find out more information on the supporting policies the hyperlink is active over the policy number

- Biodiversity- [BIO1 and BIO2](#)
- Cumulative Impacts- [ECO1](#)
- Marine Protected Areas- [MPA1](#)
- Terrestrial and Marine Character- [SOC3](#)

## Policy Approach

6.9.6 Retaining and developing the Borough's green infrastructure network is highly important to the long-term wellbeing of the area. Furthermore, the Habitats Regulations Assessment identified potential effects on designated European sites of nature conservation importance from additional recreational pressure. The need for monitoring and, where necessary, a package of mitigation

measures, both on and off site, were identified to ensure no adverse effects on European sites.

- 6.9.7 The Borough Council seeks to protect existing green infrastructure, deliver new green infrastructure to support new development and mitigate its impacts, and support cross boundary green infrastructure projects in partnerships with neighbouring authorities and other organisations. Green space can perform a number of functions and the historic environment in particular has an important contribution to make. Parks and gardens, open spaces within Conservation Areas and the grounds of listed buildings can contribute to the wider objectives and benefits of green infrastructure, for example by enhancing health and well-being and biodiversity, and improving the efficiency of drainage systems.
- 6.9.8 The Borough's Green Infrastructure Strategy is a significant resource on the Borough's natural environment and therefore it is important that it is utilised when considering development applications.

## Strategic Policy

### Policy LP22 Green Infrastructure

1. Opportunities will be taken to link to wider networks, working with partners both within and beyond the Borough.
2. The Council will protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks, including National Trails.
3. The Council supports delivery of the projects detailed in the Green Infrastructure Study including:
  - a. The Fens Waterway Link- Ouse to Nene;
  - b. The King's Lynn Wash/Norfolk Coast Path Link;
  - c. The former railway route between King's Lynn and Hunstanton;
  - d. The Wissey Living Landscape Project; and
  - e. The Gaywood Valley Living Landscape Project.
4. The Council will identify, and coordinate strategic delivery, with relevant stakeholders, of an appropriate range of proportionate green infrastructure enhancements to support new housing and other development and mitigate any potential adverse effects on designated sites of nature conservation interest as a result of increased recreational disturbance arising from new development. All new development must ensure there is no adverse effect on a European Protected Site through the provision of appropriate measures.
5. All development will contribute proportionally to the delivery of green infrastructure, except:
  - a. where it can be demonstrated the development will not materially add to the demand or need for green infrastructure.
  - b. where such a contribution would make the development unviable, the development will not be permitted unless:
    - i. it helps deliver the Strategic Policies; and
    - ii. the relevant contribution to the Strategic Policies could not be achieved by alternative development, including in alternative locations or in the same location at a later time; or
    - iii. unless the wider benefits of the proposed development would offset the need to deliver green infrastructure enhancements.

## 6.10 LP23- Renewable Energy Policy

### Introduction

6.10.1 The NPPF at Para 152 advises that “Local planning authorities should support community-led initiatives for renewable and low carbon energy, including developments outside areas identified in local plans or other strategic policies that are being taken forward through neighbourhood planning.”

6.10.2 Strategic Policy LP18 Sustainable Development outlines that the generation of energy from renewable sources will be supported and encouraged. Permission will be given unless there are unacceptable locational or other impacts that could not be outweighed by wider environmental, social, economic and other benefits. The National Planning Policy Framework also states that local planning authorities should approve applications for renewable energy development if its impacts are (or can be made) acceptable. This policy aims to balance the need for renewable energy developments and the impact on the local area and local people.

### Relevant Local and National Policies

- Climate Change Act 2008
- National Planning Policy Framework: Meeting the Challenge of Climate Change, Flooding and Coastal Change
- Strategic Policy LP18: Design and Sustainable Development
- Borough Council of King's Lynn & West Norfolk: Small-scale wind turbine noise and shadow flicker guidance
- Planning Practice Guidance

### Supporting East Marine Plan Policies are:

In summary the policies bullet pointed below support policy LP23, to find out more information on the supporting policies the hyperlink is active over the policy number

- Landward Infrastructure- [GOV1](#)
- Offshore Windfarms- [WIND2](#)
- Offshore Wind- [EC3](#)
- Terrestrial and Marine Character- [SOC3](#)
- Fishing Activity- [FISH1](#)
- Spawning and Nursery Areas- [FISH2](#)
- Subsea Cabling- [CAB1](#)

## Policy Approach

6.10.3 This policy defines the criteria against which applications for renewable energy will be considered to provide clarity for developers and the wider public. However, it does not apply to wind energy proposals. Decisions regarding wind energy will rely on national policy and guidance in the renewable and low carbon energy section of the Planning Practice Guidance. The approach is to minimise any adverse impact from renewable energy development including that from the decommissioning of any renewable energy technology. The Council will provide a consistent cross boundary approach with neighbouring North Norfolk District Council by affording greater protection from development within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). It details factors that need to be considered so that a judgement can be made on the potential acceptability of impacts.

## Strategic Policy

### Policy LP23 - Renewable Energy

1. Proposals will be supported and considered in the context of contributing to the achievement of sustainable development and adapting to climate change. Proposals made by a local community and through neighbourhood plans for the development of renewable and low-carbon sources of energy, in scale with their community's requirements, including supporting infrastructure for renewable energy projects will be supported.
2. Proposals for renewable energy (other than proposals for wind energy development) and associated infrastructure, including the landward infrastructure for offshore renewable schemes, will be assessed to determine whether or not the benefits they bring in terms of the energy generated are outweighed by the impacts, either individually or cumulatively, upon:
  - a. sites of international, national or local nature or landscape conservation importance, whether directly or indirectly, such as the Norfolk Coast Area of Outstanding Natural Beauty (AONB),
  - b. sites of Special Scientific Interest (SSSIs) and Ramsar Sites;
  - c. the surrounding landscape and townscape;
  - d. designated and un-designated heritage assets, including the setting of assets;
  - e. ecological interests (species and habitats);
  - f. amenity (in terms of noise, overbearing relationship, air quality and light pollution);
  - g. contaminated land;
  - h. water courses (in terms of pollution);
  - i. public safety (including footpaths, bridleways and other non-vehicular rights of way in addition to vehicular highways as well as local, informal pathway networks); and
  - j. tourism and other economic activity.

3. In addition to the above factors, the Borough Council will seek to protect productive agricultural land and best and most versatile land<sup>19</sup>. Applications for other uses which would adversely affect these are likely to be refused, unless the material benefits associated with its approval outweigh its loss.
4. Development may be permitted where any adverse impacts can be satisfactorily mitigated against and such mitigation can be secured either by planning condition or by legal agreement.

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<sup>19</sup> Using the DEFRA definition of Best and Most Versatile Land (BMV) as grades 1,2 and 3a of the Agricultural Land Classification



## 6.11 LP24 Sites in Areas of Flood Risk Policy

### Introduction

6.11.1 Because of the number and small size of many of the potential allocations, particularly in rural parts of the Borough, it is often not practicable to obtain a site-specific flood risk assessment and a detailed examination of its implications in advance of allocation. A Surface Water Management Plan (SWMP) was prepared by the Lead Local Flood Authority (LLFA), Norfolk County Council, for King's Lynn and West Norfolk Settlements (Stage 1 2010, Stage 2 2012). This identified areas which are particularly vulnerable to surface water flooding. The SWMP defines Local Flood Risk Zones which led to Critical Drainage Catchments (catchment areas feeding into these flood-vulnerable areas) being identified. Any development within them is likely to increase the risk of flooding in the most vulnerable areas if no mitigation takes place.

6.11.2 In 2017 a consortium of Norfolk local planning authorities commissioned new Level 1 SFRAs to inform strategic planning decisions, the preparation of local plans and to inform development management decisions. The new SFRA for the Borough was finalised in November 2018. A Level 2 SFRA will also be completed early in 2019. These documents form the basis of the Borough's approach to the Sequential and Exception tests and inform the Sustainability Appraisal of the plan.

### Relevant Local and National Policies

- National Planning Policy Framework: Meeting the challenge of climate change, flooding and coastal change
- National Planning Practice Guidance
  
- Strategic Policies:
  - LP15 Development in Coastal Areas
  - LP18 Sustainable Development
  
- Joint Protocol (2012) on Strategic Flood Risk Assessment and Tidal River Hazard Mapping, Environment Agency and Borough Council
- The Wash Shoreline Management Plan (SMP) (Nov 2010)
- Marine Policy Statement/East Marine Plan Policy CC1 Climate Change

### Policy Approach

6.11.3 In order to comply with the full requirements for the Exception test in advance of any development in such areas, such allocations are explicitly made subject to the requirements still outstanding. This is done by linking those allocations to a specific development management policy on the topic, as follows. In relation to surface water flooding the policy provides for the advice of the LLFA and findings of the SWMP to lead to a requirement for appropriate mitigation measures. The Government introduced a requirement in April 2015 for

sustainable drainage systems to be provided as part of all major development (i.e. residential developments of 10+ houses; equivalent non-residential and/or mixed developments) with drainage implications.

- 6.11.4 When development is proposed in, or nearby to areas of flood risk, opportunities should be taken to reduce the existing risk of flooding. Development proposals should promote flood risk reduction, enabling opportunities identified in the SFRA. This may include reducing surface water discharge rates and volumes, providing increased flood storage or conveyance capacity, setting aside green space that could be used for water storage in future, or integrating or retrofitting surface water measures to replace and/or augment existing drainage infrastructure.
- 6.11.5 The development must not increase the risk of flooding within the development site or in the surrounding area. It will need to be demonstrated that development will be resistant and resilient to flooding for its lifetime. An assessment of access and egress is also needed. In relation to the consideration of the impact of climate change the allowances considered must be in accordance with the latest national guidance.
- 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.

## Policy LP24 Sites in Areas of Flood Risk Policy

Where sites are at risk of flooding as identified by the Council's Strategic Flood Risk Assessment or more recent Environment Agency mapping and there are no other reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding:

1. These will be subject to (and no relevant planning permission will be granted before):

a. a site-specific flood risk assessment that considers flood risk from all sources and demonstrates that the proposed development will be safe for its lifetime, taking climate change into account, and with regard to the vulnerability of its users, without increasing flood risk elsewhere and, where possible, reducing flood risk overall. The flood risk assessment will need to consider:

- Climate change in line with allowances detailed in the latest national guidance.
- The vulnerability of the users of the proposed development.
- Safe access and egress to an area of safe refuge in line with the Flood Risk Assessment Guidance for New Development (FD2320) document

b. satisfactory demonstration that any design or development features necessary to address flood risk issues are compatible with heritage assets in the vicinity (including conservation areas and listed buildings), local visual amenity and (where relevant) to ensure the protection of internationally and nationally designated sites in addition to other natural environment assets such as the landscape and scenic beauty of the Norfolk Coast Area of Outstanding Natural Beauty.

2. For allocated sites the sequential test set out in the National Planning Policy Framework (NPPF) policy 158 is deemed to be met by the allocation process, as set out in the Planning Practice Guidance - Flood Risk and Climate Change, so that development is, as far as reasonably possible, located where the risk of flooding (from all sources) is lowest.

3. In relation to the exceptions test set out in the NPPF policy 159:

a. the first part (demonstration of wider sustainability benefits) is deemed to be met by the allocation process; and

b. the second part (site specific flood risk assessment, etc.) is not deemed to be met by the allocation process and shall remain the responsibility of the prospective developer. No relevant planning permission shall be granted unless and until this second part of the test is met, as set out in section 1 of this policy, above;

4. The design of new dwellings will be in accordance with the Environment Agency/Borough Council Flood Risk Design Guidance (Appendix B).
5. The Borough Council will take into account advice from the Lead Local Flood Authority and the King's Lynn and West Norfolk Settlements Surface Water Management Plan to ensure that where a serious and exceptional risk of surface water flooding exists adequate and appropriate consideration has been given to mitigating the risk.
6. Mitigation measures should minimise the risk of flooding on the development site and within the surrounding area.
7. Development proposals should demonstrate:
  - 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 redevelopments);
  - d. That foul and surface water flows are separated where possible.

## 6.12 LP25- Protection of Local Open Space Policy

### Introduction

6.12.1 It is important to retain valued recreational and amenity open space in towns and villages. Parks, playing fields, ponds, woodlands, informal open spaces and allotments all provide opportunities for sport, recreation, leisure and biodiversity. It is important that people, particularly children and elderly people, should have access to open spaces close to where they live.

6.12.2 The value of a healthy natural environment as the foundations of sustained economic growth, prospering communities and personal wellbeing is recognised by the National Planning Policy Framework (NPPF).

6.12.3 It is important that existing green infrastructure and open space is protected and enhanced to support new development in the Borough, particularly in respect of King's Lynn's urban expansion. This is supported by Strategic policies LP18, LP34 and LP05. Policy LP19 indicates that it may be necessary to secure biodiversity needs through planning conditions / obligations. LP19 also highlights the crucial role of the historic and built environment in delivering environmental quality and well-being. Policy LP34 indicates that the Borough Council will support proposals that protect, retain and/or enhance sports, leisure and recreation facilities and Policy LP05 sets out that obligations from developers will be sought through Section 106 legal agreements for allotments, indoor/outdoor sports facilities and green infrastructure.

### Relevant Local and National Policies

- National Planning Policy Framework: Promoting Healthy and Safe Communities
- National Planning Policy Framework: Conserving and Enhancing the Natural Environment
- National Planning Policy Framework: Conserving and Enhancing the Historic Environment
- UK A Green Future: Our 25 Year Plan to Improve the Environment (2018)

### Strategic Policies:

- LP19 Environmental Assets
- LP34 Community and Culture
- LP05 Infrastructure Provision
- Green Infrastructure Strategy (2009/2010)

### Policy Approach

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

6.12.5 Response to the consultation indicated a desire to provide a greater level of protection for locally important open spaces. The policy approach aims to ensure the amenity value of any local open space is fully considered and to maintain a balance between protecting locally important open space and enabling sustainable development within and adjacent to settlements

## **Policy LP25 – Protection of Local Open Space**

1. The Council will have careful regard to the value of any area of open space when assessing planning applications for development. In assessing the contribution that an area of open space plays, the Council will consider the following factors:
  - a. public access;
  - b. visual amenity;
  - c. local distinctiveness;
  - d. landscape character;
  - e. recreational value;
  - f. biodiversity, geodiversity
  - g. cultural value and historic character
  - h. whether the site has been allocated for development in the Local Plan.
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 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.
3. The Borough Council will support local communities in designating local green space for protection in neighbourhood plans where this:
  - a. meets the criteria for local green space as detailed in the National Planning Policy Framework; and
  - b. does not conflict with other policies in the Borough's Local Plan.

## 6.13 LP26- Habitats Regulations Assessment (HRA)

### Introduction

6.13.1 The 2016 Habitats Regulations Assessment (HRA) identified potential effects on designated European sites of nature conservation importance from additional recreational pressure. The need for monitoring and, where necessary, a package of mitigation measures, both on and off site, were identified to ensure no adverse effects on European sites.

6.13.2 Footprint Ecology consultants completed a comprehensive study of visitor surveys at European protected sites across Norfolk during 2015 and 2016. This was published in 2017. The report was commissioned by the Norfolk Biodiversity Partnership/Norfolk County Council on behalf of all the planning authorities in Norfolk. This new data that also takes into account adjacent authorities' visitor impact means that there is a much more reliable source of evidence to inform plan preparation and assess cumulative impact. The overall conclusion of the report was that growth would cause greater visitor disturbance and therefore proportional mitigation would need to be addressed through local authorities' plan documents.

6.13.3 The report by Footprint Ecology on visitor pressure also outlined mitigation proposals which included:

- Restrictions on the activities of dog walkers;
- Implement site and access management. The extent of these will need to be agreed amongst Natural England and the relevant local authorities;
- Closing or re-routing of unofficial paths;
- Permanent or seasonal restrictions and or closures of sites, or adoption of new fencing;
- Operation of new car parking areas to draw visitors away from heavily used or vulnerable sites;
- Allocating further Sustainable Accessible Natural Greenspace (SANG); and
- Adoption of interpretation materials.

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.

6.13.5 King's Lynn and West Norfolk includes all or part of 15 internationally designated sites; an additional 4 sites outside the district are also considered within the scope of the HRA process. The sites within the

Borough are listed below in Table 1. There are also a number of marine sites in the area –

- The Greater Wash Special Protection Area (SPA);
- Inner Dowsing, Race Bank and North Ridge Marine Protected Area (MPA) Special Area of Conservation (SAC);
- Cromer Shoal Chalk Beds Marine Conservation Zone (MCZ);
- North Norfolk Sandbanks and Saturn Reef SAC;
- Southern North Sea MPA (candidate SAC);
- Haisborough, Hammond and Winterton MPA SAC;
- Outer Thames Estuary SPA.

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.

**Table 1**

SPA	SAC	Ramsar
Breckland	Breckland (adjacent to Breckland Council)	Dersingham Bog
The North Norfolk Coast	Norfolk Valley Fens	North Norfolk Coast
The Ouse Washes	Ouse Washes	Ouse Washes
The Wash	Roydon Common and Dersingham Bog	Roydon Common
	The Wash and North Norfolk Coast	The Wash
	River Wensum	

**Relevant Local and National Policies**

- National Planning Policy Framework: Conserving and enhancing the natural environment
- UK A Green Future: Our 25 Year Plan to Improve the Environment (2018)

**Supporting East Marine Plan Policies are:**

In summary the policies bullet pointed below support policy LP26, to find out more information on the supporting policies the hyperlink is active over the policy number

- Biodiversity- [BIO1-2](#)
- Cumulative Impacts- [ECO1](#)
- Marine Protected Area- [MPA1](#)
- Terrestrial and Marine Character- [SOC3](#)



### Strategic Policies:

- LP19 Environmental Assets
- LP34 Community and Culture
- LP05 Infrastructure Provision
- LP16 Norfolk Coast AONB Policy
- Green Infrastructure Strategy Stage 1 (2009) and Stage 2 (2010)

### Policy LP26 - Habitats Regulations Assessment (HRA)

In relation to Habitats Regulations Assessment (HRA) monitoring and mitigation the Council has endorsed a Monitoring and Mitigation Strategy including:

1. Project level HRA to establish affected areas (SPA, SAC, RAMSAR) and a suite of measures including all/some of:

a. provision of an agreed package of habitat protection measures, to monitor recreational pressure resulting from the new allocations and, if necessary, mitigate adverse impacts before they reach a significant threshold, in order to avoid an adverse effect on the European sites identified in the HRA. This package of measures will require specialist design and assessment but is anticipated to include provision of:

i. a monitoring programme, which will incorporate new and recommended further actions from the Norfolk visitor pressure study (2016) as well as undertaking any other monitoring not covered by the County-wide study.

ii. enhanced informal recreational provision on (or in close proximity to) the allocated site [Sustainable Accessible Natural Greenspace], to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on nearby relevant nature conservation sites. This provision will be likely to consist of an integrated combination of:

A. informal open space (over and above the Council's normal standards for play space);

B. landscaping, including landscape planting and maintenance;

C. a network of attractive pedestrian routes, and car access to these, which provide a variety of terrain, routes and links to the wider public footpath network.

iii. contribution to enhanced management of nearby designated nature conservation sites and/or alternative green space;

iv. a programme of publicity to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities.

2. Notwithstanding the above suite of measures the Borough Council will levy an interim Habitat Mitigation Payment of £50 per house to cover monitoring/small scale mitigation at the European sites.

3. The Borough Council anticipates using CIL receipts for contributing to green infrastructure provision across the plan area.

4. An HRA Monitoring and Mitigation and GI Coordination Panel oversees monitoring, provision of new green infrastructure and the distribution of levy funding.

## **7 Social and Community**

### **7.1 Housing**

**Housing Policies to follow in due course:**

### **7.2 LP27- Housing**

**Including policies on:**

- **Older people housing and specialist care accommodation**
- **Accessible and Adaptable Homes**

## 7.3 LP28– Residential Development Reasonably Related to Existing Settlements

### Introduction

7.3.1 This policy is designed to provide a flexible framework for more modest levels of growth of an appropriate character by identifying the key types of development likely to be suitable, and enabling appropriate, small-scale development reasonably related to existing settlements in a sensitive manner. The policy should support housing developments which reflect local needs and promotes sustainable development in rural areas, with a view to enhancing and maintaining the vitality of such communities, including supporting local services, allowing communities to grow and thrive. This reflects the aims of the NPPF and in particular paragraph 78.

### Relevant Local and National Policies

- National Planning Policy Framework - Delivering a sufficient supply of homes:
- Core planning principles (roles and characters of different areas)
- para 59: Delivering a sufficient supply of homes
- para 77 - 79: Rural Housing
- para 172: Conserving and enhancing the natural environment
  
- Strategic Policies:
  - LP01: Spatial Strategy
  - LP02: Settlement Hierarchy
  - LP03 - Presumption in Favour of Sustainable Development
  - LP04 - Development Boundaries
  - LP07: The Economy
  - LP16- Norfolk Coast AONB
  - LP18 - Design and Sustainable Development
  - LP19 - Environmental Assets - Green Infrastructure, Landscape Character, Biodiversity and Geodiversity
  - LP120 - Environment, Design and Amenity Policy
  - LP27: Housing Distribution
  - LP34: Community and Culture
  - LP39: Development in Rural Areas

### Policy Approach

7.3.2 It is recognised that windfall development makes an important contribution towards housing supply and delivery throughout the Borough. It enables people to live in desirable Sustainable locations. This policy creates the opportunity for further windfall development to come forward, however it appreciates that such development needs to be appropriately located and of an appropriate nature. This policy clarifies the form of development which could be permitted.

7.3.3 The policy recognises that areas which sit outside of defined development boundaries, for settlements listed in the settlement hierarchy, which are close to the settlement and their defined development boundaries may be sustainable locations for housing development, i.e. close to services and facilities. This is why the policy states 'reasonably related to' the settlement and development boundary as these areas could be considered part of the settlement although they sit outside of the settlement's development boundary. The policy also caters for the rounding off existing development boundaries. The policy makes it clear that the proposed development does not have to be immediately next to the development boundary.

7.3.4 Infill development can make an improvement to the street scene where a gap has been left, for example due to demolished buildings or where it replaces lower quality development. It also provides the opportunity for growth without spoiling the form and character of the settlement.

7.3.5 The Borough Council recognises the importance that custom and self-build housing can play in contributing not only to housing supply but also to completions. Given this, and that it allows people to create a home which they ultimately want, the Borough Council is supportive of this type of housing. Further details on this can be found within the introductory text to Policy LP01 – Spatial Strategy Policy, under the heading 'Custom and Self-Build' and the Borough Council's Custom & Self-Build Action Plan.

7.3.6 The Norfolk Coast Area of Outstanding Natural Beauty (AONB) covers a significant portion of the Borough. The statutory purpose of designating an area of land as an AONB is to conserve and enhance the natural beauty of the area. This comprises the area's distinctive landscape character, biodiversity and geodiversity, historic and cultural environment. With this in mind and in line with the NPPF, Policy LP16 Norfolk Coast AONB, and taking into consideration the Norfolk Coast Partnership's management strategy '*Norfolk Coast Area Of Outstanding Natural Beauty Strategy*' this policy does not apply to areas which are within the AONB.

7.3.7 Careful Consideration will be required for areas which could impact upon natural environment designations and their setting, for example the Breckland Special Protection Area (SPA). And for areas which could have an impact upon historic environment designations and their settings such as conservation areas.

7.3.8 The Borough Council is very supportive of those communities who wish to prepare a Neighbourhood Plan for their Area. As such the Borough Council believes it should be up to the Qualifying Body (town/parish council or forum) and the local community to decide if this policy should apply within their Area. Please see Policy LP01 – Spatial Strategy Policy for further information in relation to Neighbourhood Plans.

## **Policy LP28 – Residential Development Reasonably Related to Existing Settlements**

1. Residential development will be permitted in areas reasonably related to existing settlements identified in the Settlement Hierarchy Policy (LP02) and their development boundaries where it involves:
  - a. the sensitive infilling of small gaps either wholly or in part, or rounding off the existing development boundary; and
  - b. the development is appropriate to the scale and character of the settlement and its surroundings; and
  - c. it will not fill a gap which provides a positive contribution to the street scene or views in/out of the locality; and
  - d. recognition that the development must conserve or enhance the natural environment and conserve and where appropriate enhance any heritage assets in the locality; and
  - e. sitting sympathetically within the wider landscape, preserves or enhances the setting of the nearest settlement; and
  - f. where possible the development is located to maximise the use of walking, cycling, and public transport to access services.
2. In exceptional circumstances the development of small groups of dwellings may be considered appropriate where the development is of a particularly high quality and would provide significant benefits to the local community.
3. Meaningful consultation with the Town/Parish Council, local community and other local stakeholders will be encouraged prior to submitting a planning application
4. Additional weight will be given to proposals for Custom and Self-Build development.
5. This Policy does not apply within the Norfolk Coast Area of Outstanding Natural Beauty (AONB)
6. This Policy does not apply to settlements covered by a Made Neighbourhood Plan. Unless the relevant Neighbourhood Plan allows this.

## 7.4 LP29- Houses in Multiple Occupation Policy

### Introduction

7.4.1 Houses in Multiple Occupation (HMOs) were introduced under Class C4 in the Town and County Planning (Use Classes) (Amendment)(England) Order 2010 and is the use of a dwelling house by not more than six residents. Under Article 2 (4) of the order, purpose of Class C4 HMOs does not include a converted block of flats to which S.257 of the Housing Act 2004 applies<sup>20</sup>. However, HMOs have the same meaning as S.254 of the Housing Act 2004 which defines them as: a building or part of a building that consists of one or more units of living accommodation, which is occupied by persons who do not form a single household and two or more of the households share one or more basic amenities such as a bathroom or kitchen<sup>21</sup>.

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

7.4.3 Planning permission may not always be needed, depending on circumstances, for a change of use to certain types of smaller HMOs. However, the Council considers it useful to have a clear policy in place for those situations, including larger HMOs, where planning applications are required. The standards expected to be provided among all HMOS are high and must comply with legislation as set out under the weblink: [https://www.west-norfolk.gov.uk/info/20114/houses\\_in\\_multiple\\_occupation/413/what\\_is\\_an\\_hmo](https://www.west-norfolk.gov.uk/info/20114/houses_in_multiple_occupation/413/what_is_an_hmo)

7.4.4 Large HMOS as defined by the central government are required to have a mandatory license, if the household is occupied by five or more people, forming two or more households, with shared basic amenities. As defined on our website<sup>22</sup>, for the situation of purpose-built flats (those that were originally built as flats – not converted into flats):

- a) If a purpose built flat is occupied by five or more people, and it's in a block comprising of up to two flats, it **will** be licensable;
- b) and if a purpose built flat is occupied by five or more people, and it's in a block comprising three or more flats, it **will not** be licensable.
- c) Mandatory licensing applies to flats such as those above shops on traditional high street type locations, but not large purpose-built blocks of flats.

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<sup>20</sup> Town and County Planning (Use Classes) (Amendment)(England) Order 2010

<http://www.legislation.gov.uk/ukxi/2010/653/article/2/made>

<sup>21</sup> Housing Act 2004 <http://www.legislation.gov.uk/ukpga/2004/34/contents>

<sup>22</sup> BCKLWN (2020) HMOS [https://www.west-norfolk.gov.uk/info/20114/houses\\_in\\_multiple\\_occupation/675/apply\\_for\\_an\\_hmo](https://www.west-norfolk.gov.uk/info/20114/houses_in_multiple_occupation/675/apply_for_an_hmo)

Further information on HMOS is provided within this weblink: [https://www.west-norfolk.gov.uk/info/20114/houses\\_in\\_multiple\\_occupation](https://www.west-norfolk.gov.uk/info/20114/houses_in_multiple_occupation)

### Relevant Local and National Policies

- National Planning Policy Framework: Delivering a sufficient supply of homes
- Strategic Policy LP18 Sustainable Development
- Strategic Policy LP34 Community and Culture

### Policy Approach

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

### Policy LP29- Houses in Multiple Occupation (HMOs)

1. The conversion of existing dwellings to and new development of properties for multiple occupation may be permitted where:
  - a. there is no adverse impact on the amenity of existing and new residents and the historic and natural environment; **and**
  - b. the development and associated facilities, including bin storage, car and cycle parking, can be provided without detriment to the occupiers of adjoining or neighbouring properties; **and**
  - c. the site is within reasonable distances to facilities, public open space, supporting services and local employment.
  - d. the proposed scheme is of a high quality and meets the necessary standards set out in legal national requirements



## 7.5 LP30- Enlargement or Replacement of Dwellings in the Countryside Policy

### Introduction

7.5.1 The character and beauty of West Norfolk's countryside needs to be protected in accordance with Strategic Policy LP39.

7.5.2 The National Planning Policy Framework promotes sustainable rural development. There is no national guidance regarding replacement dwellings and residential extensions, but these can equally have a negative impact on the countryside if not carefully managed. Therefore, there is a need for a local policy to control such potential impacts.

### Relevant Local and National Policies

- National Planning Policy Framework: Delivering a sufficient supply of homes
- Strategic Policies:
  - LP01 Spatial Strategy
  - LP39 Development in Rural Areas
  - LP18 Sustainable Development

### Policy Approach

7.5.3 For the purposes of this policy, the countryside is defined as any area outside of the settlements listed in Strategic Policy LP02 The Settlement Hierarchy.

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

7.5.5 This policy should be applied in accordance with Policy LP20: Environment, Design and Amenity and LP16 Norfolk Coast AONB Policy.

## **Policy LP30– Enlargement or Replacement of Dwellings in the Countryside**

1. Proposals for replacement dwellings or extensions to existing dwellings will be approved where the design is of a high quality and will preserve the character or appearance of the street scene or area in which it sits.
2. Schemes which fail to reflect the scale and character of their surroundings or which would be oppressive or adversely affect the amenity of the area or neighbouring properties will be refused.

## 7.6 LP31- Housing Needs of Rural Workers

### Introduction

7.6.1 King's Lynn & West Norfolk is a large rural Borough, and in order to promote sustainable patterns of development to ensure strong, diverse, economic activity in line with Strategic Policy LP39 it is important to address the housing needs of rural workers such as farm and forestry workers.

7.6.2 The National Planning Policy Framework sets guidance to steer new development to the most sustainable locations, avoiding new isolated homes in the countryside. However, national policy does identify special circumstances including the essential need for a rural worker to live permanently at or near their place of work in the countryside.

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

### Relevant Local and National Policies

- National Planning Policy Framework: Delivering a sufficient supply of homes
- Strategic Policies
- LP01 Spatial Strategy
- LP39 Development in rural areas
- LP18 Design and Sustainable Development

### Policy Approach

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

7.6.5 Agricultural occupancy conditions are imposed when a dwelling is given planning permission because it is necessary to the running of an agricultural enterprise but would not otherwise have been permitted. In accordance with national and local policy, this policy seeks to ensure the housing needs of farm, forestry and other rural workers are protected. Therefore, applications for the removal of restrictive occupancy conditions will require robust justification and will be assessed against the fact that the permission was originally granted as an exception to meet an essential rural need.

7.6.6 For the purposes of this policy a 'rural worker' is defined as someone who is needed to live permanently in the countryside or a Smaller Village and Hamlet (outside other designated settlements) and:

- to provide vital support to, an agricultural, forestry or other enterprise which supports the rural economy and environment;
- and on or in close proximity to that enterprise;

- and where neither the worker nor the enterprise can be located in a designated settlement (excepting Smaller Villages and Hamlets).

## Strategic Policy

### Policy LP31- Housing needs of rural workers

#### Permanent occupational dwellings

1. New permanent dwellings should only be allowed to support existing rural based activities on well-established rural based enterprises, providing:
  - a. there is a clearly established existing functional need, requiring occupants to be adjacent to their enterprises in the day and at night,
  - b. the need could not be met by existing dwellings within the locality,
  - c. the application meets the requirements of a financial test demonstrating that:
    - i. the enterprise(s) and the rural based activity concerned have been established for at least three years, have been successful for at least one of them **and**;
    - ii. are currently financially sound, and have a clear prospect of remaining so **and**;
    - iii. the rural based enterprise can sustain the size of the proposed dwelling;
    - iv. acceptable in all other respects

#### Temporary occupational dwellings

2. If a new dwelling is essential to support a new rural based activity, it should normally, for the first three years, be provided by a caravan, or other temporary accommodation.
3. New temporary dwellings should only be allowed to support rural based activities providing:
  - a. the proposal satisfies criteria 1a and b above;
  - b. the application is supported by clear evidence of a firm intention and ability to develop the enterprise concerned (for example significant investment in new farm buildings is often a good indication of intentions);
  - c. the application is supported by clear evidence that the proposed enterprise has been planned on a sound financial basis.

#### Existing Occupational Dwellings

4. Preference will be given to retaining agricultural or other rural based occupancy dwellings where there is a local identified need.

5. Proposals for the relaxation or removal of agricultural occupancy conditions will only be permitted where the applicant can demonstrate that:

- a. the dwelling has been occupied in accordance with the terms of the occupancy condition for a minimum of 5 years; and

there is no longer a need for the dwelling by those working, or last working, in the locality in agricultural, forestry or a rural enterprise, established by evidence of marketing (including the provision of details of an independent market valuation reflecting the occupancy condition, as well as all viewings and offers made) for a 12 month period at a price that reflects the occupancy condition.

## 7.7 LP32- Residential Annexes

### Introduction

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

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

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

### Relevant Local and National Policies

- National Planning Policy Framework: Delivering a sufficient supply of homes
- National Planning Policy Framework: Achieving well-designed places
- Strategic Policies:
  - LP39: Development in Rural Areas
  - LP18: Sustainable Development
  - LP16 Norfolk Coast AONB Policy

### Policy Approach

7.7.4 In principle, annexes will be permitted in the defined settlements as listed in Strategic Policy LP02 Settlement Hierarchy providing they comply with other relevant planning policies relating to design, amenity and access in the Local Plan. Stricter criteria will apply to applications for annexes in the wider countryside to ensure that the countryside is protected from adverse development.

### **Policy LP32- Residential Annexes**

1. Development of residential annexes will be approved only subject to the following being secured by condition or planning agreement:
  - a. it remains in the same ownership as, and is occupied in conjunction with the principal dwelling;
  - b. it is ancillary and subordinate in scale to the principal dwelling;
  - c. its occupant(s) share(s) the existing access, garden and parking of the main dwelling;

### **7.8 – LP33 Delivering Affordable Housing on Phased Development Policy- Still in progress**

## 7.9 LP34 Community and Culture Policy

### Introduction

7.9.1 Planning is about more than just physical land use. It is essential that planning policy aims to improve the wellbeing of local communities by tackling social issues and creating the right conditions for people to have a good quality of life. The first part of this chapter examines the key social issues which are affecting communities in the borough, while the second part identifies the significance of culture to the community.

7.9.2 A socially and culturally sustainable community means that it is active, inclusive and safe – fair, tolerant and cohesive with a strong local culture and other shared community activities. In order to achieve this goal, policies in the Local Plan must address the following key issues:

- **Inequality** - the difference between the most and least deprived wards in the borough.
- **Health** - encouraging more healthy and active lifestyles.
- **Crime** - reducing the fear of crime as well as actual incidents of crime to ensure people feel safe.
- **Community Cohesion** - community cohesion is achieved when:
  - a. there is a common vision and a sense of belonging for all communities;
  - b. the diversity of people's different backgrounds and circumstances are appreciated and positively valued;
  - c. those from different backgrounds have similar life opportunities;
  - d. strong and positive relationships are being developed between people from different backgrounds in the workplace, in schools and within neighbourhoods.

7.9.3 There are typically seven domains of deprivation which combine the official measure for the Index of Multiple Deprivation (IMD) these are: income, employment, health, crime, barriers to housing and services and living environment<sup>23</sup>. 'Pockets' of deprivation are a key issue for the borough, both in urban areas including King's Lynn and Hunstanton, as well as some of the more rural parts of the district<sup>24</sup>.

The national statistics of English indices of deprivation (2019) relatively ranks each small area (Lower Super Output Area) in England from most deprived (1) to least deprived (32,844). The data for local authorities (2019), highlights that King's Lynn & West Norfolk IMD average score was 94 out of 317 for local authority districts in

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<sup>23</sup> MHCLG (2019) The English Indices of Deprivation (2019) (IoD2019) [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/835115/IoD2019\\_Statistical\\_Release.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/835115/IoD2019_Statistical_Release.pdf)

<sup>24</sup> MHCLG (2019) Local Authority Maps- Indices of Deprivation (2019) Available at: <https://imd2019.group.shef.ac.uk/>



its average rank for deprivation<sup>25</sup>; making this fall in the top 25% most deprived districts in England. The most deprived domains for the borough was education with an average score of 33 (top 10%) and health scored at 67 alongside housing (top 20%)<sup>26</sup>.

7.9.4 A health profile of the area between 2013-2015 highlighted that the average life expectancy varies by 3 years (for men) and 2 years (for women) between the most deprived wards and the most affluent areas of the borough<sup>27</sup>. Individuals who have good access to public open space including, parks, greens, leisure and sports facilities and other recreation facilities have a better opportunity to have an active and healthy lifestyle.

7.9.5 West Norfolk is fortunate to have one of the lowest crime levels in England ranking at 268 out of 317 making the borough fall within the top 20% least deprived areas in England. Recent statistics (2020) show that the crime rate was 4.8 per 1000 population compared to 6.2 in England. The highest crime rates were anti-social behaviour and violence and sex offences. Anti-social behaviour has stayed at a consistent rate from 2018-2020 of around 1.4 per 1000.<sup>28</sup> One of the main ways in which the planning process can help to reduce the likelihood of crime is to ensure it is a key consideration in the design process, particularly for access routes and public spaces. As highlighted, in the national design guide (2019) well designed places and careful planning can help users feel safe and secure within shared amenity spaces without the need for security measures. This will complement policy on design outlined in Sustainable Development Policy LP16.

7.9.6 West Norfolk is experiencing an increasing mix of people of different nationalities and cultures. Over the past decade parts of King's Lynn and the wider borough have welcomed a significant number of economic migrants, mainly from the A8 accession countries that joined the EU in 2004, particularly from Poland, Lithuania and Latvia. Population estimates in 2018 show that for EU nationals West Norfolk (6%) were marginally above Norfolk overall (5.1%) and very similar to estimates in England (5.9%). Broad ethnic groups within the borough show that 97.3% of the population is White, followed by Asian at 1.3% and Black, Mixed and Other falling below 0.9%. This highlights how little diversity is present within the borough overall<sup>29</sup>.

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<sup>25</sup> MHCLG (2019) Local Authority District Summaries Available at

<https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019>

<sup>26</sup> Norfolk County Council (2018) Norfolk JSNA Briefing Document [https://www.norfolkinsight.org.uk/wp-content/uploads/2019/12/Briefing\\_paper\\_-\\_Deprivation.pdf](https://www.norfolkinsight.org.uk/wp-content/uploads/2019/12/Briefing_paper_-_Deprivation.pdf)

<sup>27</sup> Health and Wellbeing Profile June 2017 King's Lynn & West Norfolk [https://www.norfolkinsight.org.uk/wp-content/uploads/2018/09/Kings\\_Lynn\\_and\\_West\\_Norfolk\\_HWB\\_profile\\_2017.pdf](https://www.norfolkinsight.org.uk/wp-content/uploads/2018/09/Kings_Lynn_and_West_Norfolk_HWB_profile_2017.pdf)

<sup>28</sup> King's Lynn & West Norfolk Crime & Community Safety Area Report (2020)

<https://www.norfolkinsight.org.uk/crime-and-community-safety/report/view/c4759afd921045e68237e611043725c2/E07000146>

<sup>29</sup> Norfolk Insight (2020) Population Estimates

<https://www.norfolkinsight.org.uk/population/report/view/b15822d80ec54439bb12134b7c857bb9/E07000146/>

7.9.7 Providing opportunities for the community to work together, either by involving the community early in the design of new development, creating shared community facilities or by supporting different kinds of community groups, sports and activities will help to improve community cohesiveness.

7.9.8 The policy for Community & Culture aims to work alongside wider strategies undertaken by the West Norfolk Partnership<sup>30</sup> and other agencies such as the Norfolk Constabulary as well as charities and community groups to address the social and community issues outlined above. The West Norfolk Partnership is a strategy group and the concept behind the Partnership is to tackle the issues that residents of West Norfolk say affect their lives. The partner organisations come together and discuss issues to provide the link between the statutory sector and the voluntary sector who provide that 'ear to the ground' for community needs. These issues will cover similar topics to ones which were commissioned in previous 'Quality of Life' Surveys in the past including: health and wellbeing, crime, facilities for all ages. Previous and ongoing work within the partnership is how the SWAN Youth project in Downham Market came into being, because people in the southern neighbourhood said there was nothing for young people to do<sup>31</sup>.

7.9.9 The policy aims to ensure West Norfolk is a great place for people to live and work by creating opportunities for the community to interact, supporting the provision of community facilities and infrastructure and ensuring that future development is designed in a way which helps to avoid the creation of, or increase the amount of social problems experienced by residents in the borough.

### Relevant Local and National Policies and Guidance

- LP35 Community Facilities
- LP21 Open Space + 'FIT' Standards
- National Planning Policy Framework: Promoting healthy and safe communities
- National Design Guide (2019)- Public Spaces and Uses

### The Cultural Context

7.9.10 Culture is a collective term for a diversity of different activities and attractions. The cultural assets of West Norfolk are considered to include the arts, the natural and built heritage, libraries, museums, archives, galleries, sports and leisure, churches and other places of worship as well as events, concerts and festivals. As culture is so wide ranging, it is strongly linked to policies on the economy and environmental assets.

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<sup>30</sup> West Norfolk Partnership Strategy Group <https://democracy.west-norfolk.gov.uk/documents/s16760/WN%20Strategy%20Group%20-%20Presentation%20for%20E%20and%20C%20Sept%202017.pdf>

<sup>31</sup> Swan Youth Project <https://www.swanyouthproject.org/>

7.9.11 A Vision of Norfolk 2021 produces in partnership with Norfolk County Council identifies the importance of culture to people in Norfolk:

- building communities, we can be proud of;
- nurturing our growing digital economy;
- making the most of our heritage, culture and environment;
- developing the skills of our people through training and apprenticeships;
- building new homes to help young people get on the housing ladder;
- installing infrastructure first.

7.9.12 West Norfolk is rich in cultural assets and hosts a variety of different events and festivals across the borough each year. Whilst more strategic cultural facilities are focused in the larger settlements such as King's Lynn, Hunstanton and Downham Market, there are many smaller but important tourist and/or cultural facilities throughout the rest of the borough as well as many traditional local events and festivals. The borough is fortunate to be rich in cultural heritage in the built and natural environment. Environmental Assets Policy LP19 and LP16 Norfolk Coast AONB Policy focuses on protecting and enhancing the rich heritage of the borough such as the many historic Listed Buildings, Conservation Areas, Areas of Outstanding Natural Beauty as well as the distinctive inland waterways which support tourism and recreation.

**Add specific reference to local character – describe local building materials/vernacular. etc. More description yet to come.**

7.9.13 The Borough Council has already made improvements to significant cultural venues in King's Lynn in recent years and it is essential that cultural facilities are improved and continue to grow in King's Lynn to serve an expanded population. The Borough Council also have a financial assistance scheme where community organisations including charities, voluntary and community groups can apply for funding for a revenue or capital projects covering community buildings, cultural projects, sports, play areas etc. There is set criteria for the funding as referenced on the council website, nonetheless it is part of the Borough Council's offer to the community and responding to their needs<sup>32</sup>.

7.9.14 Cultural facilities can contribute to improving quality of life, reinforcing local distinctiveness, driving regeneration, providing jobs and promoting tourism. For this reason, it is vital that the Community and Culture Policy LP34 aims to protect and promote West Norfolk's existing cultural assets, as well as facilitating new cultural facilities where appropriate. Policy LP34 will prioritise locating cultural facilities sequentially in accessible locations in the larger settlements, in line with the Settlement Hierarchy Policy LP02 and national planning policy on sustainable development.

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<sup>32</sup> Borough Council of King's Lynn & West Norfolk 2020 Revenue and capital grants [https://www.west-norfolk.gov.uk/info/20228/community\\_grants/785/revenue\\_and\\_capital\\_grants](https://www.west-norfolk.gov.uk/info/20228/community_grants/785/revenue_and_capital_grants)

## Strategic Policy

### Policy LP34 Community and Culture

1. Delivering community well-being and enhancing quality of life through good design.
2. Where possible, developers should examine best practice on design in new development and should aim to involve the community early in the design process of new development.
3. The form, design, location and layout of development should enhance community wellbeing, by:
  - a. being accessible and inclusive - ensuring that people of any age, gender, ethnicity and ability can use and access the development;
  - b. being adaptable - creating high quality development which is capable of being modified either for different uses or to suit people with different needs;
  - c. being locally distinctive - contributing to a sense of place and identity;
  - d. reducing the opportunity for crime - considering factors such as natural surveillance, boundaries and security features, lighting and the management of public space to promote safe living environments;
  - e. being within walking distance of open space - to increase people's quality of life and enable active and healthy lifestyles
  - f. creating places that promote social interaction, to allow people who are isolated and more vulnerable to cope with the impacts of climate change.

#### **Creating sustainable communities through the provision of community infrastructure.**

3. The Borough Council will:
  - a. support proposals that protect, retain or enhance sports, leisure and recreation facilities including children's playgrounds or create new facilities in accessible locations;
  - b. work with NHS Norfolk to ensure that new health facilities are provided to serve an expanded population, particularly in growth areas in King's Lynn.
4. The Borough Council recognises the importance of community facilities and services (also referred to as community infrastructure) to improving people's quality of life, reducing inequality and improving community cohesion. The Council will, working with partners, seek opportunities to gain funding for the development of community infrastructure, particularly in deprived parts of the borough (see Policy LP05).

#### **Protecting, enhancing and promoting cultural facilities**

5. The Borough Council will seek to protect and enhance existing cultural assets. If a cultural facility is no longer viable and the Council cannot secure

funding, the Council will seek to explore alternative options such as co-locating multiple facilities on a single site to prevent the loss of cultural facilities and to increase the economic viability of such facilities.

6. Development will not be permitted in cases where it would result in a loss of existing cultural facilities, unless equivalent new or improved facilities, where need justifies, can be provided within the same settlement boundary or in close proximity of the existing facility.
7. New cultural facilities will actively be encouraged by the Borough Council, providing they are compatible with their location and setting and do not conflict with Economy Policy LP07. New cultural facilities will be located sequentially, in accessible sites in King's Lynn and the Main Towns of Hunstanton and Downham Market. Cultural facilities proposed in accessible locations in Key Rural Service Centres or the more rural settlements and areas will be considered based on localised impacts.

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**Policy LP34 contributes to Strategic Objectives 1, 2, 5 Economy; 6, 7, 8, 10; Society; 12, 14, 15 Environment.**

## 7.10 LP35- Community Facilities Policy

### Introduction

7.10.1 Community facilities such as village halls, pubs, shops, allotments and churches play an important role in bringing the community together and provide valuable services particularly in more rural settlements. In line with Strategic Policies LP07 Economy and LP34 Community and Culture the priority is to protect community facilities where possible, particularly where there is no alternative provision within the settlement. Strategic Policy LP05 identifies that community facilities will be sought within, or through, contributions from, new development.

7.10.2 With over 11,000 new homes planned for the Borough over the plan period to 2036 it is important that new community facilities are provided to meet the needs of an expanding population. Strategic Policy LP05 identifies that community facilities will be sought within, or through contributions from, new development.

### Relevant Local and National Policies

- National Planning Policy Framework: Promoting Healthy and Safe Communities
- Strategic Policy LP05 Infrastructure Provision
- King's Lynn and West Norfolk Green Infrastructure Strategy

### Policy Approach

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

7.10.4 Evidence to meet the policy requirements may include, for example, one or more of the following:

for (a), information on alternative provision in the area, typical provision in equivalent areas, the geography and social make up of users and potential users; changes in the demand or need for the type of facilities; and

for (b),

in the case of market provided facilities (e.g. shops, pubs, restaurants, etc.), evidence of marketing the business or premises for a sustained period (usually a minimum of 12 months), at a price reflecting the authorised use, details of income/profit achieved in recent years, evidence of significant long term changes in the relevant market.

in the case of non-market provide facilities, the withdrawal or absence of the funding, personnel or other resources necessary to provide the facility.

7.10.5 The adequacy and persuasiveness of the evidence will be judged in the particular circumstances of the case, and against the objectives set out in the first paragraph of the policy.

### **Policy LP33 – Community Facilities**

1. The Council will encourage the retention of existing community facilities and the provision of new facilities, particularly in areas with poor levels of provision and in areas of major growth.
2. Development leading to the loss of an existing community facility will not be permitted unless it is demonstrated that either:
  - a. the area currently served by it would remain suitably provided following the loss, or, if not;
  - b. it is no longer viable or feasible to retain the premises in a community facility use.

## 8 Settlements & Sites- Allocations and Policies

### 9 King's Lynn & Surrounding Area

#### 9.1 LP36 King's Lynn Policy

##### 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 LP36 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, 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 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 LP15 & LP24;
- 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 highway's 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 LP36 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 marketplaces 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. More description yet to come.**

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 1,126 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. 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.

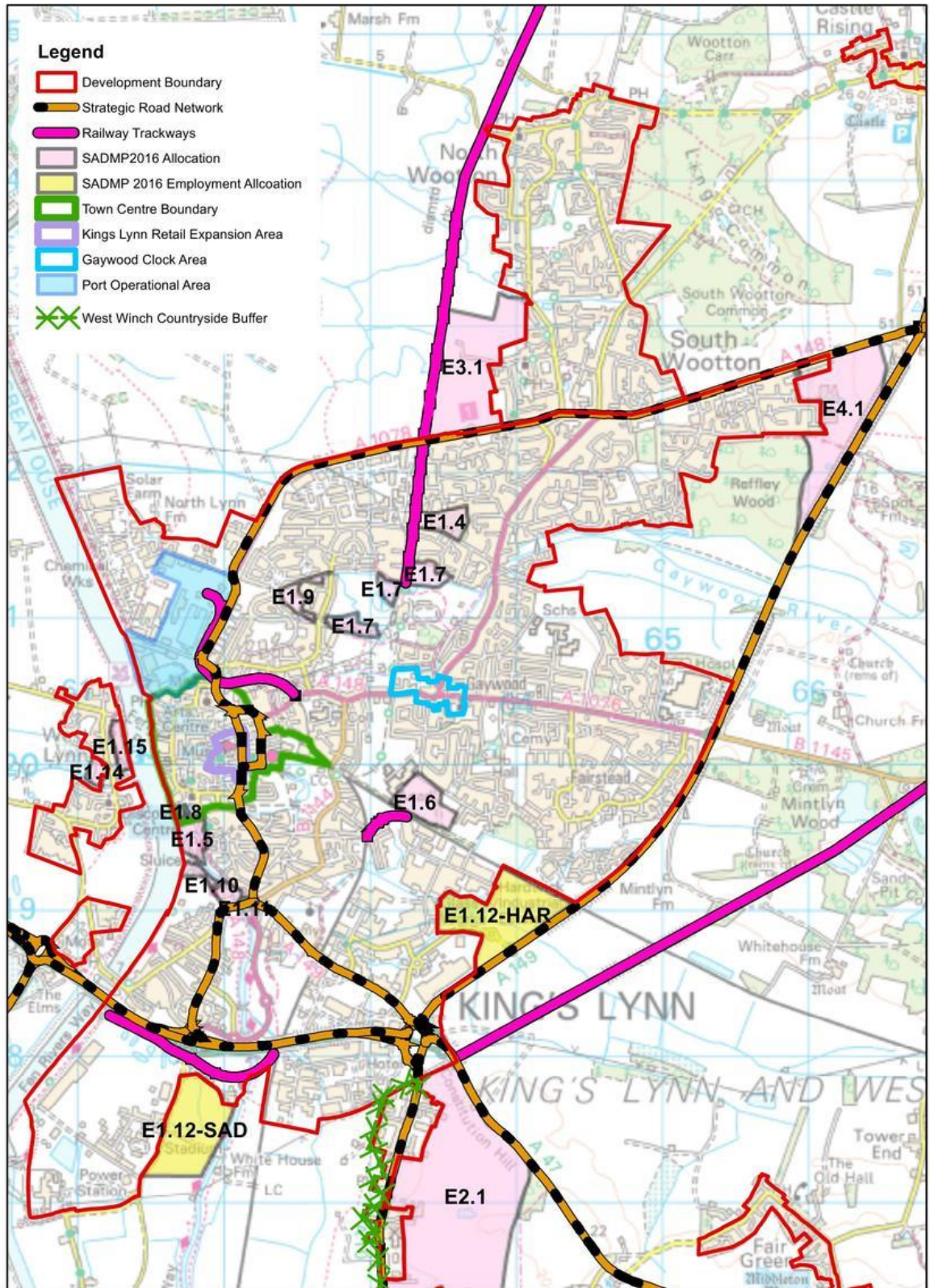
## Transport

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 Transport Study and Strategy (KLTSS). 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

9.2.21 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.





**Inset E1 King's Lynn and West Lynn**

## 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:

- 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 A, C1, D1, D2 and sui generis theatres) will be particularly encouraged in the area.
- b. 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

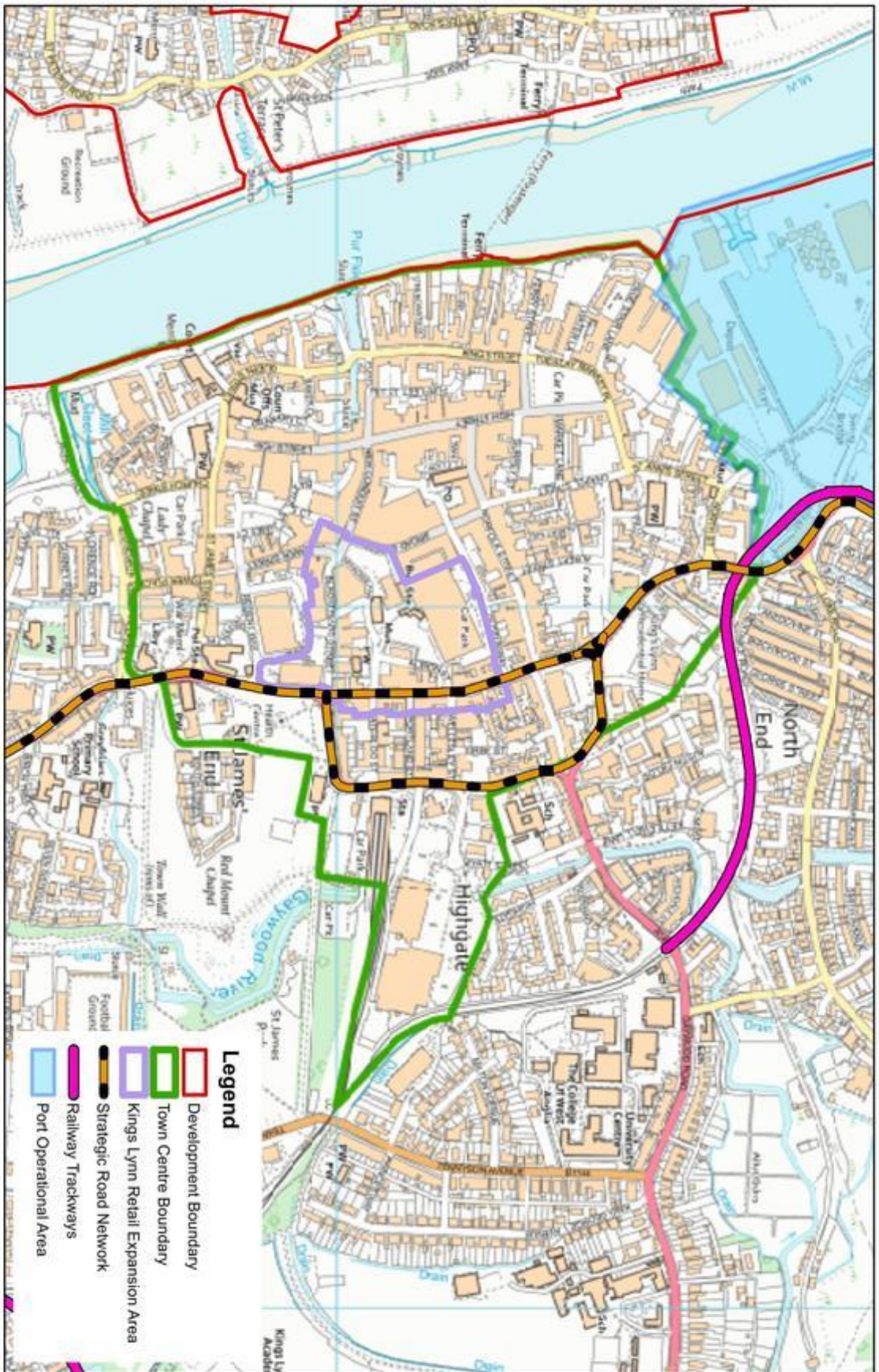


centre would be particularly welcomed for its contribution to its architectural quality, social mix, and economic health.

- c. 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.
- d. 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.
- e. 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.
- f. 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.
- g. development in the vicinity of the Port will be carefully scrutinised to ensure its compatibility with Policy E1.2A.

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### King's Lynn Town Centre and Retail Expansion Area



- Legend**
- Development Boundary
  - Town Centre Boundary
  - King's Lynn Retail Expansion Area
  - Strategic Road Network
  - Railway Trackways
  - Port Operational Area

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

### Introduction

9.2.2.1 Strategic Policy LP36 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

1. 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.
2. 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.

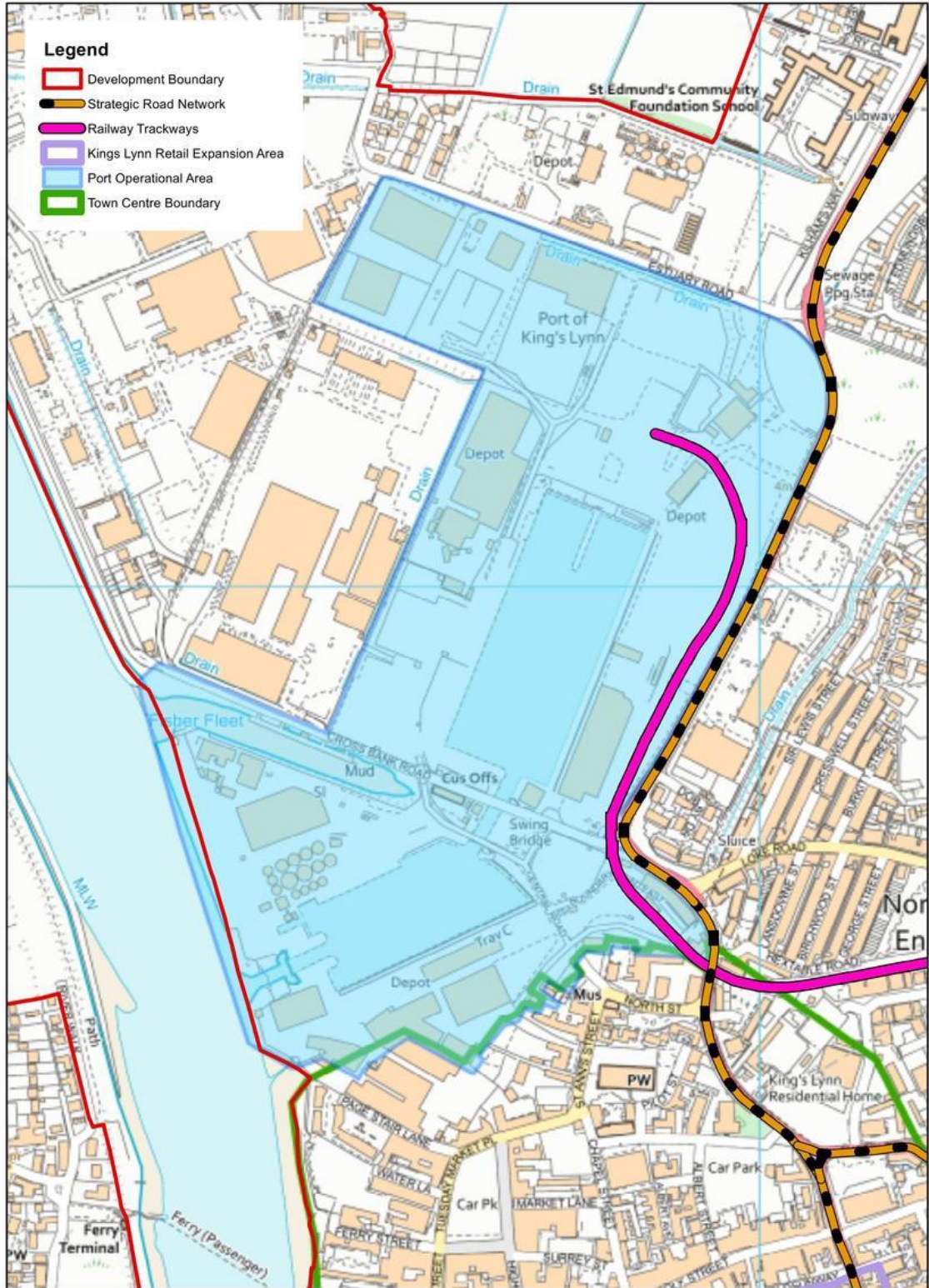
## 9.2.3 E1.2A King's Lynn - Port Policy

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

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

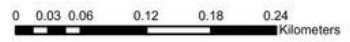
- b. recognising and protecting the port operational area identified on the Policies Map;
- c. supporting port development and growth where this is compatible with other policies in the development plan; and
- d. having regard to compatibility with existing and likely potential port operations when determining proposals for development in the vicinity of the port, or which may affect the transport infrastructure which supports them.





**King's Lynn Port**

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

### Introduction

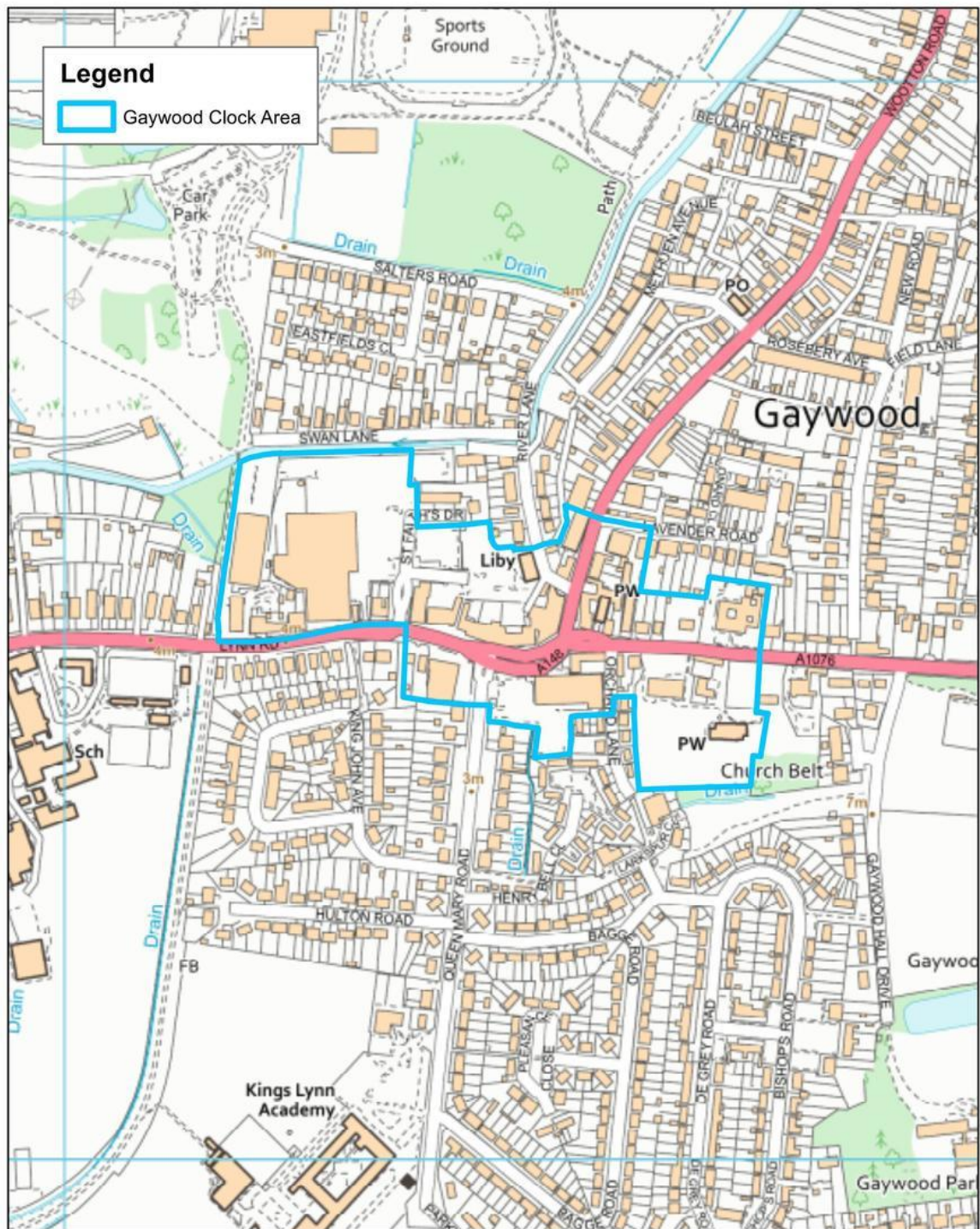
**9.2.4.1** The Gaywood Clock Area is situated within the built-up area of King's Lynn at the junction of the A148 (Wootton Road and Lynn Road) and A1076 (Gayton Road) principal roads, approximately one mile to the east of the town centre. The Gaywood Clock Area acts as a district shopping centre for 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

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





### Gaywood Clock Area

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## 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.**

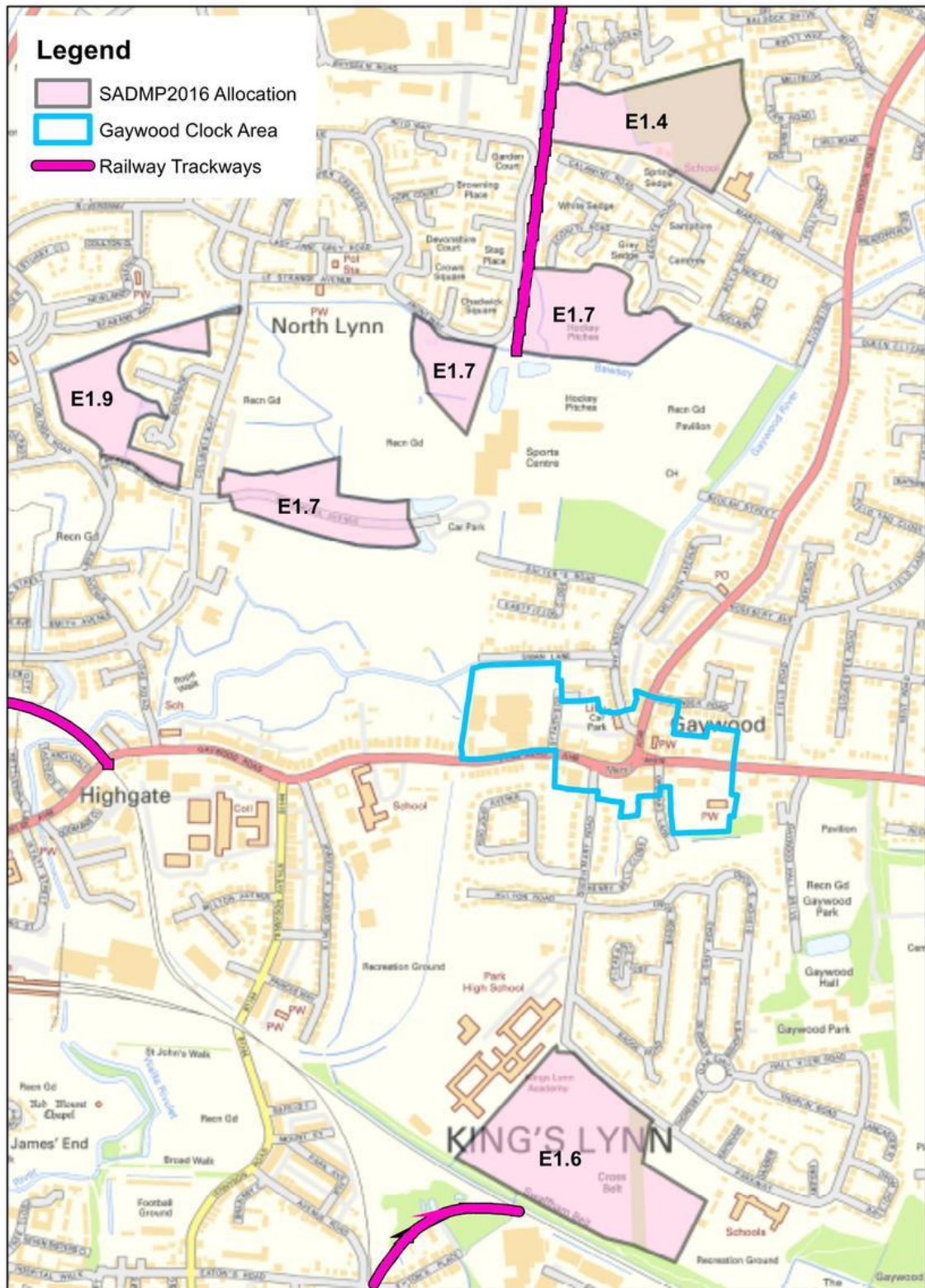
Development will be subject to compliance with all of the following:

1. Provision of a new road linking the site to the A1078 Edward Benefer Way, minimising negative impacts on the existing cycleway;
2. Submission of a site-specific Flood Risk Assessment;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. 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;
5. In judging the amount of on-site open space appropriate under Policy LP21 (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;

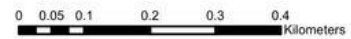
6. Provision of a project level habitats regulations assessment, with particular regard to the potential for indirect and cumulative effects through recreational disturbance to the Roydon Common Special Area of Conservation;
7. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
8. Provision of affordable housing in line with the current standards;
9. 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.





King's Lynn Allocations (Policies E1.4 / E1.6 / E1.7 / E1.9) Zoomed

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## 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.

9.2.6.2 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

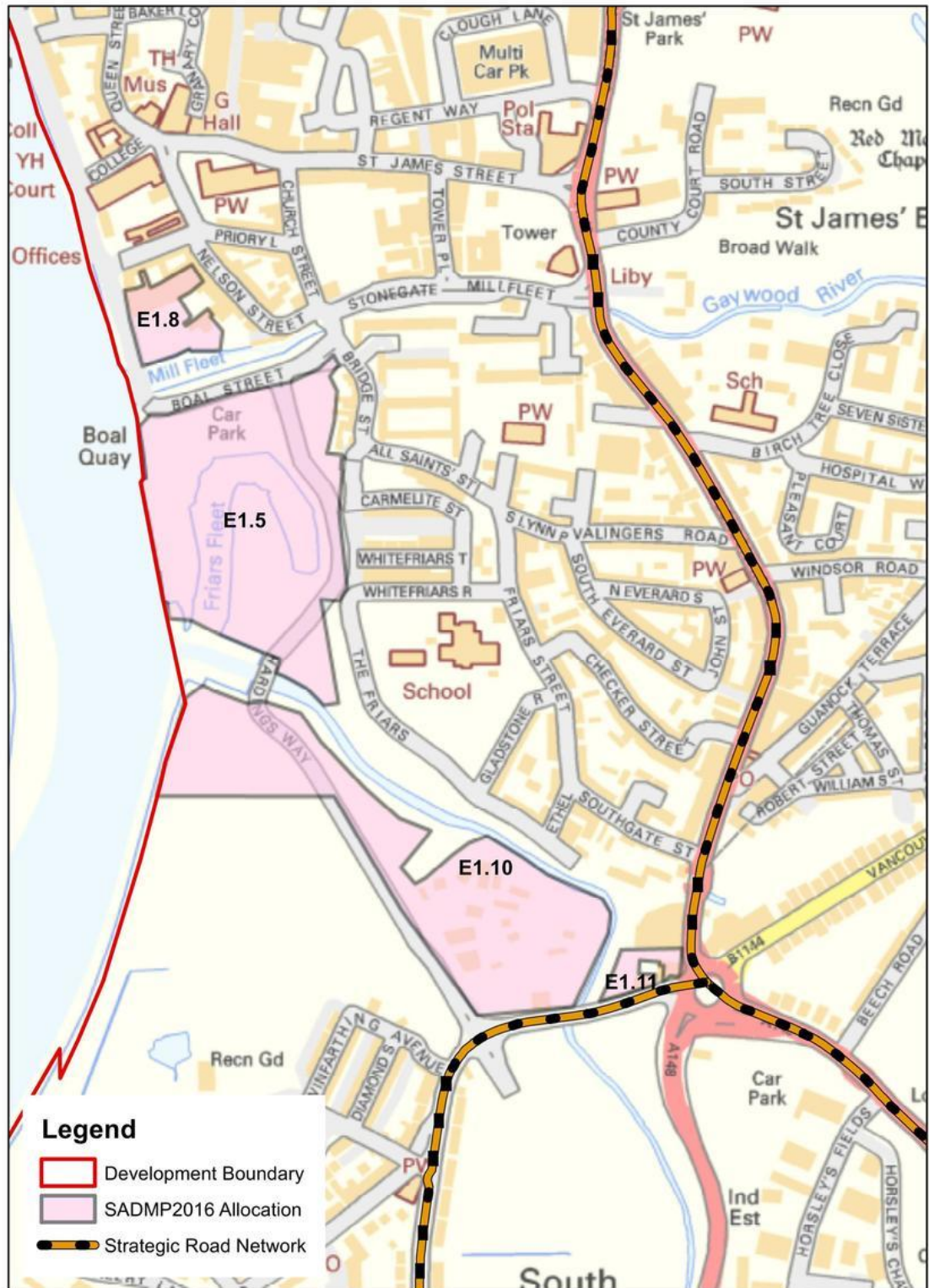
**Land amounting to 4.1 hectares is allocated for Mixed Use including residential development of some 50 dwellings.**

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;
6. 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;
7. 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;
8. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
9. Provision of affordable housing in line with the current standards.





King's Lynn Allocations (Policies E1.5 / E1.8 / E1.10 / E1.11) Zoomed

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0 0.025 0.05 0.1 0.15 0.2 Kilometers

## **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:

1. Retention of the Cross-Belt avenue of trees and southern boundary tree belt;
2. Submission of a site-specific Flood Risk Assessment; South of Parkway;
3. Submission of an Arboricultural Assessment;
4. Submission of an Archaeological Assessment;
5. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
6. 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;
- 7 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;

- 8 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;
- 9 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;
10. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
11. 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:

1. Submission of a site-specific Flood Risk Assessment;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. 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;
4. In judging the amount of on-site open space appropriate under Policy LP21 (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;



5. 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;
6. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
7. 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

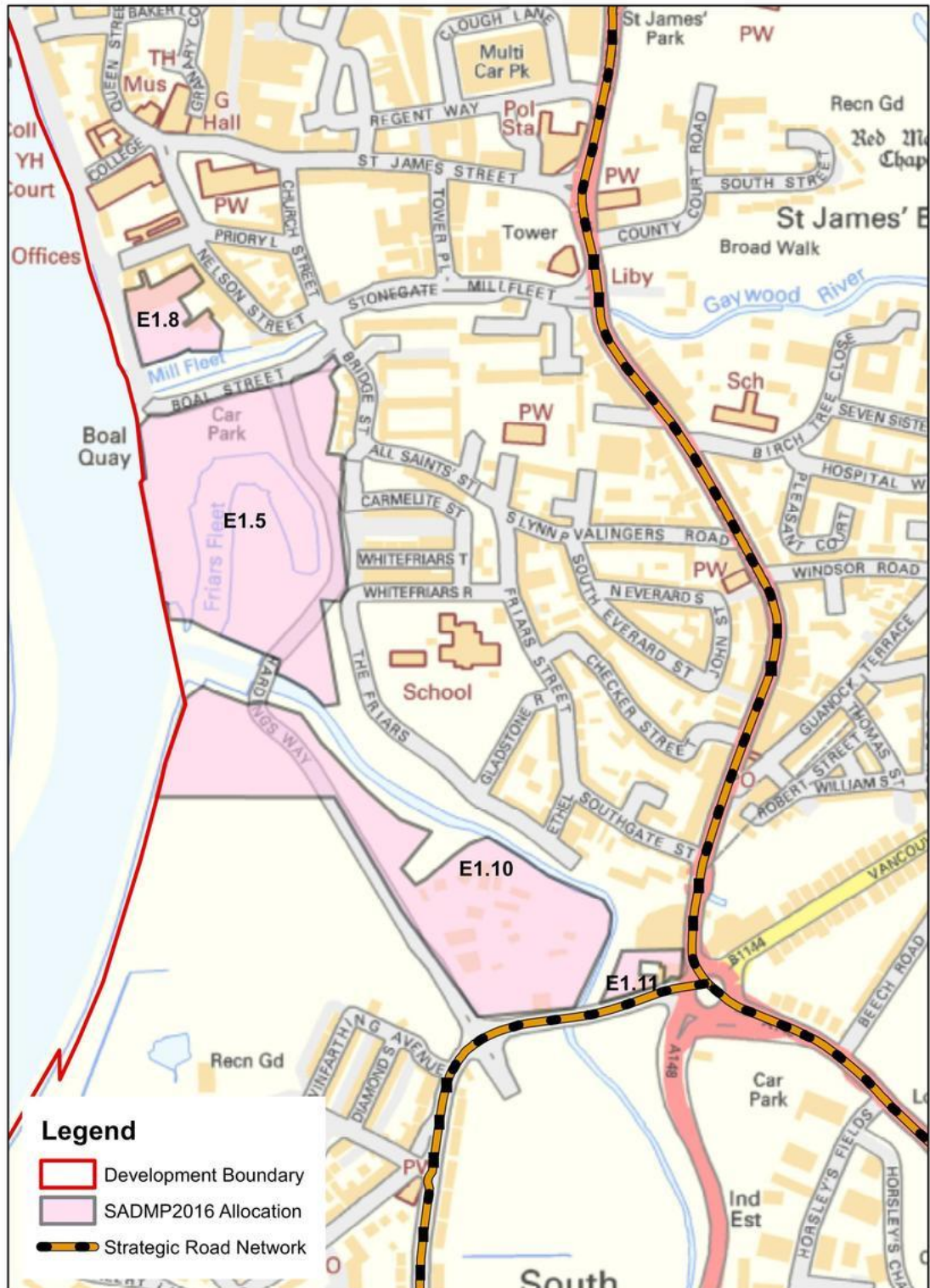
**Land amounting to 0.5 hectare is allocated for residential development at least 50 dwellings.**

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

1. Retention of Devil's Alley as a Public Right of Way;
2. Creation of a public walkway along the north bank of the Millfleet;
3. Retention of the Grade II listed Sommerfeld and Thomas Warehouse;
4. 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;
5. An Arboricultural Assessment in relation to adjoining trees;
6. Submission of an Archaeological Assessment;
7. 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;
8. 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;
9. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
10. 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.



**King's Lynn Allocations (Policies E1.5 / E1.8 / E1.10 / E1.11) Zoomed**

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0 0.025 0.05 0.1 0.15 0.2 Kilometers

## 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:

1. Provision of a link to the existing cycleway network in the vicinity of the site;
2. Submission of a site-specific Flood Risk Assessment;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. 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:
5. Informal open space (new and/or existing);
6. 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;
7. A contribution to greenspace provision or management in the wider area within which the site is located;
8. In judging the amount of on-site open space appropriate under Policy LP21 (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;

9. 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;
10. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
11. 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:

1. 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;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. 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:
4. Informal open space (new and/or existing);
5. Add criterion re conservation area 'Development should preserve or where opportunities arise enhance the Kings Lynn Conservation Area and its setting;
6. 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;
7. A contribution to greenspace provision or management in the wider area within which the site is located;
8. In judging the amount of on-site open space appropriate under Policy LP21 (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;

9. 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;
10. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
11. 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:

1. Submission of a site-specific Flood Risk Assessment;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. The precise provision of open space will be considered with regard to the proximity of the development to existing safeguarded facilities (such as the Harding's Pits Doorstep Green and Central Park). The Local Planning Authority will consider flexibility of open space provision where this would result in qualitative and quantitative benefits to the community;
4. Development should conserve and where appropriate enhance heritage assets and their settings;
5. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
6. 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

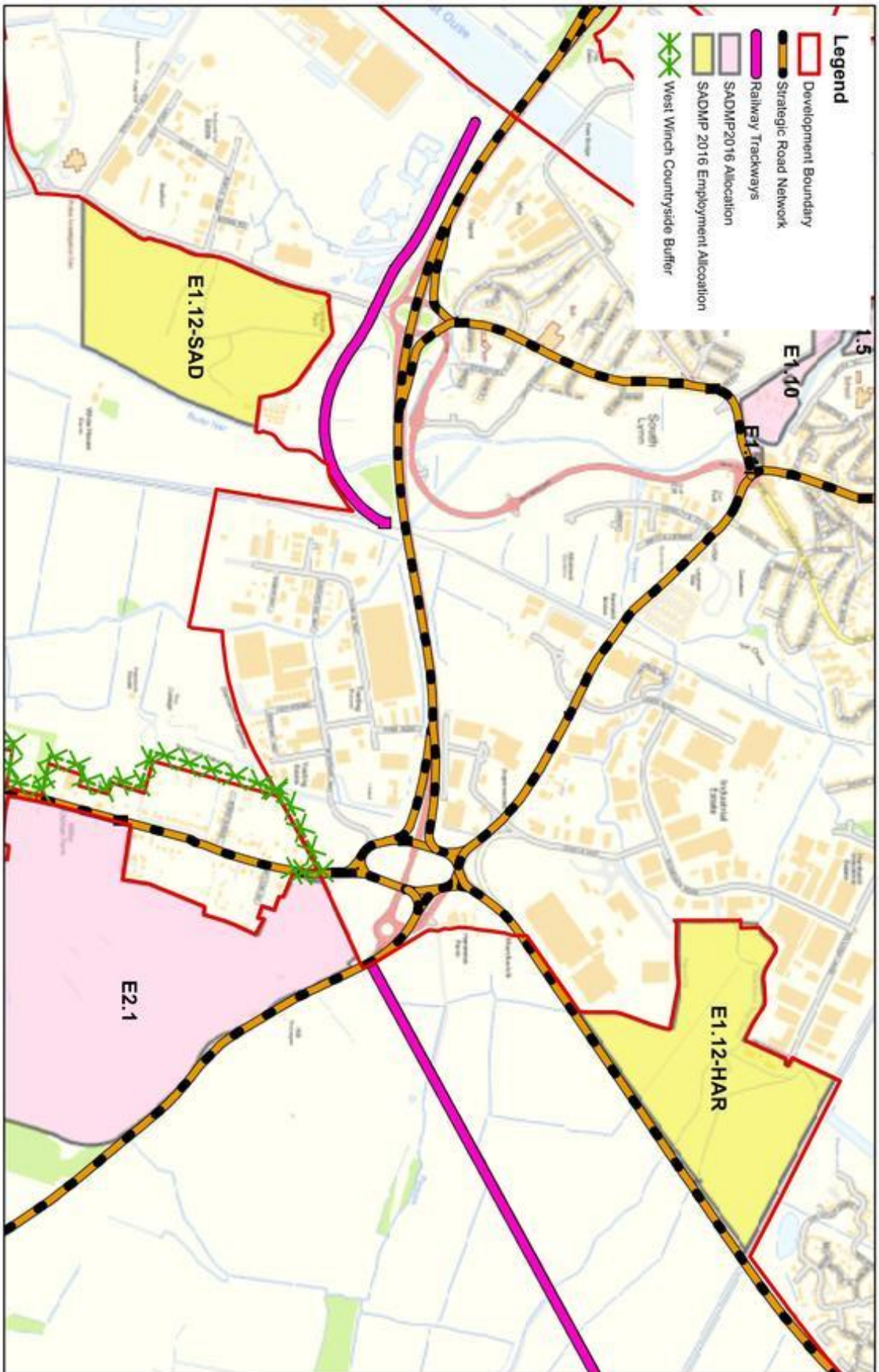
**9.2.13.1** The land adjacent to Hardwick Industrial Estate is an allocation (E1.12-HAR), brought forward from the 1998 Local Plan, and has been identified as a strategic employment site for the County. The site area for this is approximately 27 hectares and now has planning consent.

**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.

**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 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), 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 LP07 - The Economy.

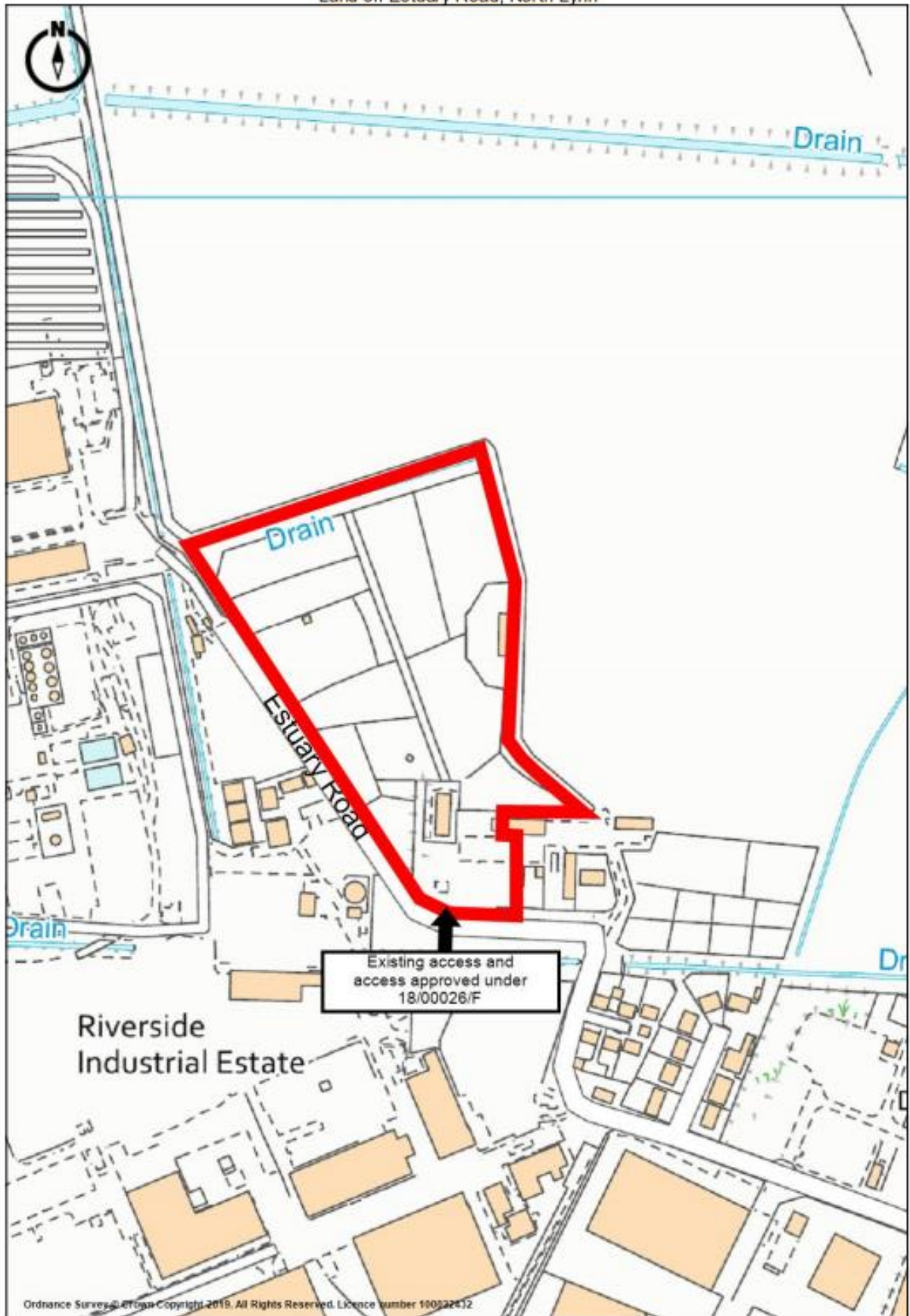


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Employment Expansion Areas (E1.12SAD / E1.2HAR) Zoomed



Land off Estuary Road, North Lynn



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## 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**

1. Strategic Green Infrastructure in and around King's Lynn will be protected, enhanced and extended.
2. 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.
3. Opportunities will be sought to enhance provision in and around the Gaywood Valley, Bawsey and Leziate.

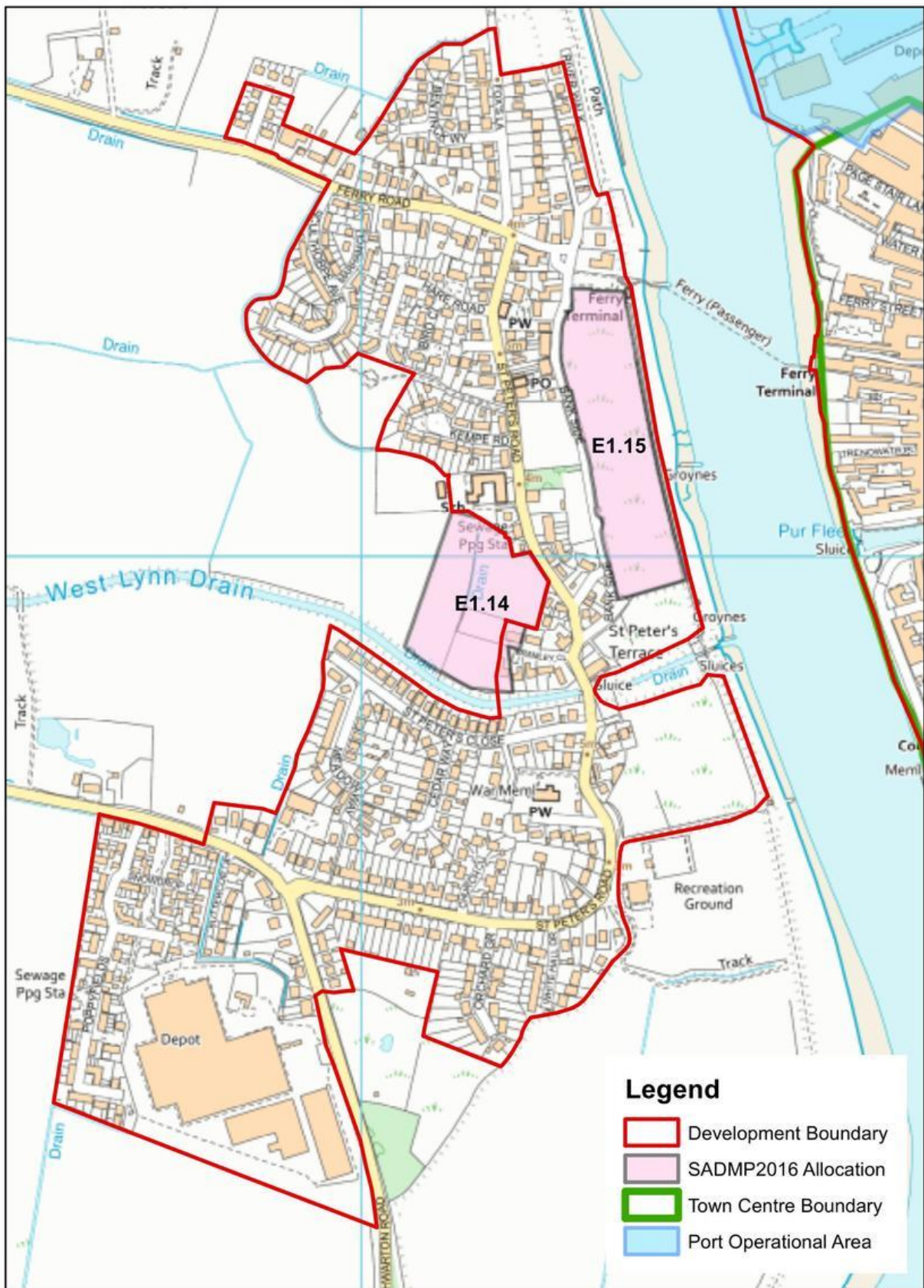
## 9.3 West Lynn

### 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 LP36 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).



West Lynn Zoomed



## 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:

1. 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;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. The precise provision of open space will be considered with regard to the proximity of the development to existing safeguarded facilities (such as the 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;
4. 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;
5. Submission of an Ecological Study that establishes that either:
  - a. there would be no negative impact on flora and fauna or,
  - b. if any negative impacts are identified, establishes that these [negative impacts] could be suitably mitigated against;

6. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
7. Provision of affordable housing in line with the current standards;
8. Development should preserve the nearby listed building and its setting;
9. 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:

1. Provision of additional car parking to serve the West Lynn Ferry;
2. Development should conserve and where appropriate enhance Kings Lynn Conservation Area and associated listed buildings and their settings;
3. Submission of a site-specific Flood Risk Assessment. This must consider the residual risk of flooding to the site in the event of a breach of the flood defences. This should include details of the impact and likelihood of a breach occurring;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
5. The precise provision of open space will be considered with regard to the proximity of the development to existing safeguarded facilities (such as the nearby recreational facilities to the west of the site). The Borough Council will consider flexibility of open space provision where this would result in qualitative and quantitative benefits to the community;
6. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
7. Provision of affordable housing in line with the current standards.

#### 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.

## 9.4 West Winch

### Settlement adjacent to King's Lynn

#### Introduction

9.4.1 The area in question lies just to the south-east of King's Lynn, includes parts of the parishes of West Winch and North Runcton, and is very roughly bounded by the A10 to the west, the A47 to the east, and the Setchey to Blackborough End road to the south. It stretches around 3.5 km north-south and around 1.5 km east-west.

9.4.2 The area fringes the village of West Winch and the main road (A10) north towards Hardwick roundabout and King's Lynn. It stretches towards, but stops short of, North Runcton village. Although predominantly agricultural land, it does encompass a number of existing dwellings and other premises lying between the two villages.

9.4.3 In the late 19th Century West Winch was a small, dispersed agricultural village, with the church, public house, school and smithy on the main London road (now the A10), while most of the houses were to the west, fronting the common. By the end of the 1940s this was little changed, though sporadic development fronting the London Road had taken place, especially to the north of the village nearer to King's Lynn. By the 1980s, substantial ribbon development had taken place along the main road, and the village had been transformed by extensive estate type developments which were then continuing. By this time King's Lynn had also greatly expanded, bringing the village closer to town and its influence.

9.4.4 West Winch lies on the western end of a low ridge of land between the Nar and Gaywood valleys, and the Common fringes the Fens stretching beyond to the west.

#### Strategic Context

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

9.4.6 Policy LP27 of this Plan, 'Housing Distribution', provides for an allocation in this general area of at least 3,200 new homes, with supporting infrastructure. It also identifies this as establishing a direction for future growth beyond the plan period (i.e. beyond 2036). (Work by the Prince's Foundation for the Built Environment (sponsored by a major landowner and undertaken with the active involvement of local people, and updated by the Infrastructure Delivery Plan), together with sites and information put forward, suggests that a total of 4,000 additional dwellings could

potentially be accommodated in the fullness of time.) This land is the totality of the allocated site at Policy E2.1.

9.4.7 The role of the current plan is to identify the specific area to provide such development, and the mechanisms by which this will be delivered.

## **The Policy Approach**

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

9.4.9 This Plan seeks to identify detailed boundaries, opportunities and requirements to ensure the potential of the site is maximised, while protecting other interests, including those of existing residents in the vicinity.

9.4.10 The particular area selected for the South East King's Lynn urban expansion provides the most advantageous combination of proximity to King's Lynn, making the most of existing infrastructure and opportunities to improve it; limiting landscape impact; and integrating with and enhancing the facilities and communities of West Winch.

9.4.11 There is considerable and understandable concern from existing residents in the locality about how they might be affected, and in particular implications for existing environmental and traffic problems related to the A10 road. However, consultation also revealed support for this growth area, and for the draft "potential development considerations." A number of new sites within and around the growth area were also suggested by the landowners. The Council has used the results from earlier consultation forward to help refine and develop the framework of requirements in the policy.

9.4.12 The extent of the area is sufficient to easily accommodate the minimum of 3,200 dwellings in the period to 2036 but noting the expectation of some 4000 units as a final outcome beyond the plan period. This will allow for generous provision of landscaping together with recreational and other open space, a mix of areas of differing character, space for a significant new road, and still leave space for potential further development beyond the end of the plan period.

9.4.13 To deliver this a strategic policy (E2.1) is set out covering matters that the Borough Council considers of strategic importance in delivering sustainable growth. This policy defines the nature of the development in terms of strategic outcomes, and the means by which these will be assured through the planning application process. The detail of the development is intended to be shaped by the adopted neighbourhood plan (see below).

9.4.14 A second policy (E2.2) deals with 'infill' and similar development within the development boundary of the existing built-up area outside the defined growth area.

9.4.15 Detailed explanation and justification of these policies and their various elements are set out after the policies.

## **Neighbourhood Plan**

9.4.16 The parish councils of West Winch and North Runcton have an adopted neighbourhood plan which will help shape the character, layout and detail of the development.

9.4.17 The Neighbourhood Plan confirms the allocations within the Local Plan and amongst other issues provides detailed guidance on how the proposed housing and associated provisions should be brought forward.

## 9.4.1 E2.1 - West Winch Growth Area Strategic Policy

### Site Allocation

#### Policy E2.1 West Winch Growth Area Strategic Policy

Land in the vicinity of West Winch of around 192ha (as shown on the Policies Map) is allocated for development to provide the following strategic outcomes.

*(\*Indicative locations for items marked with an Asterix are represented on the 'West Winch Growth Area Strategic Diagram' accompanying this Policy):*

#### PART A - AREA WIDE STRATEGIC OUTCOMES

1. At least 3,200 new dwellings, together with associated facilities and infrastructure, including around 1ha of employment land, in the current Plan period.
2. The potential for further development beyond the plan period (subject to future development plans).
3. A broad range of dwelling types, to provide choice and meet different needs, including a proportion of affordable housing commensurate with the local planning authority's standards at the time.
4. \*A new road linking the A10 and A47 to facilitate housing growth and prevent undue pressure on the existing highway network.
5. \*Early and continuing delivery of various traffic calming measures and environmental enhancements on the existing A10 in and around West Winch, for the benefit of existing local residents, with the first measures commencing within 12 months of the start of development.
6. Provision of:
  - a. suitable arrangements for public transport to route through the wider site, and connectivity to main routes to encourage non car modes
  - b. a network of cycle and pedestrian routes (including links to King's Lynn town centre) which would facilitate the level of growth both that planned to 2036 and potential further growth
7. A network of cycle and pedestrian routes (including links to King's Lynn town centre) which would facilitate the level of growth both that planned to 2036 and potential further growth



8. \*Local highway improvements and management measures to fully integrate the development into the surrounding network while avoiding adverse impacts including, in particular, consideration of the capacity of the Hardwick interchange and environmental and amenity impacts of potential additional traffic through North Runcton.

9. \*Three new distinct neighbourhoods to the east of the A10, with some smaller areas of development expanding the existing neighbourhoods to its west.

10. Provide financial contributions towards the provision of infrastructure including additional primary and secondary school places, and, in an appropriate location provide sufficient land free of charge for a new primary school up to 2 hectares.

11. \*A neighbourhood centre in the each of these new neighbourhoods (containing facilities of a suitable scale to serve the local rather than wider areas), providing a cluster of local facilities and a visual and community focus for both existing and new residents. These are each to be at a point where pedestrian and cycle routes intersect with a primary street. The bulk of new housing is to be within a walkable distance of one of these neighbourhood centres.

12. \*Open 'green' areas separating the three neighbourhoods and aligned roughly with the two gas pipelines crossing the growth area. These 'green' areas may incorporate a mix of uses such as recreation, nature conservation, agriculture, landscaping, and foot /cycle/bridle paths.

13. An orderly phasing of development ensuring that this proceeds broadly in step with infrastructure provision. Development is encouraged to proceed concurrently in northern and southern parts of the growth area.

14. Significant 'green infrastructure', including (separately and/or combination, as appropriate):

- a. landscape planting to integrate the development within the local landscape, character and provide visual amenity within the growth area;
- b. recreational open space of at least 9 hectares;
- c. conservation and enhancement of local biodiversity
- d. measures to mitigate potential adverse recreational impacts on designated nature conservation sites (SPAs, SACs, Ramsar) outside the growth area.

15. Incorporation of Sustainable Drainage Systems to address surface water run-off, flood risk, biodiversity and the avoidance of groundwater pollution.

16. High standards of design, featuring:

- a. distinct areas with different characters;
- b. a range of densities, with generally higher densities in the vicinities of the neighbourhood centres and public transport routes;

- c. sensitivity to the character and amenity of existing developed areas, and to the qualities and setting of heritage assets.

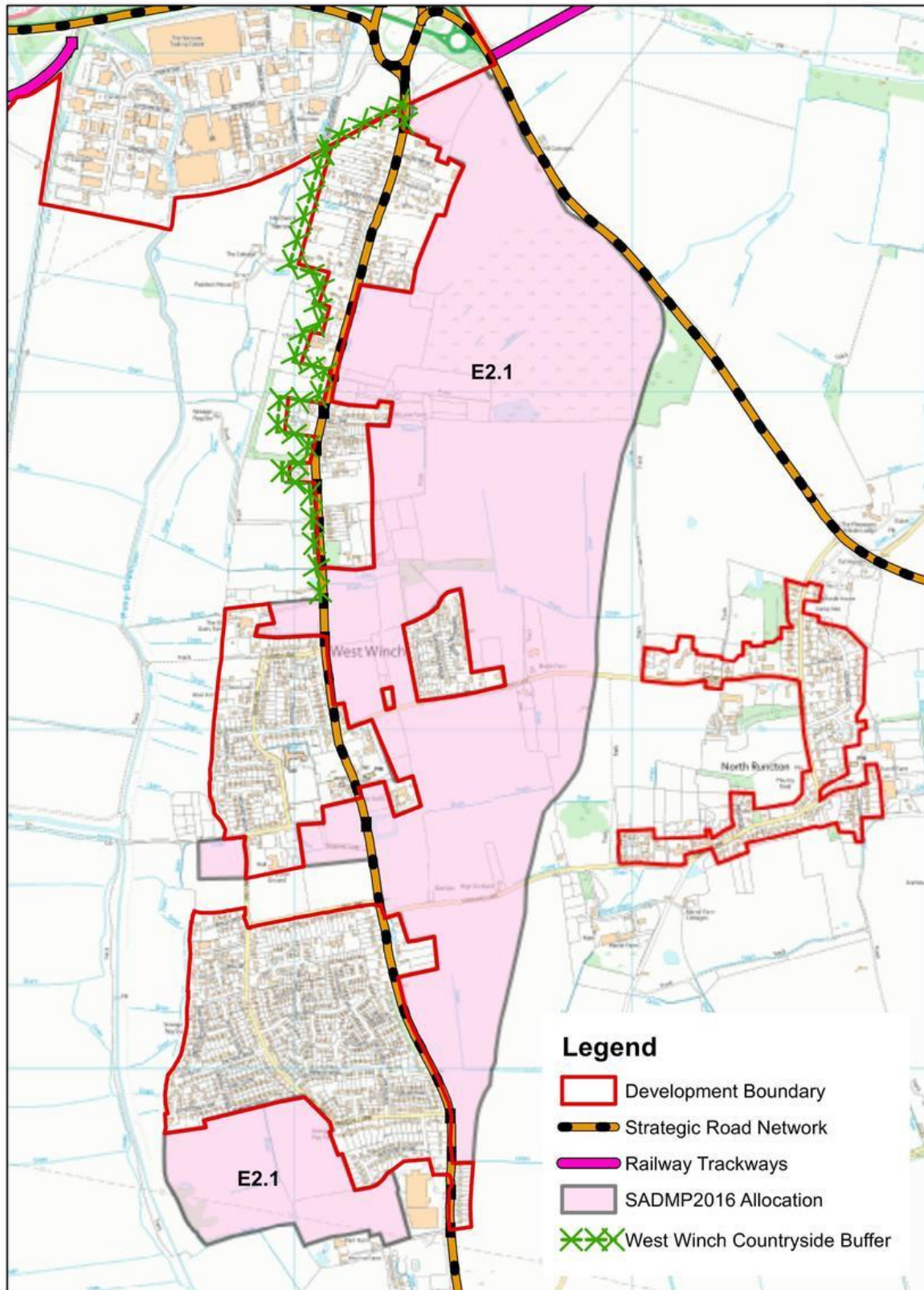
## **PART B – PROCESS**

In order to achieve the above strategic outcomes, proposals for development within the Growth Area will need to:

1. Demonstrate how the proposals for development of the individual application area(s) contribute to the implementation of the each of the outcomes listed above and their indicative distribution shown on the Strategic Diagram
2. Demonstrate through an Infrastructure Delivery Plan, to be agreed by the local planning authority, how the growth area's infrastructure can be delivered in a way which is proportionate to the scale and value of development on the application site, and showing how the various considerations and requirements (including those above) can be satisfactorily integrated and delivered across the site. (Where appropriate (in terms of location, etc.) this may be by providing a particular contribution on site or in kind in one aspect to balance commensurate and complementary contributions in other aspects provided on other sites in the growth area.)
3. Provide a scheme and timetable of phasing of construction over the period to 2036 demonstrating how it complements the timely and coordinated implementation of the whole growth area development to 2036 and the potential for further development beyond the plan period.
4. Be accompanied by a comprehensive strategic transportation assessment for the area, covering the traffic likely to be generated by the development and its interaction with the existing road and path network, and planned additions and improvements. The strategic transportation plan should expressly address the provision of and role in minimising car-based traffic of public transport across the wider allocation
5. An ecological assessment that identifies
  - a. the ecological assets, sensitivities and potential of the application site and its surroundings,
  - b. the likely impacts of the proposed development on these,
  - c. proposals for mitigation, conservation and enhancement, and
  - d. the likely net impact on these.
6. A package of habitat protection measures, to mitigate potential adverse impacts of additional recreational pressure associated with the allocated development upon nature conservation sites covered by the habitat's assessment regulations.

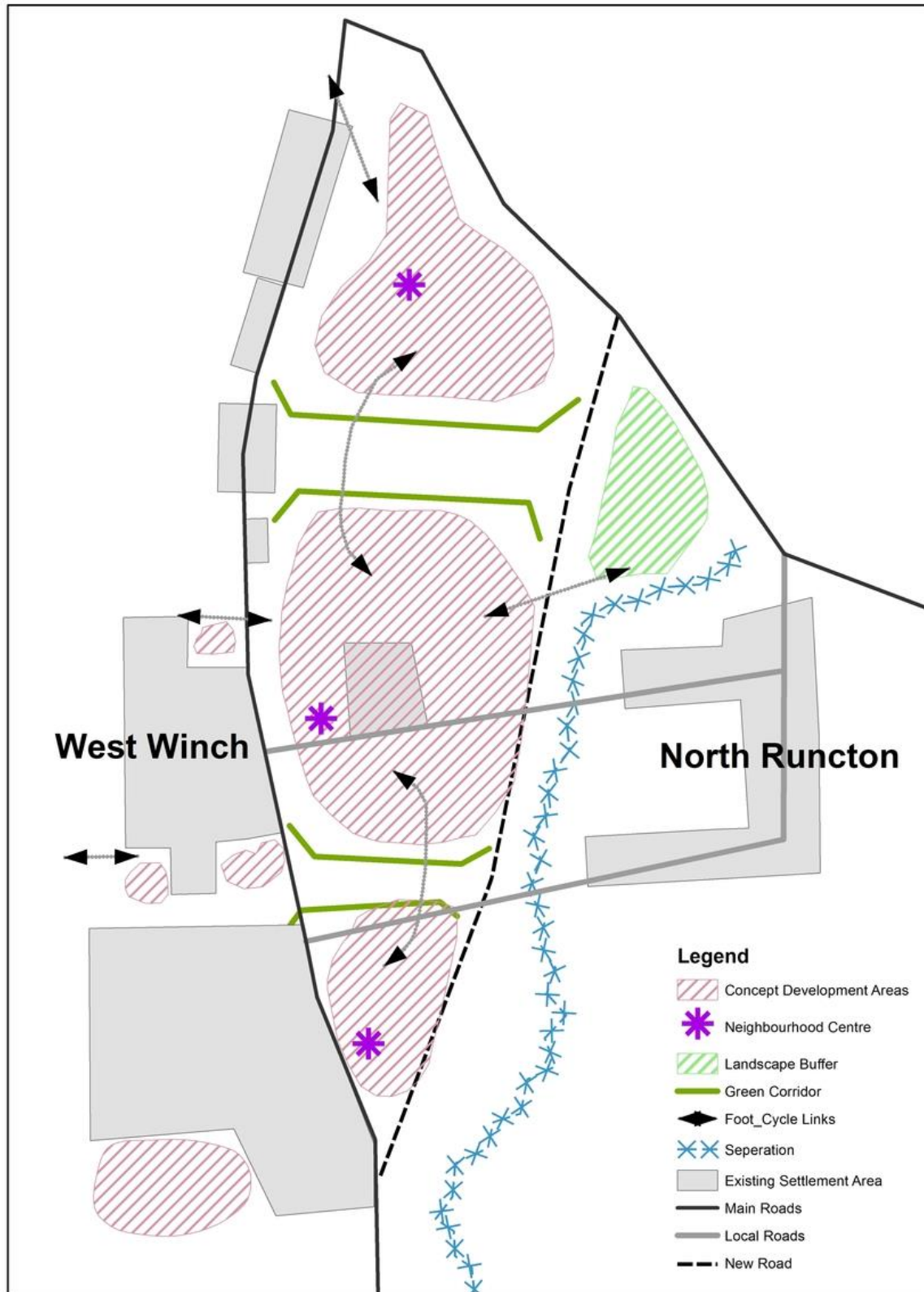
This package of measures will require specialist design and assessment, but is anticipated to include provision of an integrated combination of:

- a. application site, to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on nearby relevant nature conservation sites.
  - b. informal open space (potentially over and above the local planning authority's normal standards for play space);
  - c. a network of attractive pedestrian routes, and car access to these, which provide a variety of terrain, routes and links to the wider public footpath network;
  - d. contribution to enhanced management of nearby designated nature conservation sites and/or alternative green space;
  - e. a programme of publicity to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities.
7. A heritage assessment that identifies any heritage assets (including archaeology) potentially affected by the proposed development, and intended measures for their protection, recording, enhancement, setting treatment, etc. as appropriate.
  8. An assessment of the potential for extracting, either in advance of development or in the course of its development (should that prove to be appropriate), any viable reserve of silica sand on the site.
  9. Submission of a site-specific Flood Risk Assessment.



**Inset E2 West Winch**





**Strategic Concept (Indicative)**

## Justification

9.4.1.1 The following sections provide additional information about the implementation of proposals for the Growth Area.

### Strategic planning issues across the whole site

9.4.1.2 (NB policies within the Neighbourhood Plan will also apply to this area)

- Growth area boundary
- Infrastructure Delivery Plan
- Deliverability
- Coordinating development across the Growth Area
- Strategic transport issues
- Housing access road
- Design and density
- Green Infrastructure – Landscape, ecology, recreation
- Habitat protection

### Growth Area boundary

9.4.1.3 The Growth Area boundaries define where development is considered suitable. In identifying these boundaries consideration was paid to maintaining a degree of separation between the village of North Runcton and the new neighbourhoods, and good integration with the existing development and facilities in West Winch.

### Infrastructure Delivery Plan

9.4.1.4 Policy E2.1 Part B, b requires the preparation of an Infrastructure Delivery Plan. This is an important mechanism to ensure that an agreed set of infrastructures is identified; costed and; apportioned between respective landowners. The Borough Council has produced an IDP – December 2018. The IDP has identified the individual elements and ensures the programming of them. Trigger points and phasing are included. With the numbers of units involved and the complexity of the wider growth area to beyond 2036, the IDP sets out monitorable milestones. The IDP, and any updates to it, will be translated into a legal agreement between the Borough Council and landowners and developers to formalise the provision of infrastructure. The Borough Council will publish monitoring updates through its Annual Monitoring Reports. It has been demonstrated through the preparation of an IDP that the Growth Area is capable of being viable.

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

## Deliverability

9.4.1.6 The land identified is mainly in two ownerships, with a number of other smaller landholdings in various ownerships. This mitigates the risk that problems in any one ownership could stall delivery of the whole strategic expansion, and also increases the likelihood that development would proceed at more than one location and with a variety of types of housing becoming available at any one time.

9.4.1.7 It does, though, require particular care to ensure a sufficiently articulated, robust and practical division of financial and other mechanisms for infrastructure, etc., delivery to cope with the geographic splits of ownerships, the different interests and preferences of various owners/developers, and the resulting range of potential sequences through which the overall development may proceed

9.4.1.8 Agents for both the two main landholdings have actively engaged with the Borough Council and local community over a number of years and contributed to the development of both the overall strategy for the area and resolving an appropriate degree of integration between the plans of the two landholdings. The southern main landholding commissioned the Princes Foundation to engage with local people to develop a vision for the development of the area that has strongly influenced the current policy, and also leads a consortium of the landowners of most of the development area except for the other main landholding.

9.4.1.9 Both parties have confirmed their intention to deliver development broadly along the lines set out in this policy (as has the agent for the third largest land holding). An application for outline planning permission for development of the northern main land holding was submitted in 2013 (and is not yet determined at the time of writing). As noted above the Infrastructure Delivery Plan shows the ultimate development to be capable of being viable and deliverable with the infrastructure required.

## Coordinating development across the Growth Area

9.4.1.10 The Borough Council wants to ensure that landowners, developers and the local community have certainty about the fundamental components of the wider development, so mechanisms which bring together a strategic view are needed. Inevitably with such a large-scale growth area there will be a number of landowners and developers bringing forward individual parcels of land.

9.4.1.11 The development of the Growth Area is dependent on significant infrastructure provision to enable the housing growth to come forward. The provision of this also has the benefit of addressing some current shortcomings.

9.4.1.12 The major land-owning interests for the area are known, and the Borough Council is working towards an agreed statement of how the development can be phased and how the costs of infrastructure can be fairly and practically divided between the different ownerships and phases. This assessment should include development areas beyond the initial phases intended to deliver 3200 units to 2036, consideration of how the new development will affect the existing community, and how the benefits can be shared should be a part of this agreement.



9.4.1.13 To facilitate delivery of the new homes and the associated infrastructure within the planned time frame construction is encouraged to proceed simultaneously in more than one location. (The pattern of land ownership and developer interest to date in the area indicates that this is likely to occur). This would also provide choice in the types and locations of homes coming forward at any one-time during development.

9.4.1.14 The Borough Council will continue to work with private landowners and developers to assist in bringing forward their sites for development where this contributes to the planned whole.

### **Strategic transport issues**

9.4.1.15 The A10 is the main King's Lynn to London road and carries very substantial local and long-distance traffic north south. The A47 is a trunk road running east-west, and also carries a high volume of traffic. The Hardwick interchange just north of West Winch collects and distributes the traffic from these and other routes and is also the main road access point into King's Lynn.

9.4.1.16 The A10 is the primary transport corridor through West Winch. It is heavily trafficked, especially around morning and evening 'rush hour' peaks, and during the holiday season, which creates issues around congestion, noise, air quality and road safety. Large numbers of HGV's use the road, and as a whole the road generates an unpleasant environment for local residents, pedestrians and cyclists. The road also acts as a barrier separating residents from one another, from existing services and local community facilities such as the local church. It is clear that if the new growth in and around the centre of West Winch is to be a success the current situation needs to change.

9.4.1.17 The additional growth planned for West Winch will add to the current movements on the A10 and the Hardwick interchange. Improvements to the capacity of both are therefore required and should be funded by the development.

9.4.1.18 The aim is to develop a strategy that will provide sufficient highway capacity at and around the Hardwick roundabout to facilitate planned growth and to provide a new route to access the significant new housing, that will potentially reduce traffic and its impacts on the existing A10 through West Winch. These improvements are to be included in a comprehensive transport strategy for the area and are likely to provide one of the matters governing phasing of development.

### **Housing access road linking A10 to A47**

9.4.1.19 This housing access road will run, broadly speaking, on the eastern side of the Growth Area and join the A47 at a new roundabout. It is planned both to provide access and permeability to parts of the Growth Area, and incidentally to provide a degree of relief of traffic on the existing A10 through West Winch by providing an alternative route for some of the traffic it would otherwise carry. It is necessary to provide extra capacity to allow for the Growth Area traffic on to the network.

9.4.1.20 There is also an opportunity to provide a number of local access routes through the growth area which could tie back onto the “existing” A10 to help integration of the new and existing communities. The “existing” A10 could become more of a local access route as the new route takes a proportion the strategic long-distance traffic. The balance of through traffic between the existing A10 and the new link road is yet to be determined and will depend on the outcome of current traffic modelling and decisions on design, management measures and costs.

9.4.1.21 The funding of the new housing access road will come from the growth area development. The road will not be in place in advance of a start on development but is anticipated to be constructed in stages and completed before the end of the plan period.

9.4.1.22 The new road layout, precise location and phasing needs to be included in a comprehensive transport strategy for the whole of the Growth Area. The detailed routing and the treatment of access points will be key to its efficient working and integration to the wider connectivity around West Winch and North

Runcton. The Borough Council together with the County Council are designing a suitable road, which will be taken through to a planning application.

## **Design and density**

9.4.1.23 The scale, form, character and design of development and mix of development densities should reflect the local character and proximity to the growth area centres.

9.4.1.24 From a strategic viewpoint it is important that efficient use is made of the land available to accommodate the overall figures required. However, within the detail design of any scheme it will be appropriate to provide a range of densities.

9.4.1.25 The role of good design is to deliver and shape places that work well, that are safe, and which are easy to get to and where all members of the community can access the places they want to go. Design should be influenced by the strengths and constraints of a site or place and work with them to enhance local distinctiveness. The quality of design can be assessed through the consideration of matters such as proportion, scale, enclosure and layout. The scale, form, character and design of development should take into account the local topography, setting and natural assets of the site.

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

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

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

9.4.1.29 The network of streets and open spaces will play a key role in determining how the new development works and how it relates to the surrounding areas. The development should incorporate a network of streets and spaces that link to and through the area, providing a choice of direct, safe and attractive connections and encouraging walking and cycling. There could be a street hierarchy comprising, for example, a primary street and residential streets. The development and pattern of routes must also be 'legible' – easy to understand and navigate. Features such as façades, pavements, rooflines and views can help determine how legible a place is.

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

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

9.4.1.32 The development should seek to meet high standards of sustainable construction and design in terms of energy efficiency, water resources, recycled and reclaimed materials and renewable or low-carbon energy.

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

## **Green Infrastructure – Landscape, ecology, recreation**

9.4.1.34 Schemes will need to show detail proposals for landscape planting. The Growth Area has features which can both shape the development itself but provide opportunities for recreation, thus helping to mitigate off site effects on sensitive habitats and species

## **Habitat protection**

9.4.1.35 Given the potential impacts from the substantial growth envisaged at West Winch / North Runcton careful consideration was given to the potential for adverse impacts of additional recreational pressure associated with the allocated development upon European designated nature conservation sites (including Special Protection Areas and Special Areas of Conservation) at some distance from the site (for instance those at Roydon Common, Dersingham Bog, and the coast.

9.4.1.36 The Habitats Regulations Assessment Report recognised that a requirement for suitable programme of measures in the development could avoid the likelihood of such adverse impacts arising.

9.4.1.37 These measures will also contribute to the quality of life for residents of the Growth Area.

9.4.1.38 The policy highlights the requirements for such a programme. It suggests potential developers seek specialist design and assessment advice and suggests a range of potential measures which might be included in such a programme.

### **Other important site-specific matters**

9.4.1.39 (NB policies within the Neighbourhood Plan will also apply to this area)

- Growth Centres
- Mixed Communities
- Employment land
- Traffic calming and environmental enhancements
- Connectivity
- Bus service provision
- Pedestrian and cycling access
- Better links to the countryside
- Recreational open space
- Heritage
- Sustainable urban drainage systems
- Silica sand

## **1. Growth Centres**

9.4.1.40 Within the Growth Area three local neighbourhood centres are planned, each giving a focus to a neighbourhood area. One would be a new centre in the northern section, the two remaining centres will be delivered through enhancements to existing centres of West Winch. The intention of the three centred approach is to create a sustainable layout that would enable residents (both new and existing) to walk or cycle to the local amenities to satisfy their daily needs and facilitating the development of neighbourhood identity.

9.4.1.41 New shops and related uses on a small scale should be located in these neighbourhood centres and will help ensure that the new neighbourhoods are successful and sustainable and enhance the facilities available to the residents of the nearby existing villages of West Winch and North Runcton. It is important that new retail services in the Growth Area do not adversely affect existing facilities in either King's Lynn town centre or West Winch.

## **2. Mixed Communities**

9.4.1.42 Policy LP27 'Housing Distribution' provides the levels and thresholds for affordable housing within the Growth Area.

9.4.1.43 More generally the Borough Council seeks mixed communities and expects to see a range of housing types, styles and tenures across the Growth Area and most individual developments within it. These will be expected to respond to the Borough Council's Housing Market Assessments.

### **3. Employment land**

9.4.1.44 New employment allocations are needed to provide job opportunities for residents in and around King's Lynn to support the growth aspirations for the town. To achieve this objective, approximately 50 hectares of new employment land is to be provided. This has been set out in the King's Lynn section of the document. The growth area will generate employment not only during the construction phase but in servicing the new community i.e. property maintenance and small businesses. Employment generating uses within the growth area developments above the allocation in King's Lynn will be encouraged.

9.4.1.45 There should be an employment allocation of at least 1ha for a small business park or similar. This would provide the new residents an opportunity to work closer to home and allow for companies servicing the new area a chance to set up business within the community it serves, while recognising that the bulk of new employment land will be elsewhere around King's Lynn. The criteria for assessing potential options for employment uses over and above this allocation are set out in LP07 Policy "The Economy."

### **4. Traffic calming and environmental enhancements**

community of construction and traffic growth in advance of completion of the link road, improvements to safety and amenity on the existing A10 are required to be undertaken early in the Growth Area construction phase.

### **5. Connectivity**

9.4.1.47 Connectivity is vital to achieving accessibility, integration for new residents and businesses and can contribute to a healthy community

9.4.1.48 The Growth Area and the new neighbourhoods / local centres within it should be well connected with surrounding communities by walking, cycling and public transport. The whole area should be better linked to local centres, places of work, education, the town centre and the countryside.

9.4.1.49 However integration is not just about transport connections: the layout of the new development should contribute by creating new frontages and public open spaces that link the new neighbourhoods and their immediate surroundings.

### **6. Bus service provision**

9.4.1.50 The need to improve the existing bus connectivity was identified in responses to earlier consultations. Development layouts should allow for a revised or new bus service connecting the growth area to King's Lynn. Further work is required

to establish how the increased housing numbers can help deliver an improved service. The developers should provide subsidies for the new service.

## **7. Pedestrian and cycling access**

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

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

## **8. Better links to the countryside**

9.4.1.53 There is potential to enhance and develop linear green corridors or links through the sites, making connections within the new development and with neighbouring communities and the open countryside. These could be based on existing green links, including existing hedgerows or created on areas which can't be developed for housing such as the gas pipeline buffer zone.

9.4.1.54 As well as allowing movement, the green links also offer opportunities for recreation and amenity space; ecological enhancement; Sustainable Drainage; and the creation of a transition from the built environment to open countryside.

## **9. Recreational open space**

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

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

## **10. Heritage**

9.4.1.57 The Growth Area comes close to the listed buildings of: Church of All Saints in North Runcton (Grade I listed); Church of St Mary in West Winch (Grade II\* listed); and also Dairy Farmhouse; Old Windmill; and The Gables. The setting of these will need to be treated with great care.

9.4.1.58 A heritage assessment will need to identify any other key issues to be considered, including the archaeological considerations and unlisted built development of particular character.

## 11. Sustainable urban drainage systems

9.4.1.59 The development should incorporate SUDS to reduce any increases in surface water drainage. Public and private areas of hard standing should be permeable wherever possible. SUDS may be combined with a system to help regulate water flows from roofs to the drainage system and grey water recycling. Installation of green roofs, where soil and plant material are attached to create a living surface, can also reduce water run-off as well as providing insulation and creating a habitat for wildlife.

## 12. Silica sand

9.4.1.60 The County Council advise that the Growth Area could be underlain by silica sand deposits, and in line with the adopted Minerals Plan these deposits should be investigated for viability and seek to avoid sterilising them if they prove viable. The 'Norfolk Minerals and Waste Development Framework Core Strategy Policy CS16 - Safeguarding mineral and waste sites and mineral resources' is the relevant mechanism for considering how potential mineral resources are treated. The Borough Council is mindful of the policy approach but would wish to take into account the fact that:

- the Growth Area is a long-standing proposal contributing to housing provision in the area
- the significant constraints to alternative locations in the area
- the adverse effects likely on the existing built up area
- the likelihood of a resulting unsuitable landform post extraction
- the likely lengthy period of any suggested extraction, and the delay to housing delivery

9.4.1.61 The northern main landholding has already been surveyed for these purposes and it has been demonstrated [to the satisfaction of the Minerals Planning Authority] that there is no exploitable deposit here.

9.4.1.62 The southern portions of the allocation area have yet to be surveyed, but it is understood that the extent of the overall allocation area means that it is unlikely that the overall scale of development within the plan period would be prejudiced. The Council is advised that any exploitation would be likely to proceed and be completed relatively rapidly, and the land largely reusable for other development afterwards.



## 9.4.2 E2.2 - Development within existing built up areas of West Winch Policy

### Site Allocation

9.4.2.1 A development boundary for West Winch is shown on the policies map. (This is distinct from the Strategic Growth Area identified in Policy E2.1)

#### **Policy E2.2 Development within existing built up areas of West Winch**

**Within this development boundary the general Development Boundaries Policy LP04 will apply with the following provisos:**

1. Along the existing A10:
  - a. no development resulting in significant new traffic or accesses onto to the A10 (excepting that provided under growth area Policy E2.1) will be permitted in advance of the new West Winch link road opening. Significance in this instance refers to effect on the capacity and free flow of traffic on the A10 and its ability to accommodate the existing traffic and that arising from the growth area, and both individual and cumulative potential impacts will be considered;
  - b. new development should generally be set back from the road and provide for significant areas of planting adjacent to the road in order to avoid extending the continuous developed edge to the A10;
2. Special care will be taken in the vicinity of the Countryside Buffer indicated on the Policies Map to maintain a soft edge to the countryside beyond and avoid a hard and prominent edge to the developed area when viewed from the West;
3. Areas to the east of the A10 will preferably be associated with the growth area and accessed through the growth area rather than directly onto the existing A10 road.

## 9.5 South Wootton

### Settlement adjacent to King's Lynn

#### Introduction

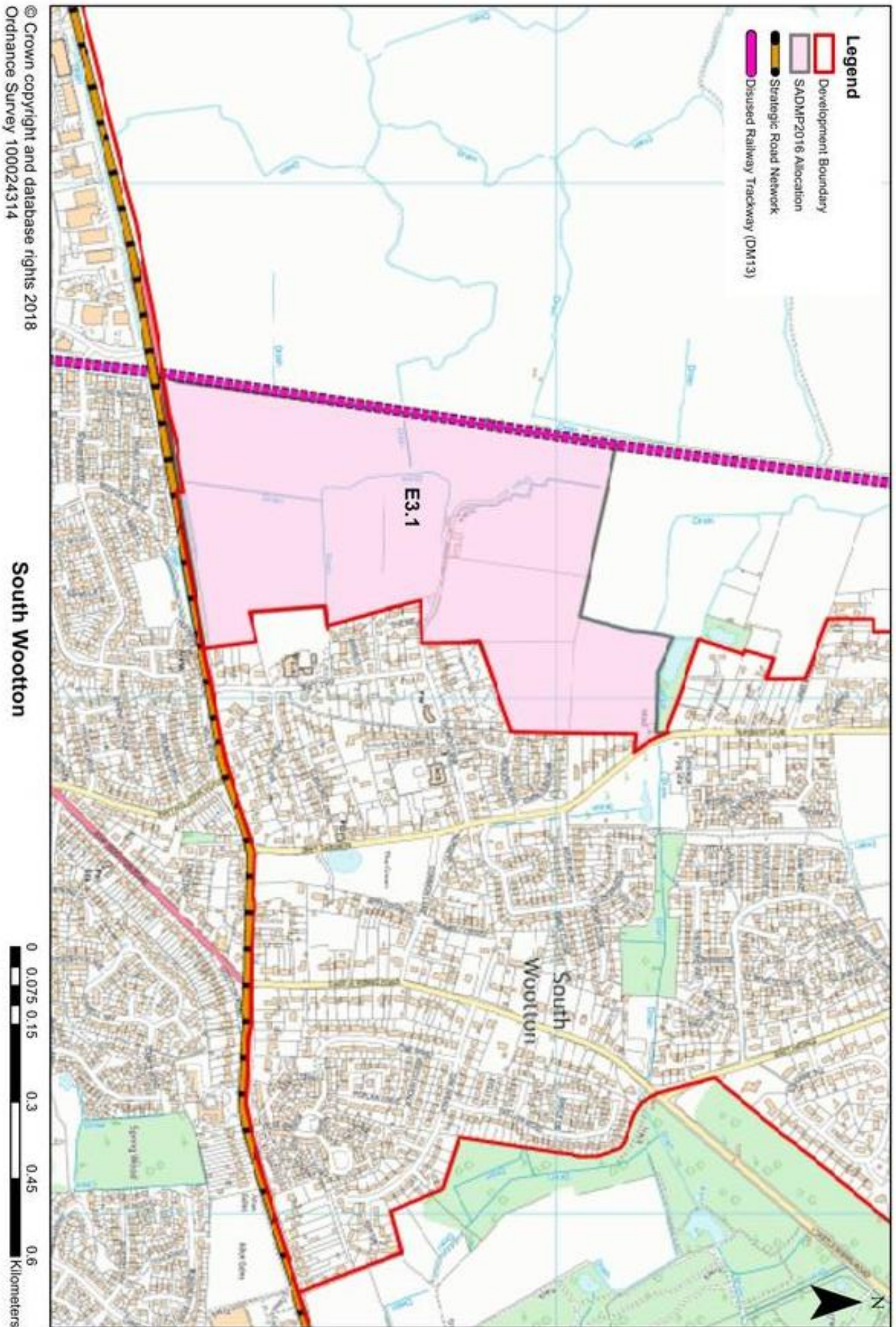
- 9.5.1 South Wootton lies on the north side of King's Lynn and is a favoured residential area with its own distinct identity. The Parish's population is around 4,250 (2011 Census), and the area has a pleasant character with mature trees and gardens among mainly fairly low-density housing. The built environment predominantly consists of modern two storey, semi-detached and detached residential development, although there are more traditional buildings, especially around the Listed Grade 2\* St. Mary's Church, and the village green and pond. There is open land both to the east, Ling Common, and west, the latter having fields sloping gently down to marshland bordering the Wash and the River Great Ouse channel.
- 9.5.2 It is well connected by road, public transport and a largely off-road cycle path. Much of the existing development in the area is in the form of cul-de-sacs, which results in most of the traffic in and out of the area (and North Wootton) being concentrated on the few through roads.
- 9.5.3 The area benefits from both primary and junior schools, bus service, local shops and a supermarket, public houses, village hall, park and recreation ground, etc., and a doctor's surgery close by in North Wootton.

#### Strategic Context

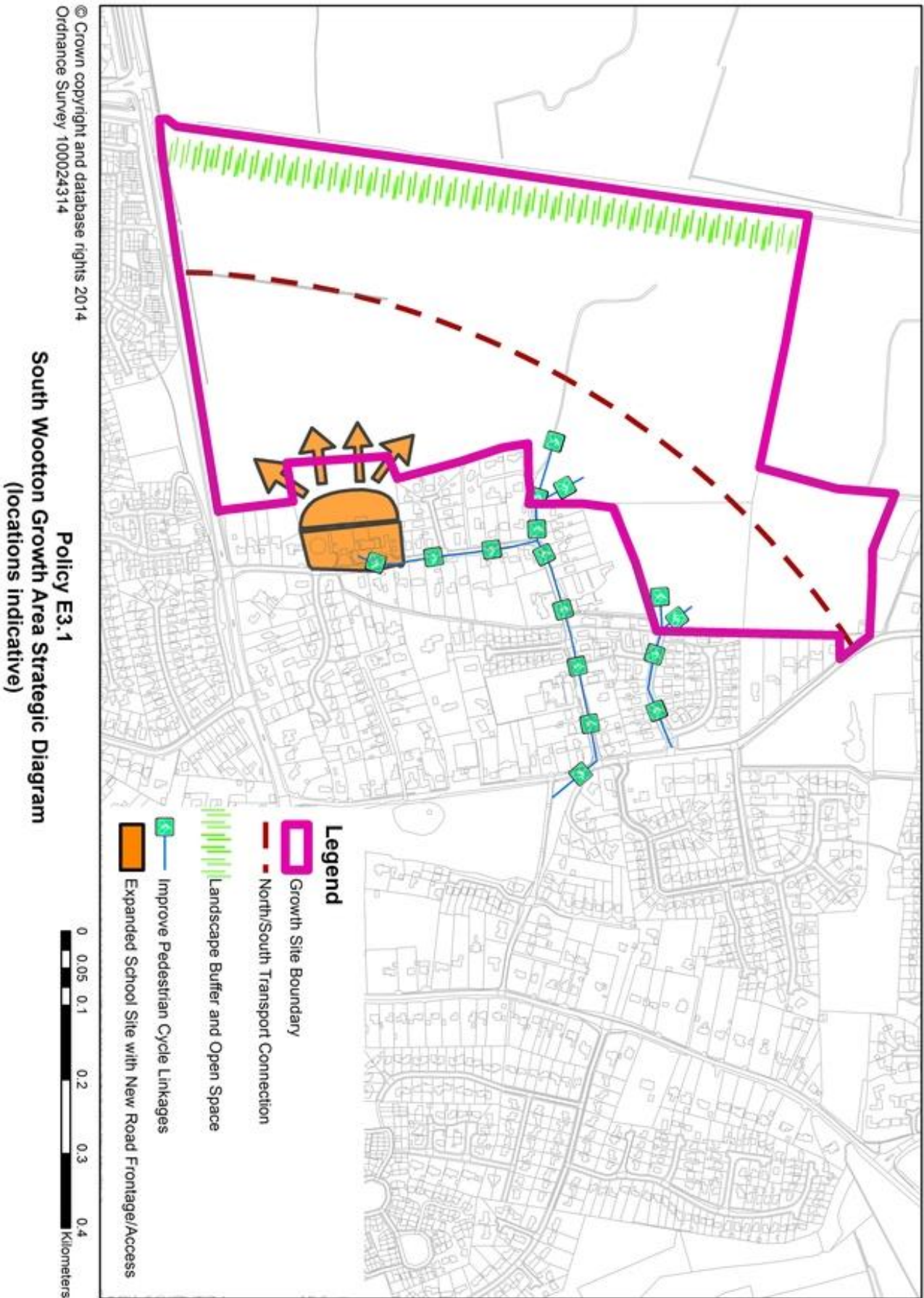
- 9.5.4 South Wootton is designated as one of the strategic 'urban expansion' areas around King's Lynn. It is relatively unconstrained by infrastructure etc. problems, and relatively easily accessed and serviced. It is also an area in which many people wish to live, and this will aid delivery and viability.
- 9.5.5 Significant growth has been sought in the King's Lynn and surrounding area, which includes South Wootton. No specific number of dwellings has been assigned to South Wootton and thus part of the role of Site Allocations and Development Management Policies Plan (SADMP) (2016) sets the balance between this and the other strategic urban expansion areas of Knights Hill (King's Lynn North-East) and West Winch (King's Lynn South-East). The balance weights the relative constraints and opportunities associated with each of these three areas.
- 9.5.6 The SADMP made an allocation at Hall Lane, South Wootton, for at least 300 dwellings. The Local Plan review seeks to support this, it also recognises that this poses significant growth for the South Wootton Area which will take a number of years to be fully realised (completed). With this in mind the Local Plan review does not seek to make a further allocation at South Wootton.

## Neighbourhood Plan

9.5.7 The South Wootton Neighbourhood Plan was made in November 2015. This forms part of the local development plan and is in force today. The Neighbourhood Plan was prepared by South Wootton Parish Council, it will shape the development of the strategic allocation at Hall Lane to address local concerns and aspirations. This Plan will be used to judge the detail of planning applications in the Parish, including those for the allocated site. The Neighbourhood Plan includes policies to protect certain features, influence the design of development, and to indicate preferred locations for additional facilities and cycle and footway links. The Parish Council have indicated a desire to update/review their Neighbourhood Plan and the Borough Council would support this.







## 9.5 E3.1 - South Wootton Hall Lane Policy

### Site Allocation

9.5.1.1 The allocated site is off Hall Lane and provides the opportunity to accommodate at least 300 new dwellings in a manner compatible with the existing character of South Wootton and provide enhancements to local facilities. Like the existing built up area, development here would be visible but not prominent in a range of distant views and is expected to be softened by planting within the development area and on its boundary.

### Policy E3.1 - Hall Lane, South Wootton

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

Planning permission would subject to the following:

2. Provide for residential development of the substantial majority of the land available for development and not precluded by flood risk, to include:
  - a) a variety of house sizes, types and tenures.
  - b) affordable housing commensurate with the local planning authority's standards at the time.
  - c) a site, or sites, which could be utilised for neighbourhood shops, a doctor's surgery, community facilities, and possibly small-scale employment premises.
  - d) tree planting and retention within the site, and a layout which facilitates the provision and maintenance of a high degree of landscape planting to soften the visual appearance of the development and to support wildlife and including landscape planting to the west of the development to provide a degree of screening.
  - e) recreational open space of at least 1.7 hectares. (Based on a population of 700, assuming 2.33 persons per dwelling and a requirement of 2.4ha per 1,000 population.) To include public open space for recreation and visual amenity on the western side of the site in an area not suitable for housing by virtue of flood risk.
  - f) an agreed package of habitat protection measures (to mitigate potential adverse impacts of additional recreational pressure associated with the proposed development on nature conservation sites covered by the habitats assessment regulations). This package of measures will require specialist design and assessment, but is anticipated to include provision of:
    - g) enhanced (above normal levels associated with new development) informal recreational provision on, or in close proximity to, the allocated site, to limit the

likelihood of additional recreational pressure (particularly in relation to exercising of dogs) on nearby relevant nature conservation sites. This provision is likely to consist of an integrated combination of:

- I. informal open space (potentially over and above the Council's normal standards of recreational space).
  - II. a network of attractive pedestrian routes, and car access to these, which provide a variety of terrain, routes and links to the wider public footpath network.
    - h) contribution to enhanced management of nearby designated nature conservation sites and/or alternative green space.
    - i) a programme of publicity to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities.
2. A new road network including:
    - a) a new road from north to south, providing access to the new dwellings and facilities, including a new signal-controlled junction with Low Road.
    - b) a road link to the site's northern boundary to avoid prejudicing the potential for further development beyond at some point in the future.
    - c) a new road access to the school from the west to replace the current access onto Hall Lane as the main access to the school.
    - d) other local highway improvements to fully integrate the development into the surrounding road network and manage the resulting additional traffic.
  3. A layout which facilitates travelling on foot and by bicycle within, and to and from the new development area, including links to the National Cycle Network Route 1 and to the emerging King's Lynn to Hunstanton Coast Path.
  4. Additional land (if required) for the expansion of the school on the eastern boundary.
  5. Surface water drainage on SUDS principles.
  6. Financial contributions towards the provision of infrastructure, including additional primary and secondary school places.
  7. Be supported by the following studies:
    - a) site Flood Risk Assessment with topographical survey and geotechnical studies to identify the extent of flood risk from tidal, groundwater and surface water sources; and building constraints due to groundwater and geological conditions; in order to indicate the areas suitable for residential and other classes of development in terms of national flood risk policy, and their distribution within the allocation site.
    - b) landscape and arboricultural assessment to form the basis of a strategic landscape framework for the site.



- c) an ecological assessment of the fauna (notably birds and reptiles) and flora of the designated area within its local environmental context; and an assessment of potential mitigation or enhancement measures, and areas to be retained and protected or managed for these interests.
- d) a project level habitats regulations assessment, with particular regard to the potential for indirect and cumulative impacts through recreational disturbance to the Dersingham Bog and Roydon Common Special Areas of Conservation.
- e) a comprehensive transport assessment of the impacts of the proposed development, including consideration of the combined impacts with other planned development on Low Road/Grimston Road.
- f) a heritage assets assessment (to include archaeology), with review of the submitted information, and relevant on-site investigations. The Grade II\* Church of St Mary lies within centre of village to the east of the site, with potential for some impact on its setting and views towards the church, this should be fully considered in the design scheme of the development.
- g) a Masterplan indicating how the outcomes of the above studies and the other requirements of this policy (below), and any neighbourhood plan, are to be integrated.
- h) a construction management plan to control the routes and times for construction traffic to minimise adverse impact on local residents' amenity and on traffic flows at peak periods.

## Description and Justification

9.5.1.2 The site is, at around 40ha, generously sized for the amount of residential development envisaged. However, a substantial portion of this, on the western side of the site, is affected by flood risk (Zones 2 and 3) and flood defence breach hazard and hence inappropriate for housing. Here non-residential but complementary uses less vulnerable to flood risk, such as neighbourhood shopping and health facilities and small-scale business uses can be developed, together with significant areas of open spaces of various descriptions. The allocation deliberately does not maximise the number of dwellings, and seeks to achieve a generally spacious development, with a high proportion of landscape planting, that responds to the existing character of South Wootton and the aspirations for it of the Parish Council and others.

9.5.1.3 The development is to include a link into Nursery Lane at the North of the site, to provide permeability to the new development and a degree of relief of traffic on existing roads in the vicinity, as well as a new main access onto Low Road.

9.5.1.4 The development will include a new main entrance to the school on the eastern boundary, to relieve congestion currently experienced on Hall Lane at either end of the school day and help integrate the new development area with the existing.

The development could also accommodate a potential extension of the school which has been under consideration but not yet decided.

9.5.1.5 One of the constraints in South Wootton is the potential for development to result in an adverse impact on the designated nature conservation sites of Dersingham Bog Special Protection Area and Roydon Common Special Protection Area. (Although the Wash Special Protection area is closer to the site, this is not judged likely to be adversely affected by the planned development at South Wootton.). This requires an emphasis on provision of alternative recreational spaces and routes in and around the development, which will also contribute to quality of life and amenity for existing and new residents in the locality, and a project level habitats assessment. These issues are addressed in both the Policy and the Habitats Assessment Reports.

9.5.1.6 In the event that the site is proved capable of accommodating significantly greater than 300 dwellings it will be important to ensure that the features and facilities mentioned in the Policy have been suitably assessed as capable of accommodating the development proposed.

9.5.1.7 The Site has come forward in two portions. There is a Master Plan which covers both parts which now benefit from outline planning permission. The majority of the site has come forward for 450 new dwellings (17/01151/OM). The remaining smaller, north eastern, portion has come forward for 125 new dwellings (17/01106/OM). In total this provides for 575 new dwellings in South Wootton.

## 9.6 North Wotton

### Settlement adjacent to King's Lynn

#### Description

9.6.1 The parish of North Wootton has an estimated population of 2,380 (Census Data 2011). Residential development predominates in North Wootton with the built environment largely made up of modern two storey, semi-detached and detached dwellings following mass residential expansion from the 1960s onwards. North Wootton also contains a more traditional centre consisting of some older housing built of carstone with red pantiles; the church and former railway station and hotel; an old schoolhouse; the former post office and a small village green.

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

#### Strategic Background

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

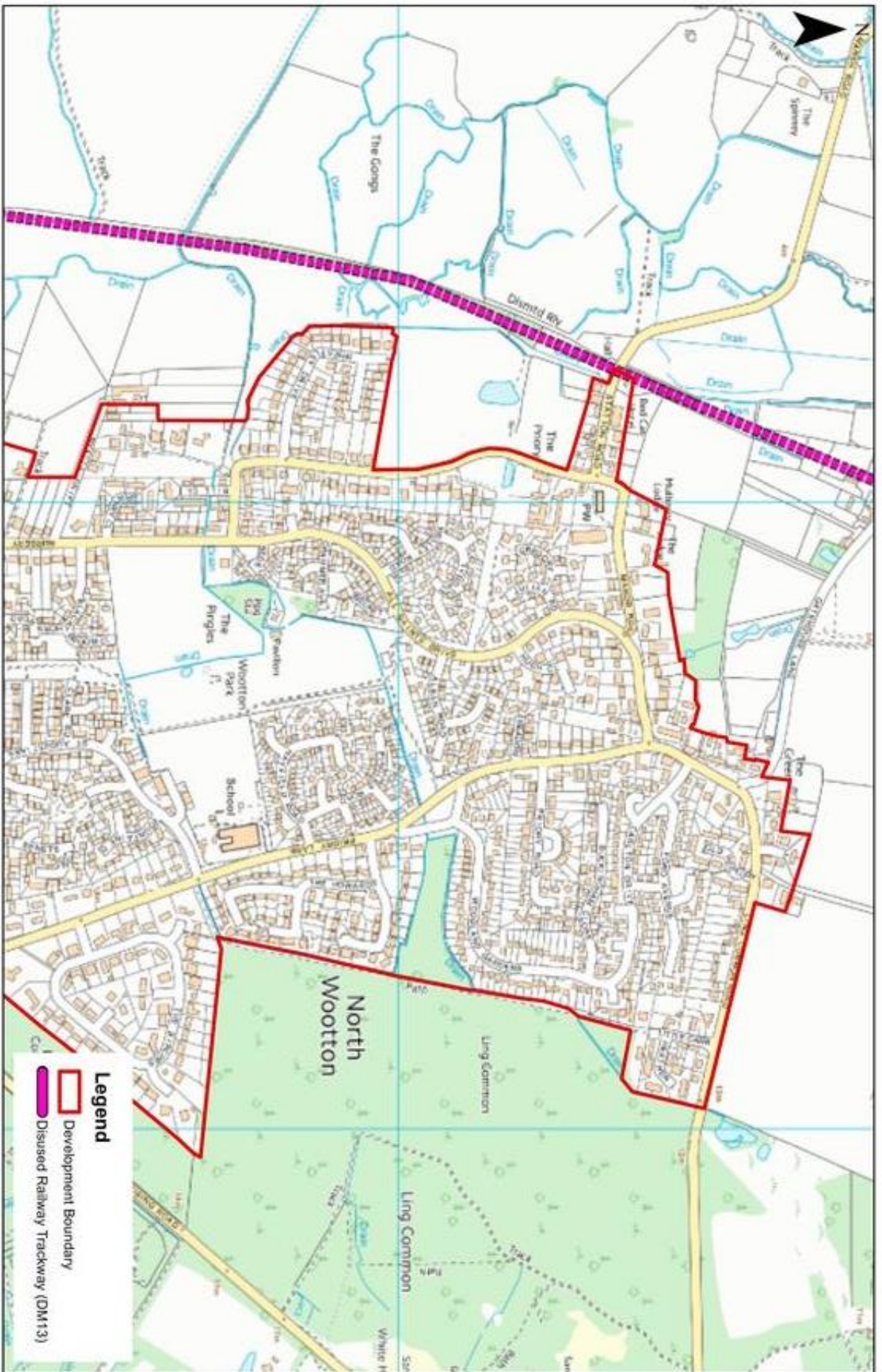
9.6.4 North Wootton was included as one of the areas to accommodate the major housing growth around King's Lynn through the Core Strategy in 2011, but no suitable sites were identified for such growth in North Wootton through the Site Allocations and Development Management Policies Plan in 2016. Given the current local housing need and that is being sufficiently met, no further site allocations are proposed by the Local Plan review for North Wootton. It should be noted that there is a significant strategic allocation within close proximity at the adjoining settlement of South Wootton.

9.6.5 The development boundary for North Wootton is shown on the map below. There may be some scope for windfall development to continue to come forward in this area.

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North Wootton

0 0.05 0.1 0.2 0.3 0.4  
Kilometers



## 10 Main Towns

There are two Main Towns within the Borough. These are Downham Market, in the south, and Hunstanton, in the north. Here the focus will be on maintaining and enhancing the roles of the towns providing essential convenience, service and/or tourist facilities. Please see Policies LP01 (Spatial Strategy), LP37 (Downham Market), and LP38 (Hunstanton) for further detail.

Main Towns (2)	
Downham Market	Hunstanton

### 10.1 LP37 Downham Market Policy

#### Policy LP37 Downham Market (Strategic Policy)

3. Focus in the town centre will be on:
  - a. enhancing a strong convenience and service offer;
  - b. strengthening the night-time economy by accommodating a balanced diversity of uses;
  - c. facilities and services which support the town's full demographic profile including young professionals, families and older people will be encouraged;
  - d. improving the arts and culture offer;
  - e. promoting the town's role as a wider visitor destination.
2. Seek to improve the pedestrian, cycling and public transport links throughout the urban area to enhance accessibility and connectivity throughout the settlement and in particular to the town centre and the railway station.
3. Seek to enhance green infrastructure in accordance with the Green Infrastructure Strategy. Maintain landscape and the quality of open space.
4. Seek to conserve and enhance the built, historic and natural environment in the town.
5. The growth of Downham Market will be supported through the provision of land for housing for at least 390 new homes across two allocations and employment through the provision of an allocation for at least 15ha for a balanced mix of employment uses, and through the development of services and facilities. This growth will be carefully balanced to meet the needs of the existing and future population.
6. The Borough Council will support Downham Market Town Council and the local community in the preparation of their Neighbourhood Plan, and subsequent reviews.



## 10.2 Downham Market

### Main Town

#### Description

- 10.2.1 Downham Market stands on elevated ground on the eastern edge of the Great Ouse valley around 13 miles south of King's Lynn. It is the Borough's second largest town, with a population of around 10,000. The 2011 Census recorded the population at 9,994 and the ONS based 2017 mid-year estimates provide a figure of 10,984. The town grew up as an agricultural and trading centre and has a good range of services serving both the local population and a wider rural area.
- 10.2.2 Downham Market lies at the junction of the A10 King's Lynn to London road and the A1122 Wisbech to Swaffham road, and has direct railway services to King's Lynn, Cambridge and London. An extensive bus service links the town to its hinterland and nearby towns.
- 10.2.3 There are a range of local employment opportunities. The town's historic industrial and trading links based on the River Great Ouse and the Relief Channel have declined, but now these watercourses support some leisure uses.
- 10.2.4 The town has a wealth of historic buildings and other heritage assets, reflected in an extensive Conservation Area and numerous listed buildings. The distinctive Victorian Clock Tower provides a focal point in the handsome Town Square.
- 10.2.5 The town lies mainly on the Lower Greensand and Kimmeridge Clay belts which form the western boundary of the chalk upland area of High Norfolk. Many of the town's quality buildings are constructed in the distinctive brown of the local carstone. As this stone is not suited to being dressed into regular blocks it is normally used in conjunction with brick piers, and this contributes to the local building style.

#### Strategic Context

- 10.2.6 Downham Market will continue its role as a Main Town within the Borough. The Town is located within the Local Plan review's Strategic Growth Corridor, which located around the A10 and Main Rail Line from King's Lynn to Cambridge and London King's Cross.

10.2.7 The Town is located within the Local Plan review's Strategic Growth Corridor, which is located around the A10 and Main Rail Line from King's Lynn to Cambridge and London King's Cross.

10.2.8 The growth of Downham Market will be supported through the provision of land for housing and employment and through the development of services and facilities. This growth will be carefully balanced to meet the needs of the existing and future population.

The SADMP (2016) made provision for:

- at least 390 new homes:
- at least 17 ha in land for a balanced mix of employment uses. Support will also be given to the for the development of a business park at Bexwell (to the east of the town) as per the extant planning permission.

10.2.9 These significant development sites are defined within the Local Plan review and indicated on the Policies Map.

10.2.10 There will be an over-arching approach to support improvements to the King's Lynn – Downham Market - Ely - Cambridge – London King's Cross rail-link. In addition, an integrated transport system will be encouraged.

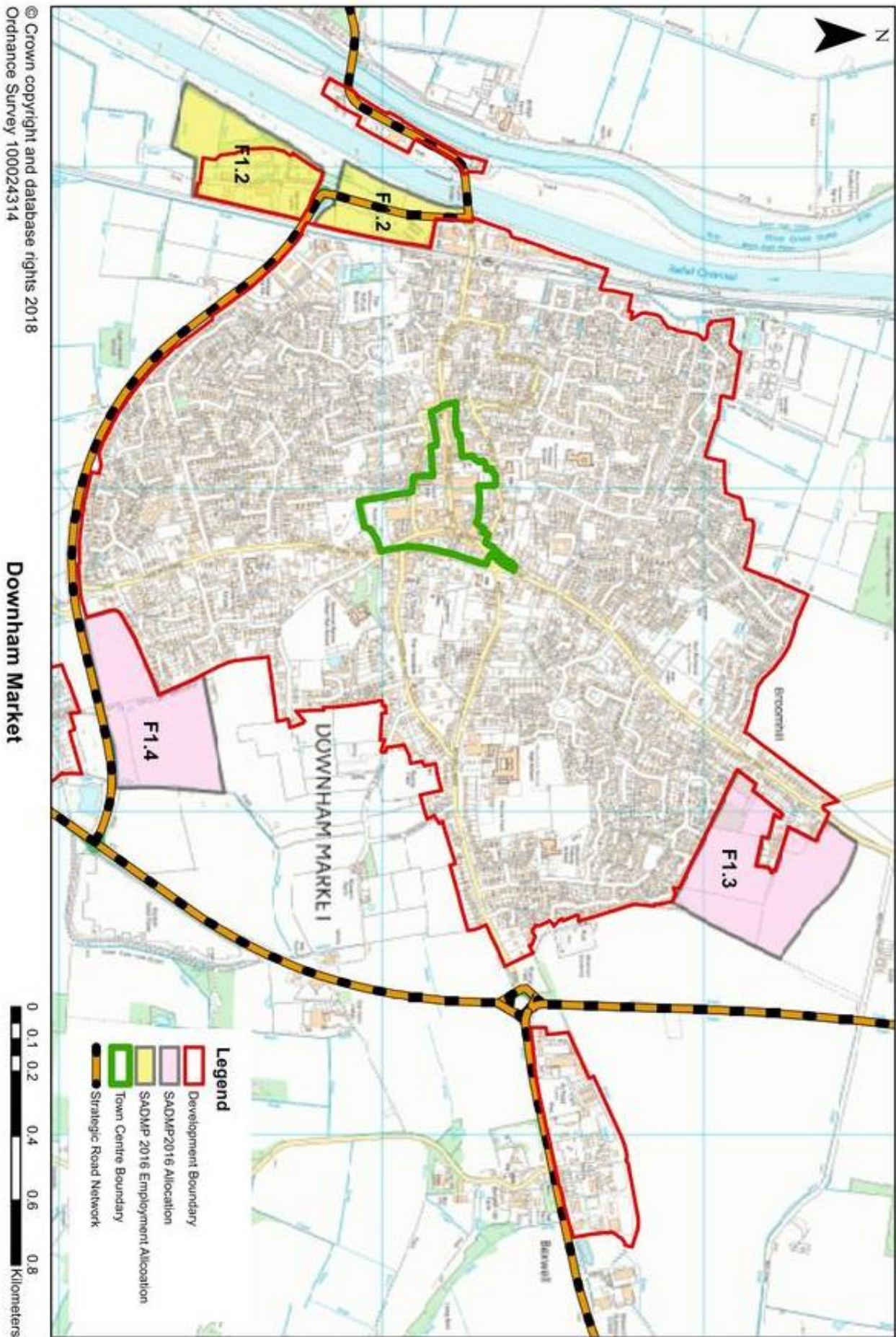
## **Downham Market Neighbourhood Plan**

10.2.11 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Downham Market Town Council is in the process of preparing a Neighbourhood Plan. The Neighbourhood Plan Area was formally designated by the Borough Council 27/01/2016 and corresponds with the boundaries of Downham Market Parish.

10.2.12 The Town Council is currently preparing a draft version of their Neighbourhood Plan for consultation. Their Neighbourhood Plan, whilst conforming to the basic conditions, will have the ability to set a policy framework for the Area that will be used to guide planning and development of Downham Market going forward. This could cover areas such as conservation, regeneration, protection, and the assessment and allocation of sites to meet the need for the Town. Once made the

10.2.13 Neighbourhood Plan will form part of the Local Development Framework and be used alongside the National Planning Policy Framework (NPPF) and the Local Plan review in the determination of planning applications.





## 10.1.1 F1.1 - Downham Market Town Centre Area and Retailing Policy

### Policy F1.1 - Downham Market Town Centre Area and Retailing

**A town centre area for Downham Market is defined on the Policies Map.**

1. This will be taken as the town centre for the purposes of retail development in and around Downham Market, and the application of the sequential test in the National Planning Policy Framework.
2. The Borough Council will promote this area as the prime focus in the town for retail, community and professional services, leisure, culture and entertainment. The historic character, local distinctiveness, facilities, amenity and vibrancy of the area will be maintained and enhanced, both for their own sake and to strengthen the appeal of the town centre.
3. In order to achieve this, development of retail, offices serving visiting members of the public, hotels, assembly and leisure uses, and community and cultural facilities (e.g. Use Classes A, C1, D1, D2 and sui generis theatres) will be particularly encouraged in the area.
4. Other uses which contribute to the character and vibrancy of the town centre will be encouraged, including residential (C3), and offices/light industry (B1). The development of high-quality housing in the town centre would be particularly welcomed for its contribution to its architectural quality, social mix, and economic health.
5. Additional general industrial uses (B2) and warehousing and distribution (B8) will not be permitted in the town centre area unless it can be demonstrated that they will not have adverse impacts on the character, amenity and traffic of the town centre.
6. The retention of active frontages (i.e. window displays, entrances, and views of internal activity, etc.) will be encouraged in the retail heart of the Town Centre, as will the refurbishment or replacement of shop frontages where this secures an active frontage and strengthens the local distinctiveness of the town and its heritage, and the active use of upper storeys of buildings. However, this does not preclude the removal of retail frontages outside the retail heart of the town. The reinstatement of the original ground floor frontages of historic townhouses, for instance, will be particularly welcome for the contribution to the town's historic character, unless this has adverse impacts on the retail function of the town as a whole or on designated heritage assets.

## Justification

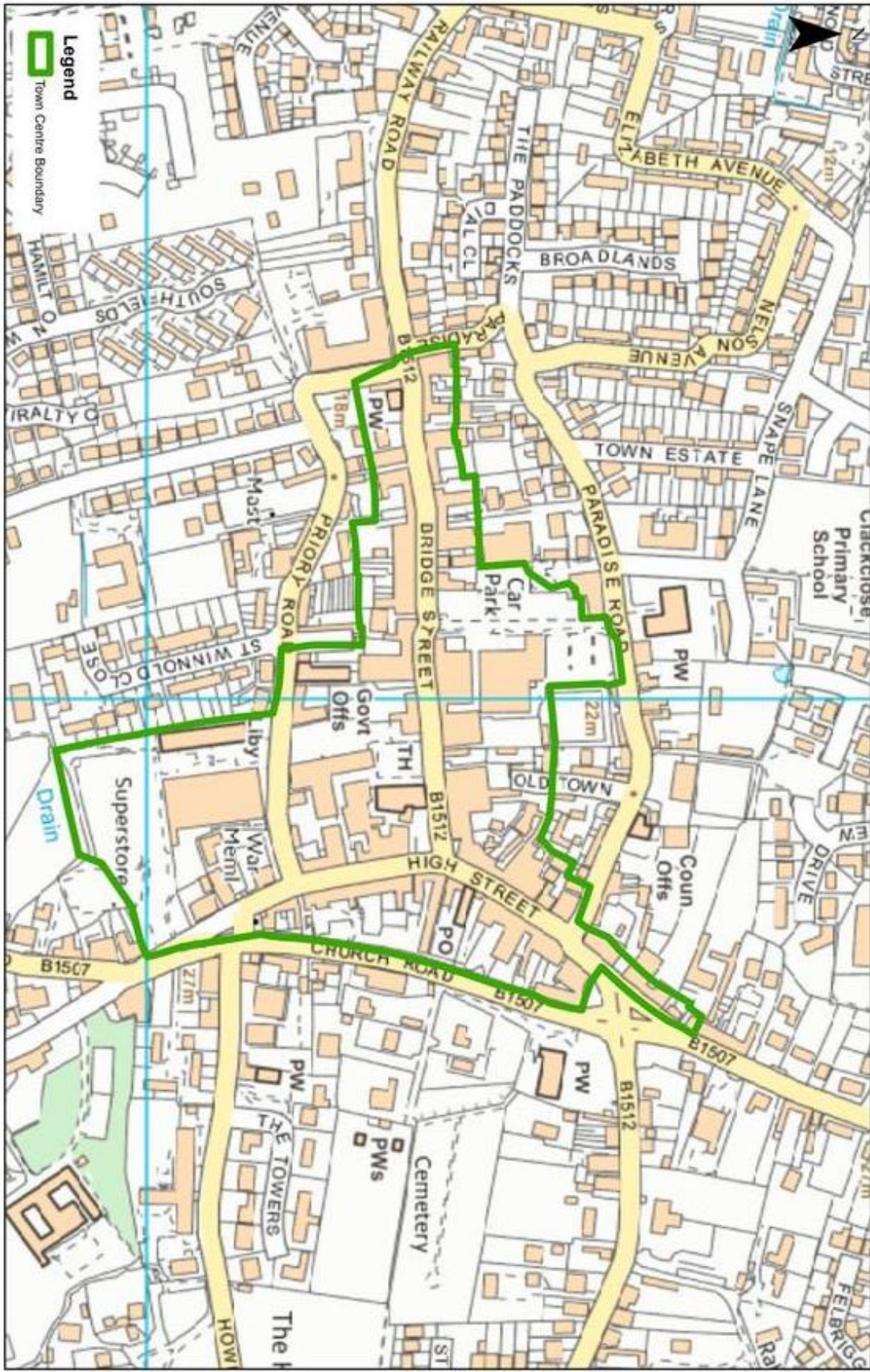
10.1.1 Town centres are changing, and regaining a richer mix of uses, including leisure uses. The policy is intended to support this mix of uses, and the physical and heritage assets of the town, while retaining the town centre as the primary focus for retailing in the town. The latter is in accordance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



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Downham Market Town Centre Area

0 0.03 0.06 0.12 0.18 0.24  
Kilometers



## **10.1.2 F1.2 - Downham Market Land off St. John's Way Policy**

### **Employment Land**

10.1.2.1 The Local Plan review aims to provide a sufficient and flexible supply of employment land during the plan period (Policy LP07: The Economy). This is to include the allocation of 16.5ha worth of employment land at Downham Market made by the SADMP (2016).

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

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

### **Employment Site Allocation**

F1.2.4 The allocation was made by the SADMP (2016) and is in fulfilment of the requirement of the Core Strategy (2011). This stated that 'In supporting the town provision will be made at least 15ha in existing employment areas; combined support for an employment area along the east bank of the Relief Channel south of Hythe Bridge; and as part of a balanced mix of uses within areas of renewal and replacement'.

### **Policy F1.2 - Land off St. John's Way, Downham Market**

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

1. Notwithstanding the existence of agricultural accesses to various parcels of the allocated employment land there will be a presumption against access directly off the A1122 to protect the strategic function of the Downham Market Bypass.
2. Access to the land west of the A1122 should be taken off the southern roundabout and the land east of the A1122 should be accessed from Station Road.
3. For access to be considered off the A1122 a ghost island right hand turn lane will have to be provided to mitigate the impacts of additional turning traffic on the A1122.
4. Development should conserve and where appropriate enhance heritage assets and their settings including the Downham Market Conservation Area and listed buildings.

5. A Site-Specific Flood Risk Assessment may be required for certain development in line with Policy LP24 - Sites in Areas of Flood Risk.

### **Justification**

10.1.2.5 The allocation is just over 16.5 ha and is a continuation and extension of an existing employment land use area.

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

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

## 10.1.3 Downham Market Housing Land

10.1.3.1 Two areas to the east of the town were allocated for housing development by the SADMP (2016), one to the south-east and the other to the north-east. The Local Plan review seeks to support these. The spread of the new housing across two sites will help provide a degree of choice and competition, reduce the impact upon existing residents and businesses in each locality, and mitigate the risk of the development of either area being held up by problems and help ensure timely delivery

### Housing Site Allocation

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

**Land north-east of Downham Market of around 16.2 ha, as shown on the Policies Map, is allocated for a high quality, well landscaped development of at least 250 dwellings and associated facilities**

Development is subject to the following:

1. Inclusion with any planning application of:

- a. a masterplan for the whole allocated area showing how the various considerations and requirements (including those below) can be integrated and delivered.
- b. a transport assessment to demonstrate how adequate road access and improved walking and cycling facilities and connections would be satisfactorily achieved.
- c. an ecological study that establishes that either:
- d. there would be no negative impact on flora and fauna;
- e. or, if any negative impacts are identified, establishes that these could be suitably mitigated.
- f. a heritage assets assessment to identify such assets (including archaeology) and measures to conserve these as appropriate.
- g. an assessment of any contamination of land on the site, and how this will be remediated if necessary.
- h. an assessment of the potential for extracting, either in advance of development or in the course of its development, any viable reserve of carrstone or silica sand on the site.

2. Incorporation in the development of:

- a. design, layout and landscape planting to form an attractive and firm northern boundary, incorporating a landscape buffer;
- b. a road access to Lynn Road;
- c. roads and layout to facilitate potential future development to the south and east of the site;
- d. local highway improvements to fully integrate the development into the surrounding network;



- e. pedestrian and cycle ways within and beyond the site, including links to Downham Market town centre;
  - f. a network of roads, and cycle and pedestrian routes, which would facilitate potential future development beyond the eastern boundary of the site;
  - g. a landscape planting scheme to integrate the development within the local landscape, and provide visual amenity and biodiversity within the development;
  - h. land for allotments, and path improvements, in line with the Borough's Green Infrastructure Strategy as it relates to Downham Market;
  - i. a proportion of affordable housing provision in accordance with the Council's current standards;
  - j. upgrading of the water supply and sewerage infrastructure to service the site by agreement with Anglian Water;
  - k. financial contributions towards the provision of infrastructure including:
    - l. additional primary and secondary school places;
  - m. strategic infrastructure for Downham Market, as set out in the Council's Infrastructure Study;
  - n. outdoor play space of at least 1.4 hectares of (based on a population of 582, assuming 2.33 persons per dwelling, and a requirement of 2.4 ha per 1,000 population);
  - o. protection and enhancement of public rights of way within or adjacent to the site;
  - p. retention of wooded area in the south-west corner of the site for its nature conservation and amenity value;
  - q. sustainable drainage systems to address surface-water run-off (including attenuation), flood risk, biodiversity and the avoidance of groundwater pollution;
3. inclusion within the development of neighbourhood shops and/or community facilities would be welcomed.

### Site Description and Justification

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

10.1.3.3 The site is well located in relation to the main highway network and is within easy reach of the Town Centre. The adjacent main road, Lynn Road, has a bus service and a petrol station/convenience store. The Core Strategy Inspector's Report supported growth to the east of the town, including this area, and the site was adopted as part of the SADMP (2016).

10.1.3.4 Traffic leaving the area to head out of town has ready access towards King's Lynn, and via A10 to south and east. Potential to link into and extend existing neighbourhood road network. A public bridleway runs along the eastern edge of the site, and another runs east-west through the site.

10.1.3.5 The locality is an attractive area of town for future residents, and hence readily marketable for new housing.

10.1.3.6 There appear no fundamental constraints to development, and there is the potential for future expansion to the east and south beyond at some point in the future (subject to future development plans). In the long term this could potentially help link to future employment and leisure development at Bexwell to the east.

10.1.3.7 The Council's Green Infrastructure Study (Stage 2: Final Report, 2010) identifies enhancements to the footway network around the town and including through the area of the allocated site. The proposed development is intended both to benefit from and contribute to such enhancements.

10.1.3.8 The site is in Flood Zone 1 and is therefore at low risk of fluvial or tidal flooding.

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

10.1.3.10 The allocated site is considered suitable for development of at least 250 dwellings and any associated neighbourhood facilities. The intention is to provide a firm boundary to the north, preserving a separation between Downham Market and Wimbotsham, with appropriate landscape treatment to that boundary to integrate the development into the landscape and provide an attractive edge to the town. Together with allocation F2.4, the allocation reflects the Town Council's preference for new housing development to be split between different areas around the town.

10.1.3.11 The site is in multiple ownership, but commitment to develop has been expressed and discussions are said to have taken place between owners. The major landowner has undertaken substantial work already to establish development requirements and parameters. Indeed, approximately half of Site F1.3 has come forward with a planning proposal and benefits from an outline planning permission (16/00610/OM) for 240 new homes.

## Housing Site Allocation

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

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

**Land to the south east of Downham Market of around 13.9ha, as shown on the Policies Map, is allocated for a high quality, well designed development of at least 140 dwellings and associated facilities.**

Development is subject to:

1. Prior submission of:

- a) a masterplan for the whole showing how the various considerations and requirements (including those below) can be integrated and delivered.
- b) a transport assessment to demonstrate how adequate road access and improved bus links together with walking and cycling facilities and connections would be satisfactorily achieved.
- c) an ecological Study that establishes that either;
- d) there would be no negative impact on flora and fauna
- e) or, if any negative impacts are identified, establishes that these could be suitably mitigated.
- f) an archaeological assessment,
- g) an assessment of the potential for extracting, either in advance of development or in the course of its development, any viable reserve of carrstone or silica sand on the site.

2. Provision of:

- a) high quality local highway improvements to fully integrate the development into the surrounding network, addressing;
- b) a new road linking to the A1122 to provide access to the site;
- c) improved bus links to Downham Market town centre and associated infrastructure;
- d) pedestrian and cycle ways within and beyond the site, including links to Downham Market town centre and the existing byway on the site's western boundary;
- e) a network of roads, and cycle and pedestrian routes, which would facilitate potential future development beyond the boundaries of the current allocation (including to the north and east);
- f) a landscape planting scheme to integrate the development within the local landscape, and provide visual amenity and biodiversity within the development;

- g) protection of the existing band of trees across the southern part of the site, subject of a Tree Preservation Order, and incorporation into the overall layout in a way that takes advantage of their potential contribution to the amenity of the area and is likely to facilitate their long-term protection and maintenance.
  - h) a proportion of affordable housing provision in accordance with the Council's current standards;
  - i) land for allotments, and path improvements, in line with the Borough's Green Infrastructure Strategy as it relates to Downham Market;
  - j) upgrading of the water supply and sewerage infrastructure to service the site by agreement with Anglian Water;
  - k) financial contributions towards the provision of infrastructure including: additional primary and secondary school places and strategic infrastructure for Downham Market, as set out in the Council's Infrastructure Study; outdoor play space of at least 0.78 hectares of (based on a population of 326, assuming 2.33 persons per dwelling, and a requirement of 2.4 ha per 1,000 population);
  - l) protection and enhancement of public rights of way within the site;
  - m) sustainable drainage systems to address surface-water run-off (including attenuation), flood risk, biodiversity and the avoidance of groundwater pollution;
3. Inclusion within the development of neighbourhood shops and/or community facilities would be welcomed.

## Site Description and Justification

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

10.1.4.2 The Core Strategy Inspector's Report supported growth to the east of the town, which includes this general area. The site has been subsequently allocated by the SADMP (2016). The specific allocated site is within easy reach of the town centre. The site is well related to the town's main highway network. A new access will be required onto the town's southern bypass (A1122). The site has cycling and pedestrian access, and this would provide a more direct route to the town centre, thus helping encourage non-car journeys. A restricted byway, Nightingale Lane, runs down the western edge of the site, giving access to a bridge across the A1122 and beyond to the south, and into the residential road network to the north-west.

10.1.4.3 The Council's Green Infrastructure Study (Stage 2: Final Report, 2010) identifies enhancements to the footway network around the town and including through the area of the allocated site. The proposed development is intended both to benefit from and contribute to such enhancements.

10.1.4.4 There is the potential for further development beyond the allocated site boundaries at some point in the future (subject to future development plans), but the Council considers that the at least 140 dwellings are an appropriate allocation during the current plan period, and together with allocation F1.3, reflects the Town Council's

preference for new housing development to be split between different areas around the town.

10.1.4.5 The allocated land has been actively promoted by the owner's agent through the SADMP (2016) process and was said to be readily available for development. Indeed, Site F1.4 has come forward with a planning proposal and now benefits from an outline planning permission (16/01322/OM) for 300 new homes.

## 10.3 LP38- Hunstanton Policy

### Introduction

10.3.1 Hunstanton will continue to provide necessary services for residents within and around the town. Diversification of employment opportunities to provide all year employment will be encouraged as will proposals which seek to improve year-round tourist activities.

### Strategic Policy

#### LP38 Hunstanton Policy

1. The focus for Hunstanton will be on ensuring that as a main town it develops its position as a successful service hub for the local area, while strengthening the role as a tourist destination with year-round activities. This will utilise evidence within the previous masterplan and the Hunstanton Prospectus, Southern Seafront Masterplan and Neighbourhood Plan.
2. **The strategy for the town is to:**
  - a. retain and strengthen the role of Hunstanton as a main town in the north of the borough and a service centre supporting retail, culture and social infrastructure;
  - b. build upon the relationship between Hunstanton and King's Lynn so the town is able to benefit from growth proposals for King's Lynn.
3. Provision will be made for at least 333 new homes with new allocations of at least 40 houses.
4. Limited locations in Hunstanton are available to accommodate new development.
5. **The aim is to:**
  - a. provide modest and balanced employment growth to create jobs and opportunities to meet the needs of existing and new residents. This should be quality year-round employment, with less reliance on seasonal/tourist activity; while acknowledging and being sympathetic to the valuable natural assets of the town and surrounding area;
  - b. promote opportunities for residential development within the town centre, particularly for affordable housing, if suitable it could occur as mixed use, with a commercial use on the ground floor;
  - c. strengthen the town's role as a visitor destination. Support will be given to additional sustainable tourist facilities and leisure development which extends the season by providing diverse year-round activities, as well as high-grade seasonal activities and facilities, while acknowledging and being sympathetic to the valuable natural assets of the town and surrounding area;

**6. Ensure that the transport and movement strategy for the town includes:**

- a. securing the provision of adequate levels of parking in the town as a whole, particularly during the summer months.
  - b. improvements to public transport; increasing the frequency and reducing journey times of services to King's Lynn; supporting more frequent services along the coast; and strengthening public transport links within rural areas;
  - c. improvements to routes, signage and facilities for walking and cycling.  
enhance the local character of the town, promoting high quality design of the local environment and the public realm. In particular to:
    - i. respect the heritage of Hunstanton while promoting the vibrancy of the town centre and The Green;
    - ii. ensure that new development meets modern requirements while respecting the historic environment in the conservation area;
    - iii. promote a new style of design for the Southern Seafront area, creating a new identity that reflects modern and high-quality architecture.
7. Seek to enhance green infrastructure in the town in accordance with the Green Infrastructure Strategy in particular Oasis Way; and links to Heacham and Hunstanton Park.

**Neighbourhood Plan**

A draft Hunstanton Neighbourhood Plan was published for consultation in accordance with the Regulation 14 stage in November 2018. The Neighbourhood Plan is still in the process of being prepared accordingly.

**Southern Seafront Master Plan**

10.3.2 A Southern Seafront Master Plan is being prepared for an area of the seafront between The Green and the Power Boat Ramp.

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Policy LP38 contributes to Strategic Objectives 1-5 Economy, 6-10 Society, 11-15 Environment and 23 to 27 for Hunstanton.



## 10.4 Hunstanton

### Main Town

#### Description

10.4.1 Hunstanton is the smallest of the three towns in the Borough with a population of 4,206. The town acts as a service centre for the surrounding rural area, a local employment centre and is also a successful seaside resort. It is situated on the Norfolk coast some 16 miles from King's Lynn and, to the east, the town of Wells-next-the-Sea is 17 miles away. Hunstanton is situated on the west coast of Norfolk at the mouth of the Wash and stands at the highest point on this geological shelf as the land slopes gently downwards to the north, east and south of the town.

10.4.2 Hunstanton evolved from the vision of Henry Styleman Le Strange for a planned coastal holiday village to be built on his own land, with the focal point to be a triangular green sloping down to the sea. The Golden Lion Hotel was the first building (1846) but development remained slow until the Great Eastern Counties Railway decided to build the line from King's Lynn to Hunstanton in 1862. Under the patronage of his son Hamon Le Strange and spurred on by the investment boom between 1850 and 1870, Hunstanton soon expanded beyond the original planned coastal village to become a fully-fledged Victorian seaside resort.

10.4.3 Hunstanton's main buildings are substantial but not over grand; its squares and open spaces are elegant yet informal. It is a comfortable, modest place, small in architectural scale with well-defined boundaries. Its character is spacious, breezy and green, where the effect of the open sea and sky has a strong impact on the light, views and settings of the buildings. As highlighted in the Conservation statement, Hunstanton has a variety of local materials which make up the built environment and the most commonly found in the new town is carstone. The Hunstanton Conservation Area was first designated in 1984 and its boundaries were extended in 2009<sup>33</sup>.

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

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

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

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<sup>33</sup>Borough Council of King's Lynn Hunstanton Conservation Area Character Statement (2009)  
<https://democracy.west-norfolk.gov.uk/Data/Cabinet/20091006/Agenda/Hunstanton%20-%20Conservation%20Area%20Character%20Statement.pdf>

10.4.7 Policy LP36 states that the town will provide for at least 333 new homes (existing allocations), with new allocations of at least 40 new dwellings and approximately 1 ha of employment land (existing allocation).

### **Neighbourhood Plan**

10.4.8 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Hunstanton Town Council is in the process of preparing a Neighbourhood Plan for their area. The Hunstanton Neighbourhood Plan Area was formally designated by the Borough Council on 5 February 2013 and corresponds with the boundaries of Hunstanton Parish.

10.4.9 The Town Council has prepared a draft version of their Neighbourhood Plan which went out to consultation at the Regulation 14 Stage in November 2018. Their Neighbourhood Plan assesses sites and allocates a site to meet the agreed identified need for the town.

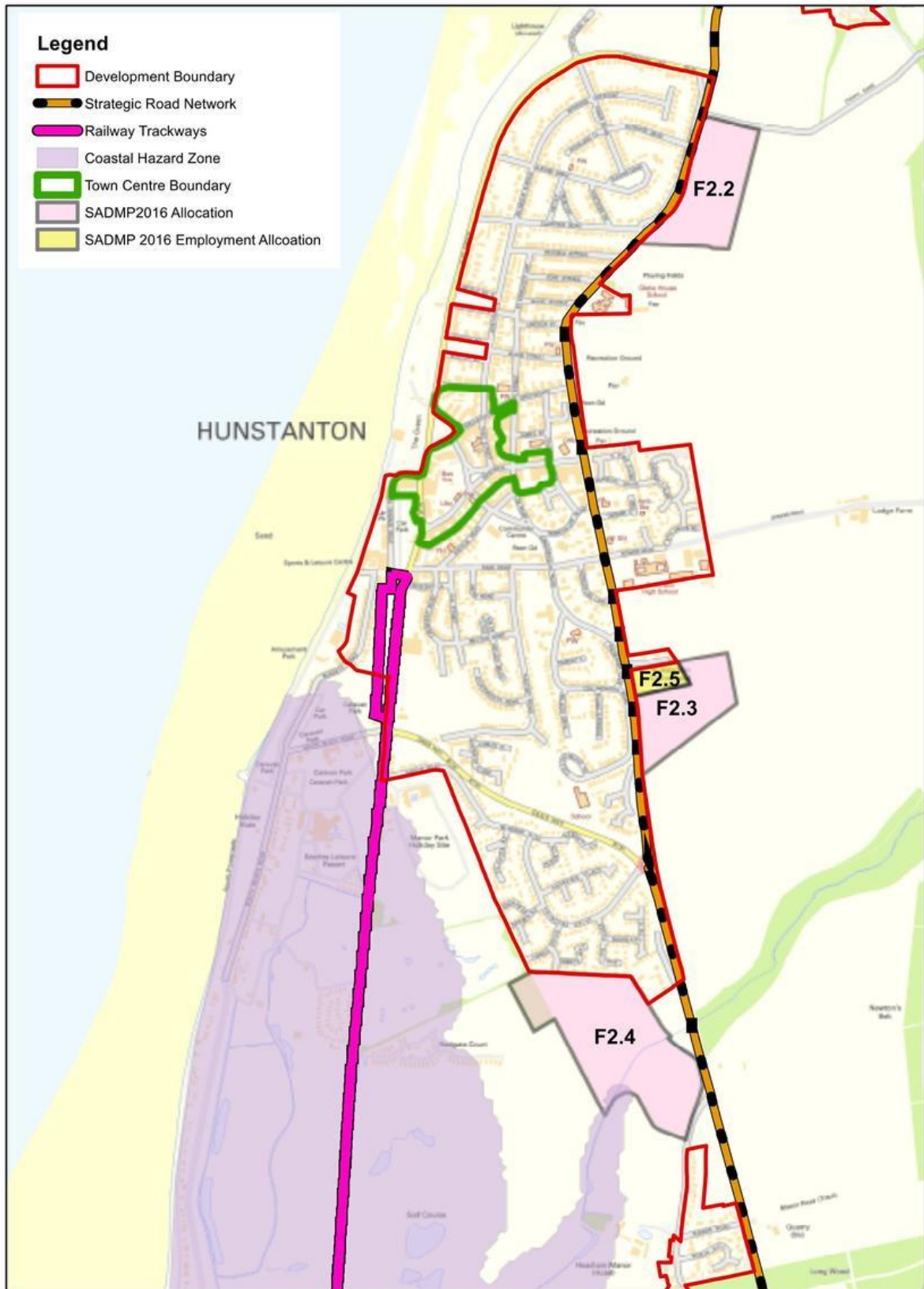
### **Policies**

10.4.10 Strategic Policy LP36 outlines our policy approach for the town, providing further information and guidance on its role as a service hub for the local area, and a tourist destination with a range of facilities/activities. The following pages detail the policies for Hunstanton town centre area and retailing and set out the existing site allocations including housing and employment land.

### **Supporting East Marine Plan Policies are:**

In summary the policies bullet pointed below support policy LP36, to find out more information on the supporting policies the hyperlink is active over the policy number.

- Health and social well-being and access to the coast and marine area - [SOC1](#) and [SOC3](#)
- Economic- [EC2](#)
- Fisheries- [FISH1](#)
- Tourism and Recreation Areas - [TR1](#), [TR2](#), [TR3](#)



**Inset F2 Hunstanton**

## 10.4.1 F2.1 - Hunstanton Town Centre Area and Retailing Policy

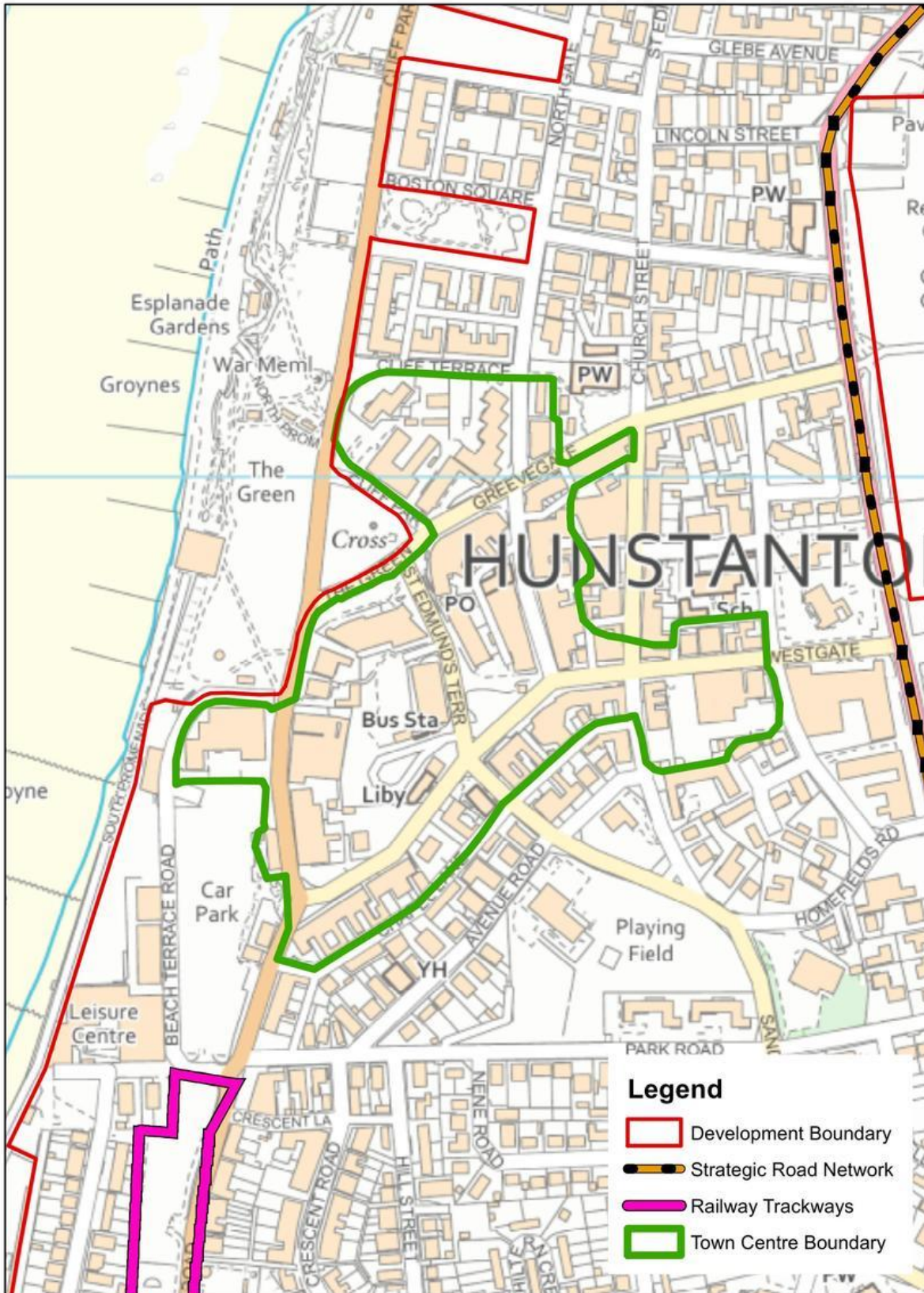
### Site Allocation

#### Policy F2.1 Hunstanton - Town Centre Area and Retailing

**A town centre area for Hunstanton is defined on the Policies Map.**

1. This will be taken as the town centre for the purposes of retail development in and around Hunstanton, and the application of the sequential test in the National Planning Policy Framework.
2. The Borough Council will promote this area as the prime focus in the town for retail, community and professional services, leisure, culture and entertainment. The historic character, local distinctiveness, facilities, amenity and vibrancy of the area will be maintained and enhanced, to strengthen the appeal of the town centre.
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 A, C1, D1, D2 and sui generis theatres ) will be particularly encouraged in the area and will be assessed against their compliance with Policy LP34.
4. Other uses which contribute to the character and vibrancy of the town centre will be encouraged, including residential (C3), and offices/light industry (B1). The development of high-quality housing in the town centre would be particularly welcomed for its contribution to its architectural quality, social mix, and economic health.
5. Additional general industrial uses (B2) and warehousing and distribution (B8) will not be permitted in the town centre area unless it can be demonstrated that they will not have adverse impacts on the character, amenity and traffic of the town centre.
6. The retention of active frontages (i.e. window displays, entrances, and views of internal activity, etc.) will be encouraged in the main 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.





Hunstanton Town Centre Area Zoomed

## 10.4.2 F2.2 – Hunstanton Land to the east of Cromer Road Policy

### Site Allocation

#### Policy F2.2 Hunstanton - Land to the East of Cromer Road

**Land amounting to 6.2 hectares is allocated for residential development of at least 120 dwellings.**

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

1. Provision of safe vehicular and pedestrian access (to be from the A149) including a new crossing point and access to sustainable transport links;
2. Provision of affordable housing in line with current standards;
3. Submission of details of layout, phasing, and appearance;
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. Incorporation of a high quality landscaping scheme including the retention and enhancement of established hedgerow and the planting of new shelter belts and woodland to the north and east boundaries to minimise the impact of the development on the setting of Old Hunstanton Conservation Area, the Grade I Listed Hunstanton Hall as well as the Hall's park and gardens which are listed as Grade II and the North Norfolk Coast Area of Outstanding Natural Beauty (AONB);
6. Submission of a Heritage Asset Statement that establishes that there will be no negative impact on Heritage Assets in the locality;
7. Outdoor play/recreation space of at least 0.67 ha (based on a population of 280, assuming 2.33 persons per dwelling, and a requirement of 2.4ha per 1,000 persons);
8. Enhanced informal recreational provision on, or in the vicinity of the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on Habitats Regulations protected nature conservation sites in the wider area. This may require open space provision

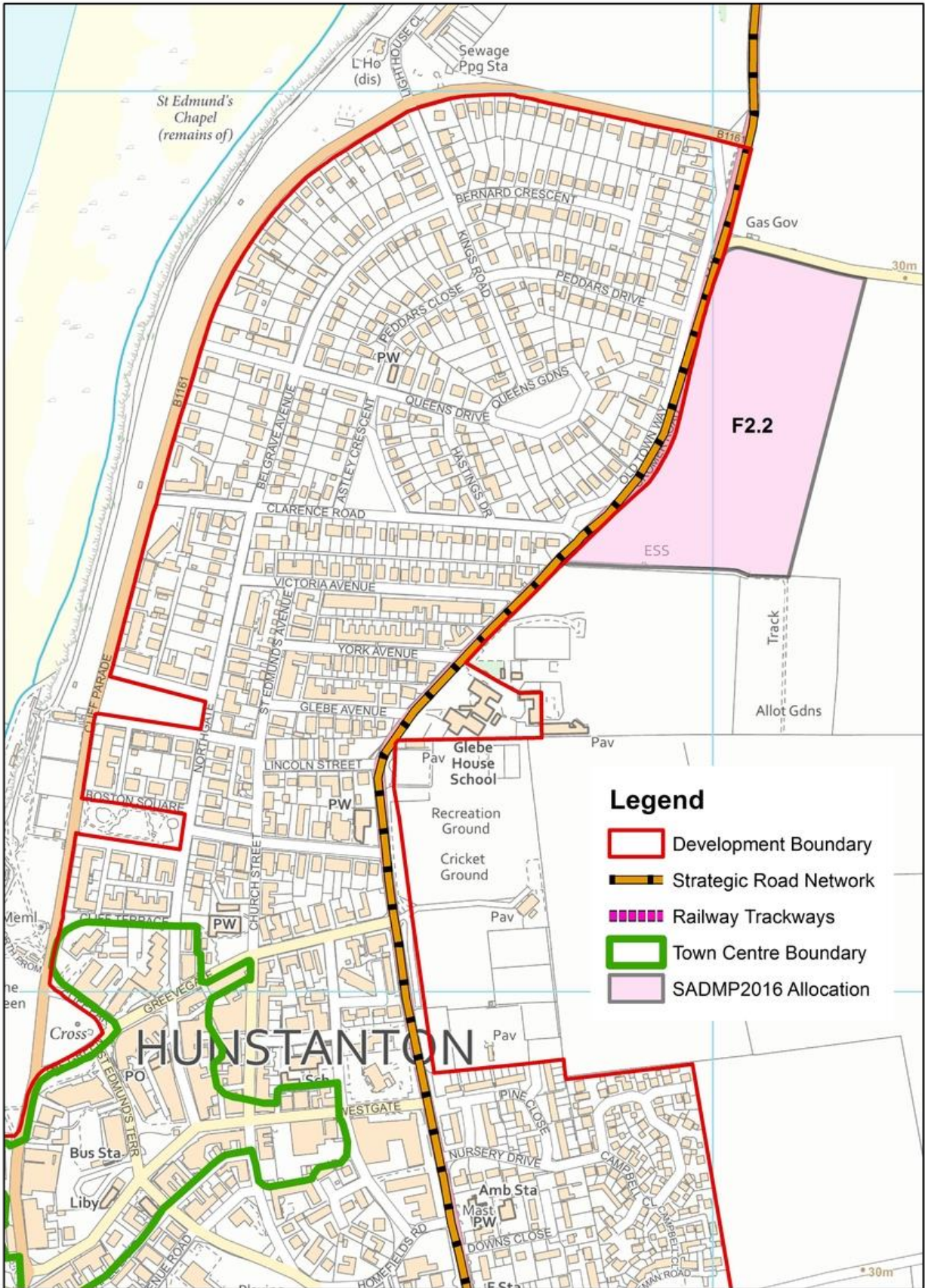
over and above the Council's normal standards for play space detailed in the previous clause, and may consist of some combination of:

- a. informal open space (over and above the Council's normal standards for play space);
  - b. pedestrian routes which provide a variety of terrain, routes and links to greenspace and/or the wider footpath network;
  - c. a contribution to implementation of the Borough's Green Infrastructure Strategy as it relates to Hunstanton, or other greenspace provision or management in the wider area within which the site is located.
9. Provision of a programme of publicity aimed at both occupants of the development and other residents of Hunstanton, highlighting the opportunities for recreation (especially dog- walking) in the vicinity avoiding areas within the Wash Special Protection Area and the North Norfolk Coast Protection Area, and the sensitivity of those areas to dog walking and other recreation.
10. Submission of a project level habitats regulations assessment, with particular regard to the potential for indirect impacts through recreational disturbance on the Wash Special Protection Area and the North Norfolk Coast Special Protection Area.
11. The site overlies a Groundwater Vulnerability Zone. Accordingly, the developer should address any risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework (NPPF) and the Environment Agency's 'Guiding Principles for Land Contamination';
12. A financial contribution for any upgrades or additional provision in terms of water supply, sewerage, schools, highways etc. necessary to serve the development.

## Site Description

10.4.2.1 The site has been granted reserved matters (18/00418/RMM) for 120 new homes, the site has commenced.





**Legend**

- Development Boundary
- Strategic Road Network
- Railway Trackways
- Town Centre Boundary
- SADMP2016 Allocation

Hunstanton (F2.2) Zoomed

## 10.4.3 F2.3 - Hunstanton Land South of Hunstanton Commercial Park Policy

### Site Allocation

#### Policy F2.3 Land south of Hunstanton Commercial Park

Land south of Hunstanton Commercial Park amounting to 5 hectares, as identified on the Policies Map, is allocated principally for housing with care, with a supplementary allocation of general purpose market housing to aid viability.<sup>(14<sup>34</sup>)</sup>

1. The mixed uses comprising –
  - a. at least 60 housing with care units;
  - b. approximately 50 general housing units;
  - c. affordable housing requirements as per Strategic Policy LP27. This will apply across the whole site.<sup>(15<sup>35</sup>)</sup>
2. Development of the site must be as part of a comprehensive scheme, which must be shown to bring forward the housing with care units. The final housing numbers are to be determined at the planning application stage and be informed by a design-led master planned approach.
3. The proximity of the employment allocation F2.5, and the potential for a care home on part (or all) of that allocation could support an interdependency between this and the housing with care element.
4. Development will be subject to compliance with all of the following:
  - a. provision of safe vehicular and pedestrian access (to be from the A149) including a new crossing point (to serve proposals F2.3 and F2.5) and access to sustainable transport links;
  - b. submission of details of layout, phasing, and appearance;
  - c. incorporation of a high quality landscaping scheme including the retention and enhancement of established hedgerow and the planting of new shelter belts to the north, east and southern boundaries to minimise the impact of the development on the setting of Grade II\* listed Smithdon High School and gym, Grade II\* listed and scheduled remains of St

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14. <sup>34</sup> Housing with care is purpose built self-contained housing with facilities and services such as 24/7 on site care and facilities, that assists residents to live independently. There is an expectation that in line with good practice the scheme will include the provision of community facilities i.e. restaurant, retail (hairdressers/corner shop) and opportunities for social interaction.

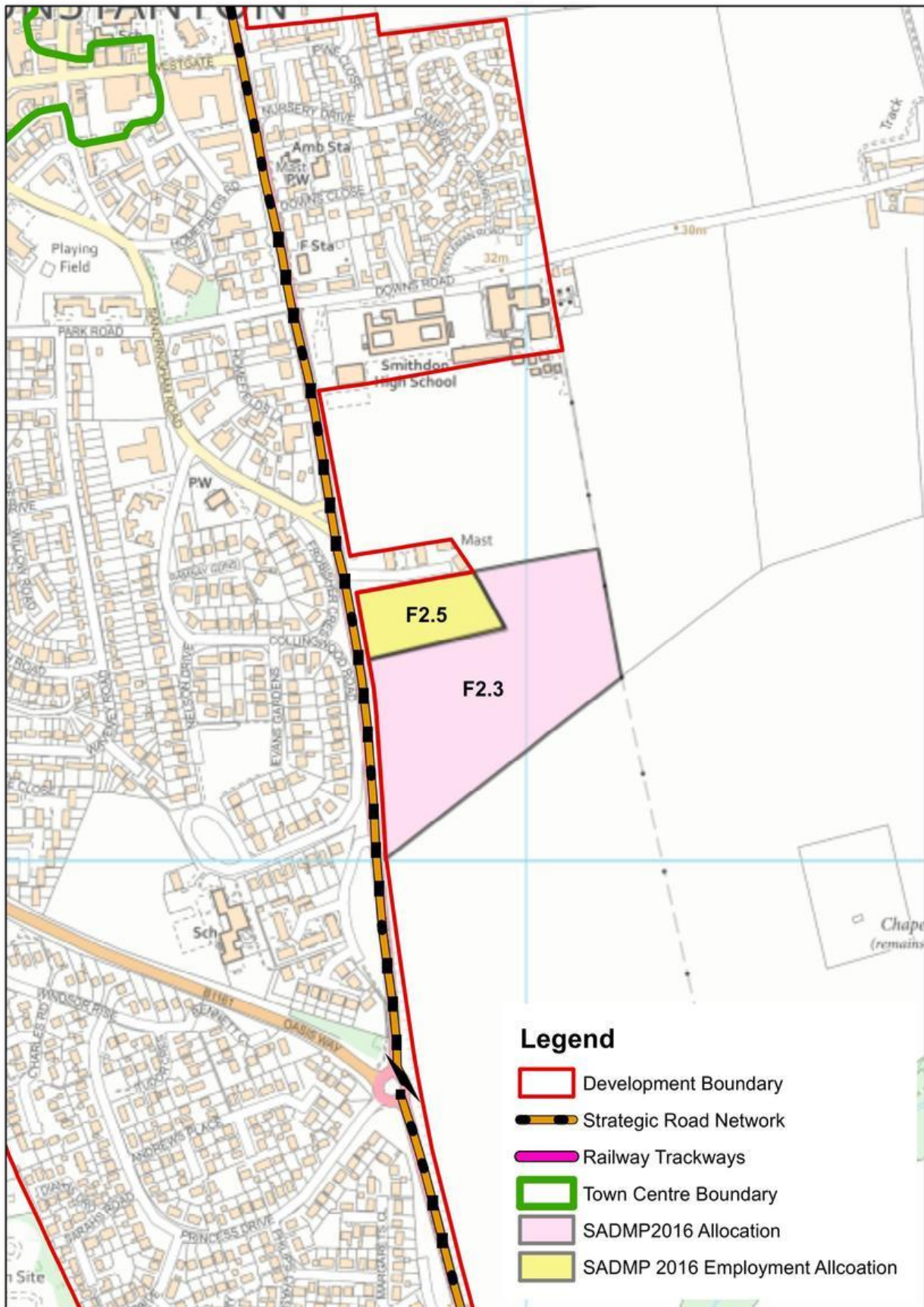
15. <sup>35</sup> The affordable housing requirement will apply to the housing with care and the general-purpose market housing, all dwellings that fall within the C3 use class of the Town and Country Planning (Use Classes) Order 1987.

Andrew's Chapel and the North Norfolk Coast Area of Outstanding Natural Beauty;

- d. 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;
  - e. submission of a Heritage Asset Statement that establishes that there will be no negative impact on Heritage Assets in the locality, accompanied by an Archaeological Field Evaluation of the site, if required;
  - f. provision of affordable housing on site, or an equivalent financial contribution, to meet current standards.
  - g. Outdoor play/recreation space of at least 0.28 ha (based on a population of 233, assuming 2.33 persons per dwelling, and a requirement of 2.4ha per 1,000 persons;
5. Enhanced informal recreational provision on, or in the vicinity of the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on Habitats Regulations protected nature conservation sites in the wider area. This provision may consist of some combination of:
- a. informal open space (over and above the Council's normal standards for play space);
  - b. pedestrian routes which provide a variety of terrain, routes and links to greenspace and/or the wider footpath network;
  - c. a contribution to implementation of the Borough's Green Infrastructure Strategy as it relates to Hunstanton, or other greenspace provision or management in the wider area within which the site is located.
6. Provision of a programme of publicity aimed at both occupants of the development and other residents of Hunstanton, highlighting the opportunities for recreation (especially dog walking) in the vicinity avoiding areas within the Wash Special Protection Area and the North Norfolk Coast Special Protection Area, and the sensitivity of those areas to dog walking and other recreation.
7. Submission of a project level habitats regulations assessment, with particular regard to the potential for indirect impacts through recreational disturbance on the Wash Special Protection Area and the North Norfolk Coast Special Protection Area.
8. A financial contribution for any upgrades or additional provision in terms of water supply, sewerage, schools, highways etc. necessary to serve the development.

**Site Description** 10.4.3.1 Outline planning permission (16/00084/OM) for 60-unit care home and 60 new dwellings





**Legend**

- Development Boundary
- Strategic Road Network
- Railway Trackways
- Town Centre Boundary
- SADMP2016 Allocation
- SADMP 2016 Employment Allocation

**Hunstonton (F2,3 & F2.5) Zoomed**

## **10.4.4 F2.4 - Hunstanton Land north of Hunstanton Road Policy**

### **Site Allocation**

#### **Policy F2.4 Land North of Hunstanton Road**

**Land north of Hunstanton Road amounting to 12.6 hectares is allocated for development of 163 dwellings on 6.2 ha of the site, and open space on 6.4 ha of the site.**

Development will be subject to:

1. Submission of a final masterplan for the site incorporating details of layout, phasing and conceptual appearance;
2. Provision of affordable housing in line with current standards;
3. Provision of safe vehicular and pedestrian access;
4. Local highway improvements to fully integrate the development into the surrounding network.
5. Details of plans for the proposed open space with regards to public access, recreational and ecological opportunities, potential hard and soft landscaping including play space(s) and arrangements for the ongoing management of the space;
6. Enhanced informal recreational provision on, or in the vicinity of the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on Habitats Regulations protected nature conservation sites in the wider area.
7. This provision may consist of some combination of:
  - a. informal open space (over and above the Council's normal standards for play space);
  - b. pedestrian routes which provide a variety of terrain, routes and links to greenspace and/or the wider footpath network;
  - c. a contribution to implementation of the Borough's Green Infrastructure Strategy as it relates to Hunstanton, or other greenspace provision or management in the wider area within which the site is located.
8. Provision of a programme of publicity aimed at both occupants of the development and other residents of Hunstanton, highlighting the opportunities for recreation (especially dog walking) in the vicinity avoiding areas within the Wash Special Protection Area and the North Norfolk Coast Protection Area, and the sensitivity of those areas to dog walking and other recreation;

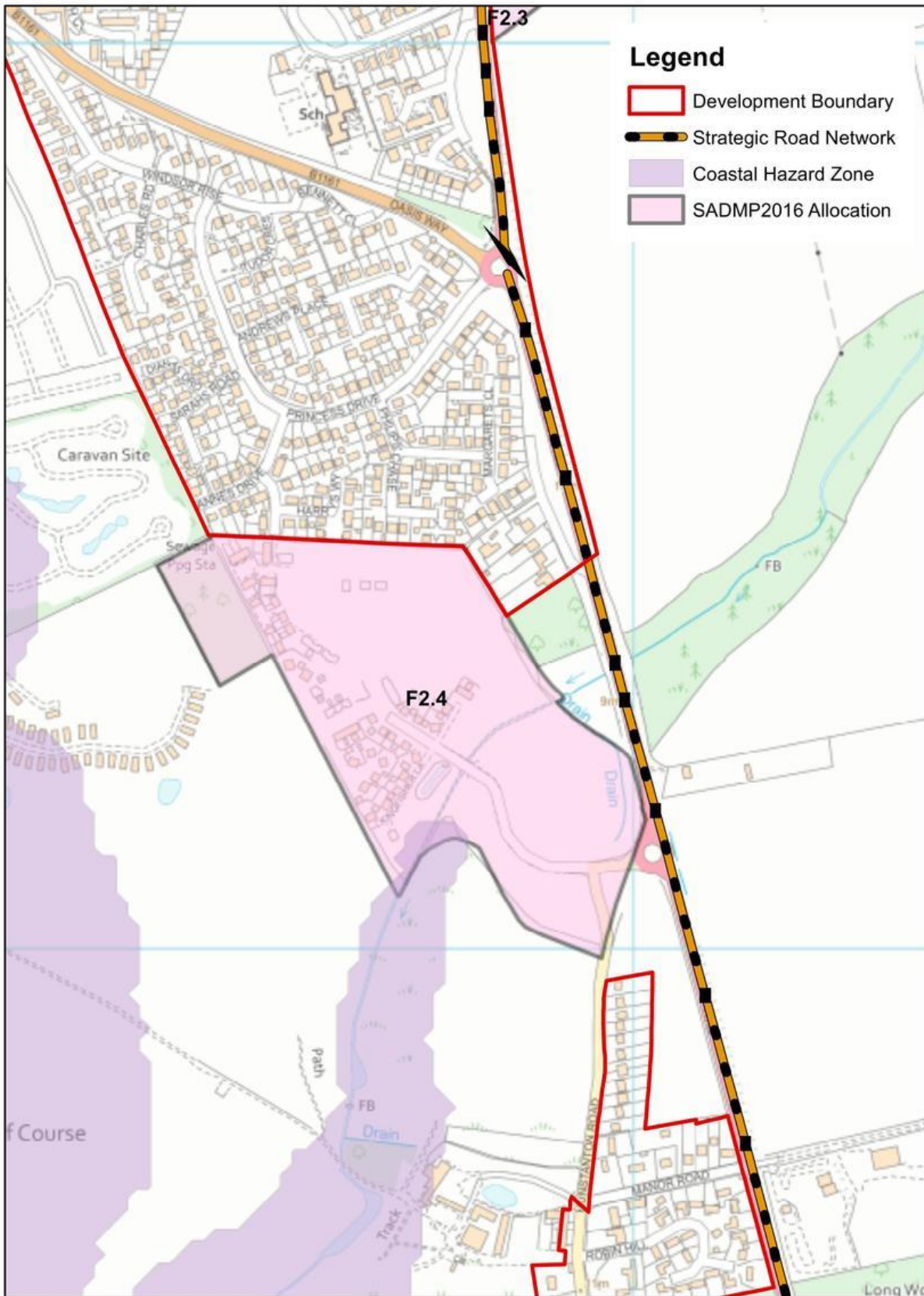
9. Submission of a project level habitats regulations assessment, with particular regard to the potential for indirect impacts through recreational disturbance on the Wash Special Protection Area and the North Norfolk Coast Special Protection Area;
10. Submission of a site-specific Flood Risk Assessment, and accompanying topographical information, to be prepared in order to ensure that development is designed appropriately and built in those areas of the site least at risk of flooding;
11. Incorporation of a high-quality landscaping scheme to limit the visual impact of proposed development on the countryside and on the southern approach to Hunstanton;
12. Submission of details of sustainable drainage measures and how they will integrate with the design of the development and how they will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
13. An Archaeological Field Evaluation of the site should be undertaken following on from the results of the desk based Archaeological Assessment. This should be undertaken prior to consideration of extraction of minerals from the site;
14. A financial contribution to existing infrastructure and/or services or provision of new infrastructure necessary to serve the development to be determined upon submission of the planning application.

## Site Description

10.4.4.1 Full planning permission (14/01022/FM) for 166 new homes. Construction of the site is underway with a significant number of the homes being completed and now lived in.

10.4.4.2 The allocation Policy F2.4 contained a requirement for: *“Submission of an Environmental Statement that satisfies Norfolk County Council that: the applicant has carried out investigations to identify whether the resource (sand, gravel, carstone) is viable for mineral extraction; and if the mineral resource is viable, that: the applicant has considered whether it could be extracted economically prior to development taking place; and if the mineral resource can be extracted economically, whether (or not): there are opportunities to use the onsite resource during the construction phase of development.”* A mineral assessment was submitted to the Mineral Planning Authority as part of the application. Intrusive site investigations that took place across the site were able to prove to the satisfaction of the Mineral Planning Authority that viable mineral did not occur on site, and that ‘needless sterilisation’ would not occur.





Hunstanton (F2.4) Zoomed



## **10.4.5 F2.5 - Hunstanton Employment Land south of Hunstanton Commercial Park Land Policy**

### **Employment Allocation**

#### **Policy F2.5 Hunstanton - Land south of Hunstanton Commercial Park**

**Land south of Hunstanton Commercial Park Land amounting to 1 hectare identified on the Policies Map is allocated for employment use.**

Development will be subject to the following:

1. A financial contribution for any upgrades or additional provision in terms of water supply, sewerage, highways etc. necessary to serve the development;
2. The site overlies a Groundwater Vulnerability Zone. Accordingly, the developer should address any risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework (NPPF) and the Environment Agency's 'Guiding Principles for Land Contamination';
3. Submission of a Heritage Asset Statement that establishes that development would:
  - a. enhance and preserve the setting of the nearby Listed Building Grade II\* Smithdon High School;
  - b. will have no negative impact on Heritage Assets in the locality;
  - c. careful design ensuring no adverse impact on the Conservation Area close by, and to strengthen local distinctiveness;
  - d. accompanied by an Archaeological Field Evaluation of the site, if required;

10.4.5.1 F2.5 Site description – Outline planning permission (16/00084/OM) for 60-unit care home and 60 new dwellings.

## **10.5 Wisbech Fringes (including Walsoken)**

### **Settlements adjacent to Wisbech**

#### **Description**

10.5.1 The Core Strategy acknowledged that for Wisbech (which is in Fenland District) to cater for growth within its catchment some of the growth would need to take place in the adjacent district of King's Lynn and West Norfolk. Wisbech is located at the edge of King's Lynn and West Norfolk and taking into account constraints to development in other parts of the Wisbech area it was likely that some development would need to be accommodated in the Borough. Wisbech, with a population of some 24,100 (2015 estimate) is the largest settlement in Fenland and has a significant range of services and facilities. It is an important destination for the surrounding rural settlements (including some of those in King's Lynn and West Norfolk). However, the growth of Wisbech is constrained by the capacity of the highway network both internal (i.e. within the town) and external (i.e. the A47) and flood risk issues in some sectors. This makes the area adjacent to the town in King's Lynn and West Norfolk a significant opportunity for sustainable growth.

#### **Strategic Background**

10.5.2 The boundary with Fenland is close or adjacent to the north and east of the town. Development in these areas has been subject to joint working with Fenland District Council, Cambridgeshire County Council and Norfolk County Council. Of particular importance was the need to ensure that development proposed for Wisbech in the Fenland Local Plan successfully complemented existing and/or new development proposed at Wisbech which falls within the Borough Council area.

10.5.3 The Borough's Local Plan provides for a minimum of 550 houses on the edge of Wisbech up to 2036. Strategic directions of growth are indicated towards Walsoken and West Walton as well as Emneth.

10.5.4 The area to the east of Wisbech is a suitable and sustainable location for growth, and joint planning with Fenland District Council has taken place to establish the ultimate form of the planned expansion for Wisbech.

10.5.5 The resulting development will comprise (in Fenland) the whole of the land to the east of Wisbech as identified in the Fenland Local Plan and shown on the accompanying plan, plus additional adjoining land to the east and/or south of that land falling in the Borough Council's administrative area within Walsoken parish.

### **Settlements adjacent to Wisbech**

#### **Description**

10.5.6 The village of Walsoken is situated on the outskirts of Wisbech to the northeast of the town. There is little, if any, visible separation between Wisbech and Walsoken. The population of Walsoken is approximately 1,560 (2016 estimate).

10.5.7 In terms of flood risk only a small part of the built area of the village is constrained with this being at medium risk of flooding (Flood Zone 2);

10.5.8 The settlement hierarchy identifies Walsoken as a 'Settlement Adjacent to a Main Town', because although it has a range of services within the village itself, its proximity to Wisbech means that the settlement benefits from the range of services, facilities and employment opportunities in the town.

10.5.9 A development boundary has been defined for Walsoken as shown on the Wisbech Fringe (including Walsoken Map (Policy LP04 applies to this area)).

## **10.5.1 Policy F3.1 Wisbech Fringe - Land east of Wisbech (west of Burrettgate Road)**

### **Site Allocation**

#### **Policy F3.1 Wisbech Fringe - Land east of Wisbech (west of Burrettgate Road)**

**Land to the east of Wisbech (approximately 25.3 hectares), as shown on the Policies Map, is allocated for 550 dwellings**

Development will be subject to:

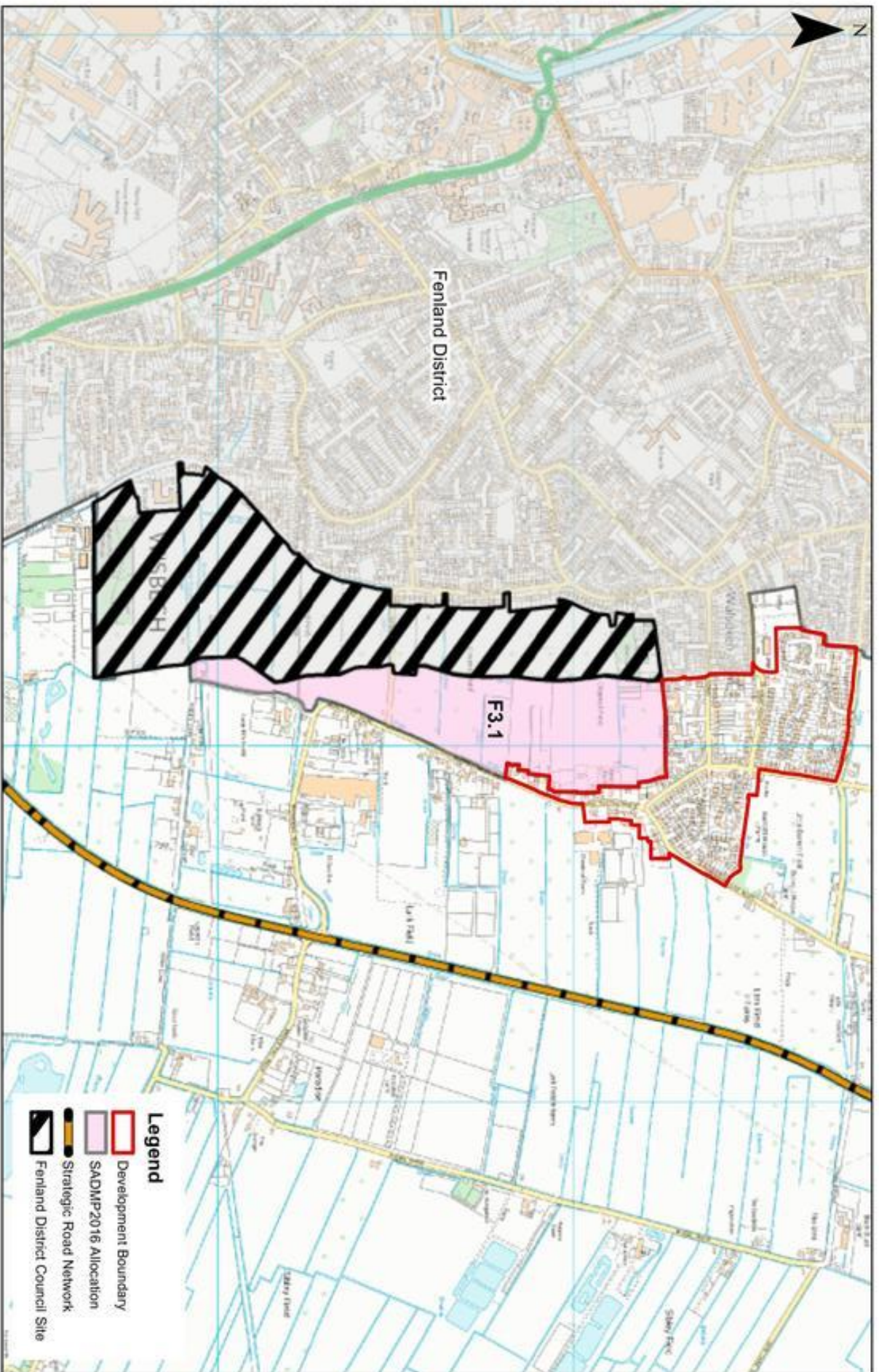
1. Prior to the submission of a detailed planning application, the applicant should provide:
  - a. an ecological study that establishes either there would be no negative impact on flora and fauna; or if any negative impacts are identified, establishes that these could be suitably mitigated.
  - b. an archaeological assessment;
  - c. a landscape assessment to determine whether or not existing areas of mature orchards, could be retained and enhanced to serve as multi-functional public open space areas with amenity and biodiversity value;
  - d. submission of a site-specific Flood Risk Assessment, and accompanying topographical information, to be prepared in order to ensure that development is designed appropriately and built in those areas of the site least at risk of flooding;
  - e. a drainage strategy for the whole site;
  - f. a Broad Concept Plan (BCP) for the wider development area (including the adjacent Fenland allocations) showing how the various considerations and requirements (including those below) can be integrated and delivered. This has been agreed jointly by both Fenland District Council and the Borough Council. In bringing the site forward through planning applications there will need to be significant and early on-going co-operation between the two councils.
2. An application should show how it incorporates the provisions of the BCP into the application including the provision of:
  - g. the proposed access(es) to serve the development ensuring that there is no unacceptably net adverse impact on the local and strategic highway network and on existing residential amenity. Access towards the A47 will be via a new/upgraded

junction, with the arrangements for delivering such upgrade being agreed as part of the comprehensive delivery scheme for the allocation. This must include a new A47/Broadend Road Roundabout, as required by the Wisbech Access Study:

- h. local highway improvements to fully integrate the development into the surrounding network;
- i. improved bus links to Wisbech town centre and associated infrastructure;
- j. pedestrian and cycle ways within and beyond the site, including links to Wisbech town centre;
- k. additional primary and secondary school places, including a new primary school on part of the jointly allocated area;
- l. strategic infrastructure for the wider area proportionate to the size of the development (CIL is not required for developments within the BCKLWN BCP area but S.106 is to be the main vehicle for providing the necessary infrastructure for the site);
- m. the provision of a site for a new local centre/community focus to serve the wider allocation, at the location determined in the BCP.
- n. protection and enhancement of public rights of way within the site;
- o. the preservation of the adjacent Grade II listed building and its setting (Austin House, 4 Burrett Gate Road, Walsoken) to the NE of the site;
- p. the provision of multi-functional open space throughout the site with open space standards jointly agreed with Fenland through the BCP process. Planning applications will need to be mindful of the wider open space requirements (including for SuDS) for the whole area as set out in the approved BCP (or any successor);
- q. sustainable drainage systems to address surface-water run-off, flood risk, biodiversity and the avoidance of groundwater pollution and a drainage strategy for the site;
- r. provision of affordable housing in line with the agreement between KLWN and FDC (23%);
- s. the provision of a site (either within KLWN or FDC allocations) for a new local centre/community focus to serve the wider allocation, at a location to be determined in the masterplan.

**Clearer maps will be produced at a later date for F3.1**





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Wisbech Fringe (including Walsoken)



- Legend**
- Development Boundary
  - SADM 2016 Allocation
  - Strategic Road Network
  - Fenland District Council Site

## **The East Wisbech Broad Concept Plan (BCP) (2018)**

10.5.1.1 Fenland District Council and the Borough Council, alongside landowners and other stakeholders, prepared a Broad Concept Plan (BCP) as required by the policy. This is a high-level development masterplan for the area.

10.5.1.2 The BCP provides a template to help shape the East Wisbech development. This will deliver around 1,500 new homes, a new primary school and local centre, and associated infrastructure. The BCP was approved by the two councils in May 2018.

10.5.1.3 The development is expected to be completed within the next 15 years. It is completely separate from the Wisbech Garden Town proposal, which is a much longer-term proposal.

10.5.1.4 A planning application covering the majority of the BCP area is being prepared.

10.5.1.5 The main features of the BCP include:

### **Transport**

- The Highways Authorities in Cambridgeshire and Norfolk together with Highways England consider that adequate arrangements for the scale of traffic likely to be generated can be designed.
- Improvements to the Broadend Road junction with the A47.

### **Design**

- A landscape, ecology and arboricultural evidence report was prepared in support of the BCP accompanied by a Preliminary Ecological Appraisal (PEA) and an arboricultural survey.
- Careful consideration of the historic landscape using local factors to influence new designs.
- Incorporation of Sustainable Drainage Systems, reflecting the existing drainage patterns. A Surface Water Drainage Options Report accompanied the BCP.

### **Infrastructure**

- Further development will need to fund improvements to existing infrastructure, particularly expansion to existing/provision of new schools.
- Green Infrastructure – there is capacity to create new publicly accessible green space with reference to existing local features.

### **Community facilities**

- Integrating the new community with the existing community will be required, but there are existing structures in Wisbech to build on and enhance.



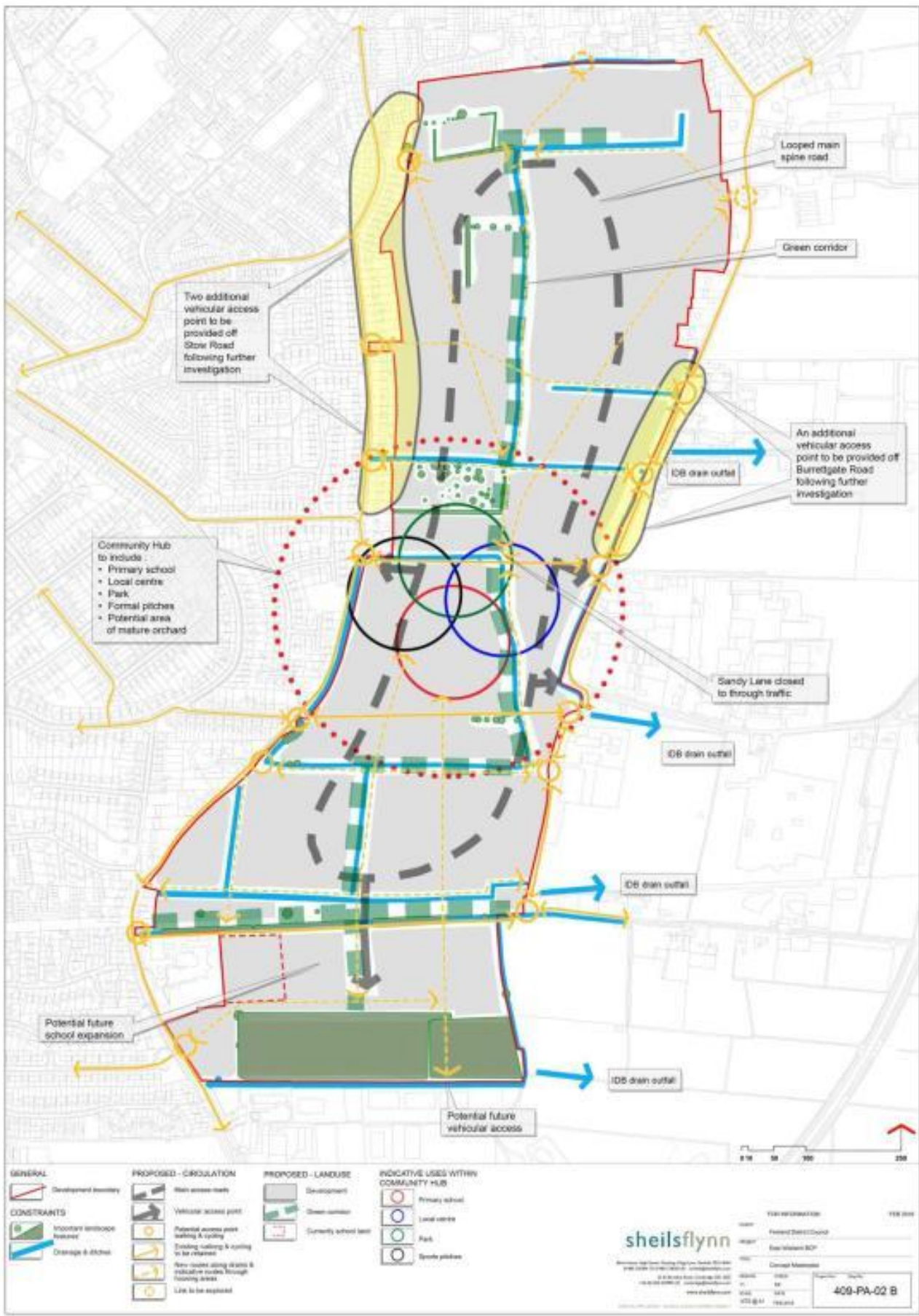
- Health – expansion of facilities is required especially when the total scale of development in Wisbech is taken into account.
- In considering the total allocation (for 1,450 dwellings) there is a need for a community focus /neighbourhood centre. A suitable site was identified in the BCP to meet this need.

### **Affordable Housing**

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

### **Flood Risk Mitigation**

- Avoiding development on the small portion of the site which falls in flood zone 2 and a smaller portion in flood zone 3.



## **Other Strategic Considerations**

### **Cambridgeshire and Peterborough Strategic Spatial Framework Phase 2**

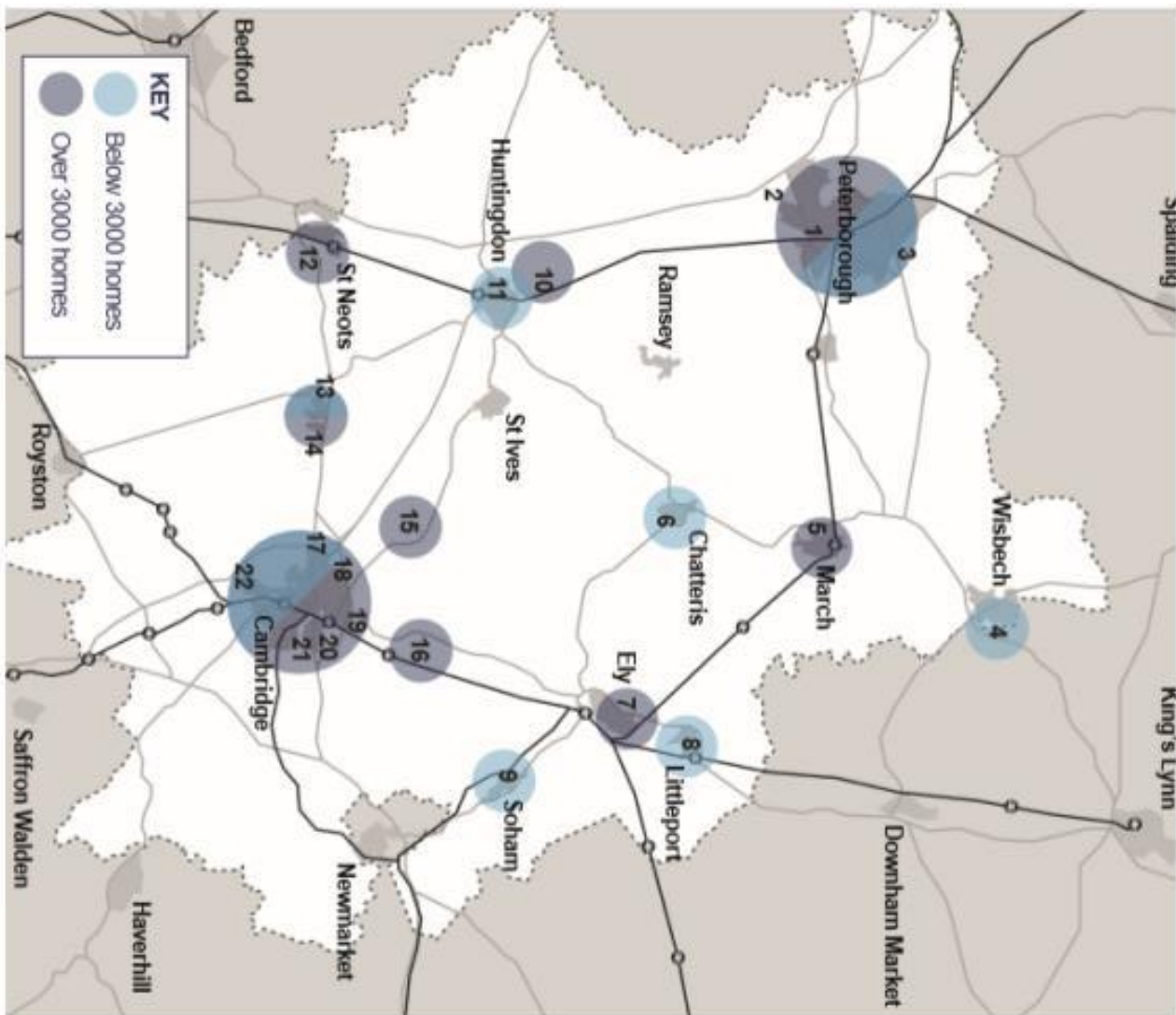
10.5.1.6 The Cambridgeshire and Peterborough Strategic Spatial Framework brings together the growth ambitions of the area. The Framework will support the early delivery of developments set out in existing Local Plans whilst also defining the Cambridgeshire and Peterborough Combined Authority's (CPCA) ambitions, particularly in relation to jobs and housing growth, infrastructure needs and inclusive growth. The Framework will provide significant additionality to the existing local planning framework and will support the case to Government for further reforms and freedoms / flexibilities to support growth to 2050.

10.5.1.7 The Phase 1 Report was approved by the CPCA's Board in March 2018. It set out:

How the CPCA will support the implementation of development strategies and growth in Local Plans to 2036, so that jobs and homes ambitions are met. It also identified 13 strategic objectives where the Combined Authority can add value to the delivery of that growth, including tackling disadvantage, housing affordability and the disparities of our local economies.

The opportunities for longer-term strategic planning between the CPCA and Planning Authorities from 2036 to 2050 including through ongoing stakeholder engagement.

The intention for Cambridgeshire and Peterborough's authorities and other public and private sector partners to continue to work together collaboratively and strategically to achieve growth – in line with the direction set out in Government's current planning reforms.



**FIGURE 4: STRATEGIC DEVELOPMENT SITES IN EXISTING LOCAL PLANS**

Site	Indicative number of homes	Timescale
1) Hampton urban extension	3,632	By 2036
2) Great Haddon urban extension	5,300	By 2036
3) Norwood	2,300	By 2036
4) Wisbech	2,300 (950 in King's Lynn & West Norfolk)	By 2031
5) March	3,100	By 2031
6) Chatteris	1,400	By 2031
7) Ely (north)	3,000	By 2031
8) Littleport	1,850	By 2036
9) Soham	2,100	By 2036
10) Alconbury Weald	5,000	By 2036
11) Ermine Street (south), Huntingdon	1,050	By 2036
12) St Neots East (Wintingham Park and Loves Farm 2)	W/P: 2,800 L/F: 1,020	By 2036
13) Cambourne West	1,655 / 935	By 2031 Post 2031
14) Bourn Airfield New Village	1,360 / 2,140	By 2031 Post 2031
15) Northstowe	3,203 / 6,784	By 2031 Post 2031
16) Waterbeach New Town	2,300 / 6,700	By 2031 Post 2031
17) Cambridge North-West (University site)	2,927	By 2031
18) NIAB (Darwin Green)	2,377 / 250	By 2031 Post 2031
19) Cambridge Northern Fringe East (APP)	Potential for 7,600	Unknown
20) Cambridge East (north of Newmarket Road)	1,300	By 2031
21) Cambridge East (north of Cherry Hinton)	1,257	By 2031
22) Cambridge Southern Fringe		
Trumpington Meadows	637	By 2031
Glebe Farm, Clay Farm & Bell School	996	By 2031

10.5.1.8 Planning horizon - Phase 2 of the Strategic Spatial Framework will consider growth ambitions and infrastructure needs beyond that currently addressed in Local Plans extending to 2050. Future growth ambitions will be presented in time blocks (e.g. 2025, 2030...to 2050), to take into account existing Local Plans and the practicalities of reviewing policies. The Phase 2 report is due to be considered by the CPCA Board in January 2019.

10.5.1.9 The CPCA recently commissioned and published the Cambridge and Peterborough Independent Economic Review (CPIER) an economic study which sets the scene for the wider context, and aspirations in the area.

### **Wisbech Garden Town**

10.5.1.10 Proposals for a Garden Town for Wisbech, going beyond the existing allocated areas around the town, were submitted to Government in November 2018. The proposal is for between 10-12,000 additional homes delivered over a 25-year period from 2020 (beyond the 3,550 homes already allocated in the Fenland and King's Lynn and West Norfolk Local Plans) effectively doubling the size of the town. The CPCA has committed £6.5million to assess the feasibility for such a proposal.

10.5.1.11 Potentially some of these additional homes could be located within West Norfolk.

### **Wisbech 2020 Vision**

10.5.1.12 The Wisbech 2020 Vision is a joint initiative led by the Leaders of Fenland District Council, Cambridgeshire County Council and the local MP. This evolving vision aims to bring together all stakeholders with a passion for Wisbech to define a long-term vision for the town and help, through partnership working and public participation, to get us there. The vision includes key social, environmental and economic projects to further enhance Wisbech as a great place to live, work and visit.

10.5.1.13 All partners have a long-term ambition for the future of the Wisbech 2020 Vision with the support of the local community, local Members, stakeholders and private sector partners such as key sponsors, Anglian Water, Wisbech.

10.5.1.14 Following the 3rd Wisbech 2020 Vision Summit (March 2015), partners agreed to focus on delivering four strategic priorities for the town up to the year 2020:

- **INFRASTRUCTURE & GROWTH** – lobbying for and delivering key transport improvements as well as bringing forward key growth sites such as the Enterprise Park and Nene Waterfront
- **TOWN CENTRE** – improving the High Street for residents and businesses through improving derelict buildings and environmental enhancements
- **SKILLS & EDUCATION** – providing access to learning and job opportunities for all, supporting business to grow

- **HEALTH & WELLBEING** – helping residents to lead healthy lifestyles, access health services in the community and supporting residents to help each other

10.5.1.15 Projects in these areas will help to build stronger, healthier communities that are well equipped to meet the future needs of a town with increased economic stability and a demand for an expanding skills base.

### **Strategic Transport**

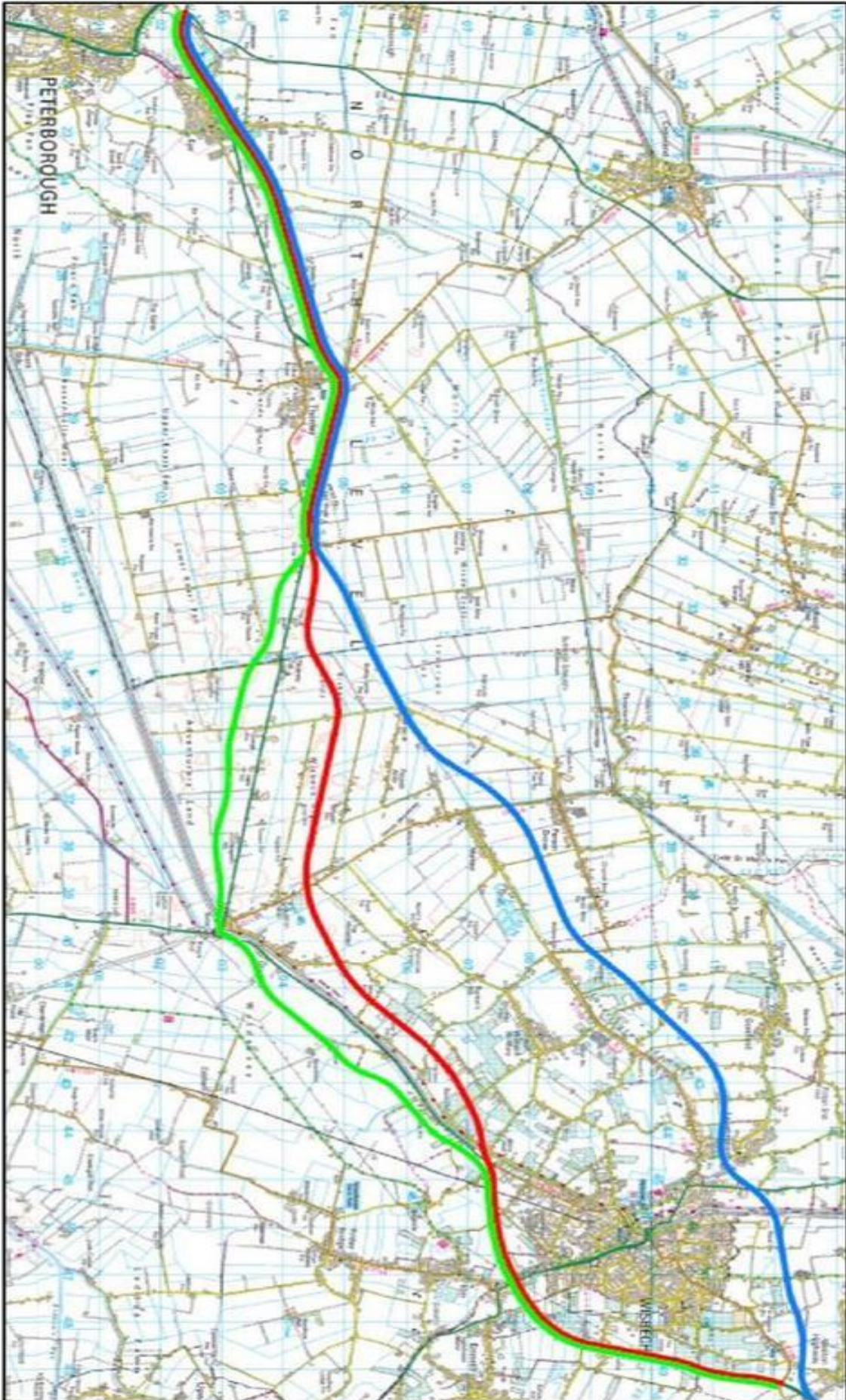
10.5.1.16 In June 2017 the CPCA commissioned a study into dualling options for the A47 between Peterborough and West Walton. The study area covers the A47 corridor between the A16 Junction at Peterborough and Walton Highway in Norfolk. It is a wide-ranging study that provides clarity on the quantitative and qualitative evidence of wider economic and social benefits that improvements to the A47 will bring based on the current growth assumptions set out in local plans. Deliverables for the study include:

A Strategic Outline Business Case (SOBC) for dualling of the A47, and

An Options Appraisal Report (OAR) that identifies which interventions provide the best business case for a dualled A47 which was reported back to the Board in October 2018.

10.5.1.17 The study recommends that three options be taken forward for inclusion in the Highways England Roads Investment Strategy (RIS) 2 period for design, development and consultation, with construction commencing early in RIS 3 (2025). Two involve dualling the existing Wisbech bypass; the other would take a new route to the north of the town.







## **Wisbech Access Study**

10.5.1.18 The Wisbech Access Strategy was developed jointly by Cambridgeshire County Council, Fenland District Council and Wisbech Town Council, with input from the Borough Council and Norfolk County Council given the cross-county issues.

10.5.1.19 The Wisbech Access Strategy is a package of individual transport schemes that aim to improve the transport network in Wisbech. They have been tested to make sure that they are the best solutions to address the current problems on the transport network. They will also support future housing and job growth as set out in the Fenland Local Plan.

10.5.1.20 The strategy is made up of a short, medium- and long-term approaches. The short term package, for construction by Spring 2021, with £10.5 million of funding from Growth Deal Funding from the Cambridgeshire and Peterborough Combined Authority Business Board, comprises schemes at New Bridge Lane/Cromwell Road Signals; the Southern Access Road Phased Approach; a new A47 South Junction; an Elm High Road/Weasenham Lane Roundabout; modifications to the A47/Elm High Road Roundabout; and a new A47/Broadend Road Roundabout.

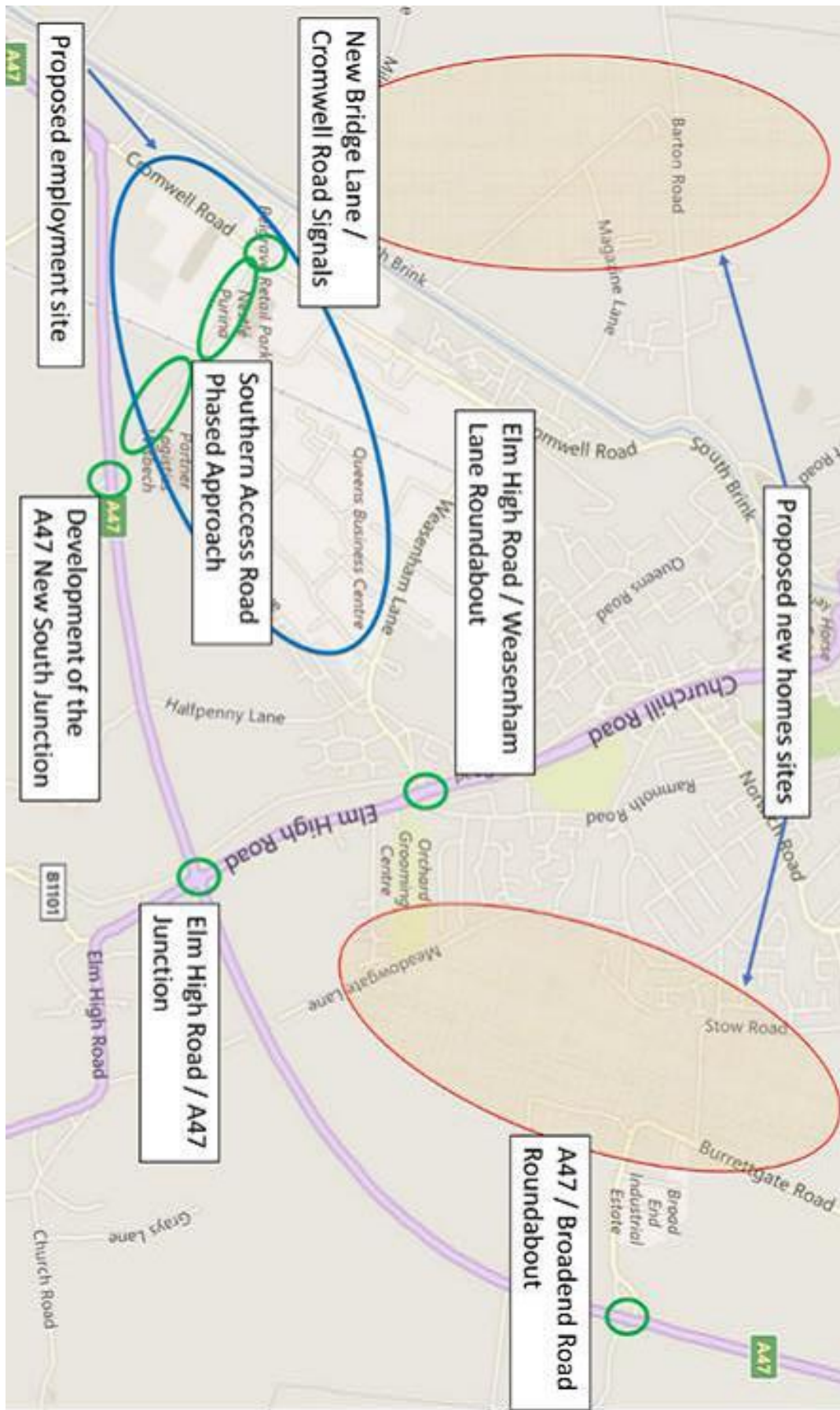
### **10.5.1.21 Reopening of the March - Wisbech Railway Line**

10.5.1.22 The Cambridgeshire and Peterborough Combined Authority is committed to the development of the Wisbech Garden Town and it has been long recognised that a vital enabler of this is the provision of a rail link initially to March and then on to Cambridge and Peterborough.

10.5.1.23 It is also recognised that a town the size of Wisbech should have rail connection to the mainline to enable regular and efficient public transport provision to the wider region economic centre and beyond to the rest of the country via the mainline rail links.

10.5.1.24 The Cambridgeshire and Peterborough Combined Authority is funding and sponsoring a study into the March – Wisbech Transport Corridor. This is a major new study to develop a business case and single option design for reinstating rail services between March and Wisbech which should consider onward connections and connectivity to Cambridge and Peterborough.

10.5.1.25 The study will also consider lower cost, non-heavy rail alternatives. There is also a requirement for this piece of work to investigate delivery and funding options for both the capital construction and operation of the scheme.



## 11 Growth Key Rural Service Centres

11.0.1 Two Growth Key Rural Service Centres have been identified, by the Settlement Hierarchy (LP02), as they are closely related to overall Growth Strategy in close proximity to A10 / Main rail line Growth Corridor. They not only provide a range of services and facilities for the local population and wider rural areas but have been identified as being capable of potentially accommodating a higher level of growth than previously.

Growth Key Rural Service Centres (2)	
Marham	Watlington

### 11.1 Marham

#### Growth Key Rural Service Centre

##### Description

11.1.1 Marham is situated to the southeast of King's Lynn, and is almost equidistant between King's Lynn, Downham Market (to the southwest) and Swaffham (to the east). The settlement of Marham is spread over a large area, comprising both Marham village and RAF Marham. A proportion of the village services and facilities are associated with the RAF Base and some of these are available for residents to use. Services/ facilities include a school, GP surgery, bus routes, retail and employment uses. The Parish of Marham has a population of 3,531 (Census Data 2011).

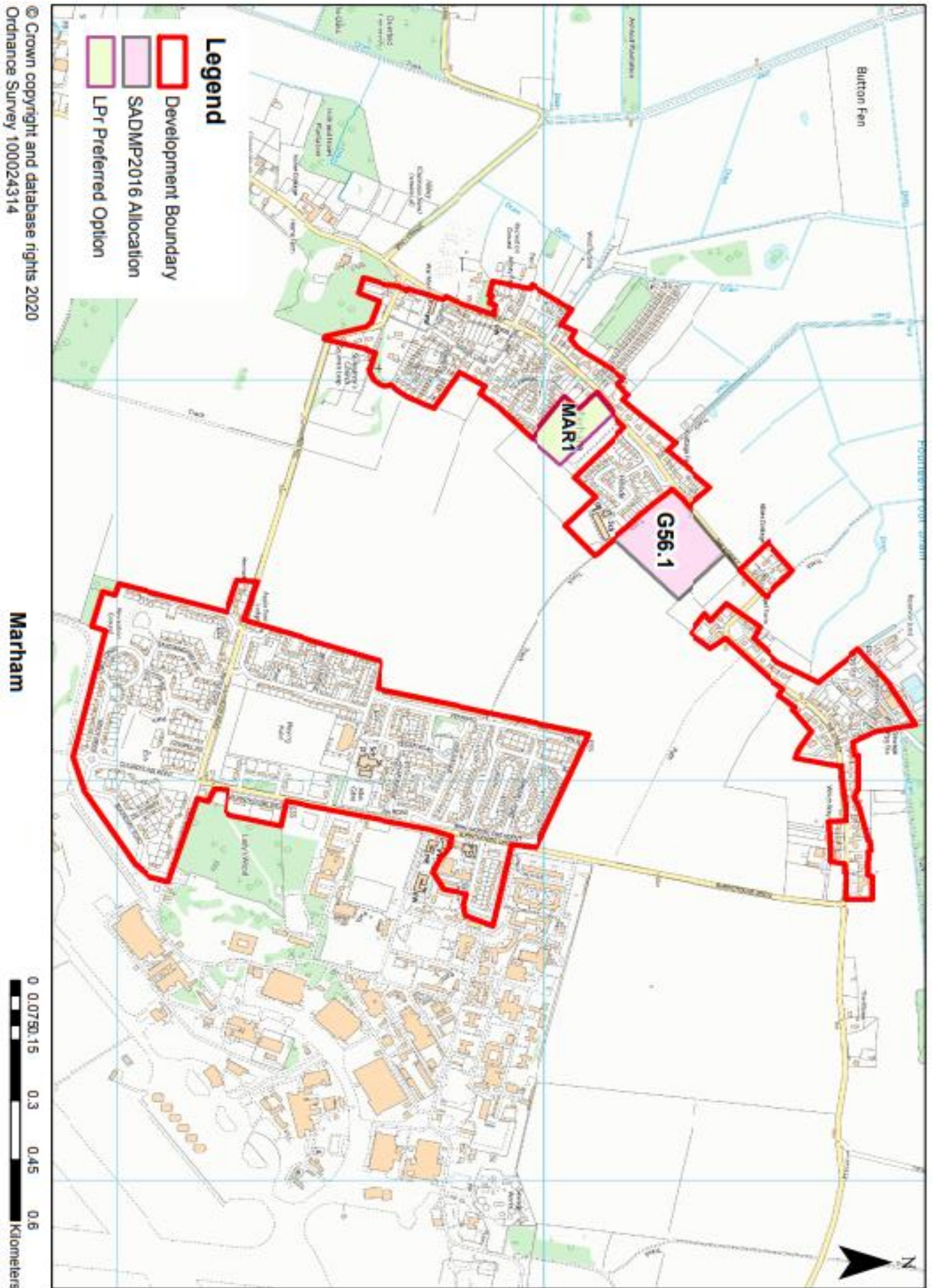
11.1.2 RAF Marham is currently the largest operational front-line base of the RAF. It has been designated the sole operating base for the Lightning II aircraft. It is the largest single-site employer in the Borough by a considerable margin, representing the equivalent of around 1 in 12 of employed jobs in the Borough. With dependants the RAF Marham 'community' is over 8,000 people; some living on the base itself and others in local towns and settlements. This figure is expected to rise, if the major role of the base is maintained, towards 10,000. Overall, the base is estimated to contribute in excess of £130 million per annum into the local economy through salaries and payments to local businesses. In turn the base community is a significant user of local services.

11.1.3 The old village of Marham has a linear form of development along 'The Street'. The village is distinct from the RAF base and with landmarks including The Church of the Holy Trinity and the Cistercian Abbey Ruins. The village-scape consists of mainly modern development, and there are views across from landscape from the edges of the village.

11.1.4 The combination of RAF Marham and the Village of Marham together ensure that the settlement is classed a Growth Key Rural Service Centre. Please see Policy LP10 for details of support for the RAF Marham.

11.1.5 The SADMP (2016) made an allocation for at least 50 dwellings (G56.1). The Local Plan review carries this forward. In addition, given the above, it makes a further allocation for at least another 35 dwellings.





## 11.1.1 G56.1- Marham Land at The Street Policy

### Site Allocation

- 1.1.1.1 The allocated site is well located adjacent to the school, provides for an appropriate scale of housing for the village, and offers of a range of benefits to the local community along with 50 new dwellings.

#### **Policy G56.1 Marham - Land at The Street**

**Land amounting to 3.6 Hectares as identified on the Policies Map, is allocated for at least 50 dwellings, together with a range of community benefits.**

Development is subject to

1. Provision of a new road access to the school; new bus pull-in on The Street, improvements to the footpath between the old village and the airbase; a new footpath avoiding the double bends in The Street; and a community area including open space and a play area.
2. Safe access being achieved to the satisfaction of the local highway authority;
3. Provision of a proportion of affordable housing in line with the current standards;
4. Financial contributions to the provision of education and other infrastructure.

### Site Description and Justification

- 1.1.1.2 The scale of development is in line with Marham's status within the Settlement Hierarchy. In addition to the community facilities identified in the policy there is also, subject to negotiation, the potential for an additional school parking/drop off area.
- 1.1.1.3 The community benefits involved were offered by the owners as a package of measures that justified allocation of this site in preference to others and were important in influencing support for the development. This proposal received the support of the Parish Council and a number of members of the public.
- 1.1.1.4 The Parish Council says that this proposal has the advantages 'joining up the village' as identified in the 2008 Parish Plan; provides direct access from The Street (removing any problems which would be caused by traffic accessing a site through a minor roadway; would alleviate all the traffic

problem currently present at the School; increase safety for children attending the school; and provide 'open space', footpaths and possibly other community facilities.

- 1.1.1.5 The site has come forward with a planning proposal (18/01896/F) which is currently being considered by the Borough Council.

## **11.1.2 MAR1 – Marham, Land south of The Street**

### **Site Allocation**

11.1.2.1 The allocated site (Site Ref. 2H041) is situated relatively centrally to Marham village. The site is close to a number of the village services, including the school and could be said to represent a modest extension to the existing built environment of the village. The Marham development boundary immediately abuts the site's northern and western boundaries. The immediate surroundings include estate type housing developments, ribbon style housing development along the street, a mobile home park, a cemetery and open countryside.

### **Policy MAR1 – Marham, Land south of The Street**

**Land of around 1.6 hectares to the south of The Street, as shown on the Policies Map, is allocated for residential development of at least 35 dwellings**

**Development will be subject to compliance with the following:**

1. Subject to safe access being achieved to the satisfaction of Norfolk County Council as the local highway authority;
2. Submission of details showing sustainable drainage measures will integrate with the design of the development and the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for future management and maintenance of the SUDS should be included with submission;
3. Development will be subject to a programme of archaeological mitigatory work in accordance with National Planning Policy Framework para. 199;
4. Provision of affordable housing in line with the current standards.

### **Site Description and Justification**

- 11.1.2.2 The Borough Council considers that the allocation of this site (SA/ HELAA Ref. 2H041/ Submission Ref. 29-04-20195110) through the Local Plan review would support Marham as Growth Key Rural



Service Centre. The site is appropriately located close to the centre of the settlement, and in particular the local primary school. It is capable of providing 35 dwellings.

- 11.1.2.3 Access is envisaged to be gained from The Street, to the north, and the policy contains clause ensuring that this achieved to the satisfaction of Norfolk County Council as the local highway authority. They did not raise an objection to the site through the Housing and Economic Land Availability Assessment (HELAA) consultation.
- 11.1.2.4 Norfolk Historic Environment Services (HES) state that the site lies between the 12th century parish Church of the Holy Trinity and Cistercian nunnery to the southwest and the cropmarks of a medieval moated site (perhaps a manorial centre) to the northwest. In addition, Prehistoric, Roman, Anglo-Saxon and medieval finds have been recovered from the surrounding fields including an Early Saxon brooch (perhaps indicating burials) to the east. Consequently, there is potential that heritage assets with archaeological interest (buried archaeological remains) will be present at the site and that their significance will be adversely affected by the proposed development. Therefore, in accordance with HES's advice item 3 appears in the policy above.
- 11.1.2.5 The site is classified as grade 3 agricultural land although this is constraint upon the whole settlement which either Grade 3 or 2. The site is at low risk from flooding, being located within Flood Zone 1.
- 11.1.2.6 The site is bordered by a combination of existing residential housing in an estate style layout/ ribbon development, a mobile home park, a cemetery and open countryside, however development of the site would be seen in the context of the existing built environment from either short distance views from the adjacent road/foot path network or limited longer distance views that may be possible from the road network and local footpaths. Consideration will need to be given to this context in any design scheme.
- 11.1.2.7 Development of this site could be said to represent a modest extension to the existing built environment of the village. The Marham development boundary immediately abuts the site's northern and western boundaries
- 11.1.2.8 Development of this site would be well screened and as discussed would relate well to the village. The majority of views of the site are limited to the near distance from adjacent roads, properties and public rights of way. Medium and long-distance views from the wider landscape are possible from the north and east. However, in these views the site is seen in the context of the existing settlement.

## 11.2 Watlington

### Growth Key Rural Service Centre

#### Description

11.2.1 Watlington is situated approximately six miles south of King's Lynn, and seven miles north of Downham Market. The village is served by Watlington railway station (on the Fen Line between London Kings Cross-Cambridge and King's Lynn) which is situated less than a mile from the centre of the village. The Parish of Watlington has a population of 2,455 (Census Data 2011).

11.2.2 The village has a range of services and facilities present which include a general practice surgery, school, bus route, railway station, Post Office, public house and other retail uses. Watlington provides a local employment base which has developed from its role in serving the local agricultural community.

#### Strategic Context

11.2.3 The Local Plan review seeks to promote Watlington within the Settlement Hierarchy (LP02) to a Growth Key Rural Service Centre this is for two main reasons as discussed it currently has a wealth of facilities including the railway station and it is geographically located within the Local Plan review's A10/main rail line growth corridor, being almost equidistant between King's Lynn and Downham Market.

#### Neighbourhood Plan

11.2.4 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area.

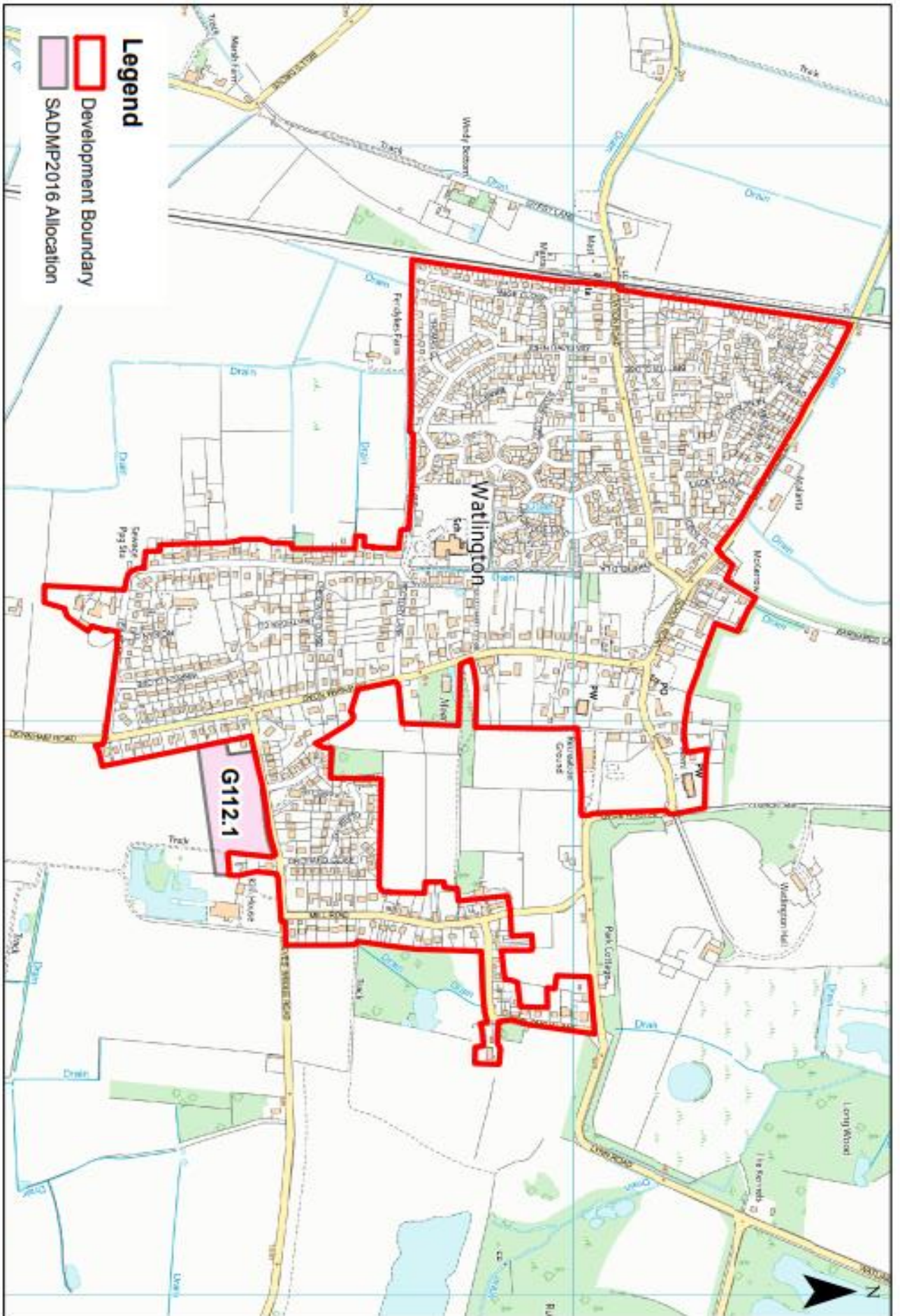
11.2.5 Watlington Parish Council in combination with the local community are in the process of preparing a Neighbourhood Plan for their Area. This was formally designed 05/03/2020 and corresponds with the parish boundary.

11.2.6 Once made their Neighbourhood Plan will form part of the Local Development Plan and will sit alongside the Local Plan. It will assist in guiding development within the Neighbourhood Plan Area through local policies and possibly allocations.

11.2.7 The Borough Council will assist the Parish Council with their preparations. Given this it would be inappropriate for the Local Plan review to impose development upon the Area. The Parish Council through their Neighbourhood Plan will have the opportunity to consider sites which have been proposed through the Local Plan review process, and others. Given the status of Watlington within the Settlement Hierarchy (LP02) and its role within the Borough

it would be appropriate for further allocations to be considered through the Neighbourhood Plan.

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Watlington

## **11.2.1 G112.1 - Watlington - Land south of Thieves Bridge Road Policy**

### **Site Allocation**

11.2.1.1 This site was allocated by the SADMP (2016) and the Local Plan review seeks to support this. The site lies in the southern part of Watlington in a relatively built up area. It is situated south of Thieves Bridge Road and opposite established residential development in the form of bungalows and large detached houses.

11.2.1.2 To the east of the site is further residential development in the form of bungalows along Downham Road, and to the west are two large detached properties with substantial gardens, one has associated farm buildings and ponds/water storage.

### **Policy G112.1 Watlington - Land south of Thieves Bridge Road**

**Land of around 1.8 hectares, as shown on the Policies Map, is allocated for residential development of at least 32 dwellings.**

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

1. Submission of an Environmental Statement that satisfies Norfolk County Council that:
  - a. the applicant has carried out investigations to identify whether the resource is viable for mineral extraction and if the mineral resource is viable, that:
  - b. the applicant has considered whether it could be extracted economically prior to development taking place; and if the mineral resource can be extracted economically, whether (or not):
  - c. there are opportunities to use the onsite resource during the construction phases of the development;
2. Development is subject to the demonstration of safe highway access that meets the satisfaction of the Highway Authority;
3. Provision of affordable housing in line with the current standards.

### **Site Description and Justification**

11.2.1.3 The site comprises of Grade 2 agricultural land and has defined boundaries in the form of hedgerows and trees. Watlington comprises mostly higher-grade agricultural land, limiting the ability to choose lower grade land.

11.2.1.4 The site is ideally located for residential development. It is well integrated within the built form and would represent a natural continuation of housing along Thieves Bridge Road, without significantly extending the village into countryside. It is considered that development in this location would not be intrusive in the landscape but would rather fill the gap between existing housing. When viewed from the wider landscape, development would be seen in the context of the existing village.

11.2.1.5 The site is well located to local services found within the village and has good pedestrian/vehicular links. Safe access and egress is obtainable from Thieves Bridge Road as supported by Norfolk County Council as the local highway authority, who identified the site as a preferable one in terms of highway matters.

11.2.1.6 The Borough Council considers that the site is of a sufficient scale to accommodate at least 32 dwellings, which were originally sought by the SADMP (2016) in this settlement, at a density consistent with its surroundings and without detriment to the form and character of the locality.

## 12 Key Rural Service Centres

12.0.1 23 Key Rural Service Centres are identified by the Settlement Hierarchy (LP02). They help to sustain the wider rural community. They provide a range of services that can meet basic day-to-day needs and a level of public transport that can enable access to and from the settlement. The Borough Council will seek to maintain and enhance facilities to support this function.

Key Rural Service Centres (23)	
Brancaster with Brancaster Staithe and Burnham Deepdale	Methwold with Northwold
Burnham Market	Marshland St James with St John's Fen End and Tilney Fen End
Castle Acre	Middleton
Clenchwarton	Snettisham
Dersingham	Stoke Ferry
Docking	Southery
East Rudham	Terrington St Clement
Emneth	Terrington St John with St Johns Highway and Tilney St Lawrence
Feltwell with Hockwold-cum-Wilton	Upwell and Outwell
Great Massingham	Walpole St Peter with Walpole St Andrew and Walpole Marsh
Grimston with Pott Row and Gayton	West Walton
Heacham	



## 12.1 Brancaster with Brancaster Staithe/Burnham Deepdale

### Key Rural Service Centre

#### Description

12.1.1 Brancaster, Brancaster Staithe and Burnham Deepdale are coastal settlements within the Norfolk Coast Area of Outstanding Natural Beauty (AONB) which have developed in a linear pattern along the A149. The settlement hierarchy designated the settlements as a joint Key Rural Service Centre, according to their proximity to each other providing the opportunity for mutual support, with a combined population of 797 (Census Data 2011).

12.1.2 The highest concentration of local services is in Burnham Deepdale which contains a local centre focused around a set of small business and retail outlets adjacent to a fuel station and convenience store and a tourist information centre and camping business. Additionally, the settlements also contain public houses, a school, churches, a village hall and other businesses associated largely with tourism. The villages are connected via a bus route along the A149.

12.1.3 Part of Brancaster has been designated a Conservation Area for its historic interest. The settlements are interspersed with small-scale infilling of modern development. The area is rich in natural and historic assets including:

- Remains of roman fort: Branodunum in Brancaster
- Peddars Way and the Norfolk Coast Footpath
- Titchwell Marsh RSPB Reserve
- Tidal creeks which are navigated for sailing
- Salt marsh

12.1.4 Brancaster, Brancaster Staithe and Burnham Deepdale are located next to the undeveloped coast which is protected by national and international designations for its natural, environmental and historic significance. Further development in these settlements must be particularly sensitive in terms of visual impact and the impact new residents could have on the immediate surroundings.

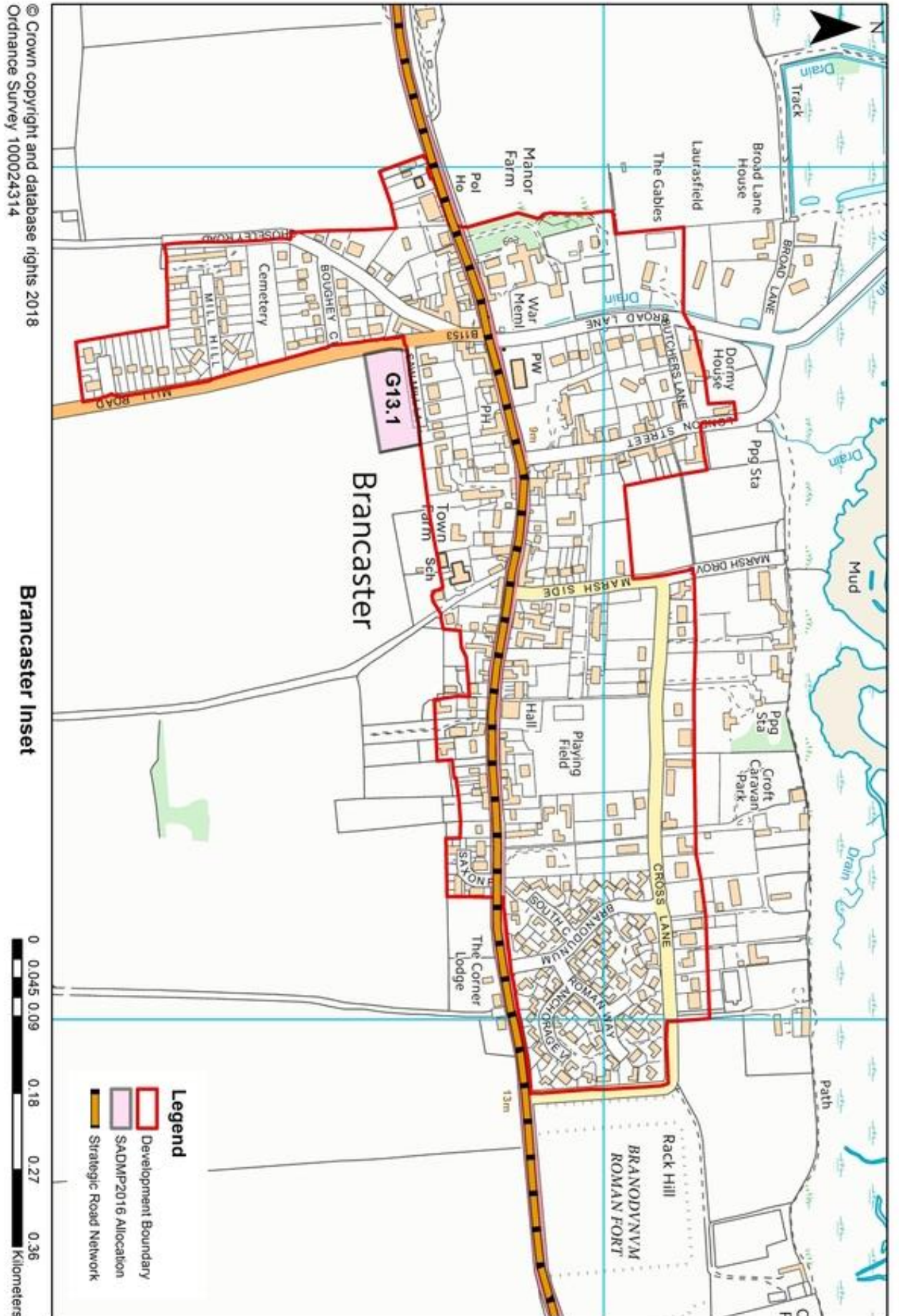
12.1.5 The policies below carry forward the allocations made by the SADMP (2016) for at least fifteen houses altogether; at least five houses in Brancaster and at least ten houses in Brancaster Staithe.

#### Brancaster Neighbourhood Plan

12.1.6 The Brancaster Neighborhood Plan is in force for this Area and this was made on the 30 November 2015. The Area this covers corresponds with the Parish Boundary and includes the settlements of Brancaster, Brancaster Staithe and Burnham Deepdale.

12.1.7 The Brancaster Parish Council are in the process of reviewing their Neighbourhood Plan and as of March 2020 have prepared a draft version of this which is out for consultation. Once made their Neighbourhood Plan review will form part of the Local Development Plan and will sit alongside the Local Plan. It will assist in guiding development within the Neighbourhood Plan Area through local policies and allocations.

12.1.8 It is not the Borough Council's intention to make further allocations at this joint Key Rural Service Centre. However, within the spirit of the NPPF (2018) and the Localism Act (2011), through their Neighbourhood Plan review the Parish Council and local community will be able to decide how best to accommodate future growth in a sustainable manner.



## 12.1.1 G13.1 - Brancaster - Land to the east of Mill Road Policy

### Site Allocation

#### Policy G13.1 Brancaster - Land to the east of Mill Road

Land amounting to 0.5 hectares, as shown on the Policies Map, is allocated for residential development of at least 5 dwellings.

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

1. Provision of a new road to access the site from the B1153;
2. 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:
  - c. these [negative impacts] could be suitably mitigated against;
3. The design of development, and in particular its massing and materials, shall have regard to its potential impact on the scenic beauty of the Norfolk Coast Area of Outstanding Natural Beauty and the setting of Brancaster Conservation Area;
4. Incorporation of a high-quality landscaping scheme to integrate the development into the landscape of the Area of Outstanding Natural Beauty, and minimise its impact of the development on the wider countryside, with particular attention to the south and east boundaries, including incorporating existing planting here as far as practicable;
5. Provision of affordable housing in line with the current standards;
6. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission.

#### Site Description and Justification

12.1.1.1 The site offers the opportunity to create a small development on land which is currently unused to the south of the A149 away from more sensitive locations near the coast or the remains of the Roman Fort. Vehicular access to the B1153 could be achieved through creating a new separate access road, this is supported by Norfolk County Council as the local highway's agency.

12.1.1.2 The location of the site offers safe walking and cycling access to nearby local services and Brancaster Primary School.

12.1.1.3 Whilst the site is within the Area of Outstanding Natural Beauty, the site is bordered by existing development to the south and east which provides a semi-urban backdrop reducing the visual impact on the wider countryside.

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

12.1.1.5 The site came forward with a planning application (17/01517/FM & 18/02114/F) and currently has the benefit of full planning permission for 12 dwellings and indeed development of the site has started.

## **12.1.2 G13.2 - Brancaster Staithe and Burnham Deepdale - Land off The Close Policy**

### **Site Allocation**

#### **Policy G13.2 Brancaster Staithe and Burnham Deepdale - Land off the Close**

**Land amounting to 0.7 hectares, as shown on the Policies Map, is allocated for residential development of at least 10 dwellings.**

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

1. Submission of details demonstrating safe access provision onto The Close;
2. The design of development, and in particular its massing and materials, shall have regard to its potential impact on the scenic beauty of the Norfolk Coast Area of Outstanding Natural Beauty;
3. Incorporation of a high-quality landscaping scheme to the south and east boundaries to minimise the impact of the development on the wider countryside;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
5. Provision of affordable housing in line with the current standards.

## Site Description and Justification

12.1.2.1 The borough council considers that the site is considered to have the least impact on the visual amenity of the Area of Outstanding Natural Beauty than any other suggested options.

12.1.2.2 The site is largely surrounded by development (on three of its four sides), with undeveloped arable farmland to the south and a small portion of open space to the north. The site has the advantage of being well related to other built development and safe pedestrian access is achievable to the village services.

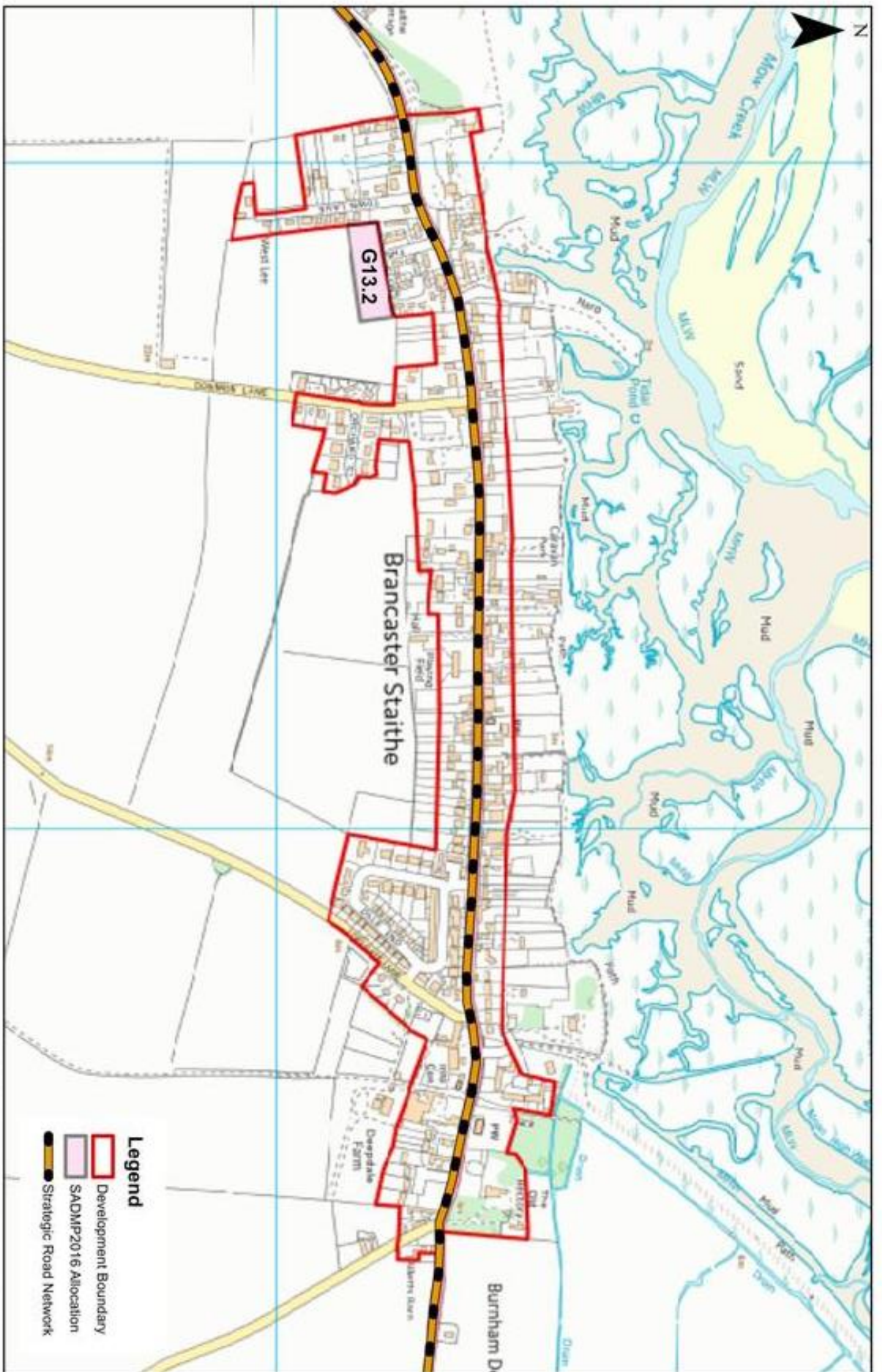
12.1.2.3 Views of the site are limited but it would have some impact on adjacent properties and the site can be partly seen from Common Lane. However, the site would present a continuation of existing development around The Close and therefore it is not considered to have a significant detrimental impact on the wider scenery as existing housing can already be seen from Common Lane. Effective natural screening will be sought to reduce the wider visual impact on the countryside. The policy contains a clause to ensure the form of development will be designed with special regard to the potential impact on the Area of Outstanding Natural Beauty.

12.1.2.4 The site came forward with a planning application (16/02140/FM & 18/00895/F) and has the benefit of full planning permission for 12 dwellings. The development has started and 7 of dwellings have completed (March 2020).



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### Brancaster Staithe / Burnham Deepdale Inset





## 12.2 Burnham Market

### Key Rural Service Centre

#### Description

12.2.1 Burnham Market is situated close to the coast within the Norfolk Coast Area of Outstanding Natural Beauty and has a traditional village form consisting of a high street occupied by small independent retailers and a pub fronting the village green. Built character within the village comprises a mixture of colour-washed buildings, interspersed with brick, which provide strong definition to the streets. There is a high concentration of Listed Buildings surrounding the village green which is part of the Conservation Area.

12.2.2 The parish of Burnham Market has a population of 877 (Census Data 2011). As with the surrounding coastal villages, the area has long been popular with local people, retirees, and tourists which has led to limited affordability of the local housing stock. Burnham Market is one of few rural settlements which does not suffer from declining services, managing to retain and attract small businesses and therefore provide a sustainable service offer to surrounding villages and hamlets. Burnham Market is connected to coastal villages via a bus route along the A149.

12.2.3 The village is in a scenic location within the Area of Outstanding Natural Beauty (AONB) and the central part of the village is designated a Conservation Area. When assessing potential development, the Borough Council considers the potential impact of development on the rural and historic character of the village and surrounding scenic countryside.

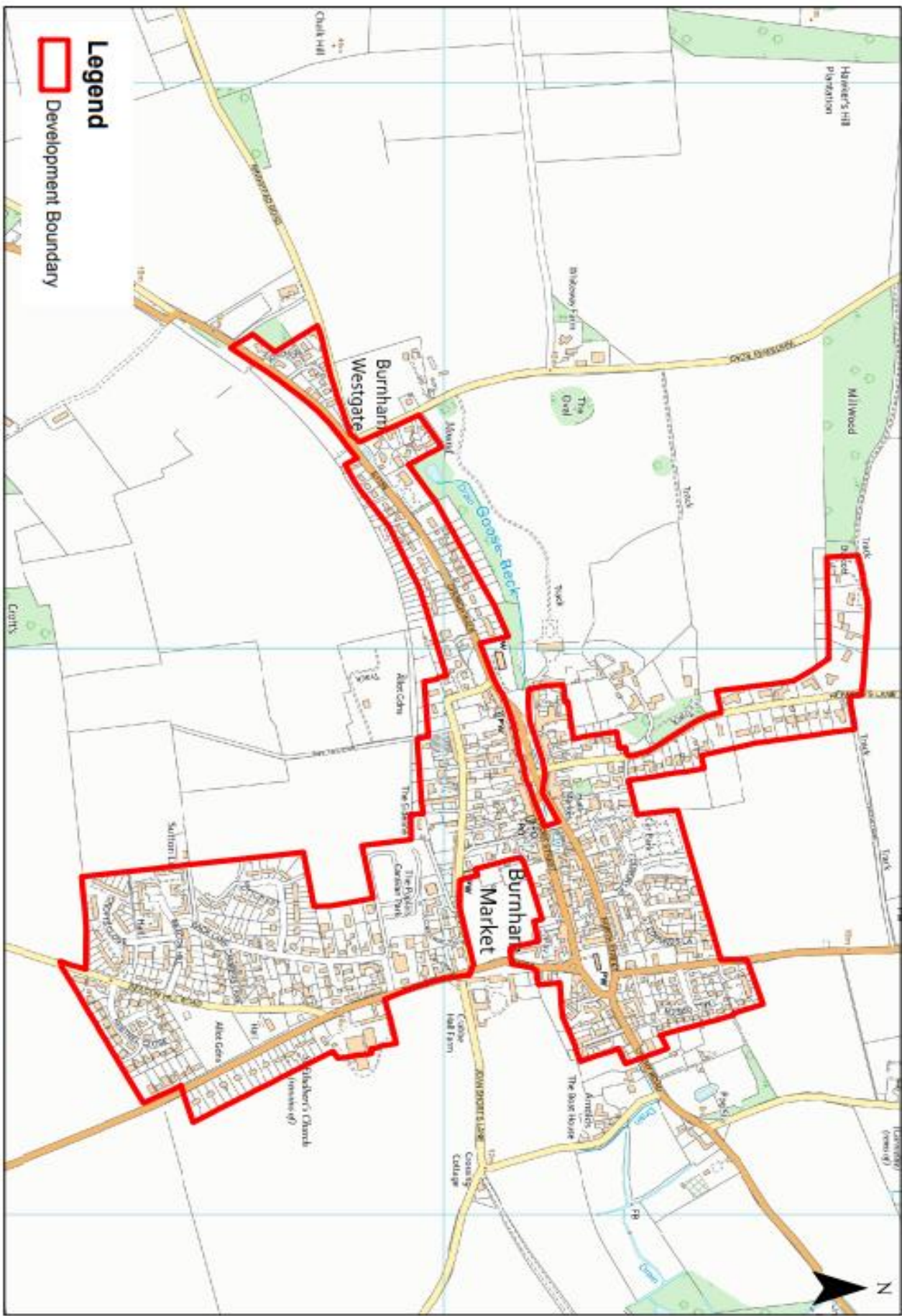
12.2.4 The Site Allocations and Development Management Policies Plan (2016) made an allocation for land amounting to 2.7 hectares for a development of at least 32 dwellings and a 1.2-hectare public car park, along with associated landscaping and public toilets. This site duly came forward, gained planning permission (13/01810/FM) and the development is now complete. Accordingly, the allocation has been removed from the Policies Map and the completed site is now included within the development boundary for Burnham Market

#### Burnham Market Neighbourhood Plan

12.2.5 During the latter part of 2019 and early part of 2020 Burnham Market Parish Council and the local community have been seriously exploring the option of preparing a neighbourhood plan for their area. Planning Policy officers from the Borough Council have met with them on several occasions and it is anticipated that a neighbourhood plan for Burnham Market Parish will be forthcoming in the near future. The Borough Council would fully support this.

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### Burnham Market



## 12.3 Castle Acre

### Key Rural Service Centre

#### Description

12.3.1 Castle Acre is a considerable rural settlement that is situated along the upper northern slope of the Nar valley to the west of the A1065, 15 miles east of King's Lynn and 5 miles south of Swaffham. The origin of the form of the settlement lies in the Norman Castles. The High Street, Bailey Street and Stocks Green have a strong urban character and these linear spaces also have a strong sense of enclosure. The rest of the village is more rural in character, and generally new dwellings have been incorporated well into the village.

12.3.2 Castle Acre has a number of historic character buildings and a large part of the village is designated a Conservation Area to preserve and enhance its special historic and architectural quality. In the main the older buildings are of two storeys with pitched roofs, and the predominant building material is rough knapped flint with orange / red brick quoin and also red brick itself. Roofs are normally in orange / red clay pantiles.

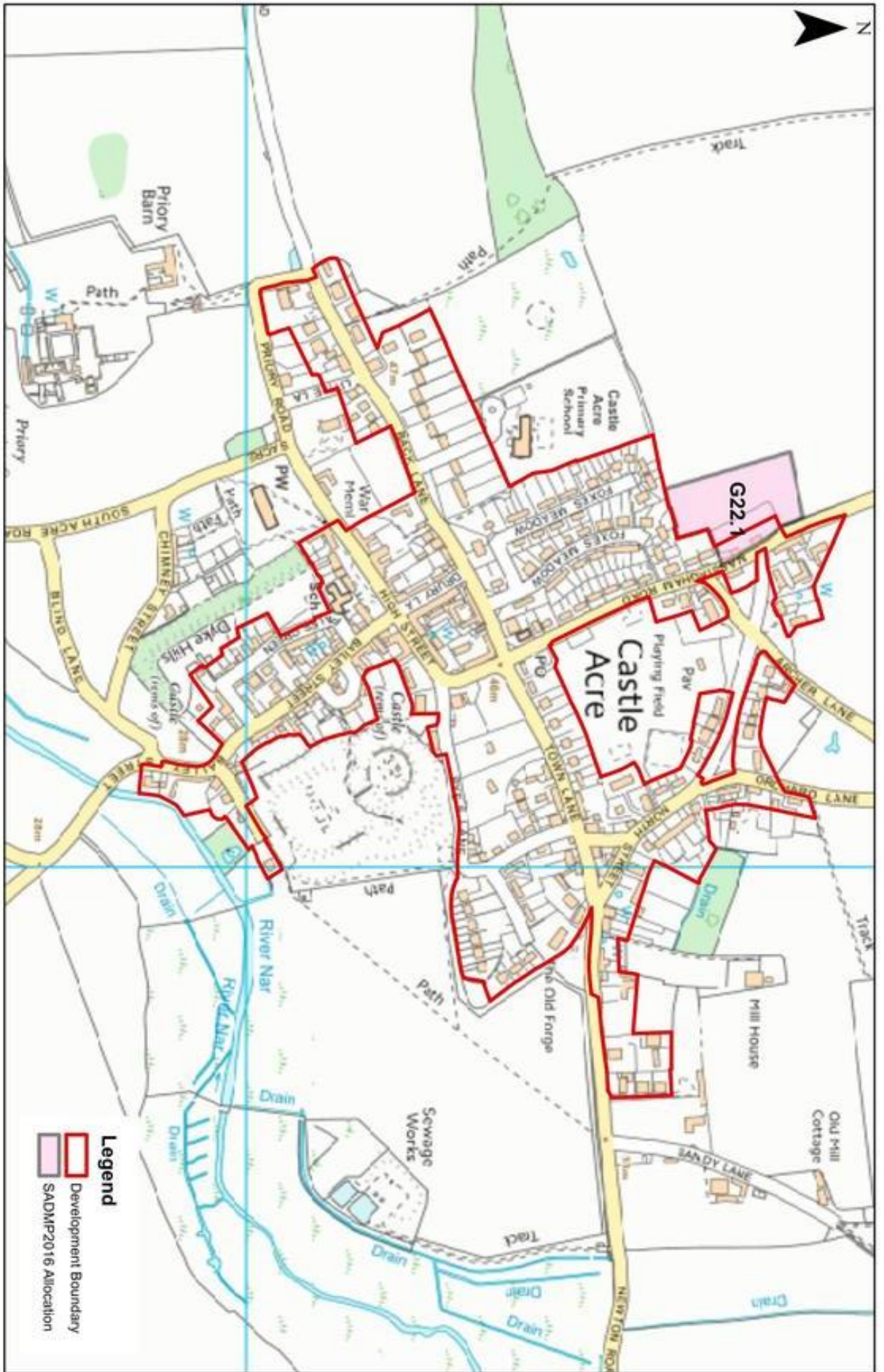
12.3.3 Castle Acre benefits from a range of services including a school, bus service, a shop, pub, and other employment opportunities. The population was recorded as 848 in the 2011 Census.

12.3.4 Castle Acre is designated a Key Rural Service Centre and therefore is identified as having potential to accommodate growth to sustain the wider rural community. The Site Allocations and Development Management Policies Plan (2016) provided an allocation of at least 15 dwellings in order to meet the identified need at that time. The Local Plan review seeks to support this and carry the allocation forward.

### Castle Acre Neighbourhood Plan

12.3.5 Castle Acre Parish Council had their Area designated in 2017. This corresponds with the Parish Boundary. The Castle Acre Parish Council and local community have prepared a draft version of their Neighbourhood Plan for consultation (March 2020). Once made their Neighbourhood Plan review will form part of the Local Development Plan and will sit alongside the Local Plan. It will assist in guiding development within the Neighbourhood Plan Area through local policies and possibly allocations of land should they wish to explore this.





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Castle Acre Inset

**Legend**  
 Development Boundary  
 SADMP 2016 Allocation

0 0.045 0.09 0.18 0.27 0.36  
 Kilometers

## **12.3.1 G22.1 - Castle Acre - Land west of Massingham Road**

### **Site Allocation**

#### **Policy G22.1 Castle Acre - Land west of Massingham Road**

**Land amounting to 1.1 hectares to the west of Massingham Road, as shown on the Policies Map, is allocated for residential development of at least 15 dwellings.**

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

1. Submission of a Heritage Asset Statement that establishes that development would enhance and preserve the setting of the Conservation Area and the setting of the adjacent Grade II Listed Building.
2. The design and layout of the development, and in particular its massing and materials, shall preserve and enhance Castle Acre Conservation Area;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. In order to achieve development that preserves and enhances the character of this part of the village, the Council requires a coordinated scheme on the entire site and the incorporation of a significant landscaping belt along the northern and western site boundaries to soften any impact of development on the wider landscape. Details of this shall be agreed by the LPA prior to use of the land taking place;
5. Development is subject to the demonstration of safe highway access and provision of appropriate footway improvements that meets the satisfaction of the local highway authority;
6. Provision of affordable housing in line with the current standards.

#### **Site Description and Justification**

12.3.1.1 The allocated site is situated on the northern part of Castle Acre, adjacent the proposed development boundary. The landscape of the site is undeveloped and comprises of Grade 3 (moderate quality) agricultural land although it is not currently

in agricultural production. Other than the boundary hedgerows there are no landscape features of importance on the site.

12.3.1.2 The site is located in a fairly built up part of the settlement with housing development to the east and south and mature planting mostly screening the site from the wider landscape on the northern and western sides. Views of the site are limited to near distance from adjacent roads, properties and public rights of way. Medium and long-distance views are possible from the north and west however in this view development would mainly be seen in the context of the existing settlement. It is considered that development on the site would not be visually intrusive in the landscape. In addition, a policy is included to ensure that any potential conflict of built development with the landscape when viewed from the north-west would be mitigated using appropriate and high-quality landscaping.

12.3.1.3 The Borough Council considers that the site is capable of accommodating at least 15 dwellings at a density consistent with its surrounding without detriment to the form and character of the locality. It would form a continuation to the established residential development to the south. Castle Acre Parish Council supported the development of the site over others considered at the time.

12.3.1.4 The site is well located to services scoring positively in the sustainability appraisal in terms of proximity and access to services. Site access and egress is obtainable from Massingham Road as supported by Norfolk County Council Highway Authority subject to local foot-way improvements and demonstration of safe access.

12.3.1.5 The eastern site boundary immediately abuts Castle Acre Conservation Area. Three Grade II Listed Buildings are also to be found close to the eastern part of the site. The sensitivity of the site will require careful design to ensure that the site makes a positive contribution to the Conservation Area and the setting of the nearby Listed Buildings. Standard housing designs are unlikely to achieve this.

12.3.1.6 It should be noted that this site has come forward with a planning proposal and does now benefit from planning permission (15/00942/OM). This is a hybrid permission in that the houses to the front of the site which are within the development boundary have full planning permission and the houses behind these have outline planning permission. The front section has since been superseded (16/02057/F). These 4 houses have been completed. This rear section has since come forward with a reserved matters application for 11 dwellings (17/02341/RMM) which also has now been granted. In total this will provide the 15 new homes which were originally sought.



## 12.4 Clenchwarton

### Key Rural Service Centre

#### Description

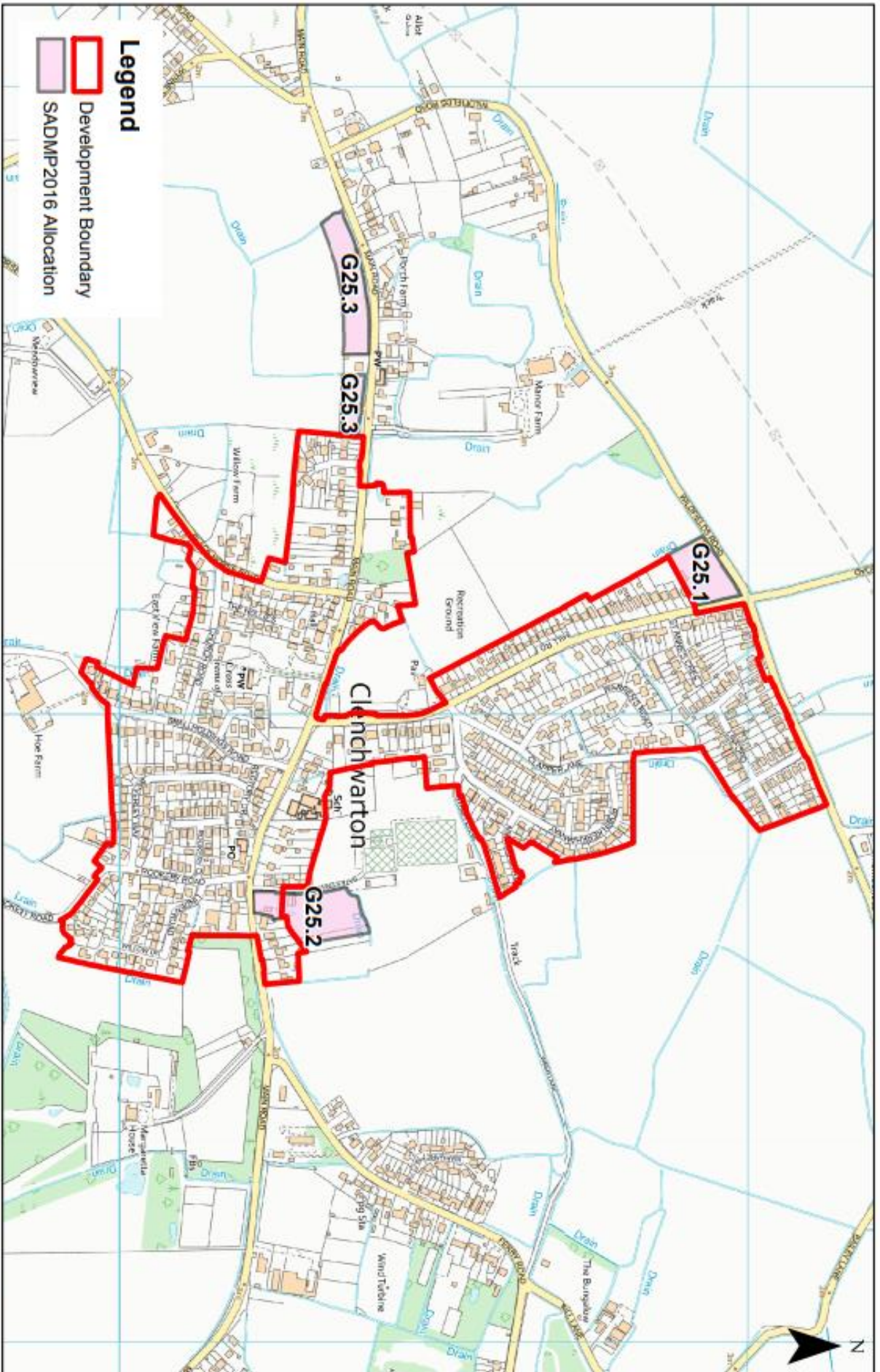
12.4.1 Clenchwarton is a large, scattered village situated on the old A17 (now bypassed) on the west side of the River Great Ouse about two miles west of King's Lynn. The settlement has a population of 2171 (Census Data 2011). Clenchwarton benefits from a range of facilities including school, bus route, post office, pub, church and other employment and retail uses.

12.4.2 Clenchwarton is designated a Key Rural Service Centre. It is identified as having the potential to accommodate growth to sustain the wider rural community. The SADMP (2016) made three allocations to accommodate at least 50 new dwellings. The Local Plan review seeks to carry these forwards.

12.4.3 The entire settlement falls within the highest flood risk area. Appropriate site mitigation measures will be required as advised by site specific flood risk assessments.

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### Clenchwarton



## **12.4.1 G25.1 - Clenchwarton - Land between Wildfields Road and Hall Road Policy**

### **Site Allocation**

#### **Policy G25.1 Clenchwarton - Land between Wildfields Road and Hall Road**

**Land amounting to 0.7 hectare to the south of Wildfields Road as shown on the Policies Map is allocated for residential development of at least 10 dwellings.**

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

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures). The FRA must consider the residual flood risk to the site in the event of breaching and/or overtopping of the tidal River Ouse. Where possible, a sequential approach should be adopted regarding the layout of the site, with the most vulnerable development situated in areas at lowest risk of flooding (i.e. shallower flood depths);
2. Suitable improvements to pedestrian links from the site to existing highway infrastructure;
3. Submission of details relating to the sewer that crosses the site together with mitigation if required (i.e. easement/diversion) to the satisfaction of Anglian Water;
4. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SUDS) should be included with the submission;
5. Provision of affordable housing in line with the current standards.

### **Site Description and Justification**

12.4.1.1 The allocated site is situated to the north of Clenchwarton in a built-up part of the village, with its southern and eastern boundaries immediately abutting the proposed development boundary.

12.4.1.2 The site comprises Grade 2 (good quality) agricultural land. Whilst development on the site would result in the loss of good quality agricultural land, majority of the site options in the settlement fall within the same category and the need to allocate additional housing to sustain existing services outweigh this constraint.

12.4.1.13 The site is considered to be suitably located for residential development. It is situated on the edge of a built-up area with established residential development on the east and south. Development would form a natural continuation of housing along Hall Road without detriment to the form and character of the surrounding area. The site is relatively close to village services and provides some opportunity for residents to walk or cycle to these services. The local Highway Authority identifies the site to be well located and has no objections to the allocation of the site subject to a safe access and provision of the appropriate footway links.

12.4.1.4 Landscape features within the site include boundary hedgerows and trees, a ditch along the northern boundary, and a number of trees within the site but these are not subject to any tree preservation orders. The site is well integrated with its surrounding and it is considered that development would not be visually intrusive in the landscape as the site is well screened and the mature planting along the western site boundary forms a natural boundary with existing line of development. Views are limited to near distance from adjacent roads and properties.

12.4.1.5 The site falls within flood zone 3 (high flood risk area) and the flood hazard zone, but this applies to the majority of the settlement. As such development is subject to the appropriate flood mitigation measures as set out in the policy above.

12.4.1.6 The site benefits from both outline planning permission (15/01315/OM) and reserved matters (19/00913/RMM) for 10 dwellings (granted 08/10/2019). Indeed, a number of conditions have since been discharged. As part of the planning process the Environment Agency were satisfied with the flood risk assessment submitted, subject to conditions.

## 12.4.2 G25.2 - Clenchwarton - Land north of Main Road Policy

### Site Allocation

#### Policy G25.2 Clenchwarton - Land north of Main Road

**Land amounting to 1.07 hectares to the north of Main Road as shown on the Policies Map is allocated for residential development of at least 20 dwellings.**

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

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SUDS) should be included with the submission;
3. Provision of affordable housing in line with the current standards.

#### Site Description and Justification

12.4.2.1 The allocated site is located on the eastern part of Clenchwarton in a built-up part of the settlement. The site comprises Grade 2 agricultural land but is not currently in agricultural production.

12.4.2.2 The site is bordered by mature trees and hedgerows but there are no identified biodiversity constraints.

12.4.2.3 The site is well located within the built-up area of the village and is mostly surrounded by existing residential development. It is well screened, and views are limited to long distance from the wider landscape, but in this view the site is seen in context of the existing built environment. Near distance views are limited to glimpses from adjacent roads and from neighbouring properties.

12.4.2.4 The site is identified as the highest scoring site in terms of proximity to services. Clenchwarton is well serviced and the central location of the site makes its

easily accessible to a number of local services including the school, bus route, shop and Post Office. Thus, providing an opportunity for residents to walk and cycle to these services. Safe access into the site can be achieved from the existing access to the south of the site from Main Road. Norfolk County Council Highways has no objections to the allocation of the site provided safe access is delivered and has shown a preference to the allocation of the site over some other sites in the settlement.

12.4.2.5 The Borough Council considers that the site is of a suitable scale to accommodate 20 dwellings at a density consistent with its surrounding area and without detriment to the form and landscape character of the locality.

12.4.2.6 The site falls within a high flood risk area and hazard zone, but this applies to the majority of the settlement. As such development is subject to the appropriate flood mitigation measures as set out in the policy above.

12.4.2.7 The site has come forward and benefits from outline planning permission (15/01269/OM) and reserved matters (19/00466/RMM) for 19 dwellings.



## **12.4.3 G25.3 - Clenchwarton - Land south of Main Road Policy**

### **Site Allocation**

#### **Policy G25.3 Clenchwarton - Land south of Main Road**

**Land amounting to 1.2 hectares to the south of Main Road as shown on the Policies Map is allocated for residential development of at least 20 dwellings.**

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

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SUDS) should be included with the submission;
3. Development is subject to demonstration of safe access and visibility to the satisfaction of the local Highway Authority and the provision of the appropriate footway links;
4. Provision of affordable housing in line with the current standards.

#### **Site Description and Justification**

12.4.3.1 The allocated site is situated on the western edge of Clenchwarton south of Main Road. The eastern site boundary immediately abuts the proposed development boundary.

12.4.3.2 The site, classed as grade 2 agricultural land, comprises of two separate sections with a detached two storey dwelling between the two sections. There are no landscape features of note within the site.

12.4.3.3 The surrounding area comprises of existing development to the north and east with open fields to the south and west. The site scores positively in terms of

proximity and access to services; it is situated on Main Road where majority of the local services in the settlement are located with a public house immediately opposite. Safe site access and egress is obtainable off Main Road as supported by the Local Highway Authority subject to provision of adequate footpath links.

12.4.3.4 The site is on the edge of a line of established development. It is considered that in comparison to some other site options, development on the site would have minimal impacts on the form and character of the locality but would form a natural continuation of existing housing along Main Road. The site is capable of accommodating 20 dwellings at a density consistent with its surrounding area. The site falls within a high flood risk area and hazard zone, but this applies to the majority of the settlement. As such development is subject to the appropriate flood mitigation measures as set out in the policy above.

12.4.3.5 The site has come forward and benefits from outline planning permission and reserved matters for 20 dwellings (15/02008/O, 19/ 01288/RM & 16/00305/OM, 19/01287/RMM).

## 12.5 Dersingham

### Key Rural Service Centre

#### Description

12.5.1 The village of Dersingham is well served by a range of local amenities including a Post Office, supermarket, library, fire station, pubs, churches and schools. The parish of Dersingham has a population of 4,640 (Census Data 2011). In addition, the village has a health centre and range of small business premises. Dersingham is approximately eight miles from King's Lynn and seven miles from Hunstanton and benefits from a regular bus service between the settlements along the A149. The level of services and facilities as well as the good accessibility to larger towns qualifies Dersingham as a Key Rural Service Centre.

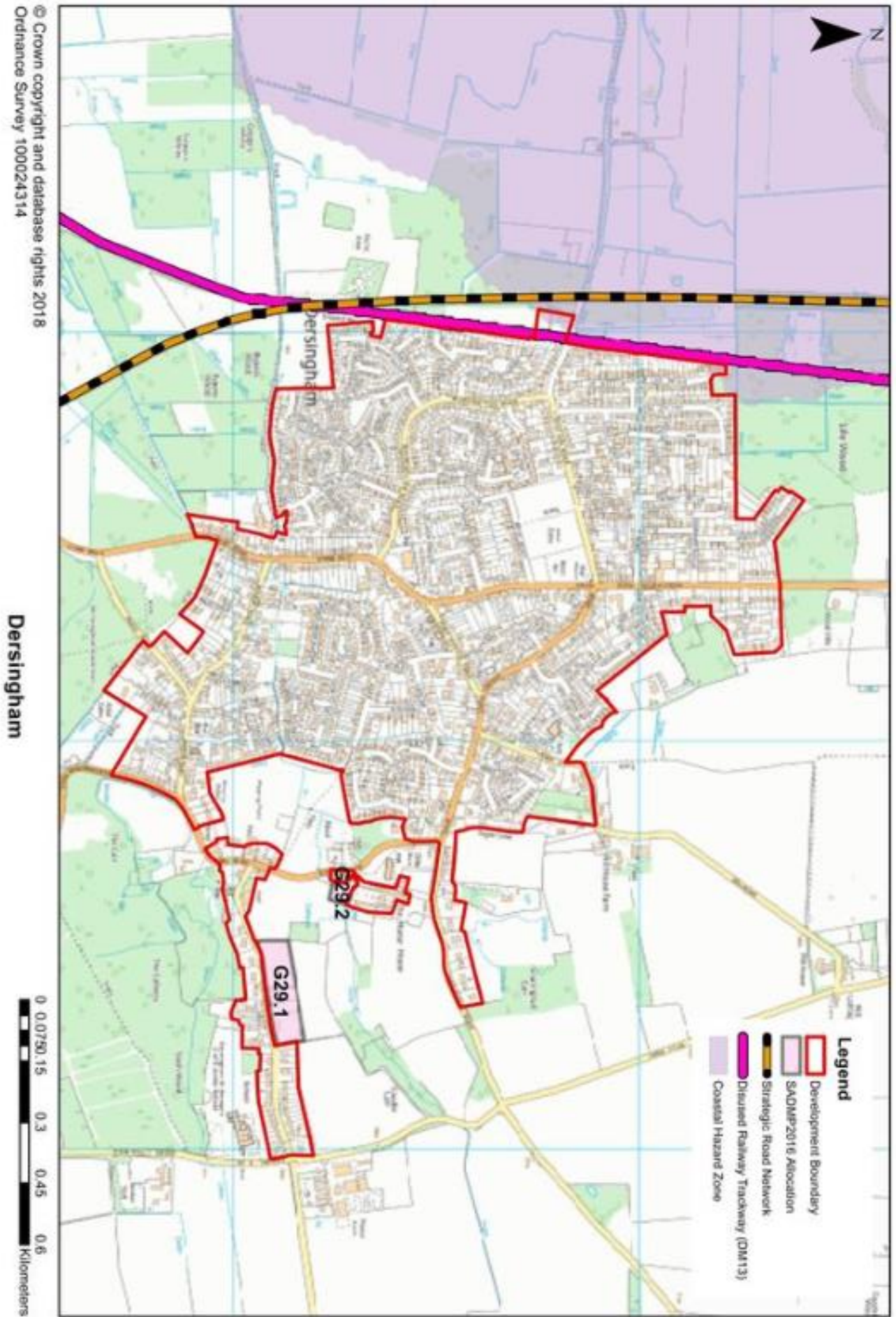
12.5.2 Dersingham is a historic settlement which has some traditionally constructed buildings of carrstone and flint, a designated Ancient Monument and the Grade I Listed Church of St. Nicholas. Dersingham has undergone a few phases of expansion, having tripled in size since 1961, and maintains its appeal as a popular place to live today with its own distinctive rural character.

12.5.3 Dersingham has seen a high level of housing development in the last century, and benefits from a high proportion of services and facilities which relate to the population size. Accordingly, the SADMP (2016) made two allocations for a combined 30 new homes.

#### Neighbourhood Plan

12.5.4 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Dersingham Parish Council is in the process of preparing a Neighbourhood Plan for their Area.

12.5.5 The Dersingham Neighbourhood Plan Area was formally designated by the Borough Council 30/10/2017 and corresponds with the boundaries of Dersingham Parish. The Parish Council is currently preparing a draft version of their Neighbourhood Plan for consultation.



## 12.5.1 G29.1 - Dersingham - Land north of Doddshill Road Policy

### Site Allocation

#### **Policy G29.1 Dersingham - Land north of Doddshill Road**

**Land amounting to 1.8 hectares, as shown on the Policies Map, is allocated for residential development of at least 20 dwellings.**

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

1. Provision of safe access following improvement works to the local highways network including footpath extensions, junction improvements and road widening, to the satisfaction of Norfolk County Council Highways Authority;
2. Incorporation of a high-quality landscaping scheme including the retention of established hedgerow, where possible, to the site boundaries to minimise the impact of the development on the Conservation Area and the wider countryside;
3. The design of development, and in particular its massing and materials, shall have regard to its potential impact on the setting of Dersingham Conservation Area;
4. Submission of a Heritage Asset Statement that establishes that there will be no negative impact on Heritage Assets in the locality, accompanied by an Archaeological Field Evaluation of the site;
5. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
6. Submission of a project level Habitats Regulation Assessment to ascertain the effects of growth in Dersingham on the Dersingham Bog National Nature Reserve, (designated Special Area of Conservation, Site of Special Scientific Interest and Ramsar), and provide suitable mitigation where necessary.
7. Provision of affordable housing in line with the current standards.
8. Submission of an Environmental Statement that satisfies Norfolk County Council that the applicant has carried out investigations to identify whether the resource (Carrstone) is viable for mineral extraction. If the mineral

resource is viable, that the applicant has considered whether it could be extracted economically prior to development taking place. If the mineral resource can be extracted economically, whether (or not) there are opportunities to use the onsite resource during the construction phases of the development.

## Site Description and Justification

12.5.1.1 The allocated site provides the opportunity to create a development which is located alongside existing housing and is close to some local services and the Junior School.

12.5.1.2 In comparison to alternative site options, the proposed allocation site is in a less sensitive location, outside of the Conservation Area and is not subject to an objection by Norfolk County Council Highways Authority. The site is also of a suitable scale to accommodate at least 20 dwellings at a density that is consistent with the surrounding area.

12.5.1.3 The site lies to the east of the village immediately adjacent to the existing settlement boundary. The site has previously been used for horse paddocks and smallholdings and is classified as Grade 4 agricultural land which is not the highest quality. The site is bordered by a hedge fronting Doddshill Road. The policy contains a clause to ensure the existing hedgerow is retained, where possible in the new development.

12.5.1.4 While the site is on higher ground to the north and east, the majority of views of the site are limited to the near distance from adjacent roads and properties. The slope and the wood beyond in the north-west corner afford some natural screening from the wider landscape. For medium and long-distance views from the wider landscape and the village, these views of the site are seen in the context of the existing built environment. There are no significant landscape features of importance within the site boundary other than the hedgerow.

12.5.1.5 The impact of potential growth on Dersingham Bog National Nature Reserve which, amongst other designations is a Special Area of Conservation, needs to be established before development is commenced. A project level Habitats Regulation Assessment would be required to establish the impact of growth and potential mitigation strategies.

12.5.1.6 Areas to the west and north of the site have been marked by Historic Environment Records relating to probable medieval and post medieval earthworks. To the west of the site there are possible Late Iron Age and Roman cropmarks. The western boundary of the site abuts the newly designated Conservation Area. It is likely the site could contain further historical finds therefore further work is necessary to assess the archaeological significance of the site.

12.5.1.7 The policy includes a clause to give emphasis to the importance of addressing heritage impacts in the design of the proposed housing. The policy also requires a Heritage Asset Statement and Archaeological Field Evaluation to be



undertaken prior to development. A high-quality development incorporating natural landscaping would reduce the visual impact of the development on the surrounding area, minimising the impact on the setting of the Conservation Area.

12.5.1.8 The Borough Council considers that a modest development, designed sensitively in response to the location, including appropriate screening, would not have a significant adverse impact on the historic character of the surrounding area. The new development would enable the settlement to grow over the plan period at a modest scale and also improve connectivity to the eastern part of the settlement.

12.5.1.9 The site has come forward with a planning proposal and now benefits from outline planning permission (17/01336/OM) for 30 new homes.

## **12.5.2 G29.2 - Dersingham - Land at Manor Road Policy**

### **Site Allocation**

#### **Policy G29.2 Dersingham - Land at Manor Road**

**Land amounting to 0.3 hectares, as shown on the Policies Map, is allocated for residential development of at least 10 dwellings.**

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

1. Provision of safe access via Church Lane following the removal of part of the wall and the closure of existing access onto Manor Road/Church Lane junction. Details of this shall be submitted and agreed by Norfolk County Council Highways Authority as part of the planning application.
2. Retention of the wall which encloses the site other than a new opening to enable safe vehicular access to the site on the northern boundary. Any potential necessary improvements or alterations to the wall should not alter the visual appearance of the wall and should be outlined in the planning application;
3. The design of development, and in particular its massing and materials, shall preserve and enhance Dersingham Conservation Area. Development will be limited to single storey dwellings with a restricted roof height to minimise the visual impact on the setting of Dersingham Conservation Area and the Grade 1 Listed Church of Nicholas;
4. Submission of a Heritage Asset Statement that establishes that there will be no negative impact on Heritage Assets in the locality, accompanied by an Archaeological Field Evaluation of the site;
5. Provision of affordable housing in line with the current standards;

6. Submission of a project level Habitats Regulation Assessment to ascertain the effects of growth in Dersingham on the Dersingham Bog National Nature Reserve, (designated Special Area of Conservation, Site of Special Scientific Interest and Ramsar) and provide suitable mitigation where necessary.

## Site Description and Justification

12.5.2.1 The allocated site lies east of Dersingham, adjacent the development boundary.

12.5.2.2 The site is situated in a less built up part of the settlement with the surrounding area consisting of mixed uses. Opposite the site, on the north-western side is the Grade 1 Listed Church of St Nicholas, to the west is a detached residential dwelling and on the north is a small complex of businesses including the doctor's surgery. Open fields border the eastern and southern site boundaries. The site is enclosed by an attractive low old brick wall and currently houses a few outbuildings and a grass area used as pastureland. A policy is included above to ensure retention of the attractive low brick wall which is considered to be of heritage and amenity value. There are no other landscape features of note within the site.

12.5.2.3 In terms of views, existing development screens the site from the north and partly from the west. The majority of views of the site are limited to those from adjacent roads and properties. There are opportunities for medium and long-distance views from the wider landscape particularly from the east and south but in these views, development on the site would be seen in the context of the existing built environment.

12.5.2.4 The site scored averagely in the SADMP (2016) sustainability appraisal in terms of proximity and access to services, this is mainly because it is not in the central part of the village where majority of the local amenities are situated. It is however within walking distance to the doctor's surgery, some business uses, a place of worship, bus stops, and a public house with good vehicular and pedestrian links to other local amenities. Site access is obtainable through St Nicholas Court to the north. The access point would be gained through removal of two parking spaces and the removal of part of the wall. Norfolk County Council Highway Authority has no objections to the proposed access arrangements, but this is subject to its implementation.

12.5.2.5 The site enjoys a fairly prominent position within Dersingham Conservation Area. In addition, it is opposite the Grade 1 Listed Church of St Nicholas, and its walled yard is also referred to in the accompanying character statement suggesting some heritage value. Therefore, given its sensitive location, the development would require careful design and layout that would enhance and preserve the character of the Conservation Area and the setting of the Listed Building. The scale, height and layout of the scheme is crucial in determining the impact on heritage and landscape.

12.5.2.6 The site is promoted by the landowner for development of retirement dwellings. The Council considers that modest scale development of 10 sensitively designed single storey housing for a specific identified need in the area, makes the

best use of the otherwise fairly untidy plot, without detriment to the form and character of the locality.

This site has come forward with a planning proposal and now benefits from full planning permission (17/01376/FM) for 10 new homes, this is in line with allocated policy.

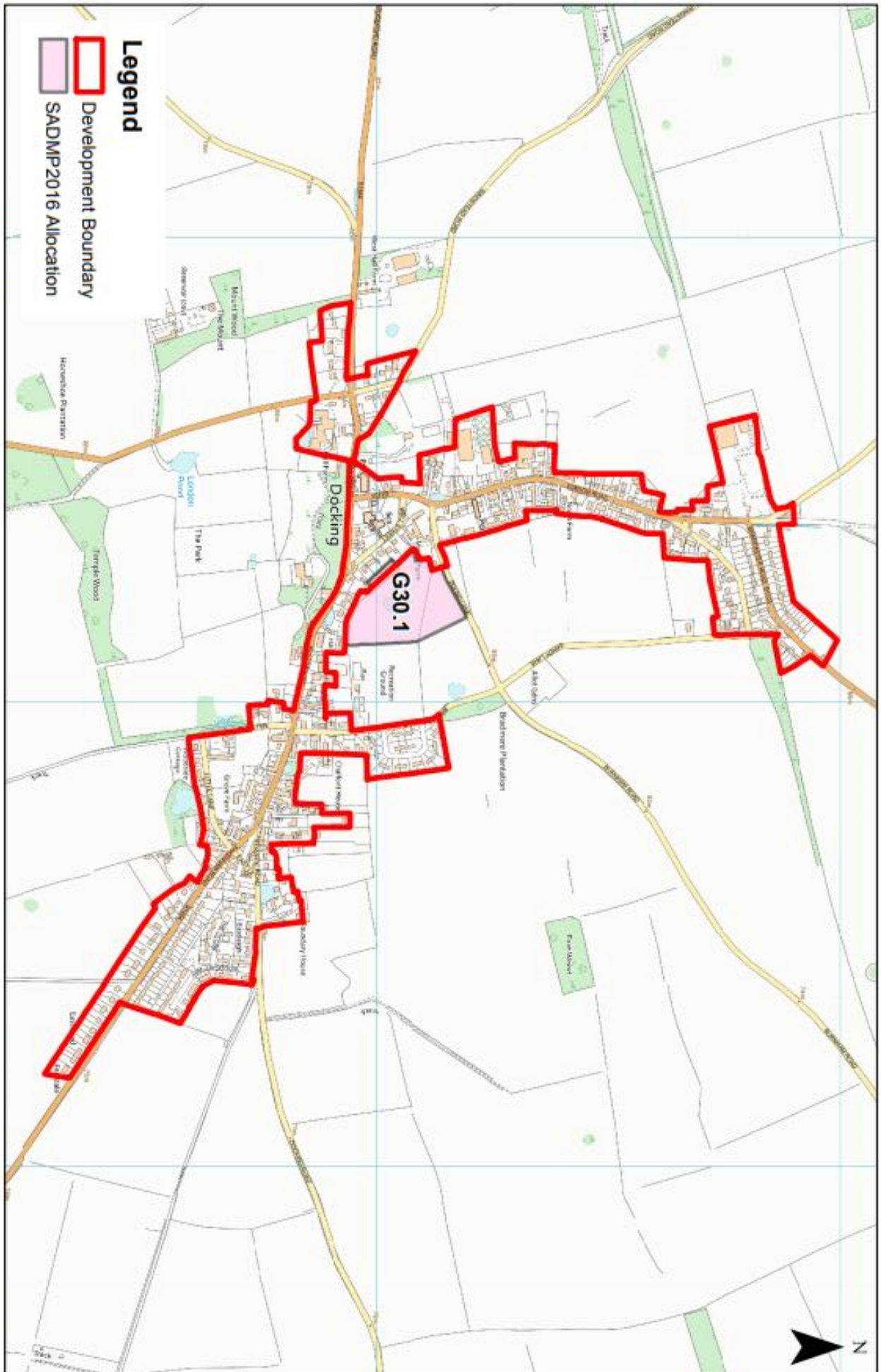
## 12.6 Docking

### Key Rural Service Centre

#### Description

12.6.1 Docking is a large rural village centred around the Church of St. Mary with a landmark tower, Docking Hall and its associated mature parkland landscape and a village pond. The settlement has a Conservation Area and contains a mix of older buildings constructed with traditional materials and interspersed with pockets of more modern development. Docking has a high level of services for a rural settlement including a GP surgery, school, convenience store, pub and small retail and business premises. The parish of Docking has a population of 1,200 (Census Data 2011).

12.6.2 The SADMP (2016) made an allocation to accommodate at least 20 new dwellings.



**Docking**

## **12.6.1 G30.1 - Docking - Land situated off Pound Lane (Manor Pasture) Policy**

### **Site Allocation**

12.6.1.1 The site lies in a central village location and is therefore well integrated with the services and facilities that address the daily needs of residents.

### **Policy G30.1 Docking - Land situated off Pound Lane (Manor Pasture)**

**Land amounting to 3.4 hectares, as shown on the Policies Map, is allocated for residential development of at least 20 dwellings.**

Development is subject to compliance with all of the following:

1. Suitable provision / improvements to pedestrian links including road widening and links to footways on Pound Lane from the site to Station Road and / or Chequers Street;
2. Submission of a Heritage Asset Statement that establishes that there will be no negative impact on Heritage Assets in the locality;
3. Incorporation of a high-quality landscaping scheme including the retention of established hedgerow, where possible, to the west and south boundaries to minimise the impact of the development on the Conservation Area;
4. Retention of the existing pond at the centre of the site to form an integral part of the development scheme. Opportunities for ecological enhancement should be implemented, as identified in the Ecological Study;
5. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
6. Submission of an Ecological Study that establishes that either there would be no negative impact on flora and fauna. If any negative impacts are identified, establishes that these negative impacts could be suitably mitigated against;
7. Provision of affordable housing in line with the current standards.



## Site Description and Justification

12.6.1.2 The site lies in a central village location and is therefore well integrated with the services and facilities that address the daily needs of residents.

12.6.1.3 In comparison to alternative options for development which are situated on the outskirts of the settlement, the preferred site will not encroach on the surrounding countryside and provides the greatest opportunity for new residents to walk to existing services and the school.

12.6.1.4 The site is classified as grade 3 agricultural land and appears to be used for grazing. Whilst development would result in the loss of undeveloped land, this applies to all potential development options located outside the village boundary, most of which are used more intensively for arable crop production.

12.6.1.5 The south west border of the site abuts Docking Conservation Area. Views from and to the Conservation Area are obscured as the site is bordered by significant trees along its eastern, south-eastern, southern, and south-western boundaries. The policy includes a clause to give emphasis to the importance of addressing heritage impacts in the design of the proposed housing.

12.6.1.6 The majority of views of the site are limited to the near distance from adjacent roads to the north and north-east of the site (where established hedgerows are sporadic in places) and nearby properties and public rights of way. Medium and long-distance views are limited to the diagonal trajectory that may be glimpsed through the break in development between Sandy Lane and Bradmere Lane. These glimpses of the site are read in the settlement's semi-urban character. In this context it is considered that development in this location would have minimal visual impact on the wider countryside.

12.6.1.7 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

12.6.1.8 The policy includes a clause to establish the importance of the sites ecology and a clause to ensure that identified ecological enhancements are implemented.

12.6.1.9 A pond occupies a relatively central position within the site. The site presents the opportunity to create a high quality, low density development that makes use of this natural environmental feature as part of the design of the development.

12.6.1.10 The site has come forward and currently benefits from outline planning permission and reserved matters for 33 dwellings (16/00866/OM & 18/01960/RMM).

## 12.7 East Rudham

### Key Rural Service Centre

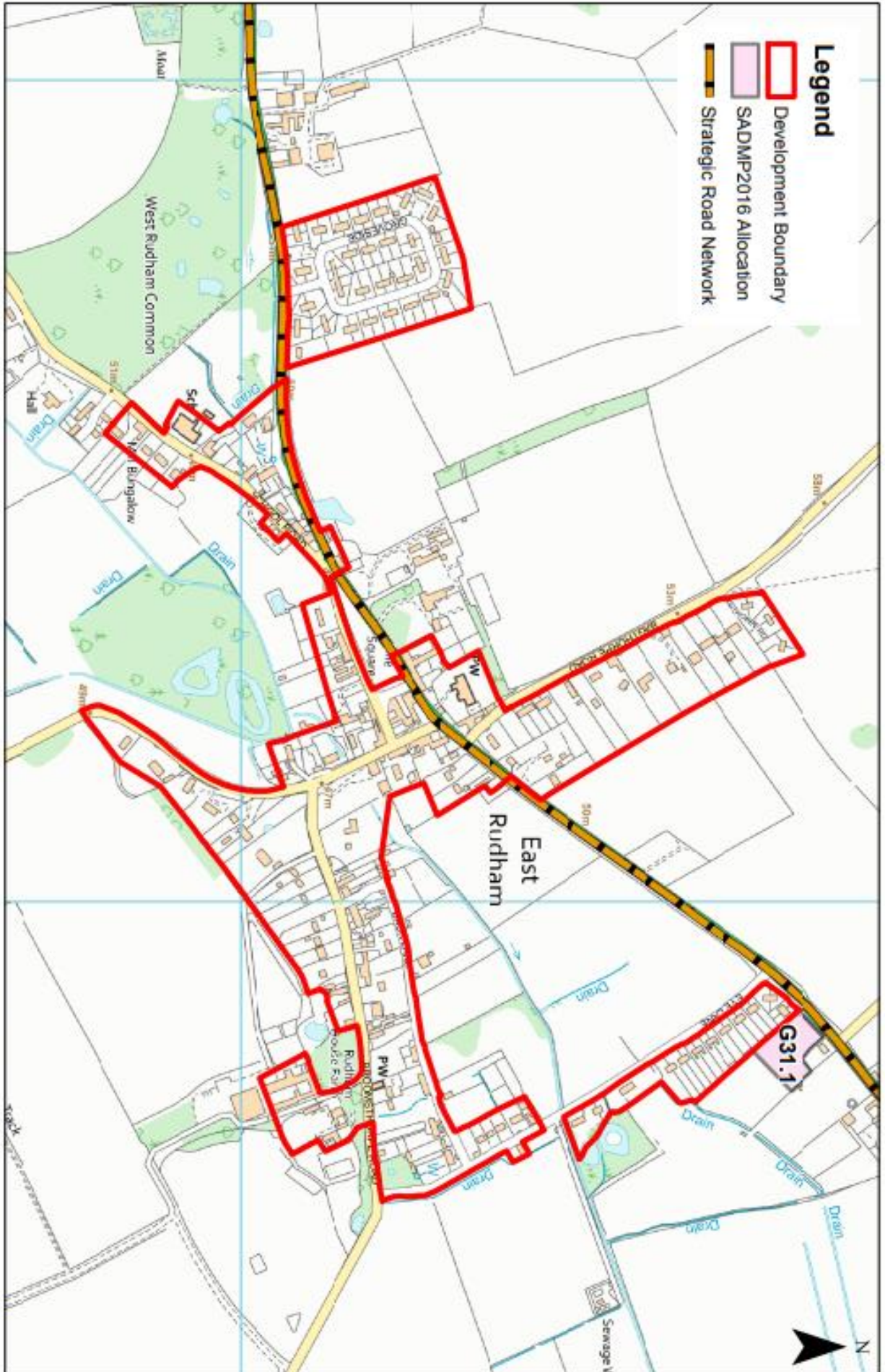
#### Description

12.7.1 East Rudham is situated on the A148 road between King's Lynn and Fakenham (seven miles west of Fakenham) and has a population of 541 (Census Data 2011). The village centre is characterised by the attractive village green, enclosed with buildings and mature trees.

12.7.2 The approved northern route for the A148 East and West Rudham Bypass (Norfolk County Council 1 October 1992) will continue to be protected. The route can be seen on the Policies Map.

12.7.3 East Rudham acts as a centre for the surrounding rural area. It has a range of facilities including a primary school, bus service, pub, shop and Post Office. This role is reflected in the designation of Key Rural Service Centre. The SADMP (2016) made an allocation for at least 10 new dwellings. The Local Plan review seeks to carry this forward.

East Rudham



## 12.7.1 G31.1 - East Rudham - Land off Fakenham Road Policy

### Site Allocation

12.7.1.1 The allocated site is situated towards the north east of the settlement, along Fakenham Road (A148) and adjacent to residential development in the form of semi-detached houses on Eye Lane

### Policy G31.1 East Rudham - Land off Fakenham Road

**Land amounting to 0.4 hectares, as identified on the Proposals Map, is allocated for residential development of at least 10 dwellings.**

Development will be subject to compliance with the following:

1. No construction shall commence before sewerage arrangements and confirmation of sewerage capacity have been submitted to and approved by the local planning authority (given the concerns identified in the HRA).
2. Provision of safe vehicular and pedestrian access connecting the site to Fakenham Road (A148), to the satisfaction of the local highway authority;
3. Retention of existing hedgerows on the site boundaries;
4. Provision of affordable housing in line with the current standards.

### Site Description and Justification

12.7.1.2 The site is located next to bus stops and whilst in a peripheral location, the site is immediately adjacent to the existing development boundary and is therefore considered to be a relatively sustainable location for development in the context of this settlement, which is characterised by outlying pockets of development. Development here provides the opportunity for safe walking access to village services and the local primary school via Fakenham Road, which is paved.

12.7.1.3 The site is classified as grade 3 agricultural land and bounded by hedgerows. The policy contains a clause to retain the existing site boundary hedgerows, in order to minimise the impact of development on the wider countryside. Apart from these hedgerows there are no other landscape features of importance within the site boundary. The western boundary of the site is adjacent to existing development on Eye Lane and would connect a lone single-story property to the east but otherwise is surrounded by agricultural land. Whilst the development would result in the loss of undeveloped land the Council considers due to the modest scale of development and the need to allocate new dwellings, development on this land is justified.

12.7.1.4 The Council considers the site suitable to accommodate the 10 residential units required in the settlement at a density consistent with the surrounding area. The site as submitted was slightly larger and has been reduced in size, in order to create a development that would be less visually intrusive in the countryside to the south. Given that the site is bordered by semi-detached housing to the west and a detached bungalow to the east it would represent an infill plot.

12.7.1.5 The SADMP's Habitats Regulations Assessment Report identified the need for a measure to ensure suitable sewerage capacity, to avoid adverse impact on the nearby Wensum Special Area of Conservation, as included in the policy.

12.7.1.6 The majority of views into the site are limited to near distance from adjacent roads and properties. There are few opportunities for long distance views due to the site being located close to a developed area. The site is completely screened by housing to the western boundary. In the limited views that are available the site is seen in context of the existing settlement.

12.7.1.7 The Strategic Flood Risk Assessment identifies that an area of flood zone 3 (fluvial) runs through the centre of East Rudham and along Station Road constraining development in those parts of the village. This site, in the north east of the settlement, is however identified as being within an area of low risk to flooding, flood zone 1 (fluvial).

12.7.1.8 Norfolk County Council as local highways authority support the allocation as there is a continuous footpath into the centre of the settlement, a bus stop adjacent to the site and access from the site to the Fakenham Road (A148) could meet highway requirements.

12.7.1.9 The Borough Council considers this option for growth to be favourable, as the site scored the highest of those available in the village in terms of sustainability and is supported by East Rudham Parish Council. The site has the benefit of being connected to local services, helping reduce the need for residents to use cars to access key services and maximising the potential to walk, cycle and utilise public transport.

## 12.8 Emneth

### Key Rural Service Centre

#### Description

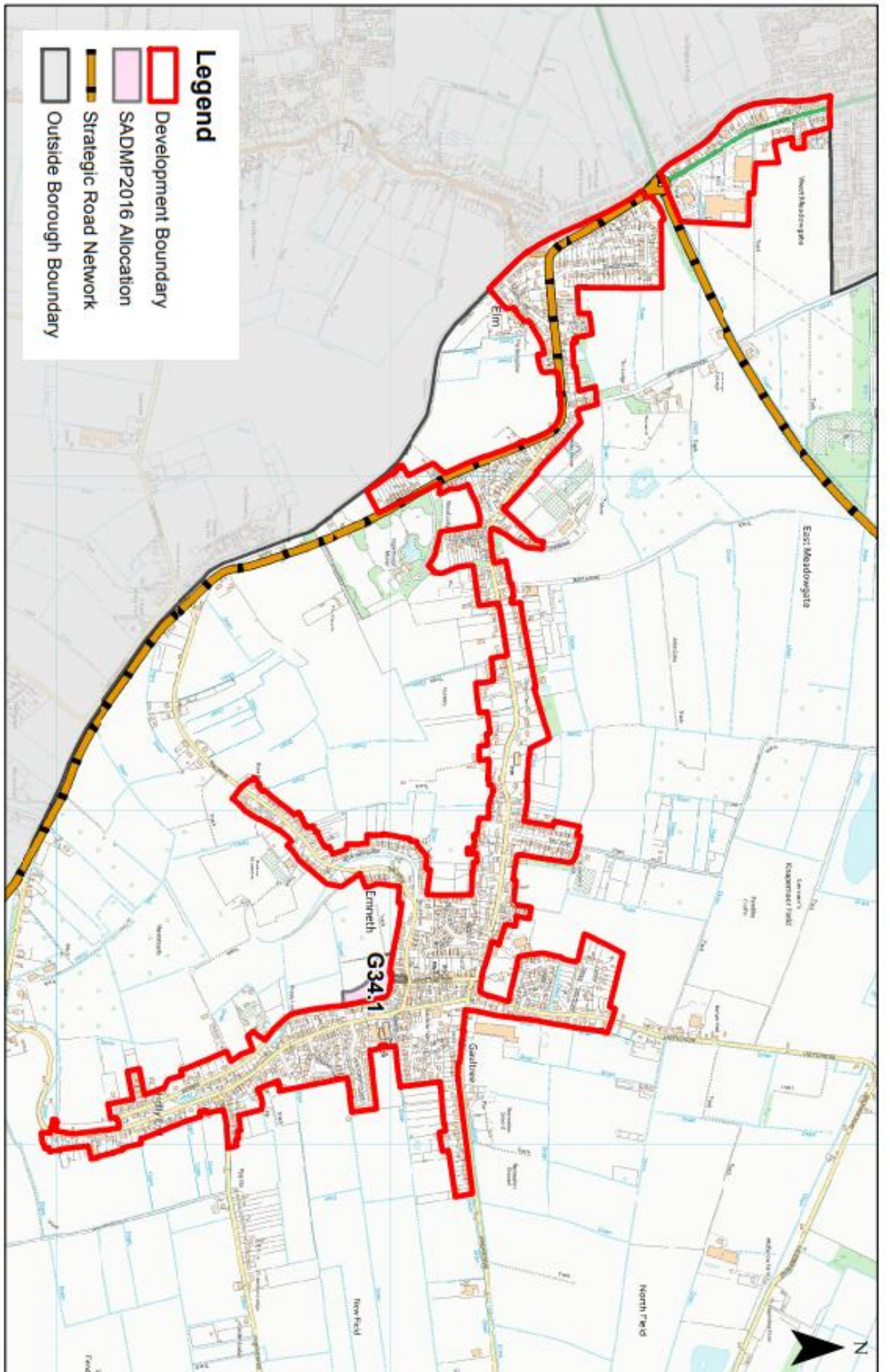
12.8.1 Emneth is a relatively large village which is closely related to the neighbouring town of Wisbech to the west. It is to the south west of King's Lynn and adjacent to the A47. In the east the village has a distinct form centred on Gaultree Square and then a smaller part of the village to the west along the A1101. The eastern part of the village consists of a central core with spurs of development radiating outwards along the highways, while the form of the western part of the village is linear. The Parish of Emneth has a population of 2,617 (Census Data 2011), and a range of services including a school, shops, bus services and employment uses.

12.8.2 Emneth is classed as Key Rural Service Centre and accordingly the SADMP (2016) made an allocation for at least 36 dwellings. The Local Plan review carries this forward.



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### Emmeth

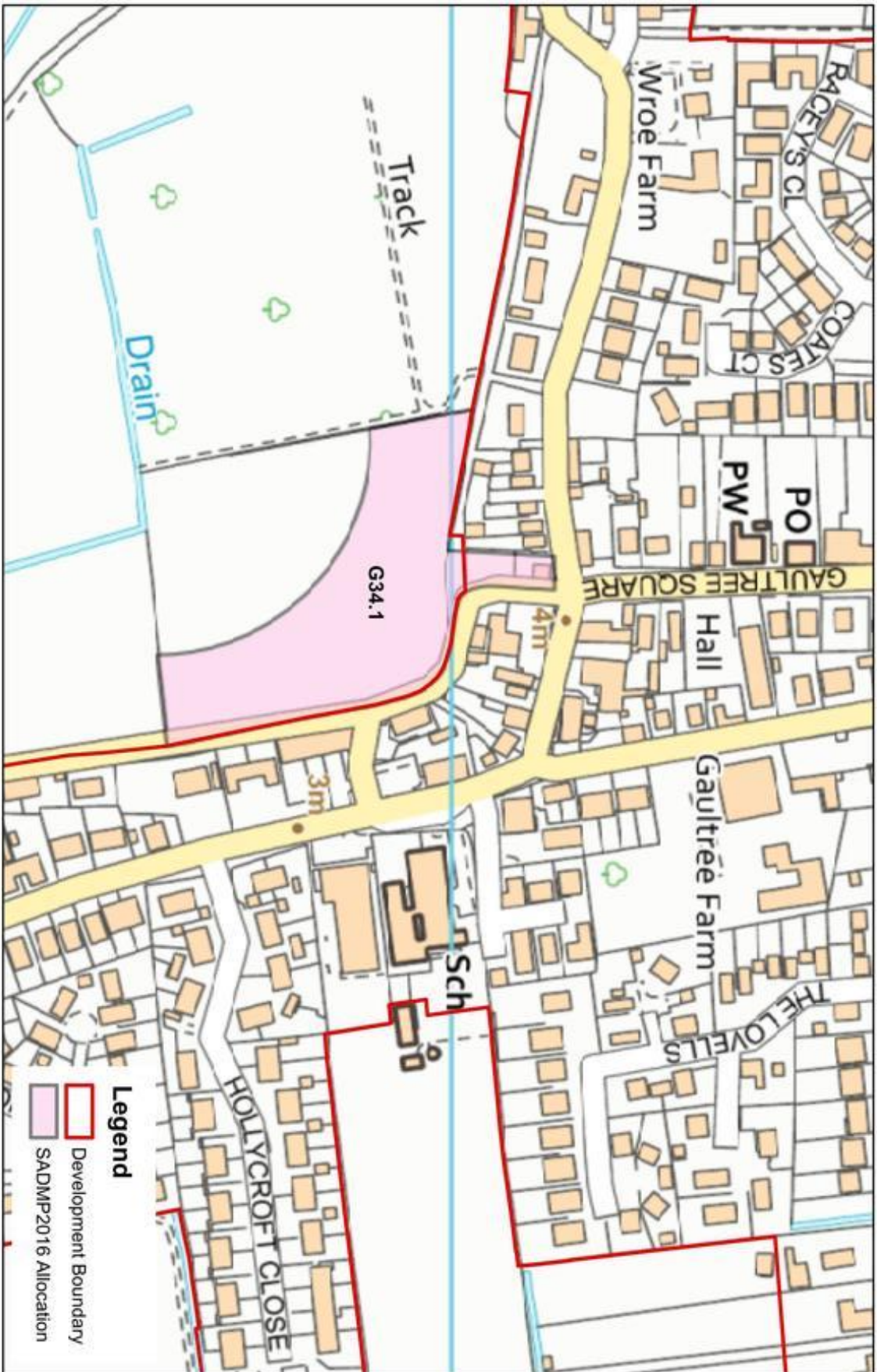


**Legend**

- Development Boundary
- SADMp2016 Allocation
- Strategic Road Network
- Outside Borough Boundary

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Emneth Zoomed (G34.1)



0 0.017 0.035 0.07 0.105 0.14  
Kilometers



## 12.8.1 G34.1 - Emneth - Land on south of The Wroe Policy

### Site Allocation

#### Policy G34.1 Emneth - Land on south of The Wroe

**Land amounting to 1.1 hectares, as identified on the Policies Map, is allocated for the residential development of at least 36 dwellings.**

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

1. Provision of safe access and visibility to the satisfaction of the Highways Authority.
2. Provision of affordable housing in line with the current standards.
3. A Public Right of Way crosses through the site and this should be appropriately integrated within the design of the scheme.

#### Site Description and Justification

12.8.1.1 The site is located in the central area of the settlement in close proximity to the village services. The development boundary immediately abuts the sites northern and eastern boundaries and part of the western boundary. The Borough Council considers the site is capable of the achieving at least 36 residential units at a density consistent with that of the surrounding area. Development of this site is supported by Emneth Parish Council.

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

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

12.8.1.4 This site is allocated for housing development due to its proximity to services and facilities, and limited impact on the character of the settlement.

## 12.9 Feltwell with Hockwold-cum-Wilton

### Key Rural Service Centre

#### Description

12.9.1 Feltwell and Hockwold cum Wilton are situated to the far southeast of the Borough. The villages are respectively 13 and 16 miles to the north of Downham Market and 5 and 7 miles to the east of Brandon. The villages benefit from a full range of services and facilities including a school, GP surgery, bus route, shop, pub and local employment. Feltwell is also home to an RAF station (currently used by the United States Air Forces, Europe). The Parish of Feltwell has a population of 2,825 (Census Data 2011).

12.9.2 Feltwell has developed around the B1112 and B1386 crossroads. The core of the village has an urban character with approach roads to the village being more rural in character with views across open countryside.

12.9.3 Hockwold cum Wilton is a compact village which was linear in its basic form, with more recent development taking place on back-land areas. There is a Conservation Area to the east of the village.

12.9.4 Feltwell and Hockwold are within 1,500 metres of the Breckland Special Protection Area (SPA). Stone Curlews are sensitive to human presence, and Nightjar and Woodlark for recreational impacts. These bird populations are qualifying features of this SPA and protected by law. The areas around the designated SPA in the vicinity of Feltwell and Hockwold are important to the Stone Curlew population within the SPA. Great care therefore needs to be taken to ensure that no harm results to this bird population from any development in the locality, and in law the onus is on the promoters of development to demonstrate no harm, rather than harm having to be proven to resist development.

12.9.5 The understanding of the potential effects of additional development and human population in the vicinity of these bird populations is incomplete but developing. It is now believed that where new housing is limited in scale and screened by existing development the direct impact of the new housing itself and activities around it are unlikely to be problematic.

12.9.6 However, the Habitats Regulations Assessment for the Site Allocations and Development Management Policies (2016) identifies potential for disturbance of the protected bird populations from recreational impacts from daily activities of local people, such as dog walking in the forest, associated with the additional human population in new development. The recreational impacts arising from the proposed allocations in Feltwell and Hockwold are thought unlikely to alone cause significant effects, but they may do so in combination with other developments in neighbouring districts.

12.9.7 In order to address this issue, the site allocations for development in these settlements are each subject to a project level habitats regulations assessment to

consider this in more detail in relation to the specific development proposals and the up-to-date situation in the neighbouring districts.

12.9.8 The SAMP (2016) made four allocations for a combined total of at least 105 new homes. The Local Plan review carries the two of these allocations made at Feltwell forward (a total of at least dwellings).

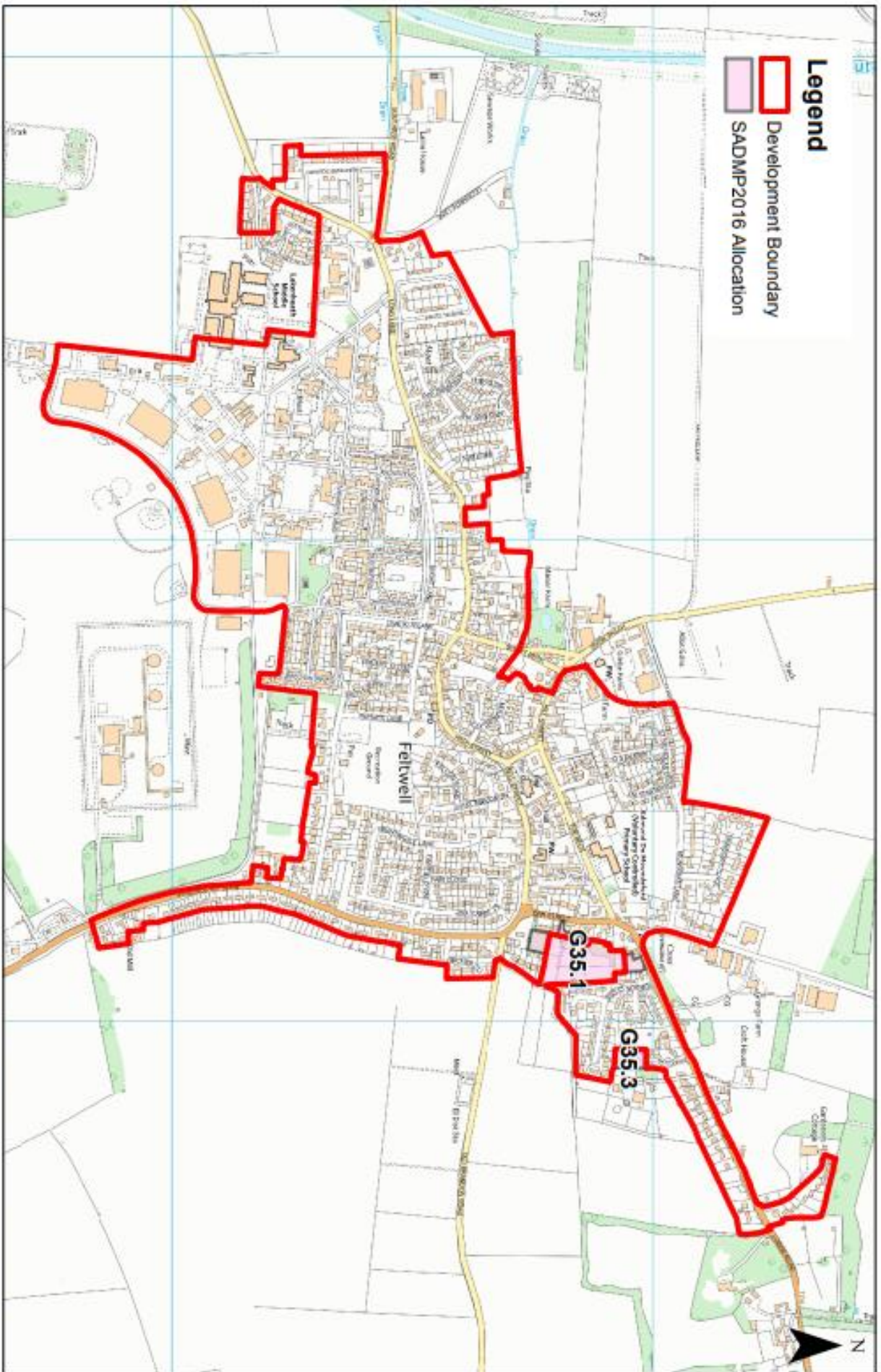
12.9.9 The site known as G35.2 Land north of Munson's Lane, which was allocated through the SADMP is not carried forward as the majority landowner has no intention of pursuing the possibility of gaining planning permission on the land or developing the site

12.9.10 The site at Hockwold has come forward, gained planning permission and has subsequently been built out and there is complete and now included within the development boundary.

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### Feltwell

0 0.075 0.15 0.3 0.45 0.6  
Kilometers



### Legend

-  Development Boundary
-  SADMP 2016 Allocation



## **12.9.1 G35.1 - Feltwell - Land to the rear of Chocolate Cottage, 24 Oak Street Policy**

### **Site Allocation**

#### **Policy G35.1 Feltwell - Land to the rear of Chocolate Cottage, 24 Oak Street**

**Land of around 1.78 hectares to the rear of Chocolate Cottage, 24 Oak Street, as shown on the Policies Map, is allocated for residential development of at least 50 dwellings,**

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

1. Submission of a project level Habitats Regulations Assessment demonstrating no likely significant adverse effect on Natura 2000 Sites (in particular the Breckland SPA) and their qualifying features;
2. Provision of access from Lodge Road to the satisfaction of Norfolk County Council as the local highway authority;
3. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
4. The site overlies a Groundwater Vulnerability Zone. Accordingly, the developer should address any risks to controlled waters from contamination at the site, following the requirements of the NPPF and the Environment Agency Guiding Principles for Land Contamination;
5. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
6. Submission of an Archaeological Field Evaluation prior to development, in accordance with paragraph 189 of the NPPF (2019);
7. Provision of affordable housing in line with the current standards.

## Site Description and Justification

12.9.1.1 The allocated site is located a short distance to the east of the centre of Feltwell, within close proximity to village services and facilities. Development at this location provides the greatest opportunity for new residents to walk to existing services, in particular the local school. The Borough Council considers the site suitable to accommodate at least 50 residential.

12.9.1.2 Norfolk County Council as the local highway authority has no objection to the site providing safe access is achieved from Lodge Road. The site is in multiple ownership, with all the owners agreeing to promote the site for a comprehensive scheme including the provision for additional car-parking for the Alms Houses situated on Oak Street.

12.9.1.3 The site is classified as grade 3 agricultural land, currently being used to keep horses and includes paddocks, a ménage and stables. Trees and hedgerows form the site boundaries, and this could potentially be incorporated into the design of the development. The site is situated within the Special Protection Area (SPA) "buffer zone," for Stone Curlews but it is well screened on all sides by single and two storey development and therefore development at this location is likely to have minimal impact on the visual amenity of the surrounding landscape and the SPA, although a project level habitats regulations assessment will be required.

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

12.9.1.5 The site although mainly within Flood Zone 1 (low risk) is at risk of flooding (partially being within Flood Zones 2 and 3). The site has been through the local plan process and was found sound. The SADMP (2016) Inspector recommended modifying the plan to include all of this site as adopted. As part of that process a site-specific flood risk assessment was shared with the Environment Agency and as the Inspectors report states the Environment Agency concluded they had no objection to the larger site being allocated. In light of this, the above policy includes a flood risk clause for completeness.

12.9.1.6 The Historic Environment Services have identified the site as having considerable archaeological potential, as it is adjacent to a medieval cross, which may indicate a former focal point for the settlement. Therefore, an archaeological field evaluation must be submitted with any planning permission, in accordance with paragraph 189 of the NPPF (2019).

12.9.1.7 This site has come forward with a planning proposal for the northern portion of the site, which has been granted for 18 new homes (19/00859/FM) the scheme has been designed in such a way which would enable the southern element of the site to come forward. Additionally, an application for the whole site, which is consistent with consented permission has been proposed and is currently being considered, this is for a total of 46 new homes (17/02162/FM).

## 12.9.2 G35.3 - Feltwell - Land at 40 Lodge Lane / Skye Gardens Policy

### Site Allocation

#### Policy G35.3 Feltwell - Land at 40 Lodge Lane / Skye Gardens

Land of around 0.3 hectares, as shown on the Policies Map, is allocated for the residential development of at least 10 dwellings,

Development will be subject to compliance with the following:

1. Submission of a project level Habitats Regulations Assessment demonstrating no likely significant adverse effect on Natura 2000 Sites (in particular the Breckland SPA) and their qualifying features;
2. Provision of highway improvements including an access road of adoptable standard, to the satisfaction of Norfolk County Council as the local highway authority;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. Provision of affordable housing in line with the current standards.

#### Site Description and Justification

12.9.2.1 The allocated site lies to the north-east of the settlement and is within walking distance to the local services and facilities. The site abuts the development boundary to the south. The Borough Council considers the site is of suitable scale to accommodate 10 residential units at a density consistent with that of the surrounding area.

12.9.2.2 The site scored highly in terms of sustainability and contains good pedestrian links to services which will encourage new residents to walk to existing services. Furthermore, with housing development to the immediate north, development of the site would form an acceptable continuation of this residential estate development. Norfolk County Council as the local highway authority have stipulated that the current access road from Lodge Road (Skye Gardens) must be of an adoptable standard for the site to be developed.

12.9.2.3 The site is identified as grade 3 agricultural land, although is not in agricultural usage. Whilst development would result in the loss of undeveloped land,

the Council considers due to the scale of development and the benefits of the site it is appropriate to develop on this grade of agricultural land.

12.9.2.4 Whilst the site is located within the Breckland Special Protection Area buffer zone, it is enclosed by existing development to all four aspects. However, a project level habitats regulation assessment will have to be provided.

12.9.2.5 Short distance views into the site are available and these are seen in the context of the existing settlement. Existing development surrounding the site, particularly immediately to the north, are two storey dwellings in an estate style arrangement, one plot in depth with gardens to the rear of the dwelling, this site could potentially be developed in a similar way.

12.9.2.6 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

## **12.10 Great Massingham**

### **Key Rural Service Centre**

#### **Description**

12.10.1 Great Massingham is a relatively large village situated 12 miles east of King's Lynn. Existing development extends out along most of the roads leaving the village.

12.10.2 The village is focused on the very attractive village green which extends over a large area between two large ponds. The ponds are important landmarks and contribute significantly to the character of the village. Around the Green is the village shop, public house and church, together with most of the village's older buildings. A large portion of the village is designated as a Conservation Area for its historic and architectural value.

12.10.3 Great Massingham is a thriving community and acts as a centre for the surrounding rural area. It has a range of facilities including a doctor's surgery, primary school, sports and social club, retained fire station, bus route, public house, shop, post office and church. The Parish population was recorded as 902 (Census Data 2011).

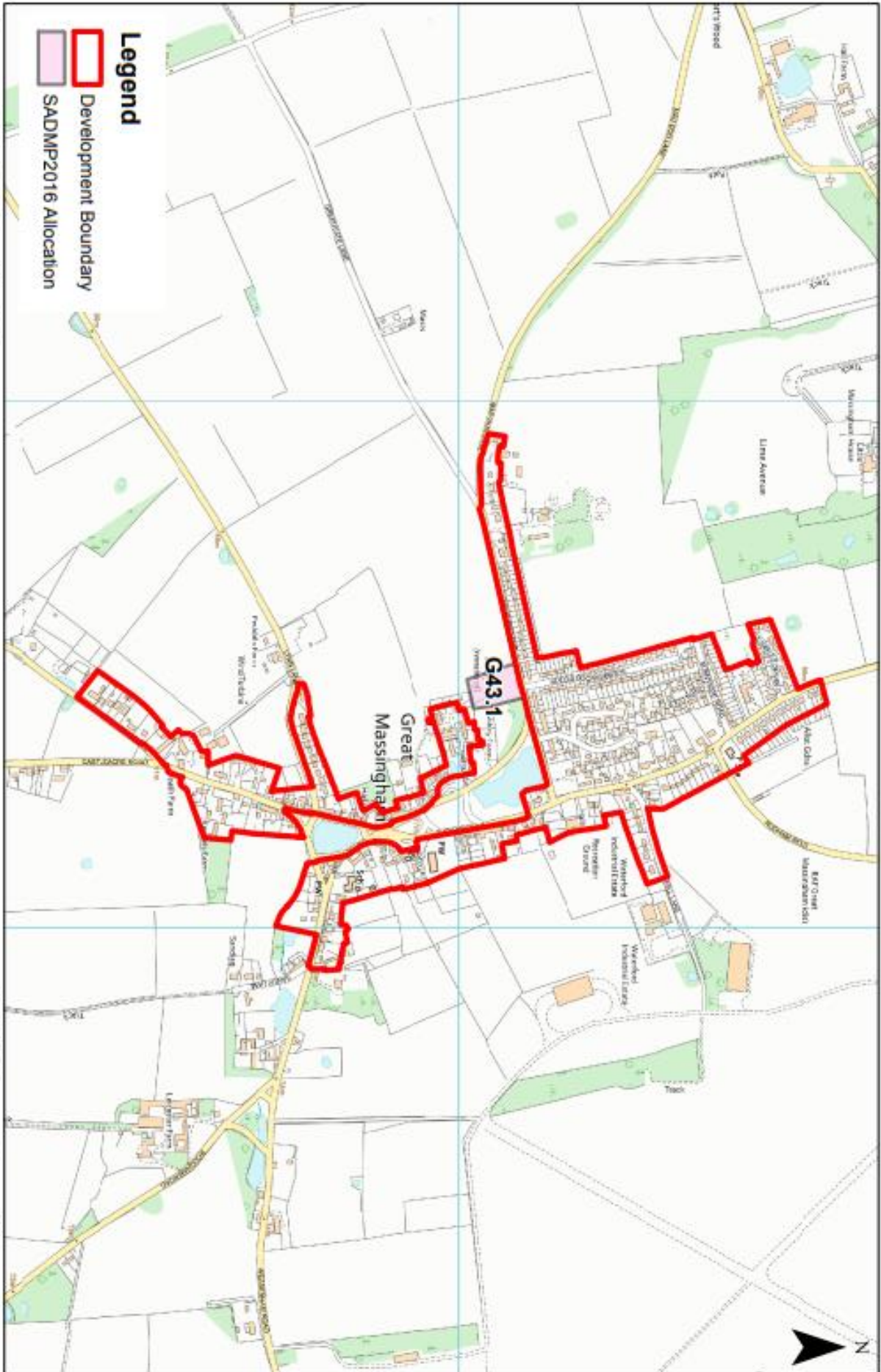
12.10.4 Great Massingham is designated as a Key Rural Service Centre. It has a range of facilities and the potential to accommodate growth to sustain existing rural services and the wider rural community. The SADMP (2016) therefore made an allocation for at least 12 new homes, and the Local Plan review carries this forward.

#### **Great Massingham Neighbourhood Plan**

12.10.5 The Parish Council and local community have been exploring the potential of preparing a Neighbourhood Plan for Great Massingham Parish. They have met with planning officers from the Borough Council on several occasions and should this come forward it would very much be supported by the Borough Council.

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**Great Massingham**





## **12.10.1 G43.1 - Great Massingham - Land south of Walcup's Lane Policy**

### **Site Allocation**

#### **Policy G43.1 Great Massingham - Land south of Walcup's Lane**

**Land amounting to 0.6 hectares on Walcup's Lane, adjacent to Abbey Farm as shown on the Policies Map, is allocated for residential development of at least 12 dwellings.**

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

1. Provision of appropriate new hard and soft landscaping particularly along the western site boundary to alleviate and soften the visual impact of built development on the surrounding landscape;
2. Submission of a Heritage Asset Statement that establishes that development would enhance and preserve the setting of the Conservation Area and the setting of the adjacent Grade II Listed Abbey Farm.
3. Prior submission of a full Archaeological Assessment as set out in paragraph 189 of the NPPF (2019);
4. The design and layout of the proposed scheme will demonstrate special regard to the character and setting of the heavily treed area (including the TPO area) east of the site and west of the village pond;
5. Suitable improvements and integration with the Public Right of Way on the western site boundary;
6. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
7. Demonstration of safe highway access that meets the satisfaction of the local Highway Authority and adequate local improvements to the footway network;
8. Provision of affordable housing in line with the current standards.  
Submission of an Ecological Study that establishes that either there would be no negative impact on flora and fauna. Or, if any negative impacts are identified, establishes that these negative impacts could be suitably mitigated against.

## Site Description and Justification

12.10.1.1 The allocated site is situated west of the centre of the village along Walcup's Lane. The site consists of flat arable land classed as Grade 3 (moderate quality) agricultural land not currently in agricultural production.

12.10.1.2 The eastern site boundary is bordered by an overgrown and heavily treed area, with a number of mature trees that are subject to a Tree Preservation Order. This area is of landscape value and is considered to contribute to the amenity of the area. As such, a policy is included above, to ensure that the proposed development has special regard to this area in terms of its design and layout. The mature planting within this area, also provides a natural screening of development when viewed from Abbey Road and the notable village pond immediately opposite.

12.10.1.3 Other surrounding features consists of built development to the north and partly to the south, and open fields to the west. The western site boundary is bordered by a public right of way. The site is sufficiently large for development to take place without any substantial detriment to this public amenity.

12.10.1.4 The site is situated in a fairly built-up part of the village and is considered to be well-contained within its surroundings without encroaching into open countryside. In the medium and long-distance views that are available from the wider landscape, particularly from the west, development would be seen in the context of the existing village.

12.10.1.5 The site is well located in terms of proximity to services and is within reasonable walking distance to a number of local amenities that address the day-to-day needs of the local population. Safe access and egress can be achieved through Walcup's Lane. Norfolk County Council as the local highway authority would not object to the allocation of the site subject to evidence demonstrating a safe and deliverable access and local improvements being made to the footpath network.

12.10.1.6 The eastern site boundary immediately abuts Great Massingham Conservation Area, and the Grade II Listed Abbey House adjacent the south-east boundary. The sensitivity of its location requires careful design to ensure that the site makes a positive contribution to the character and distinctiveness of the Conservation Area and the setting of the nearby Listed Building. Standard housing designs are unlikely to achieve this. The design and layout of the scheme must be sympathetic to the historic character of the area.

12.10.1.7 The allocated site is identified in the Sustainability Appraisal as the least constrained of all other options to accommodate the required growth in the village. It is of a suitable scale to allow flexibility in layout and could potentially accommodate different forms of development. This is considered to facilitate a development which contributes successfully to the Conservation Area and the site's surroundings.

12.10.1.8 The site has come forward and benefits from planning permission for 16 dwellings (16/01634/OM & 18/02038/RMM).

## **12.11 Grimston/Pott Row with Gayton**

### **Key Rural Service Centre**

#### **Description**

12.11.1 Gayton is a relatively large yet fairly compact village situated astride the B1145 road, seven miles east of King's Lynn, close to the source of the Gaywood River. The village consists of two older parts, around the junction of the B1145 and the B1153 near to the Church of St. Nicholas and about half a mile further west around the former Rampant Horse Public House. The population of Gayton was recorded as 1,432 (Census Data 2011)

12.11.2 Grimston is also a relatively large village seven miles east of King's Lynn, centred around the Old Bell Guest House. The form of the older part of the village is linear, extending from the Church of St. Botolph in the south to Ivy Farm in the north. Newer development has mostly been located to the west, on Low Road, Lynn Road and on Vong Lane.

12.11.3 The village of Pott Row is located within Grimston Parish, to the west of Grimston village. Its original linear form has been altered by newer, estate-style development. The limits of the village are not generally well-defined except in the north where Roydon Common effectively defines the extent of the village.

12.11.4 Together Grimston and Pott Row have a range of facilities including a church, doctor's surgery, primary schools, bus route, pubs, shops and a Post Office. Gayton has a similar range of facilities, with the exception of a doctor's surgery. The population of the villages of Grimston and Pott Row together was recorded as 1,980 (Census Data 2011).

12.11.5 Gayton, Grimston, and Pott Row are designated as a joint Key Rural Service Centre. Accordingly, the SADMP (2016) made two allocations for a combined total of at least 46 new homes.

#### **Neighbourhood Plans**

12.11.6 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area.

#### **Gayton Neighbourhood Plan**

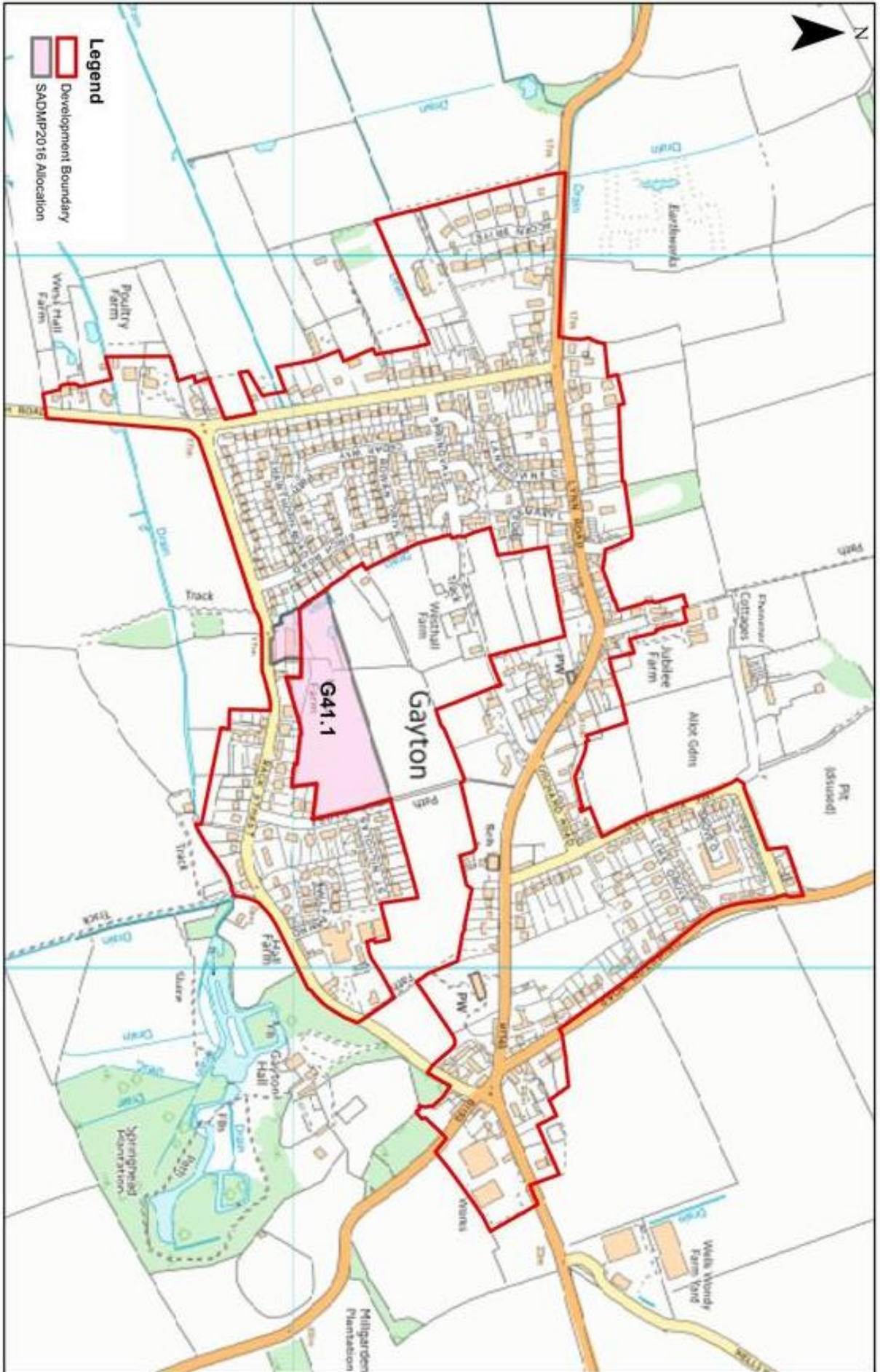
12.11.7 Gayton Parish Council is in the process of preparing a Neighbourhood Plan for their Area. The Gayton Neighbourhood Plan Area was formally designated by the Borough Council 08/05/2017 and corresponds with the boundaries of Gayton Parish. They are currently preparing a draft plan for formal consultation.

## **Grimston, Roydon & Congham Joint Neighbourhood Plan**

12.11.8 The three Parishes of Grimston, Roydon & Congham are jointly preparing a Neighbourhood Plan for their Area. Note this includes the village of Pott Row. This Neighbourhood Plan Area was formally designated by the Borough Council 05/10/2017, following the relevant consultation, and corresponds with the boundaries of the three Parishes. Currently they are preparing a draft plan for formal consultation.

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# Gayton



0 0.05 0.1 0.2 0.3 0.4  
Kilometers

## 12.11.1 G41.1 - Gayton - Land north of Back Street Policy

### Site Allocation

#### Policy G41.1 Gayton - Land north of Back Street

**Land amounting to 2.8 hectares north of Back Street as shown on the Policies Map, is allocated for residential development of at least 23 dwellings.**

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

1. Suitable improvements and integration with the Public Right of Way east of the site;
2. Demonstration of safe access onto Back Lane and a continuous footpath linked to Back Lane and to the existing School;
3. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. Development is subject to prior submission of details showing a suitable and deliverable scheme that would create the required capacity at Grimston Water Recycling Centre;
5. Provision of affordable housing in line with the current standards.

#### Site Description and Justification

12.11.1.1 The allocated site is situated in the south of Gayton, in a built-up part of the village. Its south, east and western boundaries about the proposed development boundary. The site comprises of undeveloped Grade 3 (moderate quality) agricultural land. The land is flat with no landscape features of particular note.

12.11.1.2 The site is well integrated with the village, with the surrounding area mostly consisting of existing housing. Views are limited to glimpses from adjacent roads and properties. There are few opportunities for long distance views from the wider landscape but in these views, development would be seen in the context of the existing built environment. The location of the site in a built-up area, at the rear of existing housing means that development would not be visually prominent in the landscape and the beauty of the surrounding countryside would remain unaffected by the proposed growth in the village. The site is considered capable of accommodating at least 23 units at a density consistent with the surrounding area, without detriment to the form and character of the locality.



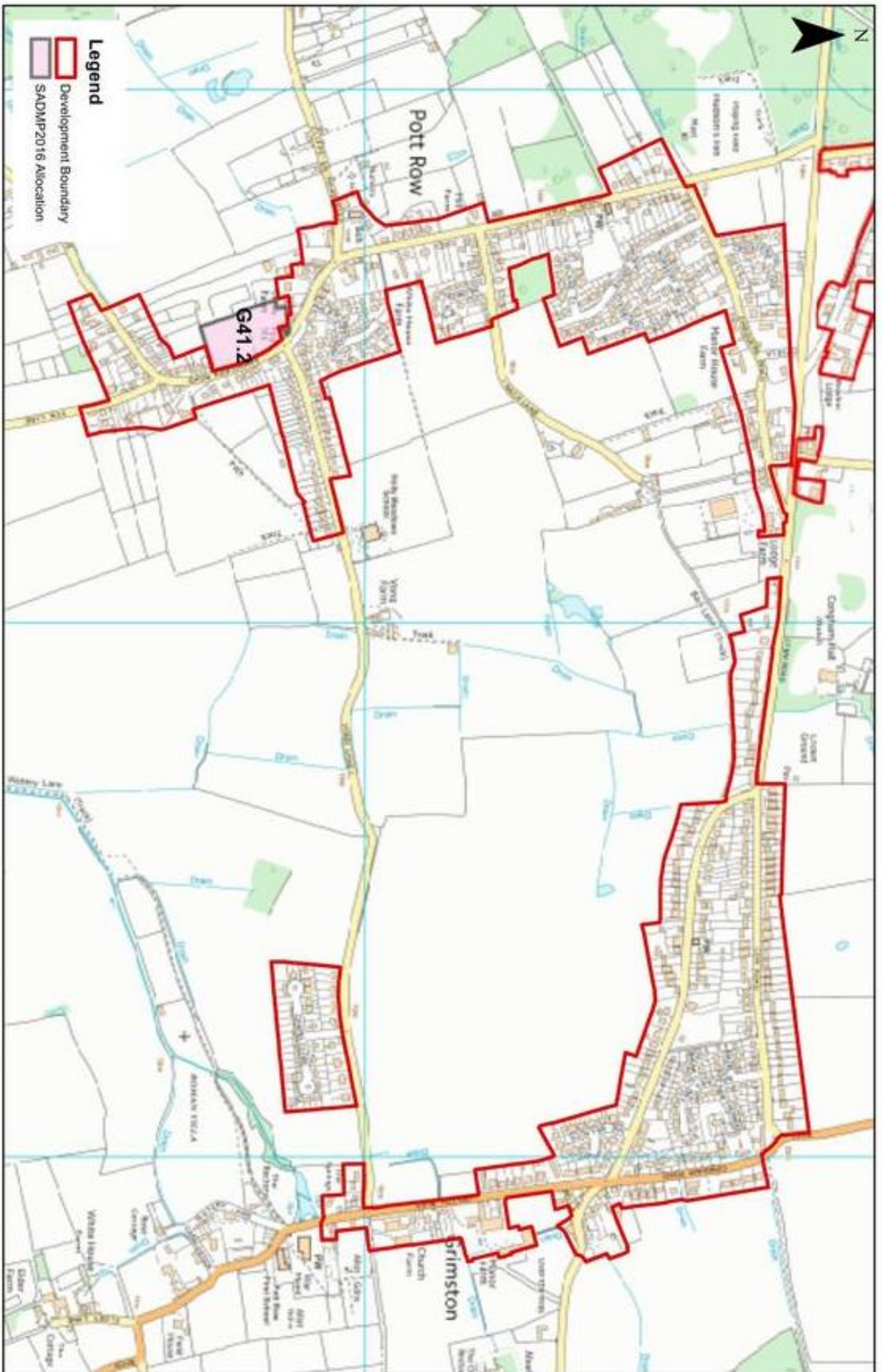
12.11.1.3 The central location of the site means that it is in close proximity and accessible to a number of services in the village. A public right of way runs along the eastern site boundary. The site is of a sufficient scale for development to take place without any substantial detriment to this public amenity. Also walking and cycling access to services particularly the school can be facilitated by connection to this public footpath. Safe site access is obtainable from Back Street as supported by Norfolk County Council as the local highway authority.

12.11.1.4 Anglian Water identifies that Grimston Water Recycling Centre (WRC) which also serves Gayton, needs additional capacity for the planned growth in Grimston and Gayton. A clause is included above to ensure that prior to the development taking place the developer, together with Anglian Water, agree a suitable scheme to accommodate the planned growth.

12.11.1.5 The site has come forward and benefits from outline planning permission for 40 new homes (15/01888/OM). A reserved matters application in line with this has been submitted and is currently being considered (19/00694/RMM).

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**Grimston & Pott Row**



## **12.11.2 G41.2 - Grimston and Pott Row - Land adjacent Stave Farm, west of Ashwicken Road Policy**

### **Site Allocation**

#### **Policy G41.2 Grimston and Pott Row - Land adjacent Stave Farm, west of Ashwicken Road**

**Land amounting to 1.3 hectares south of Stave Farm, as shown on the Policies Map, is allocated for residential development of at least 23 dwellings.**

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

1. Submission of a plan identifying the location of the pumping station and the provision of a 15m cordon sanitaire with appropriate screening around it;
2. Submission of details showing how the water main and sewer crossing the site can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water;
3. Details showing a suitable and deliverable scheme that would create the required capacity at Grimston Water Recycling Centre;
4. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
5. Delivery of a safe access that meets the satisfaction of the local Highway Authority;
6. Provision of affordable housing in line with the current standards.

#### **Site Description and Justification**

12.11.2.1 The allocated site is situated south of Pott Row village along Ashwicken Road, adjacent the development boundary. The site comprises of Grade 4 (fairly poor) agricultural land and currently consists of two flat, open fields, split by hedgerows, with other trees and vegetation along the borders.

12.11.2.2 The surrounding area comprises of residential (mainly frontage) development to the north, south and east with the western boundary of the site leading into undeveloped countryside. Views are limited to near distance from adjacent roads and properties. Development on the site would be screened in terms of wider views by existing hedgerows. The location of the site within a built-up area

means that the site is viewed in large measure against the backdrop of the existing settlement and that allocation would not encroach into surrounding countryside but would simply close up the gap between the existing developments. The Borough Council considers that development on the site is unlikely to have any significant detrimental visual impacts on the landscape.

12.11.2.3 The site is well located and lies adjacent the road which links the village of Pott Row with Grimston and surrounding towns and villages. It was the highest scoring of all sites under consideration in terms of proximity to services. Its closeness to village services enhances the propensity for residents to walk and cycle. Norfolk County Council as the local highway authority consider that the site well located and appropriate for development but this is subject to the delivery of a safe access.

12.11.2.4 A pumping station is located within 15 metres of parts of the site and Anglian Water has also indicated that a water-mains and a sewer cross the site. These constraints are addressed in the policy above.

12.11.2.5 The site is identified as a mineral safeguarded site for carstone, sand and silica but this is not likely to prevent development as the proposed scale of development is less than 1 hectare, however the developer is encouraged to explore the potential to extract the minerals and utilise them on site in the development.

12.11.2.6 The size of the site is sufficiently large to help address any possible issues surrounding road frontage, access, loss of hedgerows, pumping station cordon sanitaire and sterilisation of part of the site by water main and sewer.

12.11.2.7 Anglian Water identifies that Grimston Water Recycling Centre (WRC) which also serves Gayton, needs additional capacity for the planned growth in Grimston and Gayton. A clause is included above to ensure that prior to the development taking place the developer, together with Anglian Water, agree a suitable scheme to accommodate the planned growth.

12.11.2.8 This site has come forward with a planning proposal and now benefits from outline planning permission (15/01786/OM) for 27 new homes. The first phase of this site has since come forward with a reserved matters application (17/02375/RMM) which has been granted for 12 dwellings. The majority of the new homes on this portion of the site have completed. The second phase has also come forward and now benefits from reserved matters for 15 dwellings (19/01680/RMM).

## **12.12 Heacham**

### **Key Rural Service Centre**

#### **Description**

12.12.1 Heacham is a large village which functions as a service centre and coastal resort. The area immediately adjacent to the Wash on the western edge of the village is dominated by caravans and the village is bounded to the east by the A149 road. Due to its popularity, particularly with tourists and retirees, Heacham has undergone several phases of major growth since the nineteenth century. The Parish of Heacham has population of 4,750 (Census Data 2011) making it one of the largest villages and parishes in the Borough. The village has two shopping areas, a small parade along Station Road and the High Street, a nursery/infant school and a primary school, a GP surgery, a church and has strong public transport links to King's Lynn and Hunstanton. More extensive retail and service provision is available in the adjacent town of Hunstanton, to the north.

12.12.2 A Conservation Area is designated around the Church and older part of the village, adjacent to Heacham Hall and grounds. In addition to the coast itself, Norfolk Lavender, situated to the east of Heacham, is a significant visitor attraction.

12.12.3 Heacham has one of the largest parish population sizes of all designated Key Rural Service Centres, second only to the combined parish population of Upwell and Outwell. Heacham benefits from a high proportion of services and facilities, and therefore is considered to be a sustainable location to accommodate new residents. However, additions and upgrades to infrastructure will be required to serve an expanded population. Accordingly, the SADMP (2016) made two allocations for at least 66 new homes.

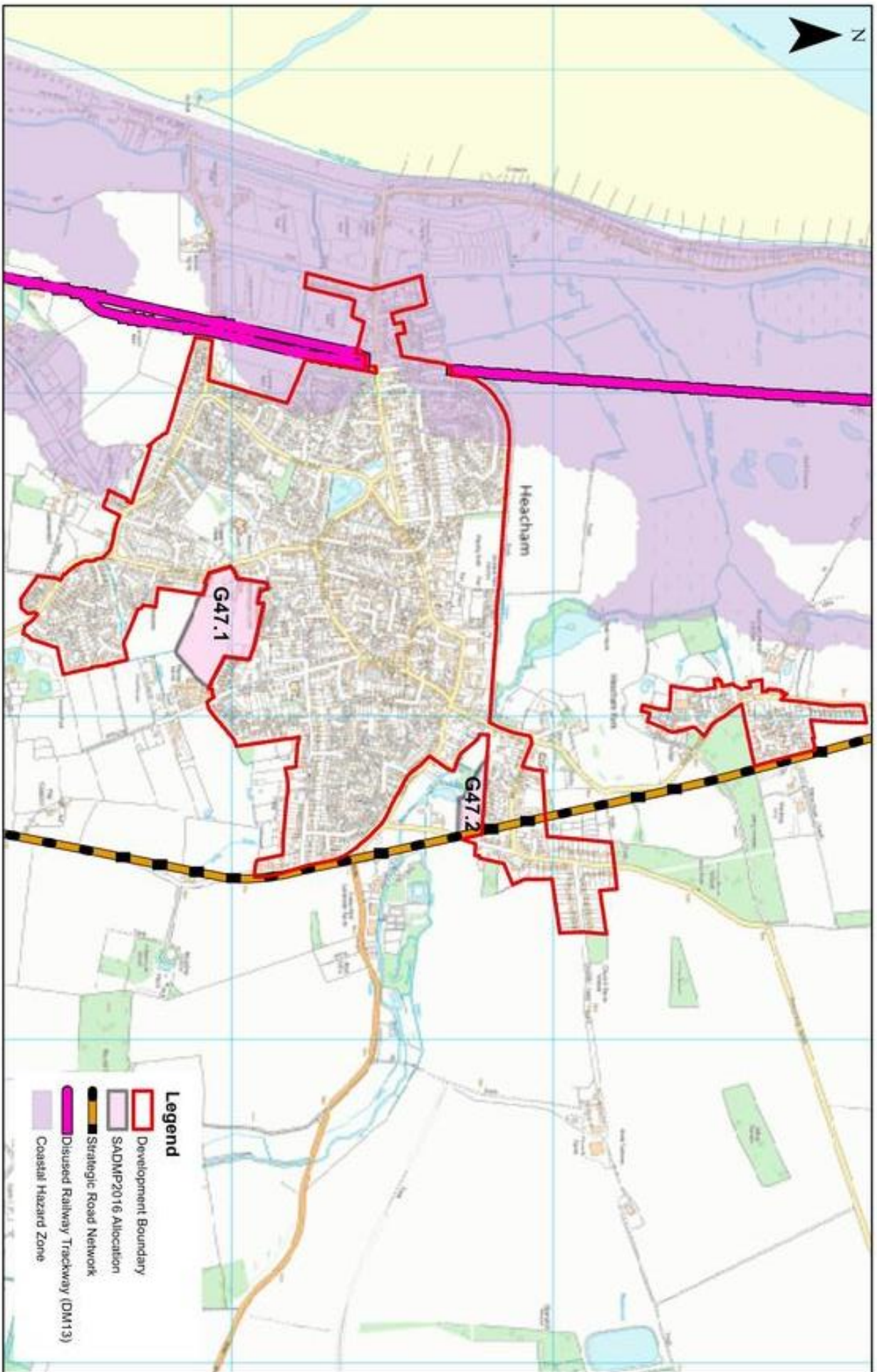
#### **Heacham Neighbourhood Plan**

12.12.4 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Heacham Parish Council is in the process of preparing a Neighbourhood Plan for their Area. The Heacham Neighbourhood Plan Area was formally designated by the Borough Council 19/05/2017 and corresponds with the boundaries of Heacham Parish.

12.12.5 The Parish Council has prepared a draft version of their Neighbourhood Plan for consultation, which was indeed consulted upon in late 2019. They are now working towards a submission version of their plan.



### Heacham





## 12.12.1 G47.1 - Heacham - Land off Cheney Hill Policy

### Site Allocation

#### Policy G47.1 Heacham - Land off Cheney Hill

**Land amounting to 6 hectares, as shown on the Policies Map, is allocated for residential development of at least 60 dwellings.**

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

1. Establishment of safe pedestrian and vehicular access to the site with primary access from Cheney Hill. Opportunities for increasing connectivity to the surrounding secondary road network for pedestrian/cycle access should be explored;
2. Submission of details of layout, phasing, and conceptual appearance;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. A financial contribution for any upgrades or additional provision in terms of water supply, sewerage, schools, highways etc. necessary to serve the development;
5. Enhanced informal recreational provision on, or in the vicinity of the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on Habitats Regulations protected nature conservation sites in the wider area. This provision may consist of some combination of:
  - a. informal open space (over and above the Council's normal standards for play space)
  - b. pedestrian routes which provide a variety of terrain, routes and links to greenspace and/or the wider footpath network;
  - c. a contribution to greenspace provision or management in the wider area within which the site is located;
6. Provision of a programme of publicity aimed at both occupants of the development and other residents of Heacham, highlighting the opportunities for recreation (especially dog walking) in the vicinity avoiding areas within the Wash Special Protection Area and the North Norfolk Coast Protection Area and the North Norfolk Coast Special Protection Area, and the sensitivity of those areas to dog walking and other recreation.

7. A project level Habitats Regulations Assessment, with particular regard to the potential for indirect and cumulative impacts through recreational disturbance to the Wash Special Protection Area and the North Norfolk Coast Protection Area.
8. Provision of affordable housing in line with the current standards.

### Site Description and Justification

12.12.1.1 The allocated site offers the greatest potential to integrate new housing with existing development as the site is surrounded on three sides by existing development. The site is located close to the village centre and local services, which enables new residents to easily access village facilities by walking or cycling. There are several potential access points to the surrounding road network, which provides the opportunity to improve the connectivity of the surrounding area. Norfolk County Council Highways Authority have indicated that this area of land is favourable for development in terms of access.

12.12.1.2 The site is currently used as arable agricultural land (grade 3) and is split into four fields divided by drainage ditches and some hedgerow in places. Other than the hedgerow and a few trees there are no other significant landscape features on the site. Whilst development would result in the loss of productive agricultural land, it is not possible to provide this level of housing on previously developed land in Heacham and development in this location would not encroach on the wider countryside.

12.12.1.3 The SADMP's Habitats Regulations Assessment Report identified the need for measures, as included in the policy, to ensure no adverse impact on the nearby designated nature conservation areas through exacerbation of existing adverse recreational impacts.

12.12.1.4 The Surface Water Network has been identified as being at capacity meaning a Sustainable Drainage System (SUDS) would be sought to serve the new development.

12.12.1.5 The potential impact on the wider countryside to the east of Heacham is somewhat limited due to the site being screened by existing industrial/agricultural buildings to the east of the site surrounding School Road. A further network of fields separates the site from the Area of Outstanding Natural Beauty, and the Norfolk Coast Partnership and Natural England have expressed a preference for development at this location above alternative options.

12.12.1.6 Notwithstanding this, the design of the development should have regard to the potential visual impact on the wider countryside and to existing residents in the surrounding area.

12.12.1.7 The site has come forward with a planning proposal and now benefits from outline planning permission (15/00352/OM & 16/01385/OM) for a combined total of 133 new homes. Approximately half the site has come forward with a reserved

matters proposal detailing 69 dwellings (18/00226/RMM), which is currently being considered.

## **12.12.2 G47.2 - Heacham - Land to the south of St. Mary's Close Policy**

### **Site Allocation**

#### **Policy G47.2 Heacham - Land to the south of St. Mary's Close**

**Land amounting to 1.3 hectares, as shown on the Policies Map, is allocated for residential development of at least 6 dwellings.**

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

1. Establish a safe vehicular and pedestrian access point from St. Mary's Close;
2. Submission of a Tree Survey to establish the significance of the trees on site and identify trees which must be retained;
3. Submission of an Ecological Study that establishes that either there would be no negative impact on flora and fauna. Or, if any negative impacts are identified, establishes that these [negative impacts] could be suitably mitigated;
4. Submission of an archaeological assessment;
5. The design of development, and in particular its massing and materials, shall have regard to its potential impact on the setting of Heacham Conservation Area and the Area of Outstanding Natural Beauty. Established trees and vegetation should be retained on the south-west boundary of the site to provide natural screening from Heacham Conservation Area. The hedgerow should be retained on the eastern boundary of the site to provide natural screening from the Area of Outstanding Natural Beauty;
6. Enhanced informal recreational provision on, or in the vicinity of the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on Habitats Regulations protected nature conservation sites in the wider area. This could be in the form of a contribution to greenspace provision or management in the wider area within which the site is located, or provision may consist of some combination of informal recreational open space (over and above the Council's normal standards for play space) and/or pedestrian routes which help provide a variety of terrain, routes and links to greenspace and/or the wider footpath network;
7. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;

8. Provision of a financial contribution towards affordable housing commensurate with the current standards.

### Site Description and Justification

12.12.2.1 The site lies to the south of St Mary's Close, which is a small cul-de-sac of large detached properties. The site currently comprises a private landscaped garden with some established trees within the site. The site provides the opportunity to create a low-density development of detached properties which take advantage of the setting of the site. The site is well integrated with existing development to the north and new development would not encroach on the wider countryside. Views of the site are limited to the near distance from adjacent roads/ footpaths and properties. The site is well connected to the more historic part of Heacham within close proximity of the A149 strategic road link and within walking distance of bus stops connected to the village centre and on the A149.

12.12.2.2 There is a Historic Environment Record for the vicinity of a post medieval system of drainage ditches acting as water meadows along the Heacham River valley, which is identified through earthworks and cropmarks. An archaeological assessment is therefore required, and discussion of this with Norfolk Historic Environment Service is recommended.

12.12.2.3 The Surface Water Network has been identified as being at capacity meaning a Sustainable Drainage System (SUDS) would be sought to serve new development.

12.12.2.4 The west and south west boundary of the site abuts Heacham Conservation Area and is close to Historic Park and Gardens. A line of trees and shrubs provides a natural visual screen from the Conservation Area to the site and the policy contains a clause to retain this vegetation. The site does contain further areas of dense vegetation and established trees in addition to a pond to the south. The policy requires an ecological survey to be undertaken to establish the significance of flora and fauna on the site. Where possible, the Council will seek to retain established vegetation but will need to consider detailed design and layout configurations at the planning application stage.

12.12.2.5 To the east of the site lies the Area of Outstanding Natural Beauty (AONB). The site is currently well screened from the AONB by established trees and hedgerow which bound the east of the A149 road. An immature hedgerow, bank and fence exists on the eastern boundary of the site and these should be retained and enhanced to provide further screening from the site.

12.12.2.6 A proportion of affordable housing would normally be expected to be included in the development, however in this particular case in view of the nature of the site and the anticipated character of the development an equivalent contribution to affordable housing elsewhere will be acceptable.

12.12.2.7 This site has come forward with a planning proposal and now benefits from outline planning permission (16/00245/O) for 8 new homes. This has been progressed by a series of reserved matters permissions (17/00251/RM, 17/01114/RM, 18/01458/RM & 19/01005/RM). The first four homes have been completed.

## **12.13 Marshland St James/ St John's Fen End with Tilney Fen End**

### **Key Rural Service Centre**

#### **Description**

12.13.1 Marshland St James is a linear settlement, 11 miles southwest of King's Lynn, extending along Smeeth Road, the central part being south of its junction with Walton Road to the cemetery and north to the village hall. The population of Marshland St James is 1,336 (Census Data 2011) The other villages form part of other parishes.

12.13.2 Marshland St James, St John's Fen End & Tilney Fen End are jointly designated as a Key Rural Service Centre, and together have a moderate range of services and facilities to serve the existing and wider rural community.

12.13.3 The SADMP (2016) made two residential housing allocations for at least 25 new dwellings. The Local Plan review carries these forwards.

12.13.4 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area.

#### **Marshland St. James Neighbourhood Plan**

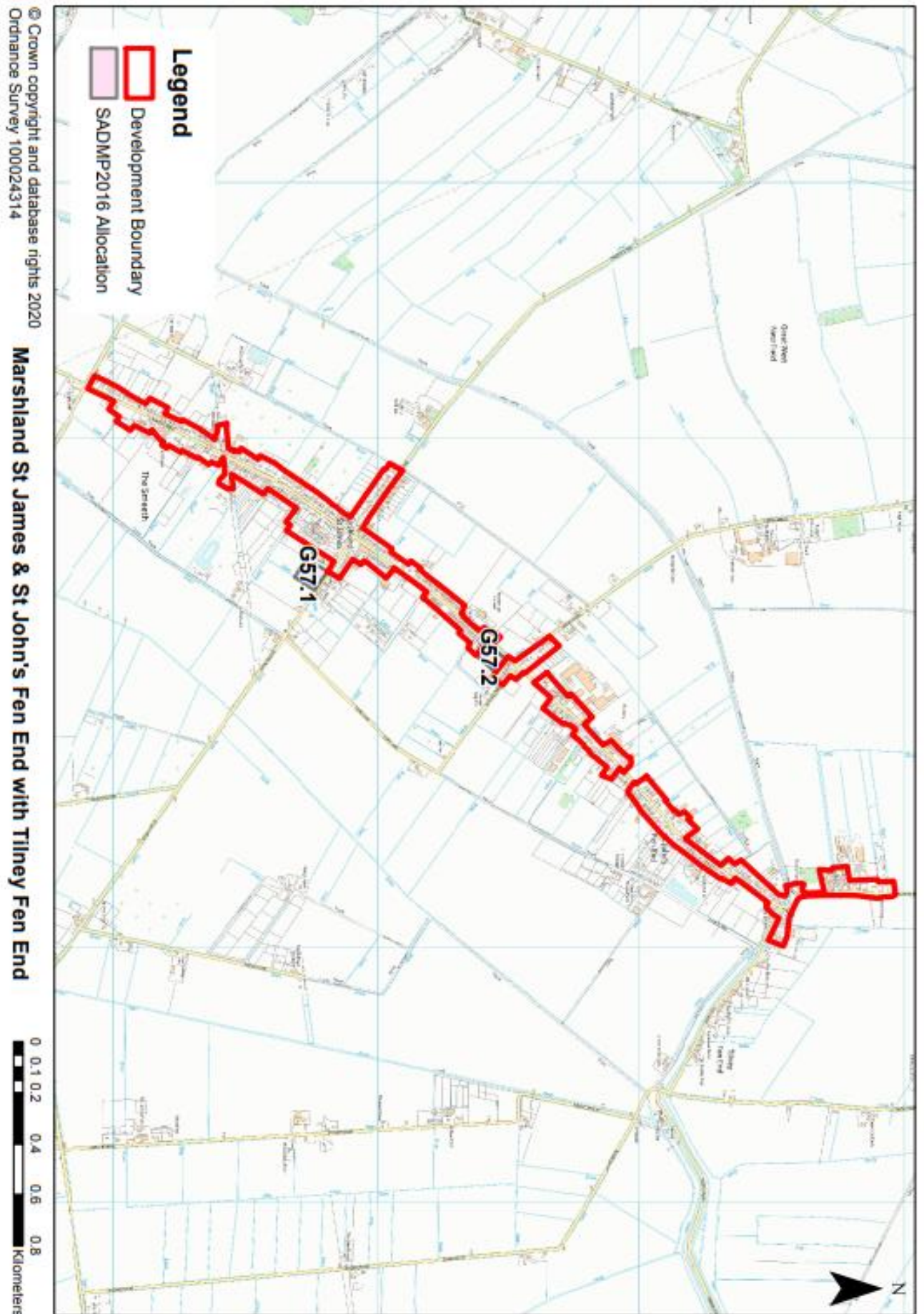
12.13.5 Marshland St. James Parish Council and the local community are at the early stages of preparing a Neighbourhood Plan for their Area. The Neighbourhood Area was formally designated by the Borough Council 24/01/2020 and corresponds with the parish boundaries for Marshland St. James.

#### **Terrington St. John Neighbourhood Plan**

12.13.6 St. Johns Fen End falls within the Parish of Terrington St. John. Terrington St. John with St. Johns Highway / Tilney St. Lawrence combined forms a Key Rural Service Centre. Terrington St. John is one Parish which includes St. Johns Highway and St. John's Fen End. Tilney St. Lawrence is a separate Parish.

12.13.7 Terrington St. John Parish Council is in the process of preparing a Neighbourhood Plan for their area. The Terrington St. John Neighbourhood Plan Area was formally designated by the Borough Council 02/12/2015 and corresponds with the boundaries of Terrington St. John Parish. The Parish Council is currently preparing draft version of their Neighbourhood Plan for consultation.



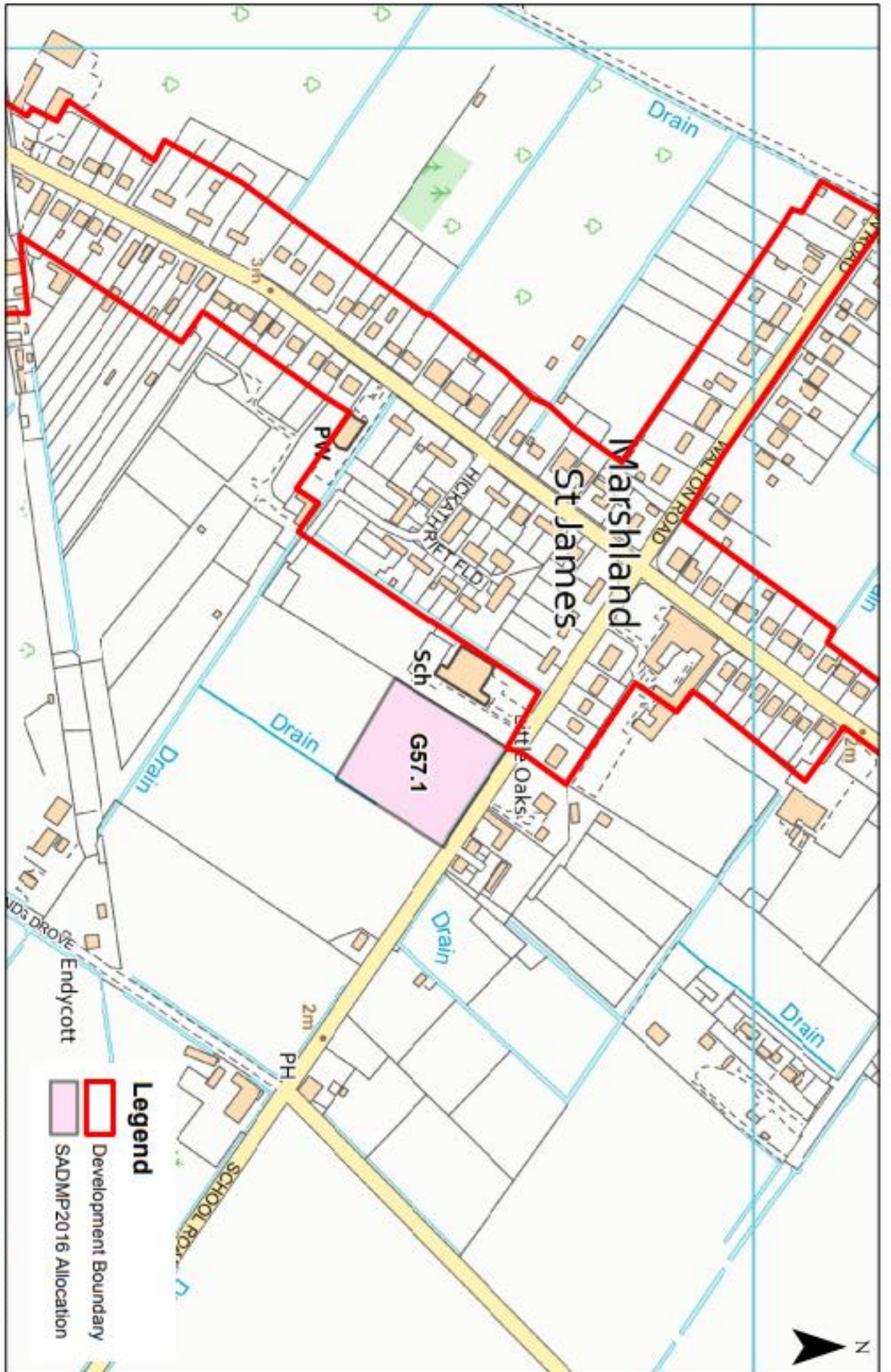




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**Marshland St James & St John's Fen End with Tilney Fen End**  
(Zoomed to G57.1)

0 0.0225045 0.09 0.135 0.18  
Kilometers

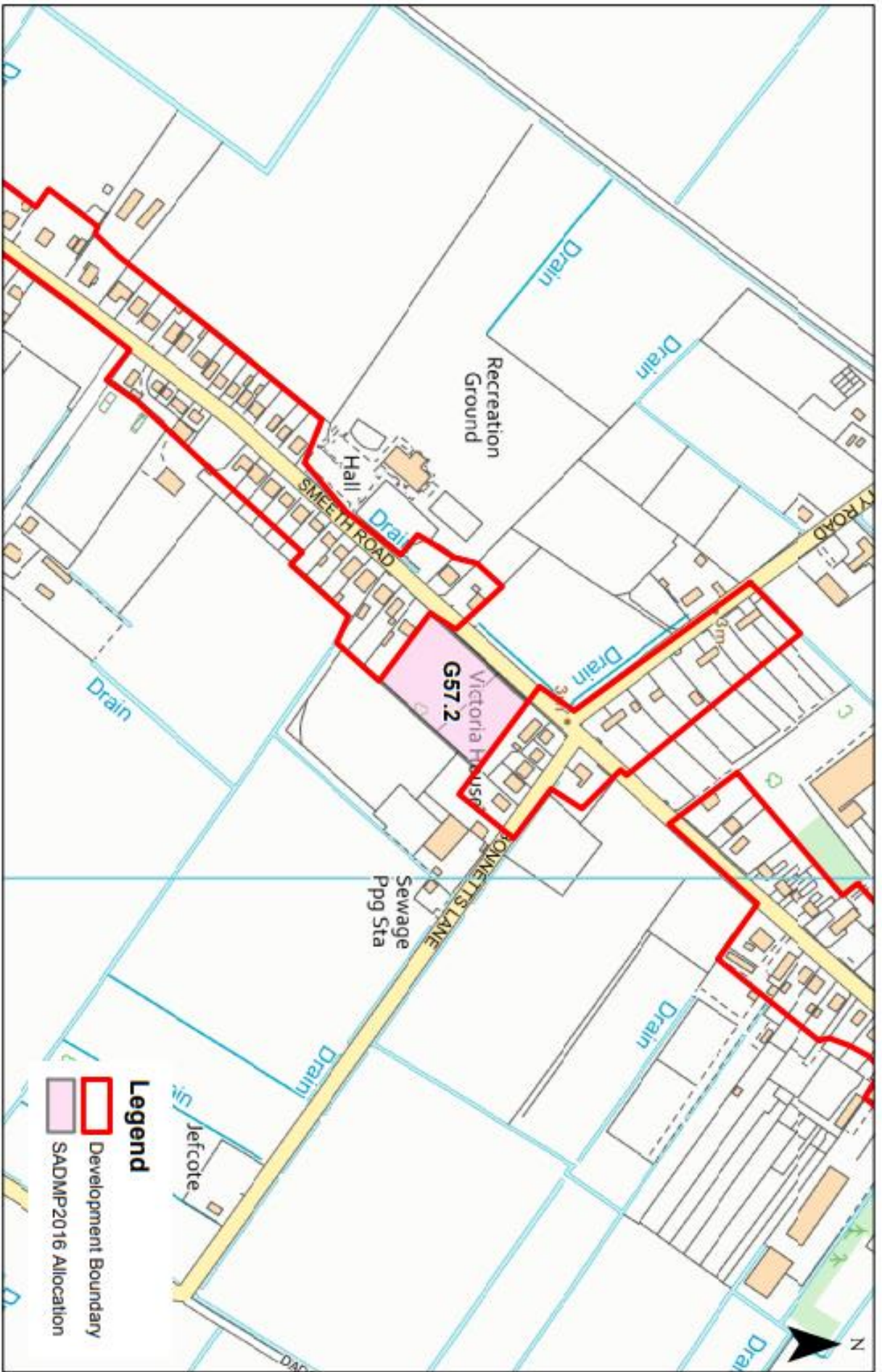




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**Marshland St James & St John's Fen End with Tilney Fen End  
(Zoomed to G57.2)**

0.00225045 0.09 0.135 0.18  
Kilometers



## **12.13.1 G57.1 - Marshland St James Land adjacent to Marshland Saint James Primary School Policy**

### **Site Allocation**

#### **Policy G57.1 - Land adjacent to Marshland Saint James Primary School**

**Land adjacent Marshland Saint James Primary School amounting to 0.8 hectares, as identified on the Policies Map, is allocated for residential development of at least 15 dwellings.**

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

1. Achievement of suitable access to the site and local improvements being made to the footway network to the satisfaction of the Highways Authority;
2. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should suggest appropriate mitigation (flood resiliency measures);
3. Submission of details showing how Sustainable Drainage Measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;
4. Provision of affordable housing in line with the current standards.

#### **Site Description and Justification**

12.13.1.1 The allocated site is situated towards the south of the settlement, adjacent to the local primary school. The development boundary immediately abuts the sites north west boundary. The Borough Council considers the site is suitable to accommodate at least 15 residential units at a density consistent with that of the surrounding area.

12.13.1.2 The site scored highly in terms of sustainability particularly in relation to its proximity to services as it is located next to the primary school, therefore helping minimise the need for new residents to use cars in the settlement.

12.13.1.3 The site is currently classed as high-quality agricultural land (grade 2), bound to the north by hedgerows. Whilst development would result in the loss of undeveloped land, this applies to all potential development options located outside the village boundary. Whilst development at this site would not create a linear frontage as seen along Smeeth Road, it would be in keeping with the immediate form and surrounding landscape in the settlement, as an estate style development is seen on the opposite side of the school at Hickathrift Field.

12.13.1.4 Norfolk County Council as the local highway authority has no objection to this site been allocated providing safe access can be achieved and improvement to pavements to link the site to the services.

12.13.1.5 The site lies within Flood Zone 3 (high risk of flooding) as identified by the Borough Council's Strategic Flood Risk Assessment. None of the available sites in the settlement is at a lower risk of flooding as the whole of the settlement is in Flood Zone 3. Therefore, the sequential test set by the National Planning Policy is met. A site-specific flood risk assessment is required by the policy. developed. This site could only be granted permission if such an assessment demonstrates that housing development on this site would be safe, and it can be shown that this can be achieved in a way compatible with the site's surroundings. It will be for the site owner or prospective developer to provide such an assessment. The detailed requirements for this are set out in LP22: sites in areas of flood risk (see earlier in this document).

12.13.1.6 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

12.13.1.7 The majority of the views into the site are limited to near distance from adjacent roads, properties and school. There are few opportunities for long distance views due to the site being located within a developed area. The site is completely screened by housing on the north-west boundary; the remainder of the site abuts open countryside. In the limited views that are available the site is seen in the context of the existing settlement.

12.13.1.8 The site has come forward and benefits from both outline planning permission (15/01826/OM) and reversed matters (17/00866/RMM / 18/00242/RMM) for 17 dwellings.

## **12.13.2 G57.2 - Marshland St James Land adjacent 145 Smeeth Road Policy**

### **Site Allocation**

#### **Policy G57.2 - Land adjacent 145 Smeeth Road, Marshland Saint James**

**Land adjacent 145 Smeeth Road, Marshland Saint James amounting to 0.75 hectares, as identified on the Policies Map, is allocated for residential development of at least 10 dwellings.**

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

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how Sustainable Drainage Measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;
3. Provision of affordable housing in line with the current standards.

### **Site Description and Justification**

12.13.2.1 The allocated site (submitted site Ref. No. 755) is situated towards the centre of the settlement, south of the Smeeth Road and Bonnets Lane junction. The development boundary immediately abuts the site's north east and south west boundaries. The Borough Council considers the site is suitable to accommodate at least 10 residential units at a density consistent with that of the surrounding area.

12.13.2.2 The site scored highly in terms of sustainability particularly in relation to its proximity to services as it is located near to the village playing field and village hall. The school is within walking distance and an existing footpath runs along the site's frontage, therefore minimising the need for new residents to use cars in the settlement.



12.13.2.3 The site is currently classed as high-quality agricultural land (grade 2). Whilst development would result in the loss of undeveloped land, this applies to all potential development options located outside the village boundary. Development at this site would create a linear frontage in keeping with the form and surrounding landscape in the settlement, as seen along Smeeth Road. The site is supported by Marshland Saint James Parish Council.

12.13.2.4 Norfolk County Council as the local highway authority has no objection to this site being allocated as it is well related for local services and suitable for low scale frontage development.

12.13.2.5 The site lies within Flood Zone 3 (high risk of flooding) identified by the Borough's Strategic Flood Risk Assessment. None of the available sites in the settlement is at a lower risk of flooding as the whole of the settlement is in Flood Zone 3. Therefore, the sequential test set by the National Planning Policy is met. A site-specific flood risk assessment has not yet been carried out. This would be required before this site could pass the exceptions test set by the National Planning Policy Framework and be developed. This site could only be granted permission if such an assessment demonstrates that housing development on this site would be safe, and it can be shown that this can be achieved in a way compatible with the site's surroundings. It will be for the site owner or prospective developer to provide such an assessment. The detailed requirements for this are set out in LP22: sites in areas of flood risk (see earlier in this document).

12.13.2.6 The majority of the views into the site are limited to near distance from adjacent roads and properties. There are few opportunities for long distance views due to the site being located within a developed area. The site is completely screened by housing on the north-east and south-west boundaries; the remainder of the site abuts open countryside. In the limited views that are available the site is seen in the context of the existing settlement.

12.13.2.7 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

12.13.2.8 The site has come forward and benefits from outline planning permission for 6 dwellings (17/01675/O) and reserved matters (18/00837/RM) for 2 of these dwellings. These permissions do not cover the entire site and the remaining area of the site is still available.

## **12.14 Methwold with Northwold**

### **Key Rural Service Centre**

#### **Description**

12.14.1 Methwold and Northwold are situated to the south of the Borough. The villages are approximately 9 and 10 miles respectively south west of Downham Market. Methwold is a large village and has open views towards the Fens in the west, whilst bordering the Brecks in the south east. The village has contrasting character; an imposing village centre with an almost urban character which is dominated by St. George's Church; the more peaceful, rural, setting of the outskirts of the village, in which farm buildings dominate; and an area of pronounced "industrial" character in the east of the village. The quality of the streetscape, in terms of the design of village spaces and the buildings which define them is outstanding and often enhanced by interesting detailing such as stone walling and well matured, landscape settings.

12.14.2 Northwold has a peaceful rural setting with many quality architectural features. The village is essentially linear village along an east-west axis.

12.14.3 The Parish of Methwold has a population of 1,502, and the Parish of Northwold 1,085 (Census Data 2011). Collectively, these villages are in proximity to a range of village services which include a GP surgery, schools, bus route, Post Office, pub, filling station and other employment and retail uses. Both settlements have designated listed buildings which are spread through the Conservation Areas centred in Methwold and Northwold.

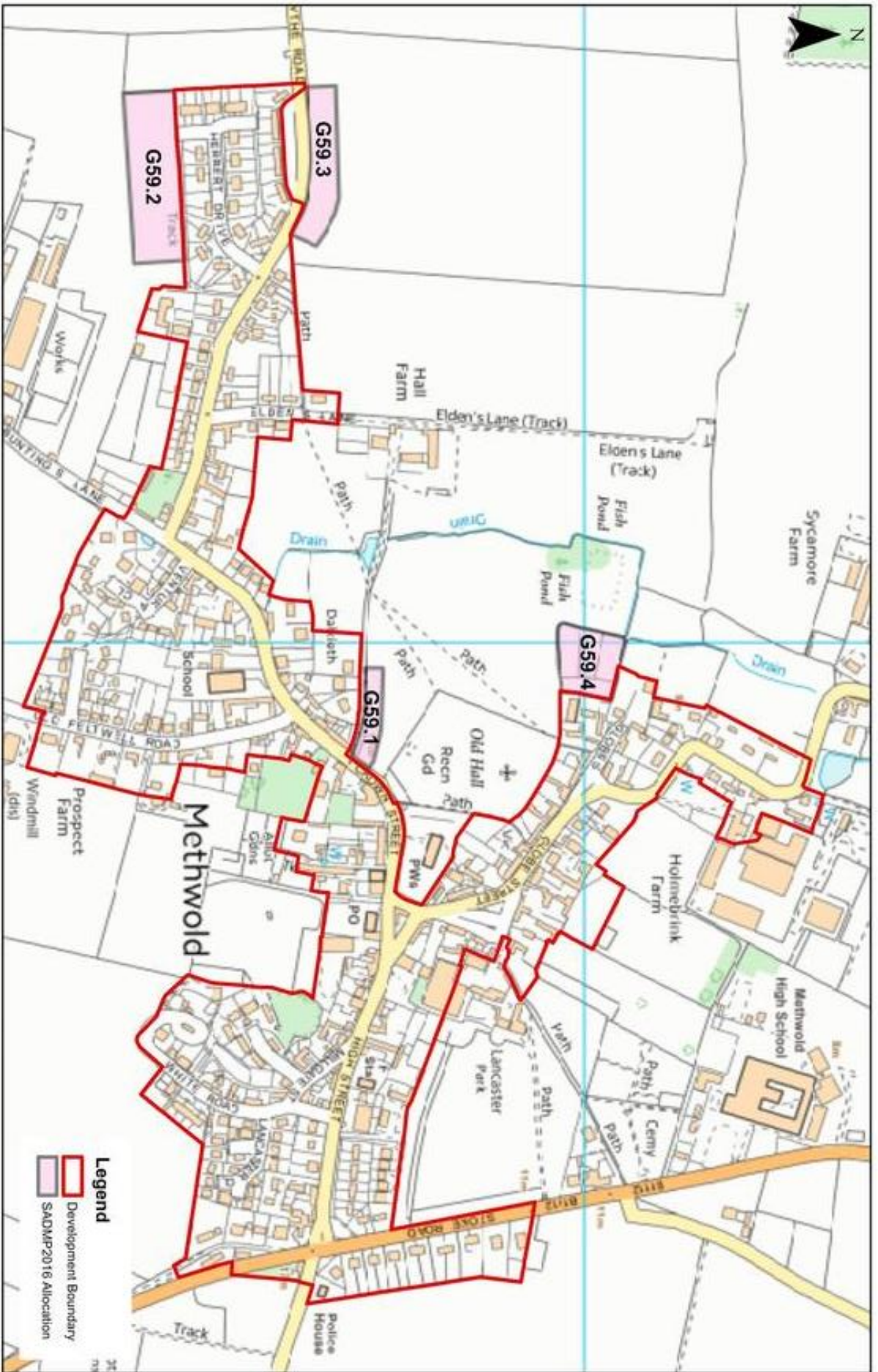
12.14.4 Methwold and Northwold collectively form a Key Rural Service Centre and are considered to have a good range of services and facilities which serve the existing community. Accordingly, the SAMP (2016) made four allocations for a combined total of at least 60 new homes. The Local Plan review carries these forwards.

#### **Methwold & Northwold Neighbourhood Plans**

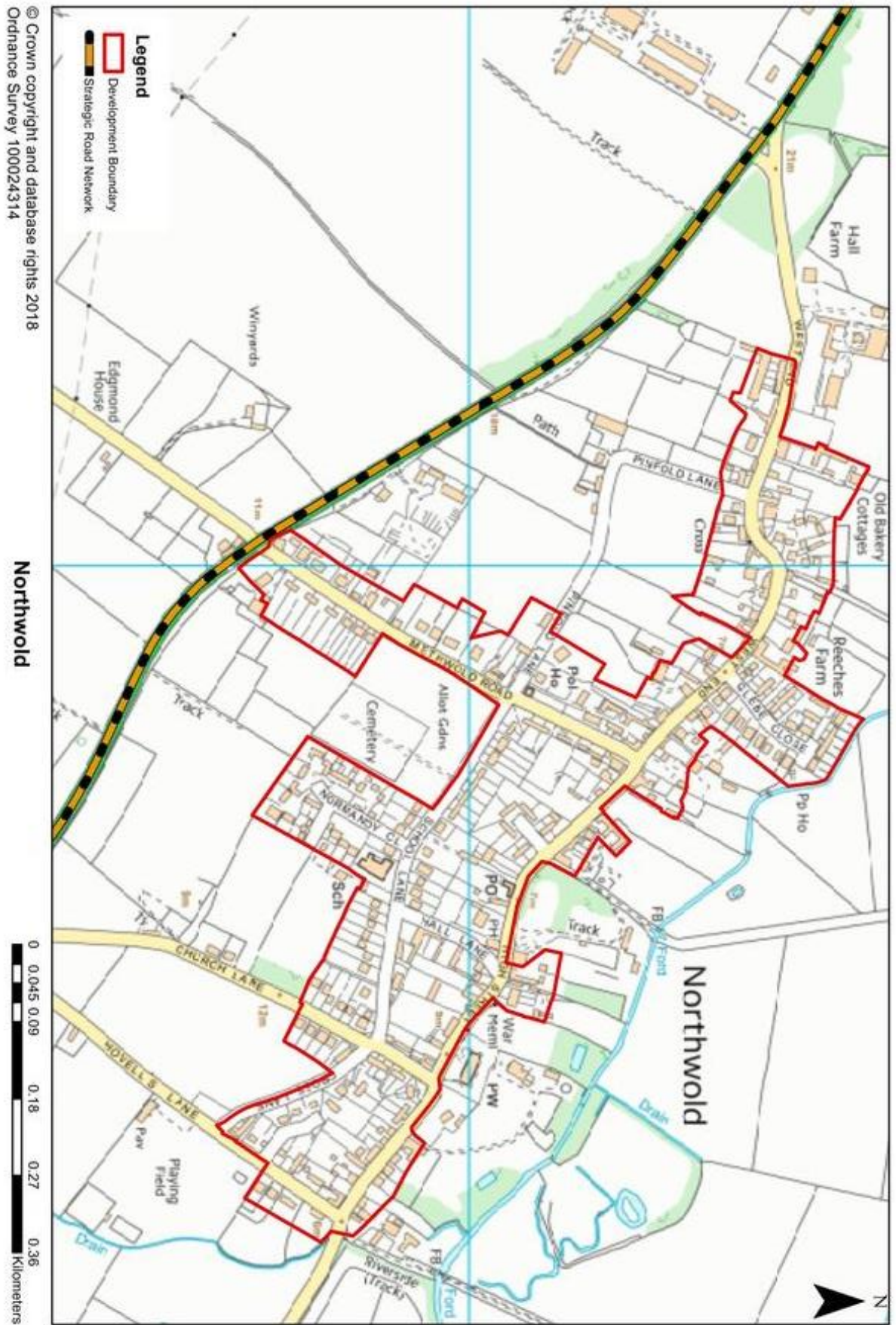
12.14.5 Both Methwold and Northwold Parish Councils and the local communities are exploring the potential for preparing neighbourhood plans for their respective areas. Should either progress, this would be supported by the Borough Council.

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**Methwold**







## 12.14.1 G59.1 - Methwold - Land at Crown Street Policy

### Site Allocation

#### Policy G59.1 Methwold - Land at Crown Street

**Land at Crown Street amounting to 0.25 hectares, as identified on the Policies Map, is allocated for high quality residential development of at least 5 dwellings.**

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

1. Submission of an Odour Assessment, to the satisfaction of Anglian Water, in relation to any impacts on residential occupation of the site from the nearby sewage treatment works;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Submission of a Heritage Asset Statement that establishes that development will enhance and preserve the setting of the Conservation Area and the setting of the Grade I Listed Church of St George and the Grade I Listed Old Vicarage.
4. Submission of a field based Archaeological Assessment prior to development
5. The layout of development should preserve the area to the east of the site that is subject to a Tree Preservation Order;
6. Suitable integration with the Public Right of Way to the east and south of the site;
7. Safe access and visibility being achieved to the satisfaction of Norfolk County Council as the local highway authority;
8. Provision of affordable housing in line with the current standards.

#### Site Description and Justification

12.14.1.1 The allocated site is located in the heart of the village, southeast of the village recreation ground and church and in close proximity to the majority of the village services to address the daily needs of the residents. The Borough Council considers the site is capable of achieving at least 5 dwellings in the settlement at a density consistent with that of the surrounding area.

12.14.1.2 The site scored highly in terms of sustainability, being ideally located close to the school and near the Post Office. The allocated site lies with the Conservation Area and abuts a public right of way and is bounded by trees which provide a natural screening to the site. Where possible, these important landscape features should be retained and incorporated into the design of the development. Although this is a sensitive location, the Council considers that with a high standard of design and layout, development could conserve and enhance the Conservation Area. The majority of views into the site are from Crown Street and adjacent properties. There are extensive views from Crown Street through the site to the open countryside. The site area selected enabled this view to be maintained. There are opportunities for long distance views looking back at the site from the footpath network in the countryside, but the site is seen in the context of the existing settlement.

12.14.1.3 There is only one suitable access point to the site and that is from Crown Street. The site is Norfolk County Council Highways preferred location for growth providing safe access can be achieved.

The Historic Environment Service (HES) have indicated that the site is a find spot for late Saxon, medieval and post-medieval finds. Development on this site should take into account the findings of the required archaeological field evaluation.

12.14.1.4 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.

12.14.1.5 An odour assessment must be carried out to the satisfaction of Anglian Water to ensure any amenity issues relating to odour for new residents are avoided.

12.14.1.6 The site came forward during 2015 prior to the formal adoption of the SADMP (2016) during a period when the Borough Council experienced difficulties in demonstrating a healthy five-year housing land supply position. Full planning permission was gained for a wider sites area for 30 new homes (15/01683/FM). The site was subsequently sold, and further permission granted (19/00144/F) to amend the approved plans, the development has since commenced.



## 12.14.2 G59.2 - Methwold - Land at Herbert Drive Policy

### Site Allocation

#### **Policy G59.2 Methwold - Land at Herbert Drive**

**Land amounting to 1.1 hectares, as identified on the Policies Map, is allocated for residential development of at least 25 dwellings.**

Development will be subject to the following:

1. Submission of an Environmental Statement that satisfies Norfolk County Council that the applicant has carried out investigations to identify whether the resource (sand and gravel) is viable for mineral extraction. If the mineral resource is viable, that the applicant has considered whether it could be extracted economically prior to development taking place. If the mineral resource can be extracted economically, whether (or not) there are opportunities to use the on-site resource during the construction phases of the development;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Safe access being achieved onto Herbert Drive to the satisfaction of the local highway authority;
4. Provision of affordable housing in line with the current standards.

#### **Site Description and Justification**

12.14.2.1 The site is located relatively close to the school, and the site is of a distance from the Conservation Area to suggest that development would not impact to a significant degree on this Heritage Asset. This is reflected in the positive scoring in the sustainability appraisal for these factors.

12.14.2.2 The Borough Council considers the site is capable of accommodating at least 25 residential units. The development would form an extension off Herbert Drive and would be of a density which is considered appropriate given the proximity of the site to the centre of settlement and the surrounding area.

12.14.2.3 The site is currently greenfield agricultural land (Grade 2), however the Council considers due to the size and location of the development it is appropriate to

develop on this high-quality land. The only suitable place where access could be achieved is from Herbert Drive, this is supported by the local highway authority.

12.14.2.4 Sand and gravel deposits have been identified in this part of the village but Norfolk County Council, as mineral planning authority, has indicated this would not prevent small scale development. However, Norfolk County Council encourages developers to explore opportunities to extract sand and gravel from the development site for use in the construction phases of development.

12.14.2.5 There are limited views in to the site with only glimpses available from Herbert Drive and Buntings Lane, which is a private road. The adjacent properties will be affected by development, but suitable boundary treatment and integration would reduce this. Any long-distance views from the countryside are seen in the context of the existing settlement.

12.14.2.6 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

12.14.2.7 This site has come forward with a planning proposal and now benefits from full planning permission for 44 new homes (15/02125/OM & 19/00029/RMM).

## 12.14.3 G59.3 - Methwold - Land at Hythe Road Policy

### Site Allocation

#### **Policy G59.3 Methwold - Land at Hythe Road**

**Land at Hythe Road amounting to 0.6 hectare, as identified on the Policies Map, is allocated for residential development of at least 10 dwellings.**

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

1. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
2. Subject to safe access being achieved from Hythe Road to the satisfaction of Norfolk County Council as the local highway authority;
3. Provision of affordable housing in line with the current standards.

## Site Description and Justification

12.14.3.1 The allocated site is situated on the west approach to the settlement along Hythe Road. The development boundary immediately abuts the site's southern boundary. The Council considers that the site is capable of accommodating at least 10 residential units. The development density is considered appropriate given the proximity of the site to the centre of settlement and the density of the surrounding area.

12.14.3.2 The site is located relatively close to the school, and bus stop, making the site accessible. The site is of a distance from the Conservation Area to suggest that development would not impact to a significant degree on this Heritage Asset. This is reflected in the positive scoring in the sustainability appraisal for these factors.

12.14.3.3 The land is currently in agricultural use (Grade 2), however there are no particularly important landscape features on the site and the Council considers due to the modest size of the site it is appropriate to develop on this high-quality agricultural land. Development will form a minor extension to the south west of Methwold. Access would be achieved from Hythe Road, as supported by the Highways Authority.

12.14.3.4 The majority of the views into the site are limited to near distance from Hythe Road and adjacent properties. There are opportunities for long distance views from the north, but they are seen in the context of the existing settlement.

12.14.3.5 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

12.14.3.6 This site has come forward with a planning proposal (15/02122/OM & 19/01261/FM) and now benefits from full planning permission for 12 new homes.

## **12.14.4 G59.4 - Methwold - Land off Globe Street/St George's Court Policy**

### **Site Allocation**

#### **Policy G59.4 Methwold - Land off Globe Street/St George's Court**

**Land off Crown Street/St George's Court amounting to 0.5 hectares, as identified on the Policies Map, is allocated for a high-quality residential development of at least 5 dwellings.**

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

1. Submission of an Odour Assessment, to the satisfaction of Anglian Water, in relation to any impacts on residential occupation of the site from the nearby sewage treatment works;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Submission of a Heritage Asset Statement that establishes that development will enhance and preserve the Conservation Area and safeguard archaeology within the adjoining site;
4. Retention of existing trees on the site boundaries;
5. Subject to the submission of a field based Archaeological Assessment prior to development;
6. Provision of affordable housing in line with the current standards.
7. Provision of highway improvements including access of adoptable standard to the satisfaction of Norfolk County Council as the local highway authority.

#### **Site Description and Justification**

12.14.4.1 The allocated site is centrally located within the village, north west of the recreation ground and church. It is in close proximity to the majority of the village services. The Borough Council considers the site is capable of achieving at least 5 dwellings at a density consistent with that of the surrounding area.

12.14.4.2 The site scores highly in terms of sustainability, being located within close proximity of the school and Post Office. It lies within the Conservation Area and is

bounded by trees which provide a natural screening to the site. Where possible, these should be retained and incorporated into the design of the development. Despite its sensitive location, the Council considers that with a high standard of design and layout, development could conserve and enhance the Conservation Area, as seen with existing residential dwellings that currently form St George's Court to the east.

12.14.4.3 The majority of views into the site are from the village recreation ground and adjacent properties. There are also medium distance views available from Crown Street. There are opportunities for long distance views looking back at the site from the footpath network in the countryside, but the site is seen in the context of the existing settlement and in particular the St George's Court development. The Historic Environment Service (HES) have indicated that the site is immediately adjacent to an earthwork site thought to represent a medieval moat or fishpond and a series of tofts, indicative of medieval settlement. In addition, a possible medieval castle or hall is recorded as being located to the south east of the site. Consequently, there is potential that significant heritage assets with archaeological interest (buried archaeological remains) may be present at the site. They recommend any development on this site takes into account the findings of an archaeological field evaluation.

12.14.4.4 Access would be achieved to the site from Globe Street via the St George's Court development. Norfolk County Council as the local highway authority consider this as acceptable.

12.14.4.5 The following site constraints must be resolved prior to development. An odour assessment must be carried out to the satisfaction of Anglian Water to ensure any amenity issues relating to odour for new residents are overcome, as the north western edge of the village is within a cordon sanitaire for a sewage treatment works. The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development. This site has come forward with a planning proposal (16/00611/F) and now benefits from full planning permission for 5 new homes. The site has since commenced.

## 12.15 Middleton

### Key Rural Service Centre

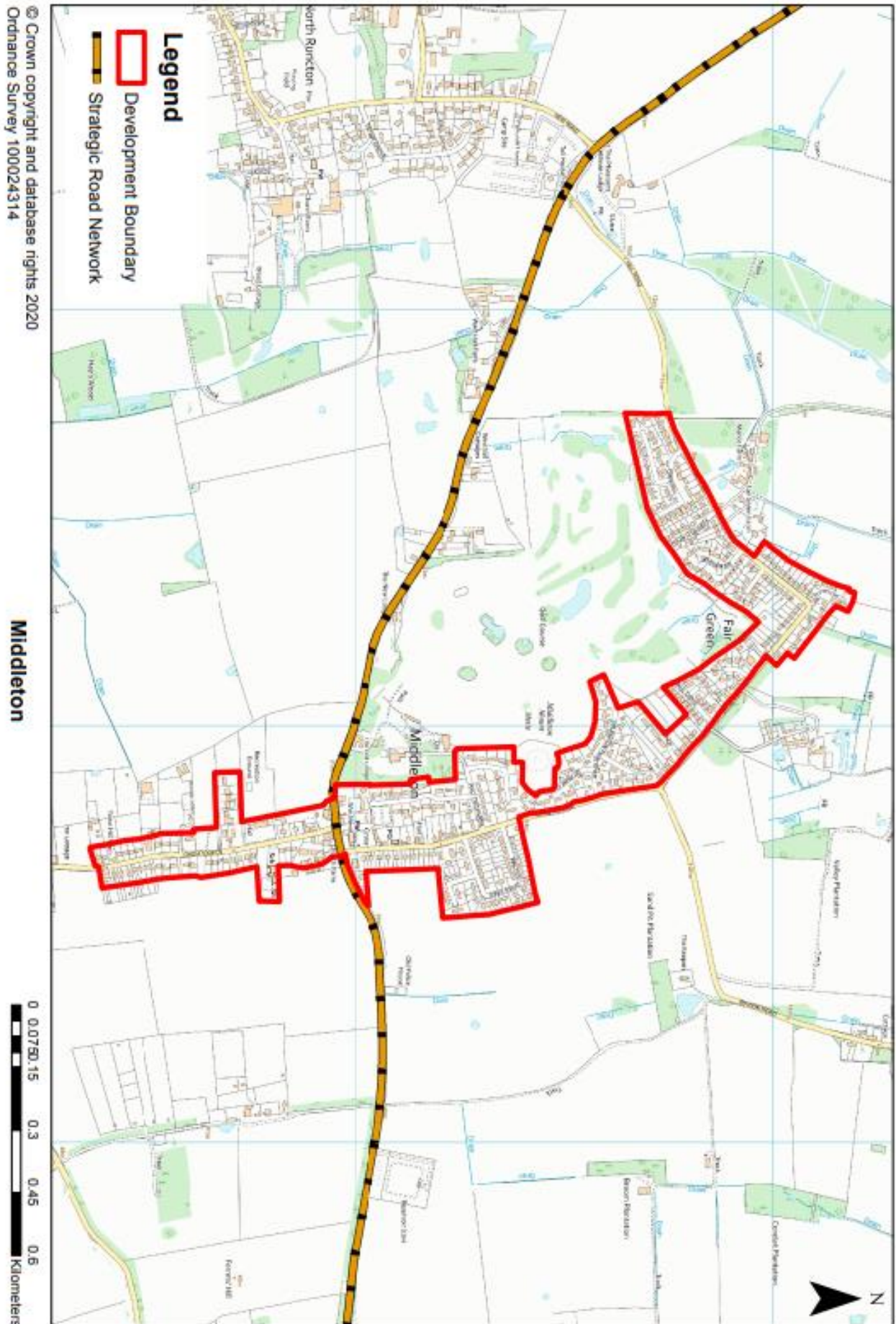
#### Description

12.15.1 Middleton is situated 3 miles southeast of King's Lynn on the A47. The busy traffic corridor of the A47 runs through the village dividing the settlement into two and disturbing its generally tranquil character. The village has a traditional focus around the Church and crossroads. The limits of the village are defined by an immediate transition to agricultural land. The streetscape is varied in character with the area around the village hall being high quality.

12.15.2 Middleton benefits from a range of services including a school, bus route, shop, village hall, post office, church and pub but employment opportunities in the village are limited. The Parish population of the settlement was recorded as 1450 in the 2011 Population Census (Census Data 2011).

12.15.3 Middleton is designated as a Key Rural Service Centre by the Local Plan review. The SADMP (2016) made an allocation for at least 15 dwellings. This was known as G60.1 - Land south of Walter Howes Crescent, Middleton. However, the landowner, through their agent, proposes no further action on the site and suggests it is removed from the Local Plan as they do not wish to develop the site. This is the approach taken by the Local Plan review.





## 12.16 Snettisham

### Key Rural Service Centre

#### Description

12.16.1 Snettisham is a village situated to the east of the A149 in the vale of the River Ingol. Snettisham is a relatively large village with a good range of services including shops, a GP clinic, a school, pubs and other small businesses. Snettisham parish has a population of 2,570 (Census Data 2011). Frequent bus services run between King's Lynn and Hunstanton via Snettisham along the A149. To the west of the village is Snettisham Scalp, and The Wash which has numerous environmental designations for its importance for wildlife and habitats, as well as a RSPB bird reserve.

12.16.2 Part of the village is a Conservation Area which contains many traditional buildings of carstone and red brick covered with pantile roofs. Snettisham has a good range of facilities and is well connected to other larger villages and towns via the A149 coastal road. Like most settlements on the coastal fringe, the local infrastructure can become strained in the summer months due to the seasonal influx of tourists.

12.16.3 The SADMP (2016) made an allocation for at least 34 new homes, and the Local Plan review carries this forward.

#### Snettisham Neighbourhood Plan and Review

12.16.4 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Snettisham Parish Council have prepared a Neighbourhood Plan for their Area, which corresponds with the Parish boundary. The Snettisham Neighbourhood Plan has been made and came into force 03/12/2018. The Neighbourhood Plan sits alongside the Local Plan and forms part of the Local Development Plan. These policies are used to in the planning determination process.

12.16.5 The Snettisham Neighbourhood Plan also makes an allocation (SNP1) at Poppyfields, this is shown on the Policies Map. The site has come forward with a planning proposal for 69 new dwellings (20/00226/OM) which currently being considered.

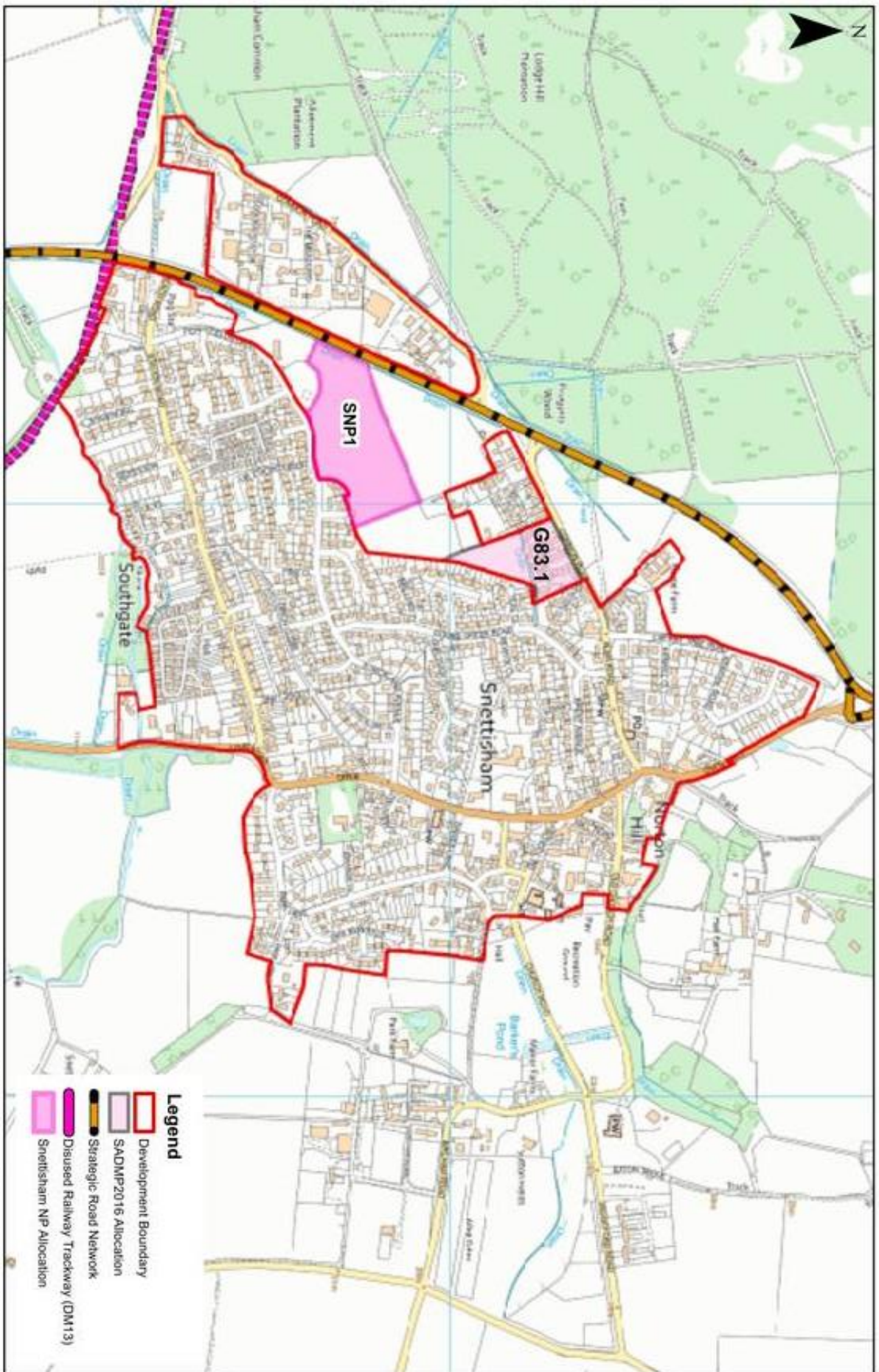
For further details please see the Snettisham Neighbourhood Plan, link below: [https://www.west-norfolk.gov.uk/download/downloads/id/5313/snettisham\\_neighbourhood\\_plan\\_adopted.pdf](https://www.west-norfolk.gov.uk/download/downloads/id/5313/snettisham_neighbourhood_plan_adopted.pdf)

Snettisham Parish Council and local community have indicated a desire to undertake a review of their neighbourhood plan. This would be supported by the Borough Council.



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**Snettisham**



- Legend**
- Development Boundary
  - SADM 2016 Allocation
  - Strategic Road Network
  - Disused Railway Trackway (DM13)
  - Snettisham NP Allocation

## **12.16.1 G83.1 - Snettisham Land south of Common Road and behind Teal Close Policy**

### **Site Allocation**

#### **Policy G83.1 - Land south of Common Road and behind Teal Close, Snettisham**

**Land amounting to 1.5 hectares, as shown on the Policies Map, is allocated for residential development of at least 34 dwellings.**

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

1. Provision of safe vehicular and pedestrian access connecting the site to Common Road;
2. Submission of details of sustainable drainage measures and how they will integrate with the design of the development and how they will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Provision of affordable housing in line with current standards;
4. Submission of a Heritage Asset Statement that establishes that there will be no negative impact on Heritage Assets in the locality, accompanied by an Archaeological Field Evaluation of the site;
5. Submission of details showing how the sewer crossing the site can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water;
6. Enhanced informal recreational provision on, or in the vicinity of the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on Habitats Regulations protected nature conservation sites in the wider area. This provision may consist of some combination of informal open space (over and above the Council's normal standards for play space), pedestrian routes which provide a variety of terrain, routes and links to greenspace and/or the wider footpath network, a contribution to greenspace provision or management in the wider area within which the site is located.

## Site Description and Justification

12.16.1.1 The site is close to the villages' services and facilities and there is potential for safe walking/cycling access to the village centre from Common Road and Alma Road.

12.16.1.2 From the surrounding area the site is viewed against a semi-urban backdrop. The majority of views of the site are limited to the near distance from adjacent roads, properties and public rights of way. Medium and long-distance views from the wider landscape are possible from across the field to the north. In these views the site is seen in the context of the existing village. The site is adjacent to the Area of Outstanding Natural Beauty (AONB) which abuts the north west boundary of the site opposite Common Road. It is not considered that development on the site would have an adverse impact on the AONB as it lies within existing development. Development of part of the site received support of a range of consultees, including the Parish Council, Norfolk County Council as the local highway authority, and Norfolk Coast (AONB) Partnership.

12.16.1.3 The site is a greenfield site (agricultural grade 3/4) mainly used for pasture and grazing, with a hedgerow along the Common Road frontage. Whilst new housing would result in the loss of undeveloped land, there are no currently available opportunities to utilise previously developed land for new housing in Snettisham. Apart from the hedgerows there are no other landscape features of importance within the site boundary. There is a power line over part of the site which would be a design consideration.

12.16.1.4 A number of Medieval and Post-Medieval archaeological finds have been identified immediately west, south and east of the site including drainage and boundary ditches and pits as well as evidence of a probable Roman track or road to the south of the site. Due to the potential for archaeological finds it is required that the site archaeology is further investigated prior to development. The Internal Drainage Board for King's Lynn state that there is a need for careful surface water drainage design to avoid increasing the risk of flooding on drains south of Snettisham meaning a Sustainable Drainage System (SUDS) would be sought to serve new development.

12.16.1.5 The SADMP Habitats Assessment Report has identified a risk of indirect adverse effects on designated nature conservation sites from development in this location. In order to avoid any such effect particular measures, need to be delivered with development, as set out in the Policy.

12.16.1.6 This site has come forward in two parts. The first part gained from full planning permission (14/00944/FM) for 23 dwellings, and the is complete. The second part of the site currently benefits from planning permission (15/02006/OM & 19/00577/RM), this details 9 dwellings.

## **12.17 Southery**

### **Key Rural Service Centre**

#### **Description**

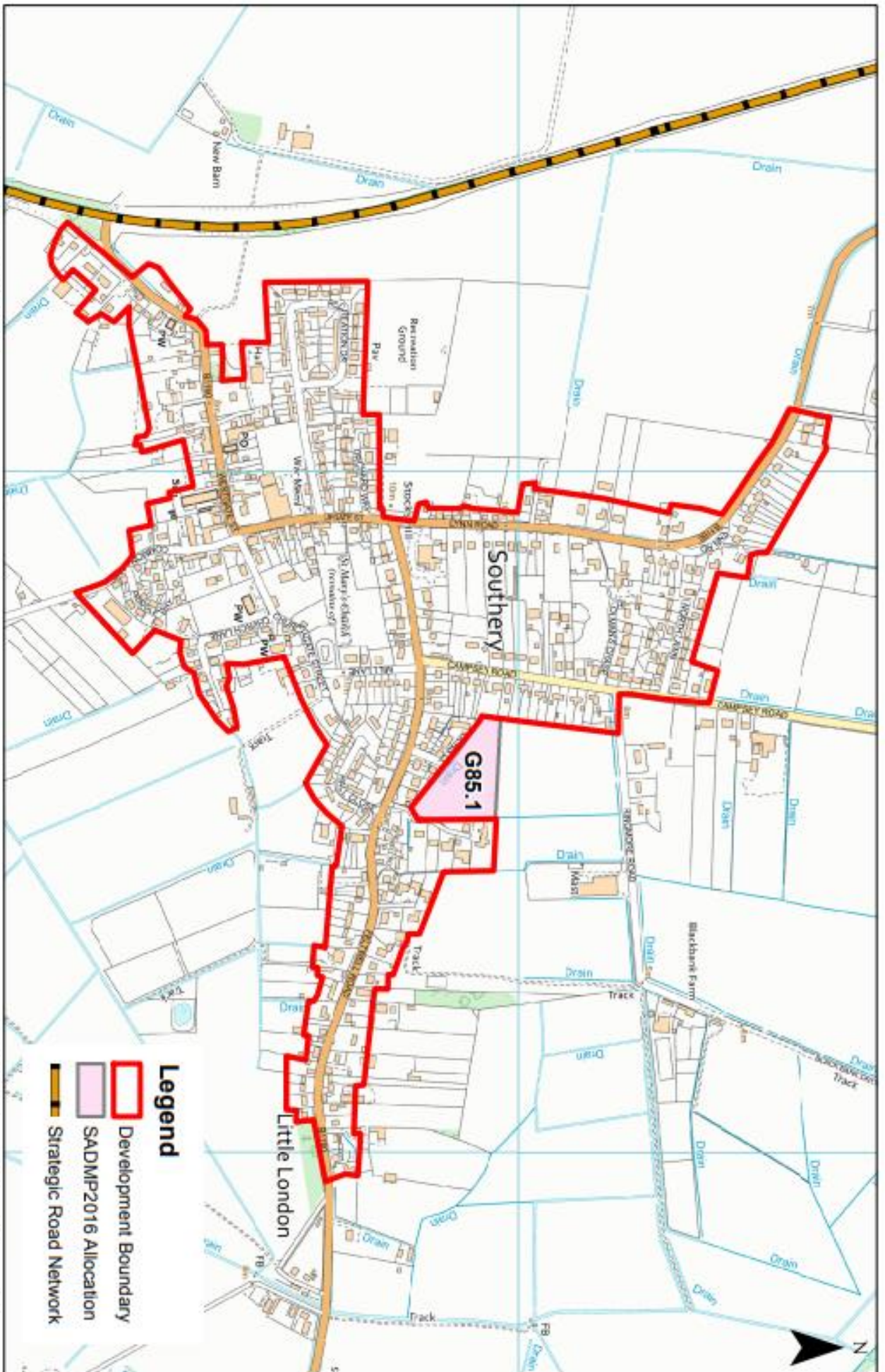
12.17.1 Southery is situated approximately five miles south of Downham Market. The A10 trunk road by-passes the settlement to the west. The village has grown by linear expansion, and the centre has an urban character which contrasts with the quieter rural parts of the village. The village has a range of services and facilities which include a school, bus route, shop and public house with some employment opportunities.

12.17.2 Southery is designated as a Key Rural Service Centre by the Local Plan review and is considered to have an adequate range of services to serve the existing and wider rural community. The SADMP (2016) made an allocation for at least 15 dwellings. The Local Plan review seeks to carry this forward.



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Southery



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## 12.17.1 G85.1 - Southery - Land off Lions Close Policy

### Site Allocation

#### Policy G85.1 Southery - Land off Lions Close

**Land amounting to 1.2 hectares, as identified on the Policies Map, is allocated for the residential development of at least 15 dwellings.**

Development will be subject to the following:

1. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
2. Safe and suitable access being achieved with access off Lions Close, with Lions Close being adopted, to the satisfaction of Norfolk County Council as the local highway agency;
3. Provision of affordable housing in line with the current standards.

#### Site Description and Justification

12.17.1.1 The allocated site is located towards the east in the central area of the settlement. The site will be well integrated with the services and facilities that address the daily needs of the residents, as reflected by the positive scores in the sustainability appraisal. The development boundary immediately abuts the site on the east, south and west boundaries. The site is of high-quality agricultural use (Grade 2) and the Council considers due to modest amount of land required for development and proximity to services it is appropriate to develop on this agricultural land. The development will form part of an infill development between two residential sites.

12.17.1.2 The Borough Council considers the site is capable of accommodating at least 15 residential units at a density which is considered appropriate given the proximity of the site to the centre of the settlement. If designed correctly with suitable landscaping and publicly accessible open spaces the allocation would conserve the landscape setting of village.

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

12.17.1.4 Norfolk County Council as the local highway authority consider the site to be acceptable with access off Lions Close, this road would need to be adopted.

12.17.1.5 One constraint which must be resolved prior to development to the satisfaction of Anglian Water; an odour assessment must be carried out to determine the likelihood of any amenity issues relating to odour, as the site is located within a cordon sanitaire for a sewage treatment works.

12.17.1.6 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SuDS) would be sought to serve new development.

12.17.1.7 This site is considered favourably by the Borough Council as the allocation for housing in Southery as it is capable of providing the housing numbers as infill rather than extending the settlement. Furthermore, in comparison to the other sites it is considered to have the least negative impact upon the landscape.

12.17.1.8 The site has come forward and benefits from full planning permission for 19 dwellings (16/00658/FM). The development has commenced, and several of the dwellings are now complete.

## 12.18 Stoke Ferry

### Key Rural Service Centre

#### Description

12.18.1 Stoke Ferry is situated on a rising, elevated site above the vale of the River Wissey. It is located 6.5 miles south east of Downham Market. The village centre has a pleasant character which is reflected in the designation of a Conservation Area for much of the village. The outlying areas provide a contrast with a peaceful rural quality.

12.18.2 The Parish of Stoke Ferry has a population of 1,020 (Census Data 2011). The settlement has a good range of services and facilities including a school, bus route, Post Office, take away, pub and other employment and retail uses. The village provides a local employment base which has developed from its role in serving the local agricultural community. The nearest doctor's surgery is currently located 3 miles north at the village of Boughton.

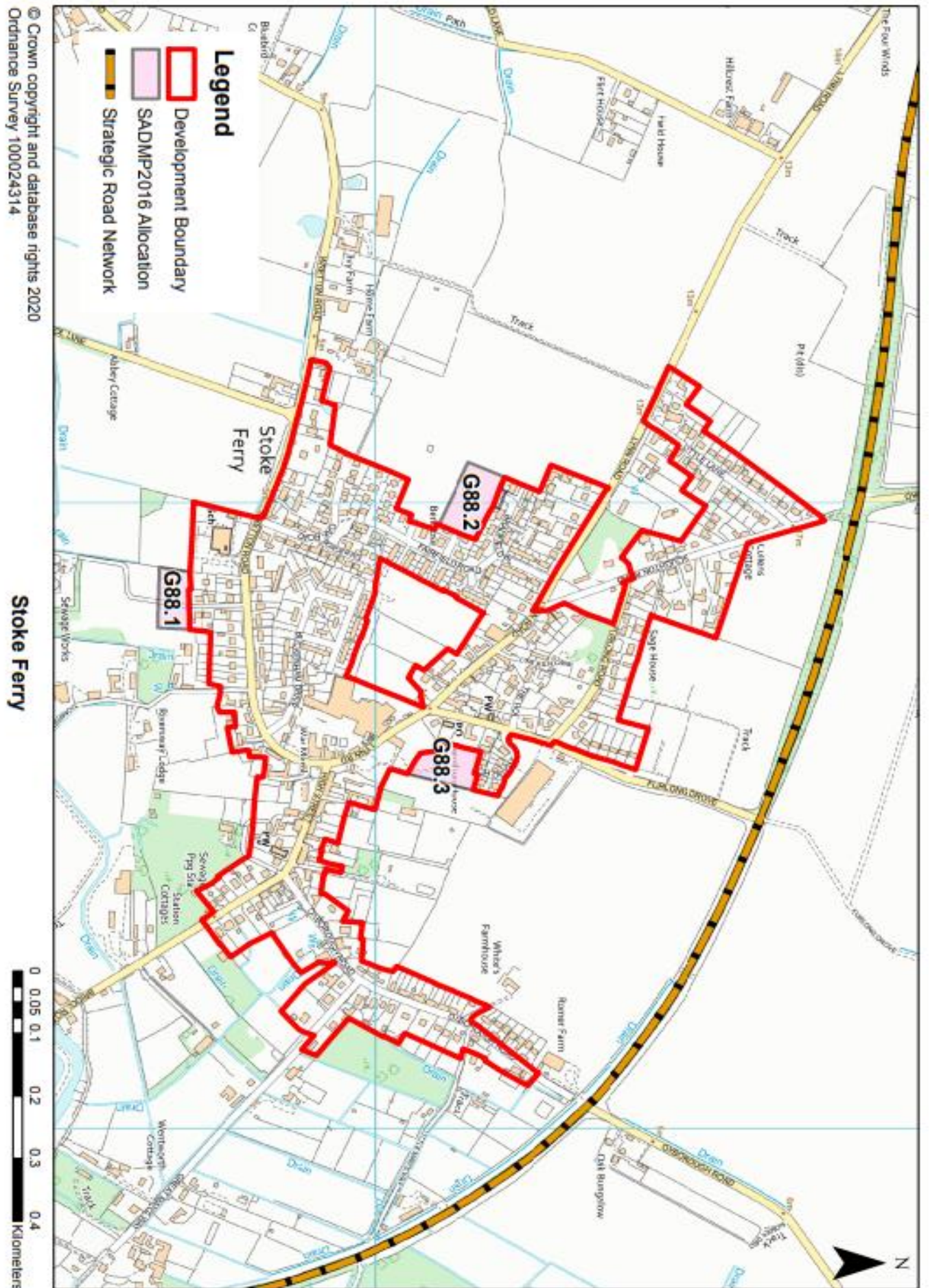
12.18.3 Stoke Ferry is designated as a Key Rural Service Centre it has a range of services and facilities to serve the existing and wider community. The SADMP (2016) made three allocations for a total of at least 27 new dwellings. The Local Plan review carries these allocations forward.

12.18.3 It should also be noted that the current owners of the Mill and associated infrastructure in Stoke Ferry have come forward with a proposal for residential development on both mill site (19/00274/OM – up to 70 dwellings) at the centre of the village and the transport depot (19/00272/OM – up to 30 dwellings) to the north. These both benefit from outline planning permission and will provide, once completed, a total of around 100 new homes.

#### Stoke Ferry Neighbourhood Plan

12.18.4 The Borough Council is supportive of those wishing to undertake a Neighbourhood Plan. The Parish Council and local community have expressed their desire to prepare a Neighbourhood Plan for their Area. The Area corresponds with the Parish boundary and was formally designated by the Borough Council 24/10/2018. They are currently working towards a draft version of their plan for consultation.





## **12.18.1 G88.1 - Stoke Ferry - Land South of Lark Road/ Wretton Road Policy**

### **Site Allocation**

#### **Policy G88.1 Stoke Ferry - Land South of Lark Road/ Wretton Road**

**Land south of Lark Road/Wretton Road amounting to 0.4 hectares, as identified on the Policies Map, is allocated for residential development of at least 5 dwellings.**

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

1. Submission of details showing how the sewer crossing the site can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water;
2. Submission of an Odour Assessment, to the satisfaction of Anglian Water, in relation to any impacts on residential occupation of the site from the nearby sewage treatment works;
3. Demonstration of safe highway access that meets the satisfaction of the Highway Authority;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
5. Provision of affordable housing in line with the current standards.

#### **Site Description and Justification**

12.18.1.1 This site is located to the south west area of Stoke Ferry and situated immediately to the south of a new cul-de-sac development at Lark Road. The development boundary immediately abuts the site's northern boundary. The Borough Council considers the site is suitable to accommodate at least 5 residential units at a density consistent with that of the surrounding area.

12.18.1.2 The site scored relatively highly in the sustainability appraisal due to its proximity to a range of services, in particular the local school. The land is currently in agricultural use (grade 3) and development on the site will form an extension onto Lark Road, which is considered the only suitable access point. Stoke Ferry Parish Council are in favour of this site being allocated.



12.18.1.3 There are no major landscape features on the site (e.g. trees or hedgerows) however there is a path running across the centre of the site which could potentially be incorporated into the design of development. The site sits a distance from the Conservation Area, screened by development and it is not considered that development of the site would be of detriment to the character and appearance of this Heritage Asset.

12.18.1.4 The majority of the views into the site are limited to near distance from Lark Road and adjacent properties. There are few opportunities for long distance views due to the site being located within a developed area. The site is completely screened by housing on the north boundary. In the limited views that area available the site is seen in the context of the existing settlement.

12.18.1.5 The following constraints must be resolved prior to development; a sewer crosses the site and therefore easement/ diversion may be required in consultation with Anglian Water. An odour assessment must be carried out to the satisfaction of Anglian Water to ensure any amenity issues relating to odour for new residents are overcome. The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

12.18.1.6 The site has come forward and benefits from planning permission for 13 dwellings (15/01931/OM & 18/02068/RM).

## **12.18.2 G88.2 - Stoke Ferry - Land at Bradfield Place Policy**

### **Site Allocation**

#### **Policy G88.2 Stoke Ferry - Land at Bradfield Place**

**Land at Bradfield Place amounting to 0.7 hectares, as identified on the Policies Map, is allocated for residential development of at least 10 dwellings.**

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

1. Submission of details showing how the water mains crossing the site can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water;
2. Safe access and visibility being achieved to the satisfaction of Norfolk County Council as the local highway authority
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. Provision of affordable housing in line with the current standards.

## Site Description and Justification

12.18.2.1 The site is located outside of the Conservation Area and within fairly close proximity of village services, scoring positively for this factor in the sustainability appraisal. The site is situated to the rear of residential properties, with the northern and eastern boundaries abutting the current proposed development boundary. The Borough Council considers the site is suitable to accommodate at least 10 dwellings at a density consistent with that of the surrounding area.

12.18.2.2 Currently the site is in agricultural use (Grade 3), and apart from a few hedgerows and trees there are no other landscape features of importance within the site boundary. The Stoke Ferry Conservation Area sits a good distance from the site and due to the built form in the immediate vicinity of the site; it is not considered that development of the site would be of detriment to the character and appearance of the Conservation Area. Stoke Ferry Parish Council support this site. Norfolk County Council as the local highway authority support development on this site providing safe access and visibility is achieved.

12.18.2.3 The site abuts the development on two sides with the western boundary bordered by agricultural land. Views are limited to near distance from adjacent roads and properties. In the wider views are available from the west the site is seen in the context of the existing settlement.

12.18.2.4 A water main(s) crosses the site and therefore easement/diversion may be required in consultation with Anglian Water. The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

12.18.2.5 The site has come forward and benefits from outline planning permission for 20 dwellings (16/00168/OM). The Borough Council is the owner of Site G88.2 and intends to develop the site for Custom and Self-Build housing, most likely in the form of serviced plots. This means that the infrastructure required for the site, such as roads and amenity connections will be provided, and then each plot will be sold separately to someone who is looking to build or commission the design and build of their own home.

## **12.18.3 G88.3 - Stoke Ferry - Land at Indigo Road / Lynn Road Policy**

### **Site Allocation**

#### **Policy G88.3 Stoke Ferry - Land at Indigo Road / Lynn Road**

**Land at Indigo Road / Lynn Road amounting to 0.5 hectares, as identified on the Policies Map, is allocated for residential development of at least 12 dwellings.**

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

1. Submission of a detailed Contamination Assessment in accordance with the requirements of the NPPF and the Environment Agency's 'Guiding Principles for Land Contamination'
2. Safe access and visibility being achieved to the satisfaction of Norfolk County Council as the local highway authority;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. Land to the west of the village hall will be allocated for a c.26 car space car park. Submission of a suitable plan for the future management and maintenance of the car park;
5. Submission of an agreed schedule for financial contributions to the village hall community facility.
6. Provision of affordable housing in line with the current standards.
7. Careful design ensuring that development conserves and enhances the conservation area.

#### **Site Description and Justification**

12.18.3.1 Site G88.3 has support from Stoke Ferry Parish Council as well as the public because the site is centrally located within the settlement, therefore in close proximity of village services and it would provide a much-needed formal car parking facility, and financial contributions, to the village hall, benefiting the local community.

12.18.3.2 The site is situated to the south of the Indigo Road residential development and to the north of Lynn Road and the feed mill. The southern and western boundaries abut the development boundary, with the southern boundary meeting the Stoke Ferry Conservation Area.

12.18.3.3 The Borough Council considers the site is suitable to accommodate at least 12 dwellings at a density consistent with that of the surrounding area, in particular that seen at Indigo Road, together with a car park.

12.18.3.4 The northern section of the originally submitted site has been excluded as it has already been developed as a residential estate (Indigo Road). The southern section of the originally submitted site is in the same ownership and has been partially excluded. It lies within the development boundary and should come forward for residential development as part of a development phasing scheme, although part of this land, to the west of the village hall, has been included as it will be allocated for the provision of a c.26 car spaces car park for the village hall. An approximate location guide for this facility is indicated on the Policies Map.

12.18.3.5 The site an unused brownfield site, formally a petrol station, now cleared. This and other previous site uses have led to contamination of the land.

12.18.3.6 Development of this site would allow the reuse of this currently unused, centrally located, parcel of land and through the use of a high design standard has the potential to positively contribute to the visual amenity of the locality.

12.18.3.7 Access to the site could be gained from Indigo Road, to the north, and/or Lynn Road, to the south. Norfolk County Council as the local highway authority support development on this site providing safe access and visibility is achieved.

12.18.3.8 Views into the site are limited to the near distance from adjacent roads and properties. In these views the site is seen in the context of the existing built environment of the settlement.

The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

12.18.3.9 The site has come forward in combination with a section land which is within the development boundary and benefits from full planning permission for 29 dwellings (16/00493/FM). The development has subsequently commenced.

## **12.19 Terrington St Clement**

### **Key Rural Service Centre**

#### **Description**

12.19.1 Terrington St Clement is a relatively large marshland village situated to the north of the A17 road, 7 miles west of King's Lynn. The village church known as the 'Cathedral of the Marshland' dominates the surrounding fenland and forms the core of the village. The pattern of the village often follows the lines of sea defence banks and parts of the intervening spaces have been in-filled with development. The often-mature landscape gives the village a rural feel which is enhanced by frequent glimpses of open countryside.

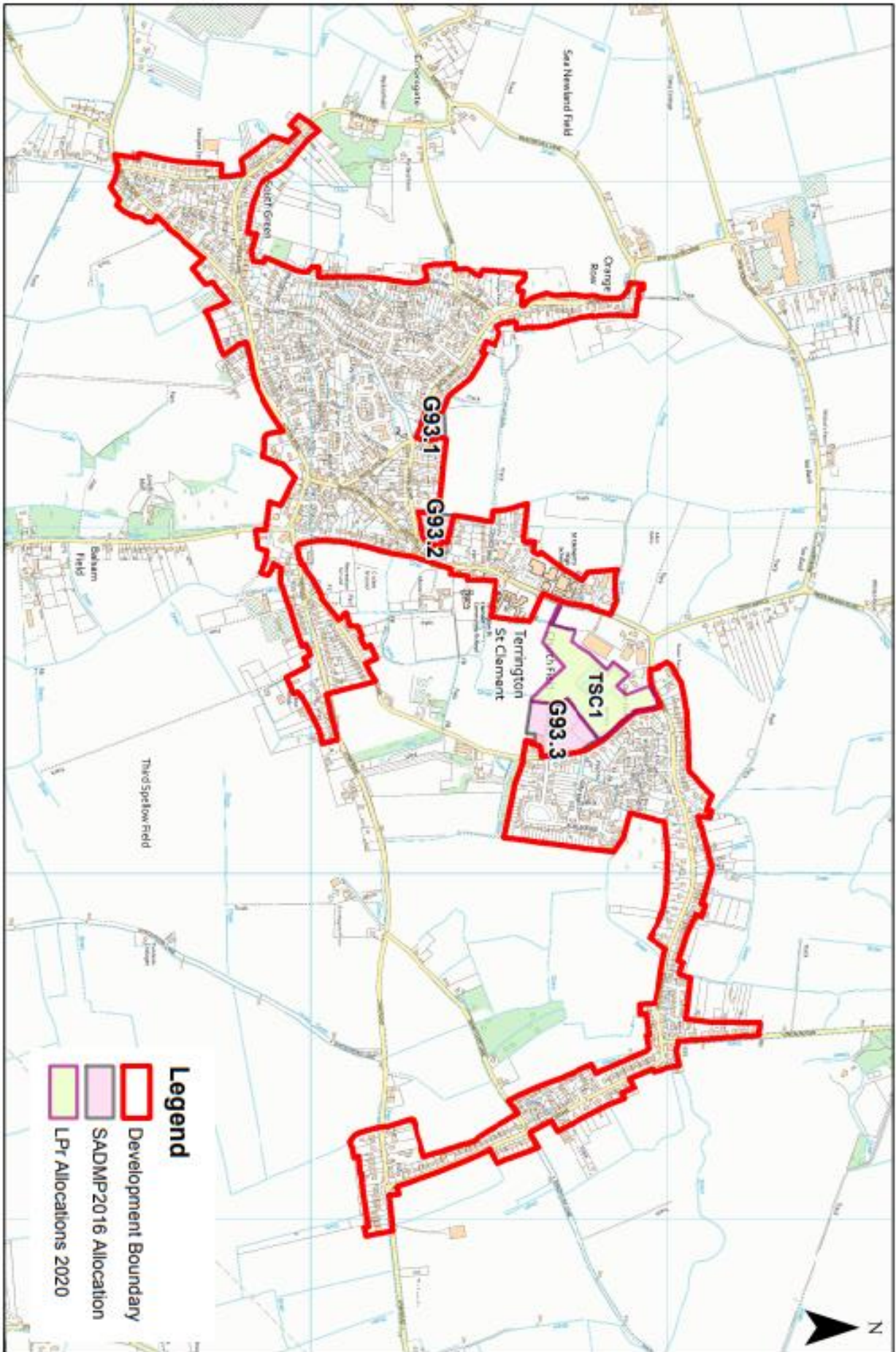
12.19.2 A part of the settlement (north-east) is designated a Conservation Area to preserve and enhance its special architectural and historic quality.

12.19.3 The settlement benefits from a range of services including schools, surgery, bus route, post office, shops, pubs, filling station and other employment and retail uses. The village and its importance as a centre for services and employment create a lively and active place. The population of the parish is 4,125 (Census Data 2011).

12.19.4 Terrington St Clement is designated a Key Rural Service Centre because of the range of facilities available and its potential to accommodate growth to sustain the wider rural community. The SADMP (2016) made three residential housing allocations for at least 55 new dwellings. The Local Plan review seeks to carry these forward and also seeks to make a further allocation for at least 76 new dwellings. The site represents a rather unique opportunity to bring an un-used brownfield (previously developed) parcel of land in a relatively central position back into active use.

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### Terrington St. Clement



- Legend**
- Development Boundary
  - SADMP 2016 Allocation
  - LPr Allocations 2020

0.0 0.078 0.15 0.3 0.45 0.6  
Kilometers



## **12.19.1 G93.1 - Terrington St. Clement - Land at Church Bank, Chapel Road Policy**

### **Site Allocation**

#### **Policy G93.1 Terrington St. Clement - Land at Church Bank, Chapel Road**

**Land amounting to 0.5 hectare at Church Bank, Chapel Road, as shown on the Policies Map is allocated for residential development of at least 10 dwellings.**

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

1. Prior submission of a desk-based Archaeological Assessment of the site and proposed development;
2. A Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
3. Submission of details showing how the sewer crossing the site can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water;
4. Demonstration of safe access and provision of adequate improvements to local road network;
5. Provision of affordable housing in line with the current standards.

### **Site Description and Justification**

12.19.1.1 The allocated site is situated in a central part of the settlement immediately adjacent the development boundary. The site comprises Grade 1 (excellent quality) agricultural land. Whilst development would result in the loss of productive agricultural land, this also applies to other developable site options in the village and there is an identified need for additional housing in the settlement. The land is flat grassland and other than boundary hedgerows there are no landscape features of importance on the site.

12.19.1.2 The site is situated in a built-up part of the village. The surrounding area comprises of existing housing development to the south, east and west with open fields to the north. It is considered that development on the site will not be visually intrusive in the landscape. Views are limited to near distance from adjacent roads and properties. Wider views are available from the north but in this view, development would be seen in the context of the existing settlement.

12.19.1.3 It is considered that development of at least 10 residential dwellings in this location will not be detrimental to the form and character of the area but would rather form a continuation of existing housing on Chapel Street, in filling the gap between existing housing to its east and west. The site is well integrated with the central part of the village and in close proximity to a number of services the village has to offer. This potentially provides opportunity for residents to walk or cycle to these amenities. Norfolk County Council as the local highway authority identifies the site to be well located and made no objections to the allocation of this the site subject to localised improvements to the road network.

12.19.1.4 All of Terrington St. Clement is located within Flood Zone 3 according to the BCKLWN SFRA (2019), therefore there are no sites located within a lower risk flood zone. The appropriate flood mitigation measures are required by the allocation policy above.

12.19.1.5 The site has come forward and benefits from full planning permission for 10 dwellings (17/01649/O & 19/01589/RMM).

## **12.19.2 G93.2 - Terrington St. Clement - Land Adjacent King William Close Policy**

### **Site Allocation**

#### **Policy G93.2 - Terrington St. Clement - Land Adjacent King William Close**

**Land amounting to 0.7 hectare north of Chapel Road, as shown on the Policies Map is allocated for residential development of at least 17 dwellings.**

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

1. Submission of a Heritage Asset Statement that establishes that development would enhance and preserve the setting of the Conservation Area and the setting of the nearby Listed Building (Grade II Listed Post Office);
2. Submission of a detailed Contamination Assessment in accordance with the requirements of the National Planning Policy Framework (NPPF) and the Environment Agency's 'Guiding Principles for Land Contamination';
3. Demonstration of safe access and adequate visibility being achieved, the details of which are to be agreed by Norfolk County Council as local highway;
4. Provision of affordable housing in line with the current standards.
5. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation.

#### **Site Description and Justification**

12.19.2.1 The site previously contained industrial buildings, but these have since been demolished. Development of the site would allow the reuse of this previously developed land thus reducing the pressure to build on productive agricultural land. Landscape features within the site include boundary hedgerows but no other landscape features of note.

12.19.2.2 The site is located in a built-up part of the village. It is largely surrounded on all sides by existing housing. As such, the proposed development would relate satisfactorily with the existing character of the area. Views are limited to glimpses from adjacent roads and properties. There are few opportunities for long and medium distance views from the west, but in these views, development would largely be seen in the backdrop of the existing settlement.

12.19.2.3 The site's eastern boundary immediately abuts Terrington St Clement Conservation Area, there is a Listed Building adjacent the site (Grade 2 Listed Post Office) and access is proposed through the Conservation Area. Therefore, given its sensitive location, the design and layout of the development must be of a high standard that would conserve and enhance the setting of the Conservation Area and respect the settings of the Listed Building.

12.19.2.4 This site is identified as the highest scoring site, of those available in the village, in terms of proximity to services; it is well located with good links and provides an opportunity for residents to walk or cycle to key village services. Safe access into the site can be achieved from either King William Close or the junction off Churchgate Way adjacent the public house. King William Close is a private road, as such the developer would be required to bring it up to adoptable standards in order for access to be gained. Access could alternatively be obtained off Churchgate Way, at the junction next to the public house subject to adequate visibility being achieved. The policy ensures that the specific details regarding access be agreed by the local Highway Authority prior to the development taking place.

12.19.2.5 All of Terrington St. Clement is located within Flood Zone 3 according to the BCKLWN SFRA (2019), therefore there are no sites located within a lower risk flood zone. The appropriate flood mitigation measures are required by the allocation policy above.

12.19.2.6 The site has come forward and benefits from full planning permission for 17 dwellings (19/00712/F). The majority of the site is complete.

## **12.19.3 G93.3 - Terrington St. Clement - Land West of Benn's Lane Policy**

### **Site Allocation**

#### **Policy G93.3 Terrington St. Clement - Land West of Benn's Lane**

**Land amounting to 2.2 hectares west of Benn's Lane, as shown on the Policies Map is allocated for residential development of at least 35 dwellings.**

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

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of a detailed Contamination Assessment in accordance with the requirements of the National Planning Policy Framework (NPPF) and the Environment Agency's 'Guiding Principles for Land Contamination';
3. Demonstration of safe access from Benn's Lane and the provision of adequate pedestrian/cyclist links;
4. Provision of affordable housing in line with the current standards.
5. Satisfactory accommodation of the Internal Drainage Board maintained drain crossing the site.
6. Submission of a Heritage Asset Statement that establishes that development should conserve and where appropriate enhance the Conservation Area, Grade I Listed Church and Tower, and their settings

### **Site Description and Justification**

12.19.3.1 The allocated site is situated north-east of the village of Terrington St Clement, with its eastern boundary abutting the development boundary. The site comprises brownfield land. The land currently accommodates derelict greenhouses which were previously used for horticultural purposes. Development of the site reduces the pressure to build on greenfield productive land and also provides an

opportunity to improve the existing derelict appearance of the site. Landscape features on the site include mature hedges along the site boundaries.

12.19.3.2 The surrounding area consists of residential road frontage development to the east, open fields to the south and west, and industrial land to the north. The site is well screened by mature hedges along the eastern site boundary. Near distance views are limited to glimpses from adjacent road and nearby properties. There is some opportunity for medium and long-distance views particularly when viewed south of Benn's Lane, but in these views, development would be seen in the context of the existing built environment. Therefore, it is considered that development would not be harmful to the visual and landscape amenity of the area but would rather be an improvement on the derelict structures presently on the site.

12.19.3.3 The site and the area north of the site is subject to a certificate of lawful use for B2 (general industrial) which was granted in 2010. There is currently no industrial development in the area but in order to avoid any conflicts between the proposed residential development and any future potential industrial uses north of the site, a policy is included as part of the allocation to ensure an explicit buffer area (minimum width of 30m) is provided along the northern site boundary as part of the residential development.

12.19.3.4 There is an open drain within the site which is maintained by King's Lynn Internal Drainage Board (IDB). It is recommended that discussions are held with the IDB prior to the planning application stage.

12.19.3.5 In terms of access and proximity to services, the site is within reasonable walking distance to Churchgate Way where the majority of local services are situated including the primary and high schools, shops, public house, village hall, post office and bus stops. Site access is proposed from the existing access on Benn's Lane. Due to the nature of the southern part of Benn's Lane and the junction onto Lynn Road, it is recommended that appropriate works are undertaken, and the design and layout of the scheme should aim to encourage use of the Northgate Way junction and the northern part of Benn's Lane.

12.19.3.6 The size of the site is sufficiently large to accommodate at least 35 dwellings at a density consistent with the locality and also accommodate the aforementioned buffer area north of the site and address any other possible issues surrounding the drain within the site, site access and loss of hedgerows.

12.19.3.7 Whilst the site is within a high flood risk area (flood zone 3). All of Terrington St Clement is within the same flood zone. The site is suitable in terms of distance to services and proximity to the village. Development on the site is subject to the appropriate flood mitigation measures outlined in the policy above.

12.19.3.8 In summary, the Borough Council considers that this site provides an ideal opportunity for a well-located residential development on a derelict, brownfield site whilst also visually improving the area. The site has come forward and benefits from outline planning permission for 44 dwellings (16/02230/O). Should the wider area be allocated for development as proposed by this Plan, as TSC1, the buffer zone originally required by the SADMP policy is no longer required. This is because the



two areas will be residential. Whereas the policy originally envisaged the buffer zone being required between a residential area and an employment area

## **12.19.4 TSC1 – Terrington St Clement Land south of Northgate Way and west of Benn’s Lane Policy**

### **Site Allocation**

#### **Policy TSC1 – Terrington St Clement Land south of Northgate Way and west of Benn’s Lane**

**Land amounting to 4.9 hectares, as shown on the Policies Map, is allocated for residential development of at least 76 dwellings.**

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

1. Demonstration of safe access from Northgate Way to the satisfaction of Norfolk County Council as the Local Highway Authority, the provision of adequate pedestrian/cyclist links, including a link through to Churchgate Way, and a pedestrian, cycle and road link to the adjacent land allocated as G93.1;
2. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. Satisfactory accommodation of the Internal Drainage Board maintained drain crossing the site;
5. Submission of a detailed Contamination Assessment in accordance with the requirements of the National Planning Policy Framework (NPPF) and the Environment Agency’s ‘Guiding Principles for Land Contamination’;
6. Submission of a Heritage Asset Statement that establishes that development should conserve and where appropriate enhance the Conservation Area, Grade I Listed Church and Tower, and Grade II Listed Tower House and their settings. This should be accompanied by an Archaeological Field Evaluation of the site, if required;

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

### Site Description and Justification

12.19.4.1 The site proposed for allocation (Site Ref. S369) is a slightly larger site than was originally submitted (Site Ref. H369). The larger site provides additional benefits and some of the constraints associated with the smaller site have been overcome through the evolution of a planning application for the larger site (18/00940/OM).

12.19.4.2 The site has brownfield status as it was granted a certificate of lawful use for B2 General Industrial purposes in 2010. In the past the site hosted a horticultural business, it currently comprises a range of semi-derelict / derelict structures associated with this. 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 Greenfield, the site therefore represents an opportunity to develop a brownfield site that has a very limited current use and ensure it makes a positive contribution 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).

12.19.4.3 Location wise, the site is situated just to the east of the central portion of the village, the majority of service and facilities on offer within the village are a relatively short distance away including the schools. The surrounding area consists of a mixture of road frontage residential development and estate style developments to north/east. To the south and west is the primary and high school. Near distance views are limited to glimpses from adjacent road and nearby properties. There is some opportunity for medium and long-distance views particularly when viewed south of Benn's Lane, but in these views, development would be seen in the context of the existing built environment. Therefore, it is considered that development would not be harmful to the visual and landscape amenity of the area but would rather be an improvement on the derelict structures presently on the site.

12.19.4.4 Access to the site is proposed to be taken from Northgate Way, to the north, Norfolk County Council as the Local Highway Authority would object if access was taken from Benn's Lane, to the east, however they do not object to this access arrangement. The site also offers the opportunity to provide a link through to the allocated site G93.3 which could assist in alleviating traffic from Benn's Lane. A pedestrian link from the site to Churchgate Way is proposed and this would enable future residents to walk to services and facilities, including the schools which are located upon Churchgate Way, close by.

12.19.4.5 Terrington St Clement is wholly located within Flood Zone 3, therefore there are no sites available within a lower flood risk zone. The site is located within a sustainable settlement which is identified as a Key Rural Service Centre, it is centrally located and is classed as previously developed land. The site is within Flood Zone 3 (high risk) of the latest Borough Council's Strategic Flood Risk Assessment (SFRA) 2019. The Environment Agency raised no objection to the

planning application (18/00940/OM). Site allocation has been carried out in accordance with the BCKLWN's SFRA 2019 & The EA / BCKLWN Protocol for sites at risk to flooding.

12.19.4.6 There is an open drain within the site which is maintained by King's Lynn Internal Drainage Board (IDB). It is recommended that discussions are held with the IDB prior to the planning application stage.

12.19.4.7 The Terrington St. Clement Conservation Area, and the Grade 1 Listed Church and Tower, contained within this are a short distance away from the site, to the south west. There is also a Grade II Listed Building (Tower House) to the north of the site, on the north side of Northgate Way. Therefore, these heritage assets and their setting will need to be taken into consideration. Norfolk Historic Environmental Services (HES) have previously stated that there is the potential for archaeological remains to be present on the site. Hence the above policy contains an appropriate item.

12.19.4.8 In summary, the Borough Council considers that this site provides an ideal opportunity for a well located sustainable residential development on a derelict, brownfield site whilst also visually improving the area.

## **12.20 Terrington St John with St Johns Highway/Tilney St Lawrence**

### **Key Rural Service Centre**

#### **Description**

12.20.1 Terrington St. John, Tilney St. Lawrence and St. John's Highway are designated a joint Key Rural Service Centre in the Core Strategy due to the way that they function together. Collectively they have the potential to accommodate growth to sustain the wider rural community.

12.20.2 Terrington St. John is a marshland village situated to the south of the main A47, six miles to the west of King's Lynn, with a population of 891 (Census Data 2011). Extensive, flat plains of fertile agricultural land surround the village.

12.20.3 St. John's Highway is a linear settlement which has been extended to a more rectangular form over the years. The main road divides the settlement.

12.20.4 Tilney St. Lawrence is a scattered settlement that is situated approximately 9.7 miles west of King's Lynn. The village comprises of four areas of development with a focus around the Saint John's Road / School Road crossroads which has a semi-rural character. Most of the village services and facilities are located in this part of the village. The most extensive development has taken place along St. John's Road in the village. The parish population was recorded as 1,576 (Census Data 2011).

12.20.5 Terrington St. John, Tilney St. Lawrence and St. John's Highway together benefit from a range of facilities which include a surgery, school, bus route, post office, pub, filling station, church and other employment and retail uses.

12.20.6 The SADMP (2016) made two residential housing allocations. The Local Plan review carries forward G94.1 – Land east of School Road for at least 35 dwellings. However, it does not carry forward the site previously known as G94.2 – Land north of St John's Road as the site has not come forward with a planning proposal since the site was originally allocated in 2016 and the landowner/ agent have not responded to Borough Council enquiries. The Development of the site relies upon the relocation of an existing transport business, this has not occurred. Therefore, there is a question mark over the future of the site and its ability to deliver the housing envisaged by the SADMP, hence its removal from the Local Plan.

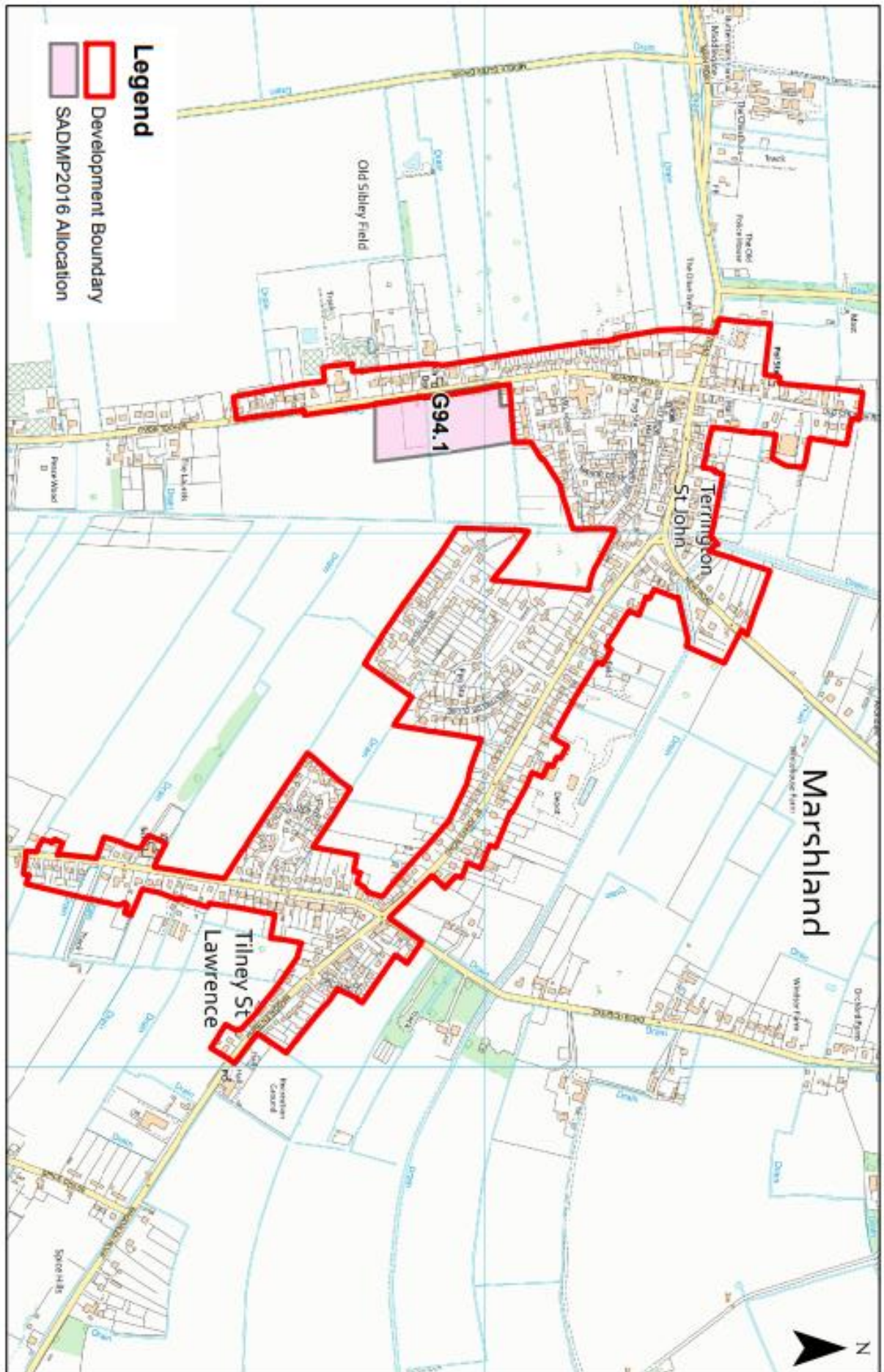
### **Terrington St John Neighbourhood Plan**

12.20.7 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Terrington St. John with St. Johns Highway / Tilney St. Lawrence combined form a Key Rural Service Centre. Terrington St. John is one Parish which includes St. Johns Highway. Tilney St. Lawrence is a separate Parish.

12.20.8 Terrington St. John Parish Council is in the process of preparing a Neighbourhood Plan for their area. The Terrington St. John Neighbourhood Plan Area was formally designated by the Borough Council 02/12/2015 and corresponds with the boundaries of Terrington St. John Parish. The Parish Council is currently preparing a draft version of their Neighbourhood Plan for consultation.

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Terrington St John with St Johns Highway & Tilney St Lawrence





## **12.20.1 G94.1 - Terrington St John, St John's Highway and Tilney St Lawrence - Land east of School Road Policy**

### **Site Allocation**

#### **Policy G94.1 Terrington St John, St John's Highway and Tilney St Lawrence - Land east of School Road**

**Land amounting to 2.8 hectares, as shown on the Policies Map, is allocated for residential development of at least 35 dwellings.**

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

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Provision of an appropriate replacement school playing field in agreement with Norfolk County Council Children Services and the School Governing Body;
4. Provision of affordable housing in line with current standards.

### **Site Description and Justification**

12.20.1.1 The allocated site is situated east of School Road, south of Terrington St. John. It is located in a fairly built up area with its northern and western boundaries immediately abutting the development boundary. Open fields border the site on the south and east. The site mostly comprises of scrub land classed as Grade 2 (good quality) agricultural land but does not currently appear to be in agricultural production. Whilst development of the site would result in the loss of productive agricultural land, this applies to all other growth options in this settlement.

12.20.1.2 There are no significant landscape features within the site other than boundary hedges and trees. There is a school playing field within part of the site. This is proposed to be relocated as part of the scheme. The allocation includes a policy above to ensure that a suitable replacement playing field is provided prior to use of the land taking place.

12.20.1.3 The site is considered to be ideally located for housing development. It is situated in a relatively built up area with established housing to its north and west. Development would form a continuation of existing housing on School Road without detriment to the form and character of the locality. In terms of visual and landscape impacts, whilst wider views of the site are available particularly from the south, development would mostly be seen in the backdrop of the existing settlement and would not cause significant harm to the visual amenity of the area.

12.20.1.4 In addition, the site is well position in relation to local services, particularly the primary school which is situated immediately opposite. The site is also within reasonable walking/cycling distance to Main Road where the majority of local services are located. Site access is obtainable from School Road as supported by the Local Highway Authority subject to the its design and layout. The site is identified to be the least constrained site over other considered sites in the settlement and is of a sufficient scale to accommodate at least 35 dwellings at a density that is consistent with its surrounding area.

12.20.1.5 In line with the sequential test, the site is located in a lower flood risk area compared to other higher flood risk sites in the settlement. The appropriate mitigation measures would be required in line with the allocation policy above.

12.20.1.6 The site has come forward and benefits from planning permission (15/00438/OM & 17/02335/RMM) for 35 dwellings.

## **12.21 Upwell/Outwell**

### **Key Rural Service Centre**

#### **Description**

12.21.1 Upwell and Outwell are situated towards the south west of the Borough. Upwell is a long linear settlement either side of the old course of the River Nene. The village of Outwell has a similar form set alongside Well Creek and the path of the former Wisbech Canal. The villages are 7 and 5 miles, respectively, to the southeast of Wisbech. The Parish of Upwell has a population of 2,750 (including the settlements of Three Holes and Lakes End) and the Parish of Outwell has 2,083 (Census Data 2011). Collectively these villages have a good range of facilities which include a GP surgery, school, shops, pub, good public transport and employment uses.

12.21.2 In Upwell the form of the village follows the River Nene (old course) and for much of the length is only a single plot in depth. The range of attractive vistas are provided as the river turns in a gentle arc and the historic buildings which line it work to produce an attractive setting, resulting in the area running either side of the river being a designated Conservation Area. The settlement has also grown to the southeast along New Road and Small Lode.

12.21.3 Outwell's waterside development is distinctive and differs from the more rural parts of the settlement. The main part of the village is situated between the two watercourses, but then extends out from this. In the north the character is dictated by the open green area, the filled in course of the Wisbech Canal.

12.21.4 Upwell and Outwell are grouped together to form a Key Rural Service Centre. Collectively the villages are considered to have a good range of services and community facilities to serve the community. The SADMP (2016) made 6 allocations. The Local Plan review seeks to carry all of these forwards.

#### **Neighbourhood Plans**

12.21.5 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Upwell and Outwell together form a Key Rural Service Centre. The two settlements are individual parishes in their own right.

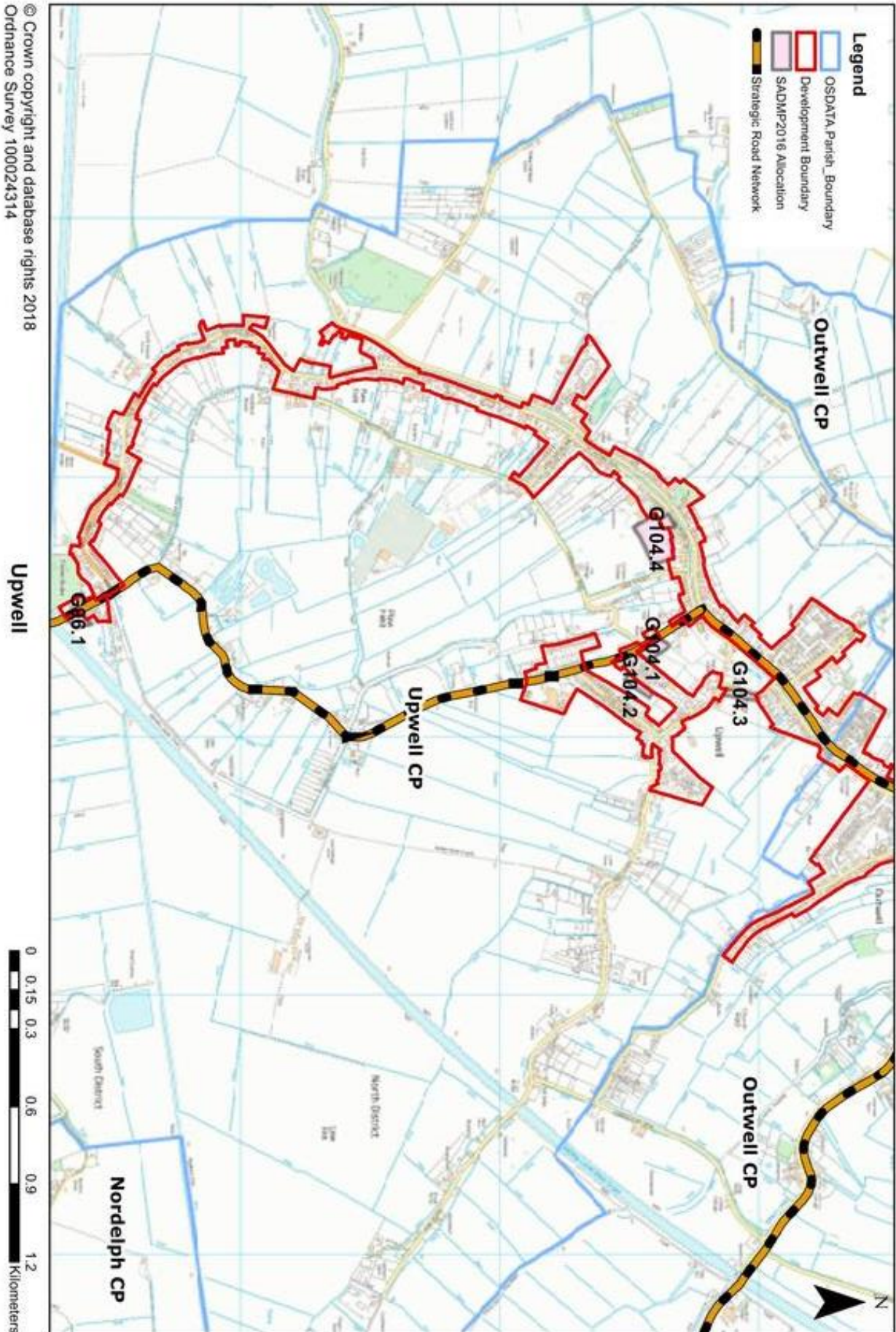
#### **Upwell Neighbourhood Plan**

12.21.6 Upwell Parish Council are in the process of preparing Neighbourhood Plans for their Area. The Upwell Neighbourhood Plan Area was formally designated by the Borough Council 02/12/2015 and corresponds with the boundaries of Upwell Parish. The Plan is currently at the examination stage (June /July 2020).

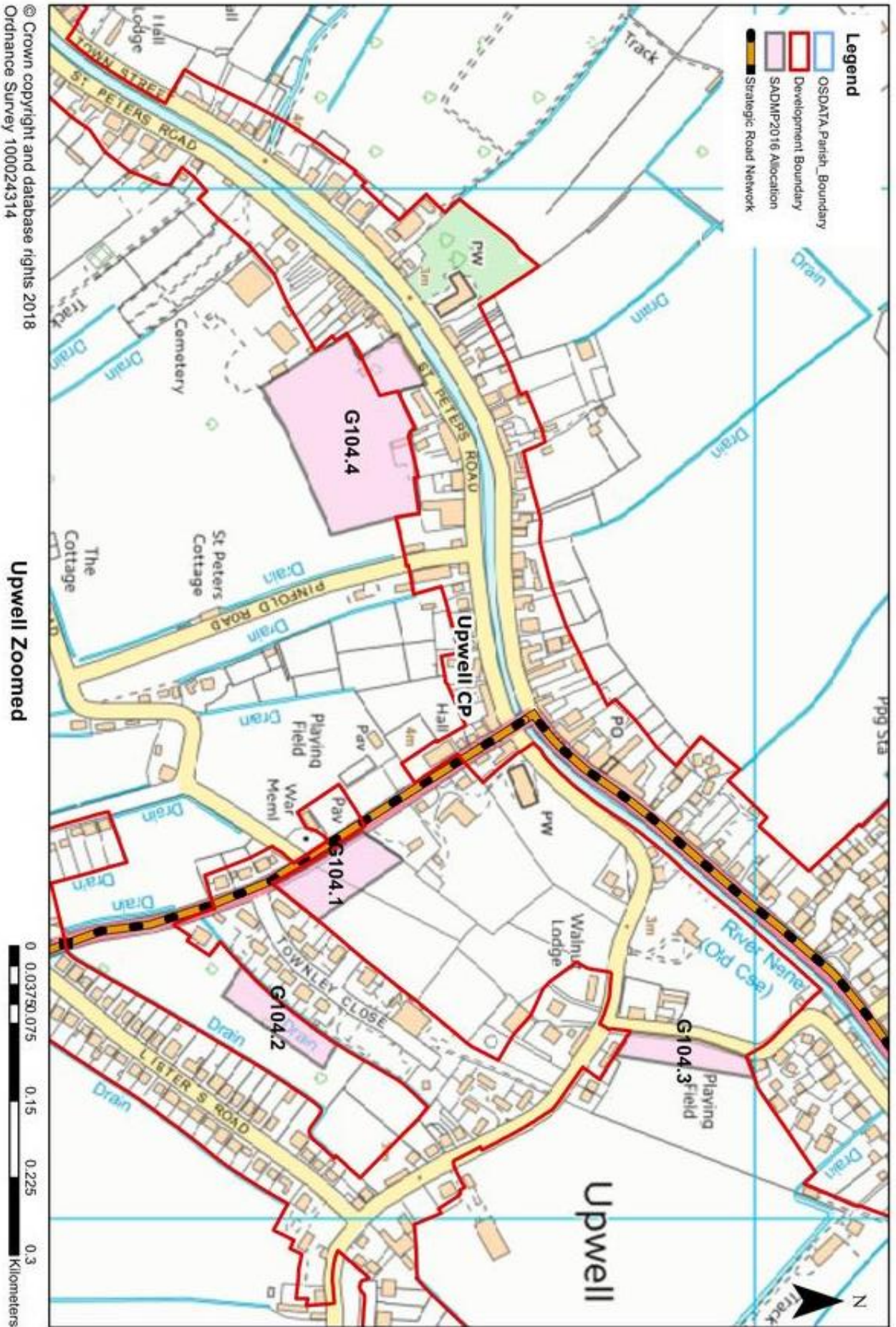
## Outwell Neighbourhood Plan

12.21.7 Outwell Parish Council are in the process of preparing Neighbourhood Plans for their Area. The Outwell Neighbourhood Plan Area was formally designated by the Borough Council 09/10/2017 and corresponds with the boundaries of Outwell Parish. They are currently preparing draft version of their Neighbourhood Plan for consultation.

**New maps will be required once the Upwell Neighbourhood Plan is either adopted or agreed to be sent to referendum.**



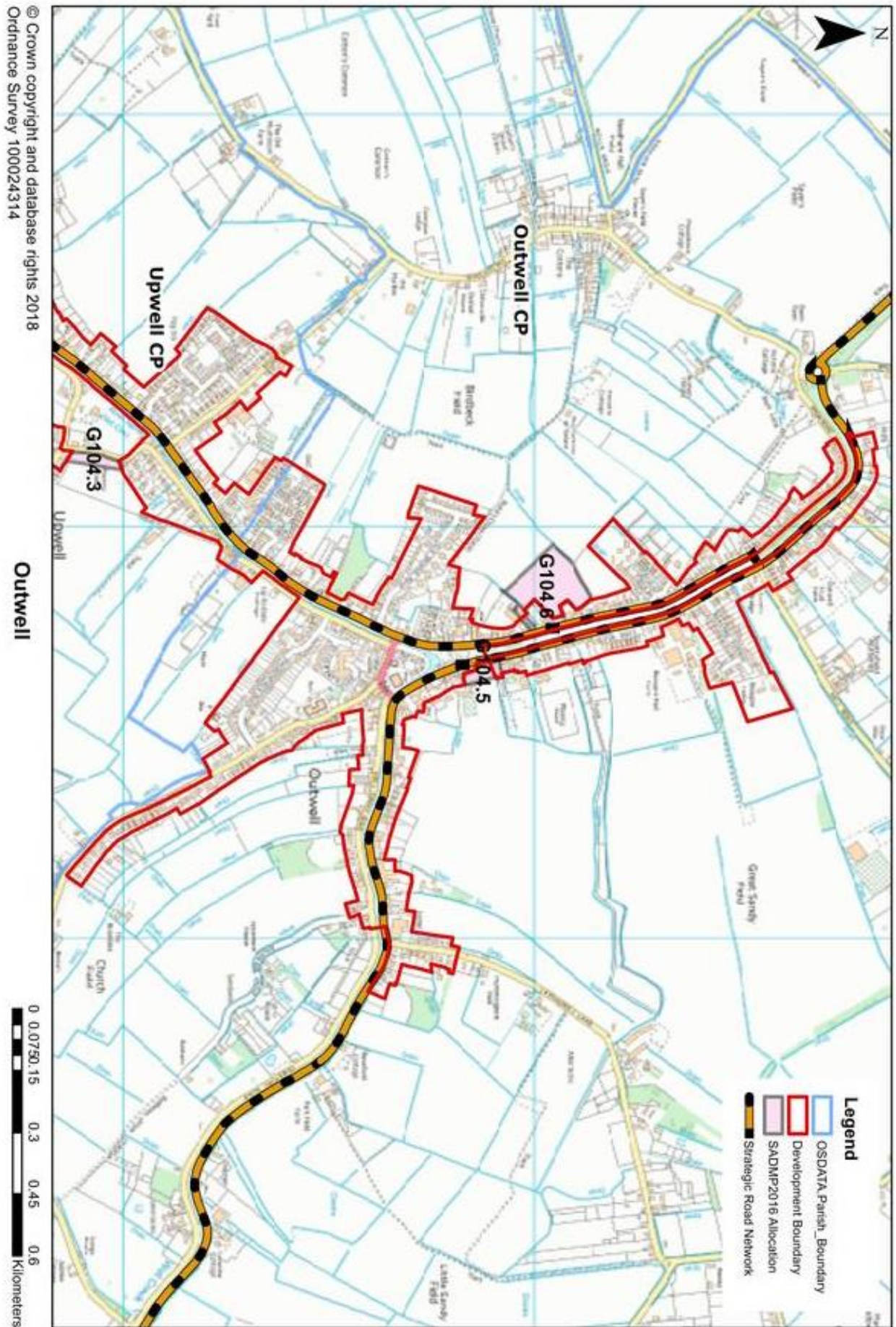




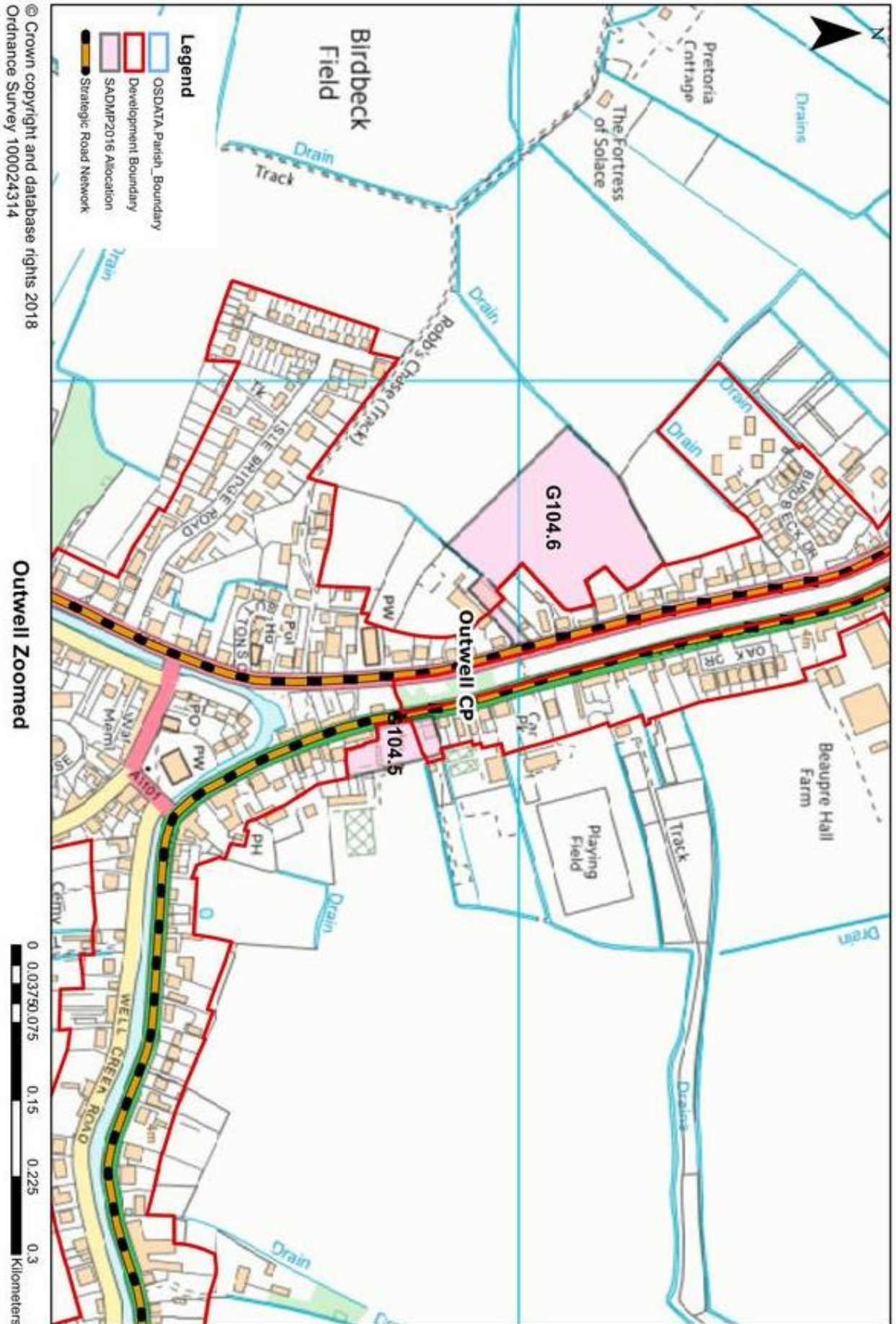
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Upwell Zoomed









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## **12.21.1 G104.1 - Upwell - Land north west of Townley Close Policy**

### **Site Allocation**

#### **Policy G104.1 Upwell - Land north west of Townley Close**

**Land north-west of Townley Close amounting to 0.5 hectares, as identified on the Policies Map, is allocated for residential development of at least 5 dwellings.**

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

1. Submission of details showing how the sewer and water main crossing the site can be accommodated in the development (including any easements/diversions) to the satisfaction of Anglian Water;
2. Careful design ensuring no adverse impact on the Conservation Area close by, and to strengthen local distinctiveness;
3. Submission of a Heritage Asset Statement that establishes that development would conserve and where appropriate enhance the Conservation Area, The Grade 2\* Listed Welle Manor Hall and the Grade 2 Listed War Memorial, and their settings;
4. Safe vehicular access and improvements to the footway being achieved to the satisfaction of the Highways Authority;
5. Provision of affordable housing in line with the current standards.

#### **Site Description and Justification**

12.21.1.1 The allocated site is ideally located in the heart of the village, close to village services and within close proximity of the Conservation Area.

12.21.1.2 The site scored highly for its proximity to village services and facilities; it is well located and with enhancements to the local footway provides encouragement for residents to walk or cycle to key village services. Norfolk County Council, as local highways authority, considers the site acceptable providing safe access can be achieved onto the A1101.

12.21.1.3 The site is classified as Grade 1 agricultural land. Whilst new housing would result in the loss of undeveloped land, the Council considers due to the scale of development and the wider benefits to the community it is appropriate to develop on this high-quality land.

12.21.1.4 The site is situated adjacent to the Conservation Area and within close proximity of the Grade II\* listed building Welle Manor Hall and the Grade 2 Listed War Memorial. However, the Borough Council considers that a modest development, if designed sensitively could conserve and potentially enhance the setting of these. Historic England consider that the site forms part of the gateway into the Conservation Area along New Road and the approach to Welle Manor Hall. This way there are clauses within the policy relating to the historic environment.

12.21.1.5 The allocation site is located to the west of Townley Close and could potentially accommodate a frontage development which is in keeping with the linear nature of the village. The majority of the views into the site are available from New Road (A1101), Townley Close and adjacent properties on Lister's Road. The site is already surrounded on all sides by development so there are no real long-distance views looking back at the site from the footpath network in the countryside.

12.21.1.6 The following site constraint must be resolved prior to development. A water main and sewer cross the site, and this may affect the layout of the development. Easement and diversion may be required. Anglian Water should be consulted to resolve these issues.

12.21.1.7 This site benefits from outline planning permission (18/01980/O) for 5 dwellings.

## **12.21.2 G104.2 - Upwell - Land south/ east of Townley Close Policy**

### **Site Allocation**

#### **Policy G104.2 Upwell - Land south/ east of Townley Close**

**Land south/ east of Townley Close amounting to 0.3 hectares, as identified on the Policies Map, is allocated for residential development of at least 5 dwellings.**

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

1. Submission of details relating to overcoming the major constraints with regards to the foul sewerage network to the satisfaction of Anglian Water;
2. Subject to safe access and improvements to the footway being achieved to the satisfaction of the Highways Authority;
3. Provision of affordable housing in line with the current standards.

### **Site Description and Justification**

12.21.2.1 The allocated site is located within the heart of the village, within close proximity of village services and facilities. The site immediately abuts the existing

settlement to the west. The Borough Council considers the site is suitable to accommodate at least 5 residential dwellings at a density consistent with that of the surrounding area. This scale of development is supported by the Parish Council. The site is located outside of the Conservation Area, and development will form an extension to the south/east of Townley Close. Norfolk County Council as the local highway authority considers the site acceptable providing safe access can be achieved onto the A1101 and enhancements are made to the local footway.

12.21.2.2 The site is classified as Grade 1 agricultural land, and currently a wooded area which where possible could be incorporated into the design of the development. The location of the site means it is well screened from public view.

12.21.2.3 The majority of the views into the sites are available from New Road (A1101) and Townley Close and adjacent properties on Lister's Road. The site is already surrounded on all sides by development so there are no real opportunities for long distance views looking back at the site from the footpath network in the countryside.

12.21.2.4 There is one constraint which must be resolved prior to development in that the foul sewerage network has reached capacity and therefore agreements with Anglian Water must be made prior to development.

12.21.2.5 This site benefits from planning permission (16/01480/O & 19/01062/RM) for 5 dwellings.

## 12.21.3 G104.3 - Upwell - Land at Low Side Policy

### Site Allocation

#### Policy G104.3 Upwell - Land at Low Side

**Land at Low Side amounting to 0.3 hectares, as identified on the Policies Map, is allocated for residential development of at least 5 dwellings.**

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

1. Submission of details relating to the sewer that crosses the site together with mitigation (easement/ diversion) to the satisfaction of Anglian Water;
2. Provision of affordable housing in line with the current standards.
3. Careful design ensuring that development preserve and enhances the conservation area.

#### Site Description and Justification

12.21.3.1 The allocated site is ideally located within the centre of the village. The Borough Council considers the site is suitable to accommodate at least 5 residential units at a density consistent with that of the surrounding area. This scale of development is supported by the Parish Council.

12.21.3.2 The site scored highly in terms of sustainability for its access to services. There are good footpaths alongside the site, and it is within walking distance of village services and facilities. Therefore, new residents are encouraged to walk or cycle which potentially reduces the need to use vehicles in the village.

12.21.3.4 The site is classified as Grade 1 agricultural land; however, it does not appear to be in active use and there are no important landscape features (e.g. trees or hedgerows) on the site. The Council consider due to the scale of development it is appropriate to develop this high-quality agricultural land.

12.21.3.5 The allocated site lies adjacent to the Conservation Area and Council considers that a modest development, if designed sensitively would conserve and enhance the setting of the Conservation Area.

12.21.3.6 The majority of views into the site are available from Low Side and Small Lode and the adjacent properties. There are opportunities for long distance views looking back at the site from the surrounding countryside, but the site is seen in the context of the existing settlement.



12.21.3.7 The following constraints must be resolved prior to development; a sewer cross the site and therefore easement/ diversion may be required in consultation with Anglian Water.

12.21.3.8 It should be noted that this site is owned by Upwell Parish Council and through their Neighbourhood Plan they are seeking to modify this allocation to include a larger area and for a higher number of dwellings.

## **12.21.4 G104.4 - Upwell - Land off St Peter's Road Policy**

### **Site Allocation**

#### **Policy G104.4 Upwell - Land off St Peter's Road**

Land off St Peter's Road amounting to 2.0 has, as identified on the Policies Map, is allocated for residential development of at least 15 dwellings.

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

1. Careful design is required to ensure no adverse impact on the Conservation Area and its setting, and to strengthen local distinctiveness;
2. Subject to safe access and improvements to the footway being achieved to the satisfaction of the Highways Authority;
3. Provision of affordable housing in line with the current standards;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission.

### **Site Description and Justification**

12.21.4.1 Norfolk County Council, as highway authority, had expressed reservations regarding to the access arrangements. The site boundaries have been changed to include more land fronting on to St Peter's Road and the highway authority have withdrawn their earlier objection and consider that details can be addressed during the processing of an application.

12.21.4.2 The site is well integrated into the village, close to services and partly within the Conservation Area. The site is flat and is partly in agricultural use. There is an area of well-established planting along the south western edge which continues southwards as a defined feature in the landscape. The Council considers that the development of the site is appropriate given the location, and the wider benefits it would bring to the local community.

12.21.4.5 The majority of views into the site are available from St Peter's Road, Town Street and from the navigable watercourse adjacent. The site is bounded to the sides by development where it fronts St Peter's Road.

12.21.4.6 The site had not been previously been rejected on grounds of flood risk, but it is considered that a drainage strategy would be required on account of the proximity to the watercourse to the north of the site.

12.21.4.7 G104.4 has come forward and been developed as a Custom and Self Build site. The owners sought and gained outline planning permission(15/01496/OM) for 27 dwellings. The site owners have also provided the infrastructure and then broadly sold each plot off as serviced plot. Consequently, the majority of the site has come forward with individual plot level reserved matters, with all but one plot benefiting from reserved matters permission. The majority of the site has been built out.

## **12.21.5 G104.5 - Outwell - Land at Wisbech Road Policy**

### **Site Allocation**

#### **Policy G104.5 Outwell - Land at Wisbech Road**

**Land amounting to 0.3 hectares, as identified on the Policies Map, is allocated for residential development of at least 5 dwellings.**

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

1. Submission of details relating to the sewer that crosses the site together with mitigation (easement/ diversion) to the satisfaction of Anglian Water;
2. Submission of an Odour Assessment, to the satisfaction of Anglian Water, in relation to any impacts on residential occupation of the site from the nearby sewage treatment works;
3. Subject to safe access being achieved to the satisfaction of the local highway authority;
4. Provision of affordable housing in line with the current standards.

## Site Description and Justification

12.21.5.1 The allocated site is ideally located in the centre of village within close proximity of village services and facilities. The Borough Council considers the site is suitable to accommodate at least 5 of the 80 residential units required in the settlement at a density reflecting that of the surrounding area. This scale of development is supported by the Parish Council.

12.21.5.2 The site is well integrated within the village and provides the opportunity for infill development along Wisbech Road. The frontage development will be in keeping with surrounding area. The site is classified as grade 1 agricultural land; however, there are no landscape features of importance. The Council considers that small scale development on this high-quality land is appropriate considering its location and wider benefits to the community.

12.21.5.3 Norfolk County Council as the local highway authority have no objection to this site providing safe access is achieved.

12.21.5.4 The majority of the views into the site are from the adjacent properties and from Wisbech. There are long distance views looking back at the site from the surrounding countryside, but here the site is seen in the context of the existing settlement.

12.21.5.5 The following constraints must be resolved prior to development; a sewer crosses the site and therefore easement/ diversion may be required in consultation with Anglian Water. An odour assessment must be carried out to the satisfaction of Anglian Water to ensure any amenity issues relating to odour are overcome.

12.21.5.6 This site came forward during a period in which the Borough Council had difficulties in demonstrating a healthy five-year housing land supply position. It now benefits from outline planning permission (16/00248/OM) for 40 dwellings on a larger site area. A reserved matters application has been submitted for consideration and is currently pending a decision (19/00858/RM).

## **12.21.6 G104.6 - Outwell - Land Surrounding Isle Bridge Policy**

### **Site Allocation**

#### **Policy G104.6 Outwell - Land Surrounding Isle Bridge**

**Land amounting to 2.0 hectares, as identified on the Policies Map, is allocated for residential development of at least 35 dwellings.**

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

1. Submission of details relating to the sewer that crosses the site together with mitigation (easement/ diversion) to the satisfaction of Anglian Water;
2. Submission of an Odour Assessment, to the satisfaction of Anglian Water, in relation to any impacts on residential occupation of the site from the nearby sewage treatment works;
3. Subject to safe access to the site being achieved from Isle Road to the satisfaction of the local highway authority;
4. Provision of affordable housing in line with the current standards.

#### **Site Description and Justification**

12.21.6.1 The allocated site is located in the heart of the village and within close proximity to the majority of village services and facilities. The Borough Council considers that, at a density consistent with that of the surrounding area, the site is suitable to accommodating at least 35 development. Larger scale development on this site is supported by the Parish Council.

12.21.6.2 The site is well screened from public view by the existing settlement and will if design appropriately will form an extension off Isle Road. Norfolk County Council as local highways authority have no objection to this site providing safe access is achieved.

12.21.6.3 The site is classified as grade 1 agricultural land containing no landscape features of importance. The Council considers that small scale development on this high-quality land is appropriate considering its location and wider benefits to the community.

12.21.6.4 The majority of the views into the site are available from Isle Road (A1101), Isle Bridge Road and the adjacent properties. There are long distance views looking back at the site from the surrounding countryside, but from here the site is seen in the context of the existing settlement.

12.21.6.5 The following constraints must be resolved prior to development in that a sewer crosses the site and therefore easement/ diversion may be required in consultation with Anglian Water. Further consultation with Anglian Water may be necessary regarding the pumping station on site. An odour assessment must be carried out to the satisfaction of Anglian Water to ensure any amenity issues relating to odour for are overcome.

12.21.6.6 These sites are considered favourably by the Council as the preferred options for housing allocation in Upwell and Outwell. These sites are considered advantageous in comparison to the other submitted sites; it is felt that development on the other sites would have a greater impact on the character, Conservation Area and landscape of the locality.

12.21.6.7 This site came forward with a planning proposal and now benefits from outline planning permission (18/00581/OM) for 50 dwellings.

## **12.22 Walpole St Peter/Walpole St Andrew/Walpole Marsh**

### **Key Rural Service Centre**

#### **Description**

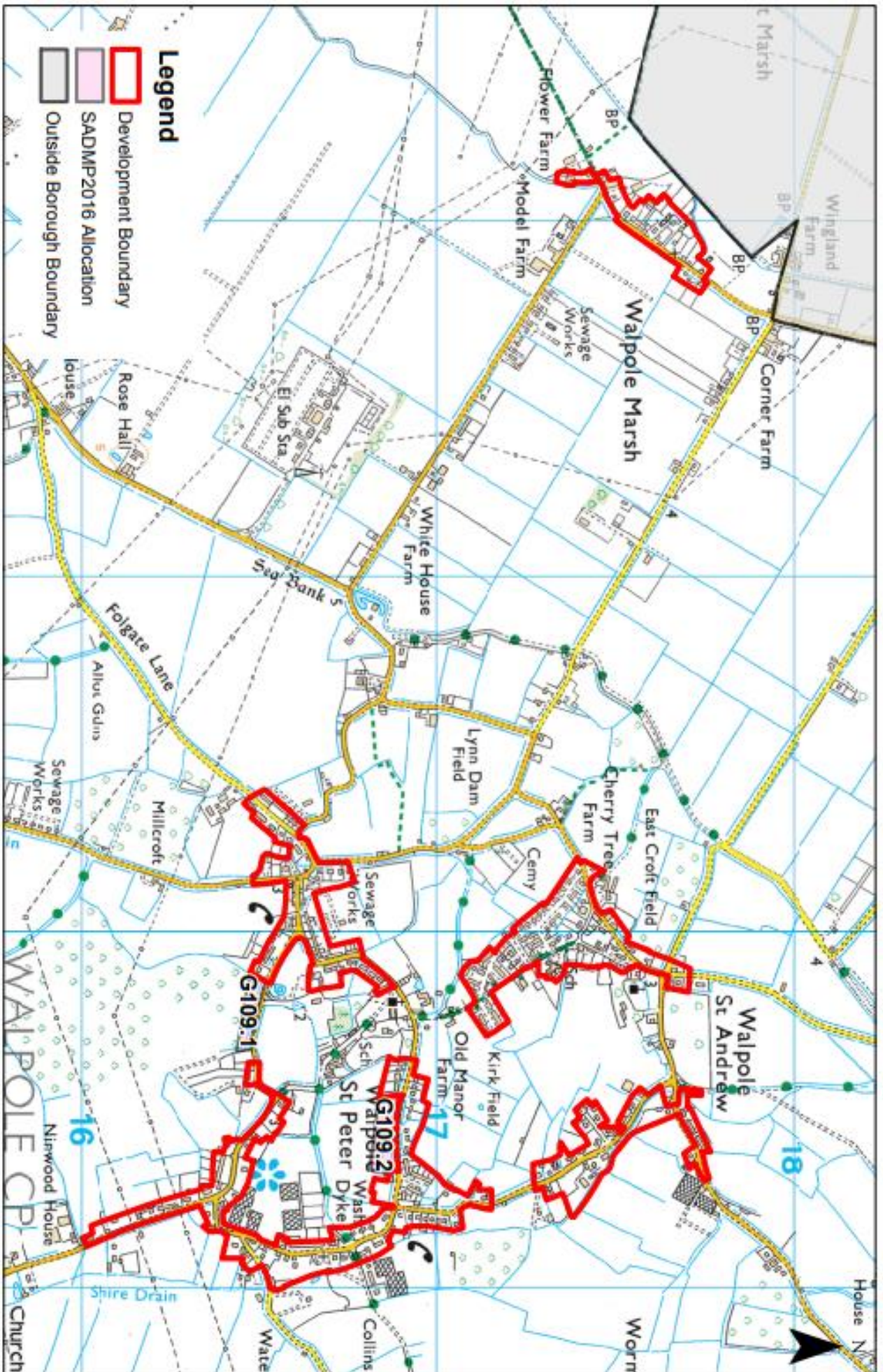
12.22.1 Walpole is a large parish that includes the villages of Walpole St. Peter, Walpole St. Andrew and Walpole Marsh. The villages lie to the north of the A47 approximately 10 miles southwest of King's Lynn and 6 miles northeast of Wisbech. The Parish population is 1,804 (Census Data 2011).

12.22.2 The villages of Walpole St. Peter and Walpole St. Andrew are physically joined, but within each village the settlement pattern is nucleated around the village church with spurs of development from this. Walpole St. Peter is characterised by ribbon development with a large area of agricultural open space forming the centre of the settlement and the built extent of the village following the roads around this land. Walpole Marsh is distinct but made up of a linear development along The Marsh Road and is much smaller in size.

12.22.3 Collectively the villages have a range of services and facilities including schools, churches, a bus service, convenience store, retail and employment uses. Walpole St. Peter, Walpole St. Andrew and Walpole Marsh are grouped together to collectively form a Key Rural Service Centre. This is due to the shared services between the settlements, their close functional relationship and ability to support the rural community.

12.22.4 The SADMP (2016) made two residential housing allocations for at least 20 new dwellings. The Local Plan review carries these forwards.





## **12.22.1 G109.1 - Walpole St. Peter - Land south of Walnut Road Policy**

### **Site Allocation**

#### **Policy G109.1 Walpole St. Peter - Land south of Walnut Road**

**Land amounting to 0.85 hectares south of Walnut Road as shown on the Policies Map is allocated for residential development of at least 10 dwellings.**

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

1. Submission of details showing how sustainable drainage measures will integrate with the design of the new development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission;
2. Development is subject to provision of improved pedestrian facilities along the northern (front) site boundary;
3. Provision of affordable housing in line with the current standards;
4. Submission of a Heritage Asset Statement that establishes that development would preserve the setting of the Grade II Listed Townsend House, to the north of the site.
5. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should suggest appropriate mitigation (flood resilience measures)

#### **Site Description and Justification**

12.22.1.1 The allocated site is a linear site situated to the south of Walpole St. Peter immediately outside the development boundary. The site fronts onto Walnut Road and currently comprises of Grade 2 (good quality) agricultural land. Whilst development would result in the loss of productive agricultural land, this applies to every site in the settlement and the proposed development sought is not of a scale to have a detrimental impact to the availability of productive agricultural land.

12.22.1.2 Landscape features within the site includes boundary hedgerows and trees. Other than this there are no landscape features of significance within the site.

12.22.1.3 The surrounding area comprises of both agricultural land and residential development; the site is bordered on the east and west by residential development, and on the north and south by agricultural land. Near distance views are available from adjacent roads and properties, wider views are possible from the north and south but in these views, development would be seen in the context of the existing village. The site is well integrated with its surroundings and the scale of development proposed is likely to have minimal impact on the visual amenity of the surrounding landscape.

12.22.1.4 Development on the site would provide a natural continuation to existing housing development to the west of the site. The village is mostly characterised by frontage ribbon development and the linear form of the site allows for a continuation of this form of development at a density that is consistent with its surrounding area. Compared to other considered sites in the settlement, development on this site is likely to have less impact on the form and character of the village. Development either side of the site, particularly to the east, is one plot in depth with large gardens to the front and rear of the dwelling, this site could potentially be developed in this same way.

12.22.1.5 The services in Walpole St. Peter and Walpole St Andrew are largely scattered throughout the settlements, and whilst the allocated site does not score among the highest in terms of proximity to services, it is reasonably close to some services including a bus stop and shop.

12.22.1.6 Norfolk County Council as the local highway authority raised concerns regarding adequacy of footpath links to the school and local services but recommends that development would be subject to improved pedestrian facilities along the front of the site.

12.22.1.7 Whilst there are no designated heritage assets on this site, a Grade II listed building lies to the north of the site (Townsend House). Any development of the site has the potential to affect the setting of this listed building. Therefore, a clause is provided within the policy which references to the need to preserve the setting of this listed building.

12.22.1.8 The site is located within Flood Zone 3a, as indicated by the BCKLWN SFRA 2019. This shows that this is a consistent upon the vast majority of the settlement. There are a few isolated small pockets of land within Flood Zone 1 however these are classed as dry islands. Given this there is no land within the settlement that is at less of a risk to flooding than this site. Accordingly, the policy contains the requirement for a site-specific flood risk assessment.

12.22.1.9 The site has come forward and benefits from outline planning permission (16/01867/O, 16/01705/O & 17/012174/O) and reversed matters (18/01573/RM) for a total of 9 dwellings. Most recently the entire site has come forward under one development proposal which details a total of 19 new dwellings (20/00068/FM). This is currently being considered.



## **12.22.2 G109.2 - Walpole St. Peter - Land south of Church Road Policy**

### **Site Allocation**

#### **Policy G109.2 Walpole St. Peter – Land south of Church Road**

**Land amounting to 1.44 hectares south of Church Road as shown on the policies map is allocated for residential development of at least 10 dwellings.**

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

1. Submission of details showing how sustainable drainage measures will integrate with the design of the new development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission;
2. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should suggest appropriate mitigation (flood resilience measures);
3. Provision of affordable housing in line with the current standards.

#### **Site Description and Justification**

12.22.2.1 The allocated site is situated north of Walpole St. Peter, fronting onto Church Road with its northern boundary immediately abutting the development boundary. The site is linear in form and comprises of Grade 1 (excellent quality) agricultural land currently in arable use. Although development on the site would result in the loss of productive agricultural land, all of the sites in the settlement fall within a similar category and the number of dwellings proposed is not of a scale to have an adverse impact on the availability of productive agricultural land. Landscape features on the site includes mature boundary hedgerows and a drainage ditch along the northern boundary of the site.

12.22.2.2 There is existing housing development on three sides of the site (north, east and west) and agricultural land to the south. Views are limited to near distance from adjacent roads and properties. Long distance views into the site are possible

from the south but in these views, development would be seen in context of the existing settlement.

12.22.2.3 The location of the site within a built-up area minimises the impact of new development on the landscape and provides an opportunity for development to take place without placing pressure on much more significant sensitive areas around the village.

12.22.2.4 Development on the site would constitute infill development. The established residential developments adjacent the site all have the form and character of linear development. The site could potentially be developed in this same way to reflect the existing form and character of the village.

12.22.2.5 There is a scattered distribution of services in the village, and as in the case above the site scores averagely in terms of proximity to services. However, the site is relatively close to some services including a bus route. Norfolk County Council as the local highway authority raised no objections to the allocation in terms of adequacy of the road network and site access.

12.22.2.6 The site is located within Flood Zone 3a, as indicated by the BCKLWN SFRA 2019. This shows that this is a consistent upon the vast majority of the settlement. There are a few isolated small pockets of land within Flood Zone 1 however these are classed as dry islands. Given this there is no land within the settlement that is at less of a risk to flooding than this site. Accordingly, the policy contains the requirement for a site-specific flood risk assessment.

12.22.2.7 The site has come forward and benefits from outline planning permission (15/01520/OM) and reserved matters (18/01472/RMM) for 10 dwellings. The development has commenced and 6 of the dwellings have completed (19/02/2020)

## **12.23 West Walton**

### **Key Rural Service Centre**

#### **Description**

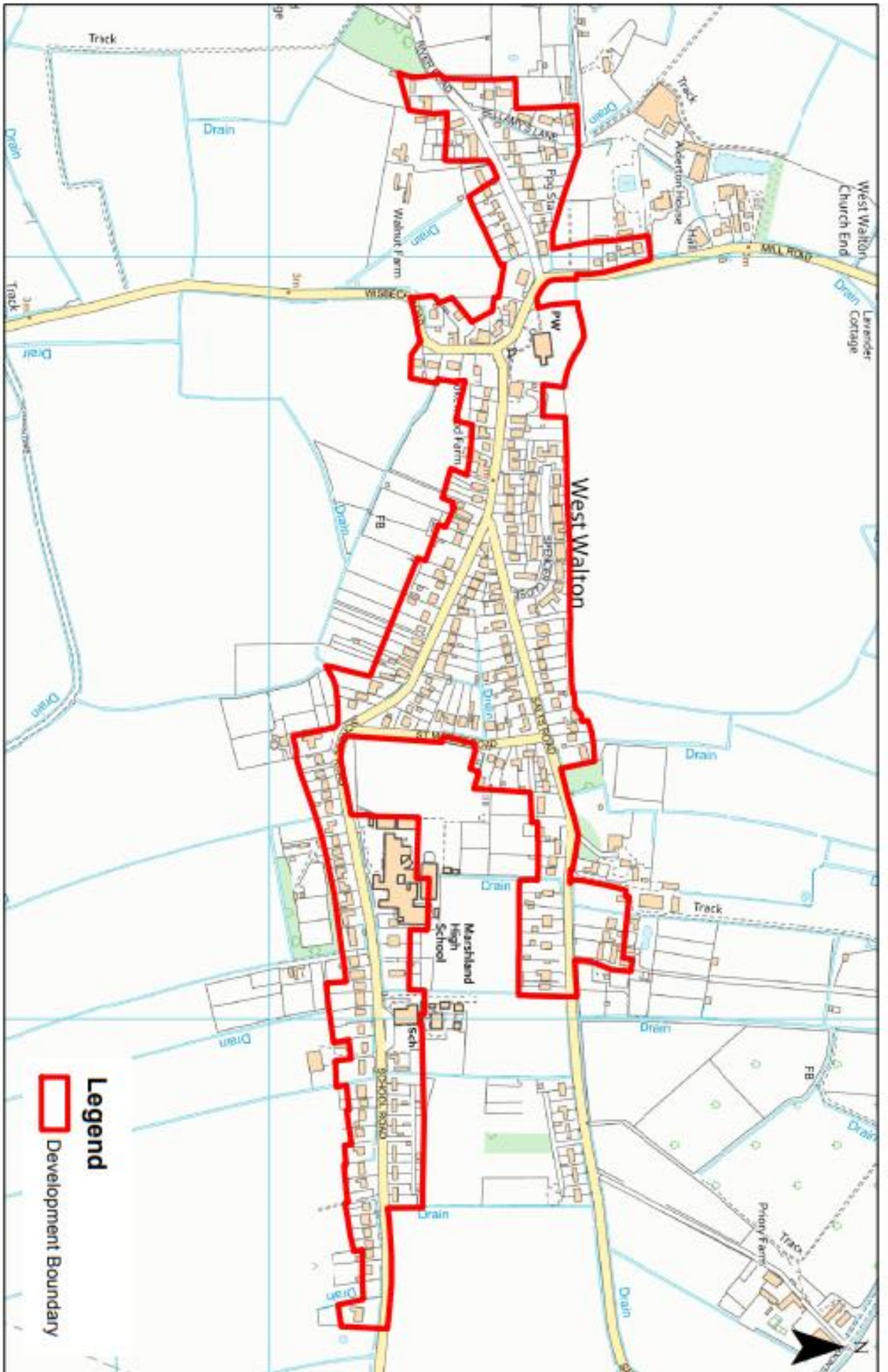
12.23.1 West Walton is a marshland village three miles to the north of Wisbech and approximately 13 miles south west of King's Lynn. The Parish population, which includes both West Walton and Walton Highway, is recorded as 1,731 (Census Data 2011). West Walton village was originally centred around St Mary's Church and the crossroads but has expanded towards the east in a linear form along Salts Road and School Road. The village has both a primary and secondary school, a commutable bus route, public house, as well as other retail and employment.

12.23.2 West Walton is classed as Key Rural Service Centre. This is due to the services and facilities mentioned above, and therefore the ability for the settlement to support the wider community. The SADMP (2016) made no allocation for West Walton. This was because at that time West Walton and Walton Highway together formed a Key Rural Service Centre and two allocations were made that provided at least 20 new dwellings.



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### West Walton



## 13 Rural West Norfolk

### 13.1 LP39- Development in Rural Areas Policy

#### Introduction

13.1.1 The Council will continue to encourage a strong hierarchy of rural settlements by developing competitive, diverse and thriving rural enterprise that supports a range of jobs. Rural settlements provide essential services and facilities to serve visitors to the borough as well as the local communities.

13.1.2 The Borough Council's approach to housing in rural areas will seek to sustain rural communities, identifying a need for both affordable and market housing. Rural exception sites can be used to enable the Council to deliver affordable housing in rural communities on sites not otherwise available for residential development

#### Strategic Policy

##### Policy LP39- Development in Rural Areas

13.1.3 The strategy for rural areas is to:

1. promote sustainable communities and sustainable patterns of development to ensure strong, diverse, economic activity, including farm/agricultural diversification (see also Policy LP07);
2. maintain local character and strive for a high-quality environment;
3. the focus of most new development in the rural areas will be at Growth Key Rural Centres and Key Rural Service Centres selected from the Settlement Hierarchy Policy LP02;
4. ensure employment, housing (including affordable housing), services and other facilities are provided in close proximity to settlements;
5. focus on improving accessibility between towns and villages so helping to reduce social exclusion, isolation and rural deprivation;

6. in the Rural Villages and Smaller Villages and Hamlets, more modest levels of development, as detailed in Policy LP27, will be permitted to meet local needs and maintain the vitality of these communities where this can be achieved in a sustainable manner, particularly with regard to accessibility to housing, employment and services and without detriment to the character of the surrounding area;
7. housing development could take place within inside settlement development boundaries if judged to be in accordance with LP04. It may also take place outside of these development boundaries if judged to be in accordance with LP28;
8. within all centres and villages priority will be given to retaining local business sites unless it can be demonstrated that any proposal for change accords with Policy LP07;
9. sites may be allocated for affordable housing or exception housing to support the housing strategy;
10. support may also be given for entry level exception sites;
11. beyond the villages and in the countryside the strategy will be to conserve and enhance the countryside recognising its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, and its natural resources to be enjoyed by all.

**Policy LP39 contributes to Objectives 6, 7, 9 Society, 14, 15 Environment, 28, 29, 30, 31 Rural Areas 34 Coast, Norfolk Coast AONB Policy LP16**

## 14 Rural Villages

### Rural Villages

6. Rural Villages (32)			
Ashwicken	Harpley	Stow Bridge	Walton Highway
Burnham Overy Staithe	Hilgay	Syderstone	Welney
Castle Rising	Hillington	Ten Mile Bank	Wereham
Denver	Ingoldisthorpe	Thornham	West Newton
East Winch	Old Hunstanton	Three Holes	Wiggenhall St Germans
Fincham	Runcton Holme	Tilney All Saints	Wiggenhall St Mary Magdalen
Fritcham	Sedgeford	Walpole Cross Keys	Wimbotsham
Great Bircham/ Bircham Tofts	Shouldham	Walpole Highway	Wormegay

### 14.1 Ashwicken

#### Rural Village

#### Description

14.1.1 Ashwicken is a small village that falls within Leziate Parish, five miles east of King's Lynn. The village has a scattered form with part falling south of the B1145 road along East Winch Road and part along the B1145 itself. Leziate Parish has a population of 592 (Census Data 2011). (Ashwicken itself is estimated at 467). The services in the village include a primary school, a church and bus service.



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### Ashwick



## 14.2 Burnham Overy Staithe

### Rural Village

#### Description

14.2.1 The small-nucleated village of Burnham Overy Staithe in the Norfolk Coast AONB nestles at the edge of Overy Creek and Marshes. The village lacks convenience facilities and a school but does have a pub, a small harbour and facilities related to recreational sailing.

14.2.2 The diverse mixture of orange brick and pantile traditional buildings, with contrasting chalk clunch, flint and pebble facings are distinctive characteristics of buildings in the village which is designated a Conservation Area. Burnham Overy Parish has a population of 134 (Census Data 2011)

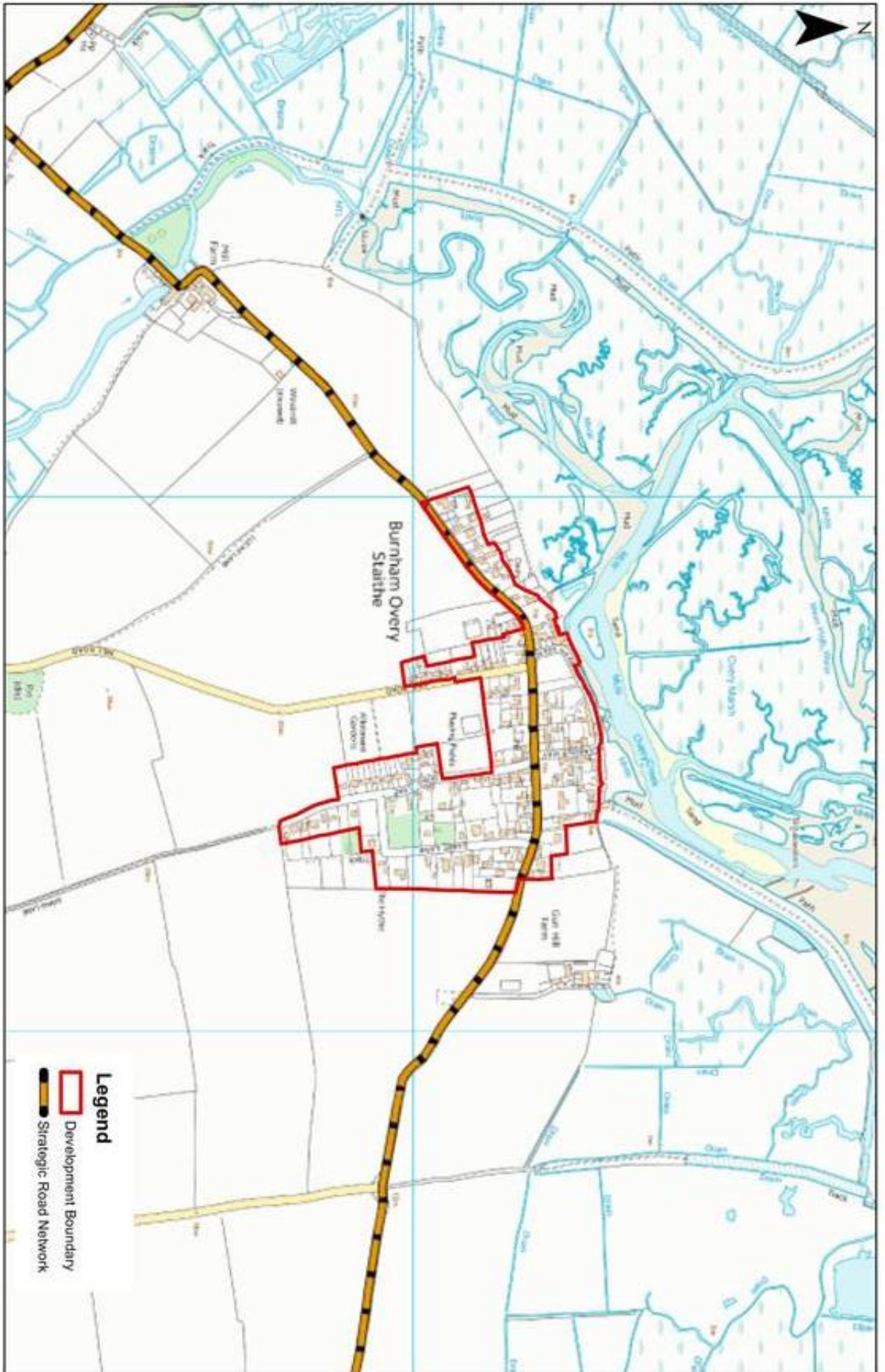
14.2.3 Burnham Overy Staithe has the smallest parish population of all designated 'Rural Villages' in the settlement hierarchy. It is in a particularly sensitive location, within the Area of Outstanding Natural Beauty, on the edge of the undeveloped coastline subject to a number of national and international designations for its environmental and heritage significance.

14.2.4 The SADMP (2016) method of distributing new development indicated that an allocation of one new house would be sought. Due to the minimal level of housing sought in the settlement and the level of constraints to development identified, the Borough Council did not allocate any new houses in Burnham Overy Staithe. This decision was supported by Burnham Overy Parish Council and the Norfolk Coast Partnership. The Local Plan review doesn't alter this, and no further housing allocations are sought here.



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### Burnham Overy Staithe



## 14.3 Castle Rising

### Rural Village

#### Description

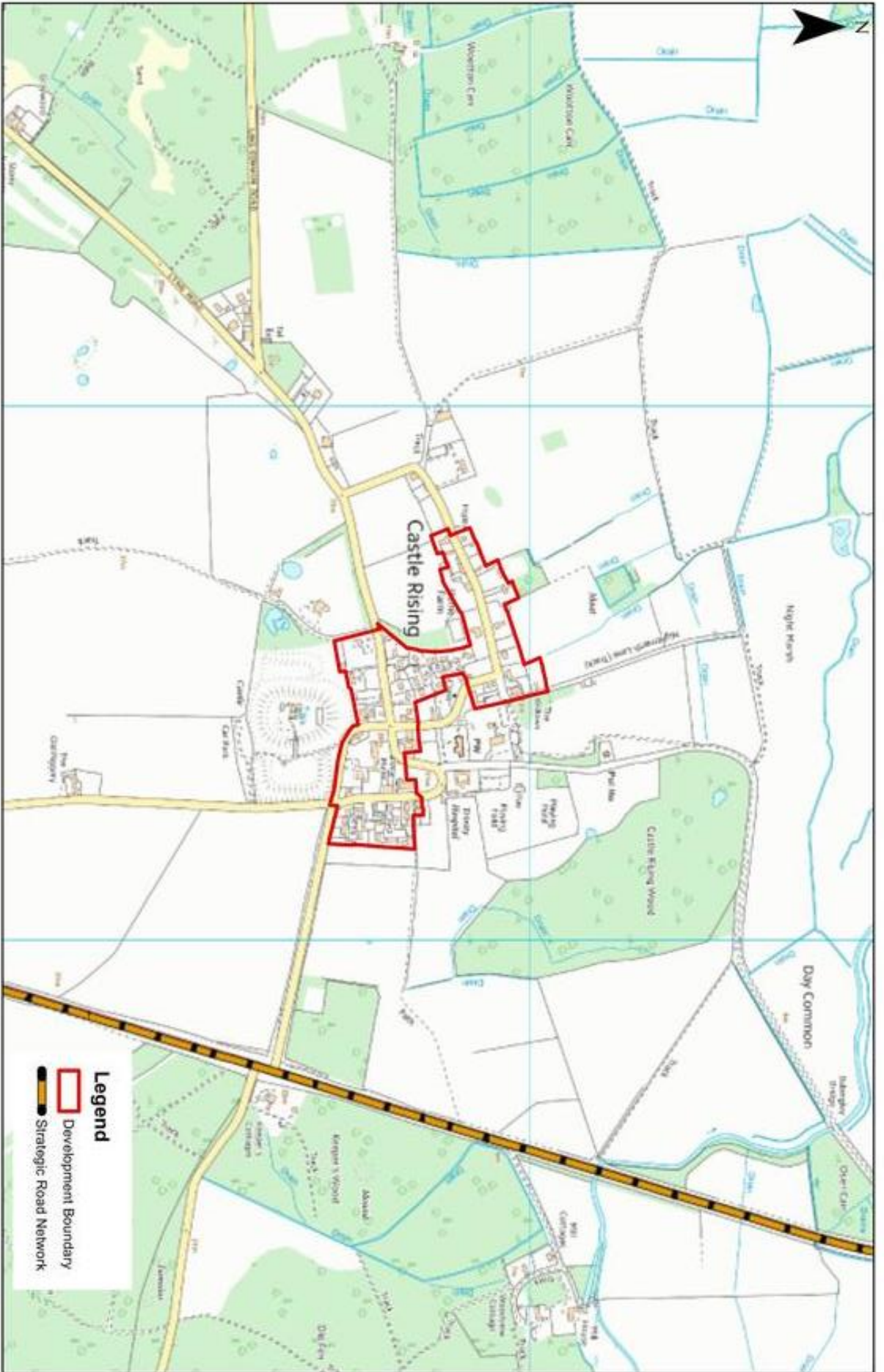
14.3.1 Castle Rising is a small, historic village with a population of just 216 (Census Data 2011) and is approximately five miles northeast of King's Lynn. The settlement contains a small number of services including tea rooms, a furniture shop, a pub and the Church of St. Lawrence. A greater number of services are located nearby in North Wootton and South Wootton. Older buildings in the village have been constructed using local materials including local bricks, Carrstone and Silver Carr. Castle Rising contains a significant 12<sup>th</sup> Century Castle which is a Scheduled Ancient Monument and is a visitor attraction in the village.

14.3.2 Castle Rising has a small population size and an average level of services for its designation as a Rural Village, except for a lack of a primary school.

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### Castle Rising

0 0.075 0.15 0.3 0.45 0.6  
Kilometers



## 14.4 Denver

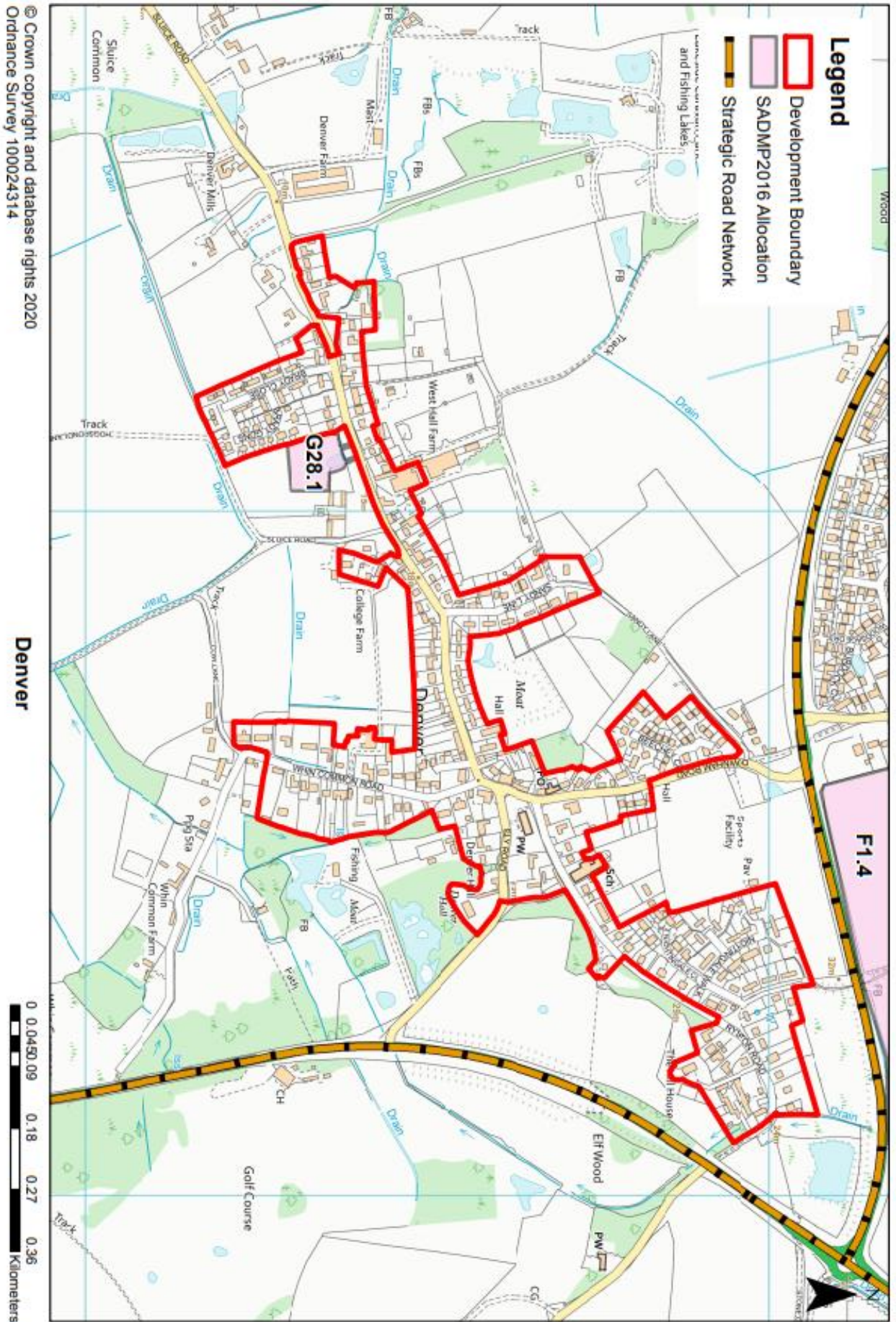
### Rural Village

#### Introduction

14.4.1 Denver is situated one mile south of Downham Market and has a range of facilities and services that serve the local community including a primary school, bus route, public house, Post Office and other retail and employment uses. The village has a linear form although the centre focuses on the Church of St Mary at the crossroads between Sluice Road, Ryston Road and Ely Road. The approach to the centre is characterised by a gently curving village street. The Grade II\* Denver Windmill is a key landmark situated within the village. The Parish of Denver has a population of 890 (Census Data 2011).

14.4.2 Denver is designated as a Rural Village and is considered to have a good range of services and facilities. The Site Allocation and Development Management Plan 2016 did make an allocation of at least 8 new dwellings. The Local Plan review carries this forward with some minor amendments to area of the allocated site to reflect the current situation with regards to the site.





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Denver

0 0.0450.09 0.18 0.27 0.36  
Kilometers

## 14.4.1 G28.1 Denver - Land South of Sluice Road

### Site Allocation

#### Policy G28.1 Denver - Land to South of Sluice Road

**Land of around 0.5 hectares, as shown on the Policies Map, is allocated for residential development of at least 8 dwellings.**

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

1. Provision of safe access and visibility to the satisfaction of the local highway authority;
2. The layout of the development should preserve the area to the north east of the site that is subject to a Tree Preservation Order;
3. Submission of an Ecological Survey Report and Mitigation Plan, to the satisfaction of Natural England;
4. Submission of a Heritage Asset Statement that establishes that development would enhance and preserve the setting of the adjacent Grade II Listed Manor Farmhouse;
5. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission;
6. Provision of affordable housing in line with the current standards.

#### Site Description and Justification

14.4.1.1 The allocated site is situated in the southern area of the settlement immediately south of Sluice Road. Between the site and Sluice Road there is a thin strip of common land, the site owner has provided information that an agreement with the common land owner in relation to rights across this land has been agreed in principle and the local highways authority state the site is considered appropriate for inclusion within the plan with this access point. The site is considered capable of accommodating at least 8 residential at a density reflecting that of the surrounding area.

14.4.1.2 The site lies immediately adjacent to the development boundary. The site is located a short distance from a bus stop and relatively close to other village services including the school. The site is classified as Grade 3 agricultural land but is



currently uncultivated. Whilst development would result in the loss of undeveloped land, this applies to all potential development options.

14.4.1.3 There are some protected trees located towards north east of the site, the site will need to consider how to respond to this in the design of the development. A pond occupies a relatively central position within the site and there is documentary evidence of Great Crested Newts, the policy includes a clause to ensure that an ecological survey report and mitigation plan is submitted. The survey needs to show whether protected species are present in the area or nearby, and how they use the site. The mitigation plan needs to show how the development will avoid, reduce or manage any negative effects to protected species.

14.4.1.4 The site is well integrated with the village and development will be well screened on the west by the existing development at Brady Gardens. The majority of the views into the site are limited to near distance from School Road and adjacent properties. There are few opportunities for long distance views due to the site being located within a developed area. In the limited views that are available the site is seen in the context of the existing settlement.

14.4.1.5 In close proximity to the eastern boundary of the site there is a Grade II Listed building, Manor Farm House. The sensitivity of its location requires careful design to ensure that the site makes a positive contribution to the setting of the nearby Listed Building. Standard housing designs are unlikely to achieve this. The design and layout of the scheme must be sympathetic to the historic character of the area.

14.4.1.6 Submission of details showing how sustainable drainage measures will integrate with the design of the development, and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission

14.4.1.7 The allocated site is identified in the SADMP (2016) Sustainability Appraisal as the least constrained of all the other options to accommodate growth in the village. It is of a scale to allow flexibility in the layout and respond to the specific characteristics of the locality.

## 14.5 East Winch

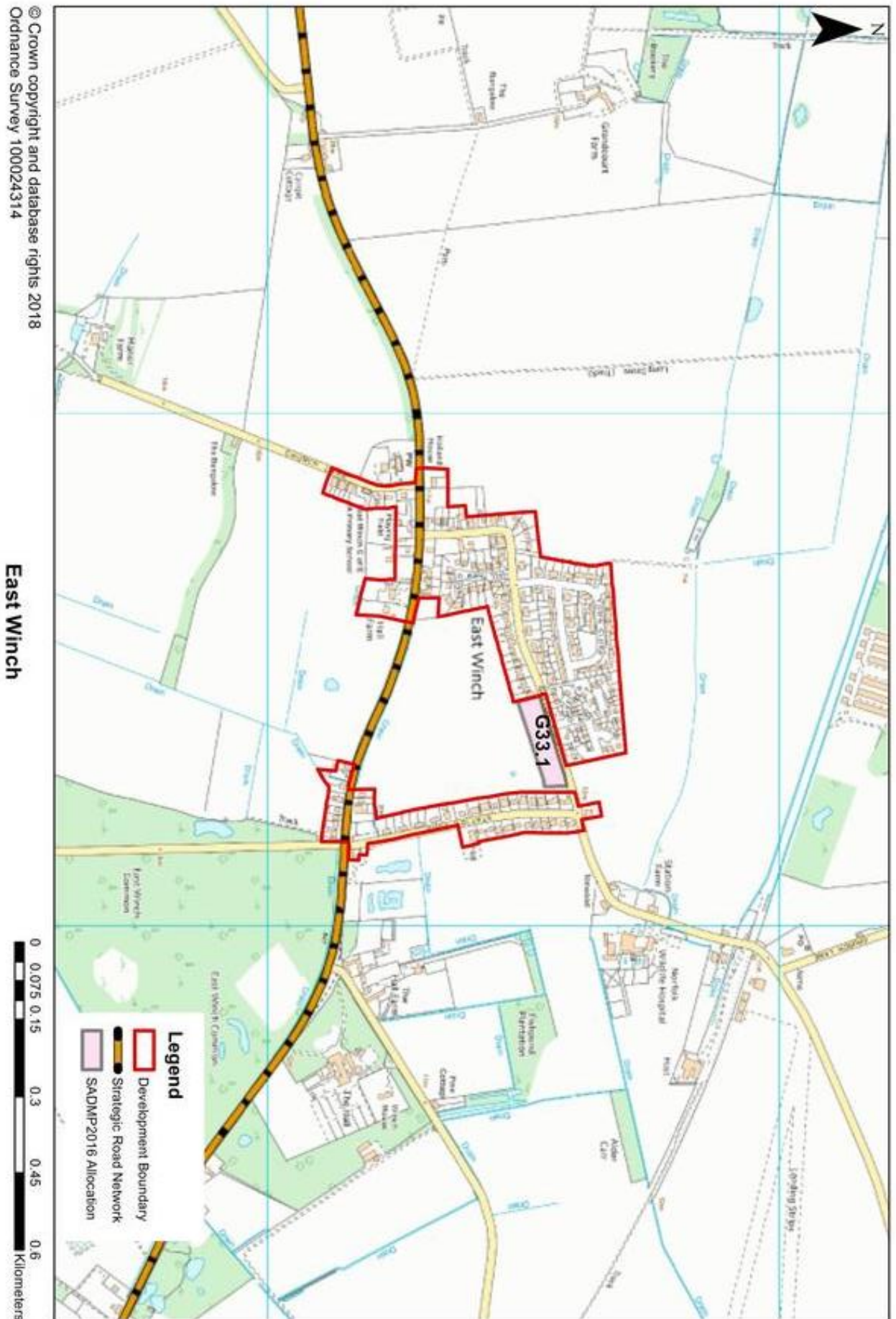
### Rural Village

#### Description

14.5.1 The village of East Winch is situated to the east of the Borough on the A47, seven miles east of King's Lynn and eleven miles west of Swaffham. The village consists of three parts; East Winch Hall to the east, development around the junction of the A47 and stretching along Church Lane in a linear pattern; and the largest part of the village is around the junction of the A47 and then follows Gayton Road north and east containing estate development.

14.5.2 The Parish of East Winch has a population of 779 (Census Data 2011). The village benefits from services including a regular bus service, Post Office, pub and local employment.

14.5.3 East Winch is designated a Rural Village. East Winch received an allocation of at least 10 dwellings in the Site Allocation and Development Management Policies 2016 (SADMP).



## 14.5.1 G33.1 East Winch - Land South of Gayton Road

### Site Allocation

#### Policy G33.1 East Winch - Land south of Gayton Road

**Land south of Gayton Road amounting to 0.8 hectares, as identified on the Policies Map, is allocated for residential development of at least 10 dwellings.**

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

1. Submission of details relating to the sewer that crosses the site together with mitigation (easement/ diversion) to the satisfaction of Anglian Water;
2. Provision of affordable housing in line with the current standards.

#### Site Description and Justification

14.5.1.1 The allocated site is centrally located in the village, surrounded by existing housing on the north, east and west. The site comprises of Grade 4 (poor quality) agricultural land and other than boundary hedgerows there are no landscape features of note within the site.

14.5.1.2 The site is well integrated with built development and does not encroach into surrounding countryside in comparison to other considered site options. The site is well screened by existing housing and boundary planting, as such it is considered that development on the site is likely to have minimal impacts on the visual amenity of the area but would be mainly viewed in the context of the existing settlement. Its central position in the village means that is well located to the available local services, providing some opportunity for residents to walk and cycle to these services. The site fronts directly onto Gayton Road. The local Highway Authority indicates that the road network can adequately accommodate the proposed development.

14.5.1.3 Development on the site would constitute a continuation of housing along Gayton Road, in-filling the gap between existing housing rather than extending the settlement further. In addition, the site is considered favourable by the Council as it lends itself to development that is consistent with the existing form and character of the surrounding area. The allocated site is also supported by the local Parish Council.

14.5.1.4 Whilst the site is identified as a mineral safeguarded area for silica sand and gravel, this is not considered a constraint as the proposed scale of development is less than 1 hectare. The developer is however encouraged to explore the potential to extract the minerals and utilise them on site in the development.

14.5.1.5 This site benefits from full planning permission (15/01793/OM, 18/0897/RM, 19/00863/RM, 20/00834/F) for 10 dwellings and development of the site has started.

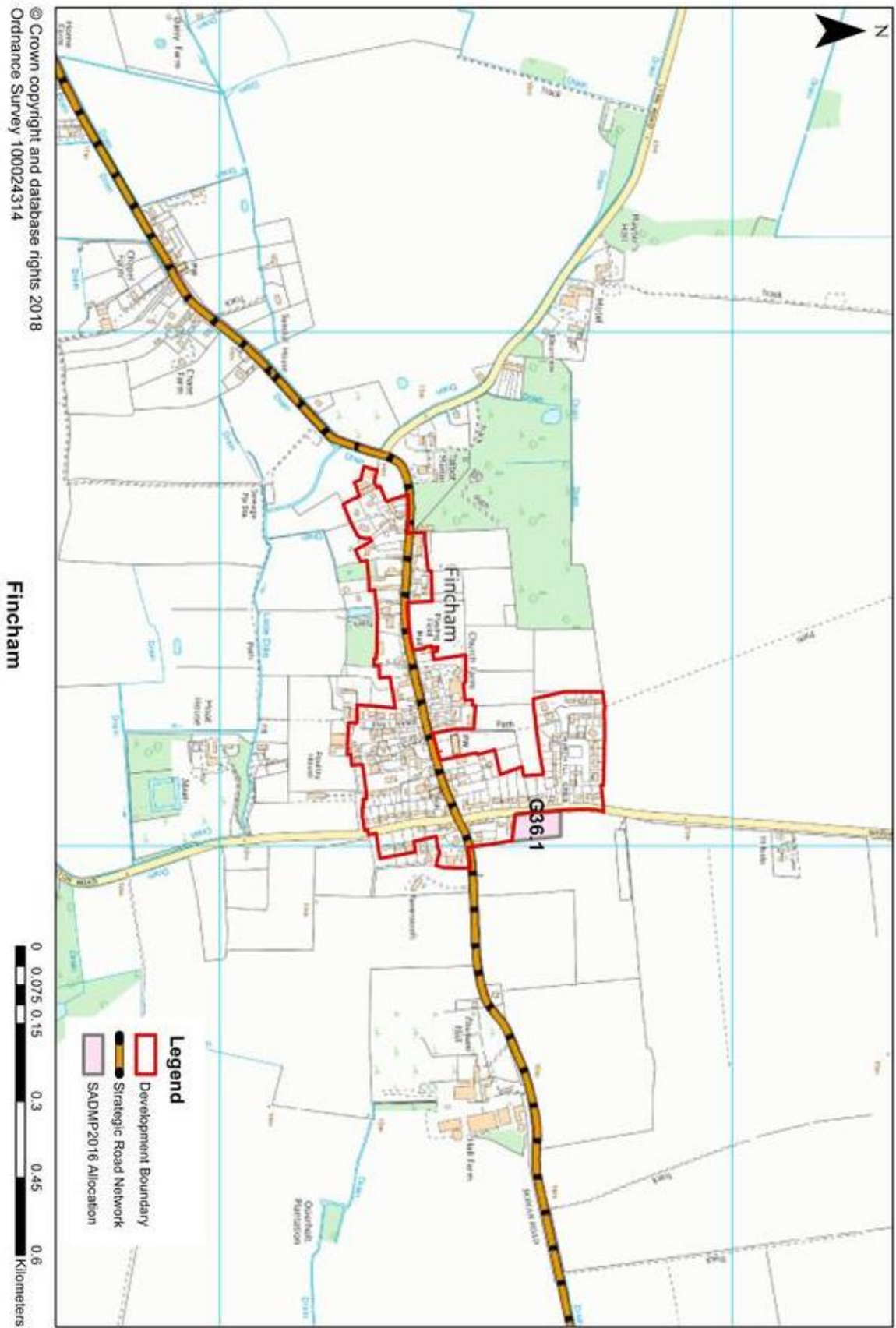
## 14.6 Fincham

### Rural Village

#### Description

14.6.1 Fincham is located on the A1122, 12 miles south of King's Lynn. It is set in a mature landscape which gives the village an enclosed character, in contrast to the wide, open nature of the surrounding countryside. The centre of Fincham is designated a Conservation Area with attractive buildings and a strong sense of local character. Fincham is linear in form, being contained between the junctions of two minor roads and the A1122. The Parish of Fincham has a population of 496 (Census Data 2011). There are some employment opportunities and few services which include a shop, pub and church in the village.

14.6.2 Fincham is designated a Rural Village. The SADMP (2016) made an allocation of at least 5 dwellings.





## 14.6.1 G36.1 Fincham - Land East of Marham Road

### Site Allocation

#### Policy G36.1 Fincham - Land east of Marham Road

Land amounting to 0.5 hectares, as shown on the Policies Map, is allocated for residential development of at least 5 dwellings.

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

1. Demonstration of safe highways access that meets the satisfaction of Norfolk County Council as the local highway authority;
2. Submission of an Odour Assessment, to the satisfaction of Anglian Water, in relation to any impacts on residents of the site from the nearby sewage treatment works;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission;
4. Provision of affordable housing in line with the current standards.

#### Site Description and Justification

14.6.1.1 The allocated site is situated towards the north east edge of the settlement. The current proposed development boundary immediately abuts the site's southern and western boundaries. The Council considers the site is capable of providing 5 dwellings at a density appropriate to its location. The Highway Authority has no objection to small scale development on this site.

14.6.1.2 The site runs parallel to frontage development on the western side of Marham Road, it is considered that development could take place without detriment to the form and character of the settlement by reflecting this linear frontage development. The site would form a natural extension to the settlement and is ideally located, being within walking distance to village services and facilities.

14.6.1.3 The Conservation Area is a short distance from the site; therefore, any development should protect and enhance the character and appearance of Fincham Conservation Area.

14.6.1.4 The site is classified as grade 3 agricultural land.

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

14.6.1.6 Most of the village is within a cordon sanitaire for a sewage treatment works. This indicates there may be an amenity issue relating to odour for new residents. Any application for development would need to provide an odour assessment to demonstrate this will not be a problem.

14.6.1.7 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

14.6.1.8 The site benefits from full planning permission (19/01756/F) for 5 dwellings.

## 14.7 Flitcham

### Rural Village

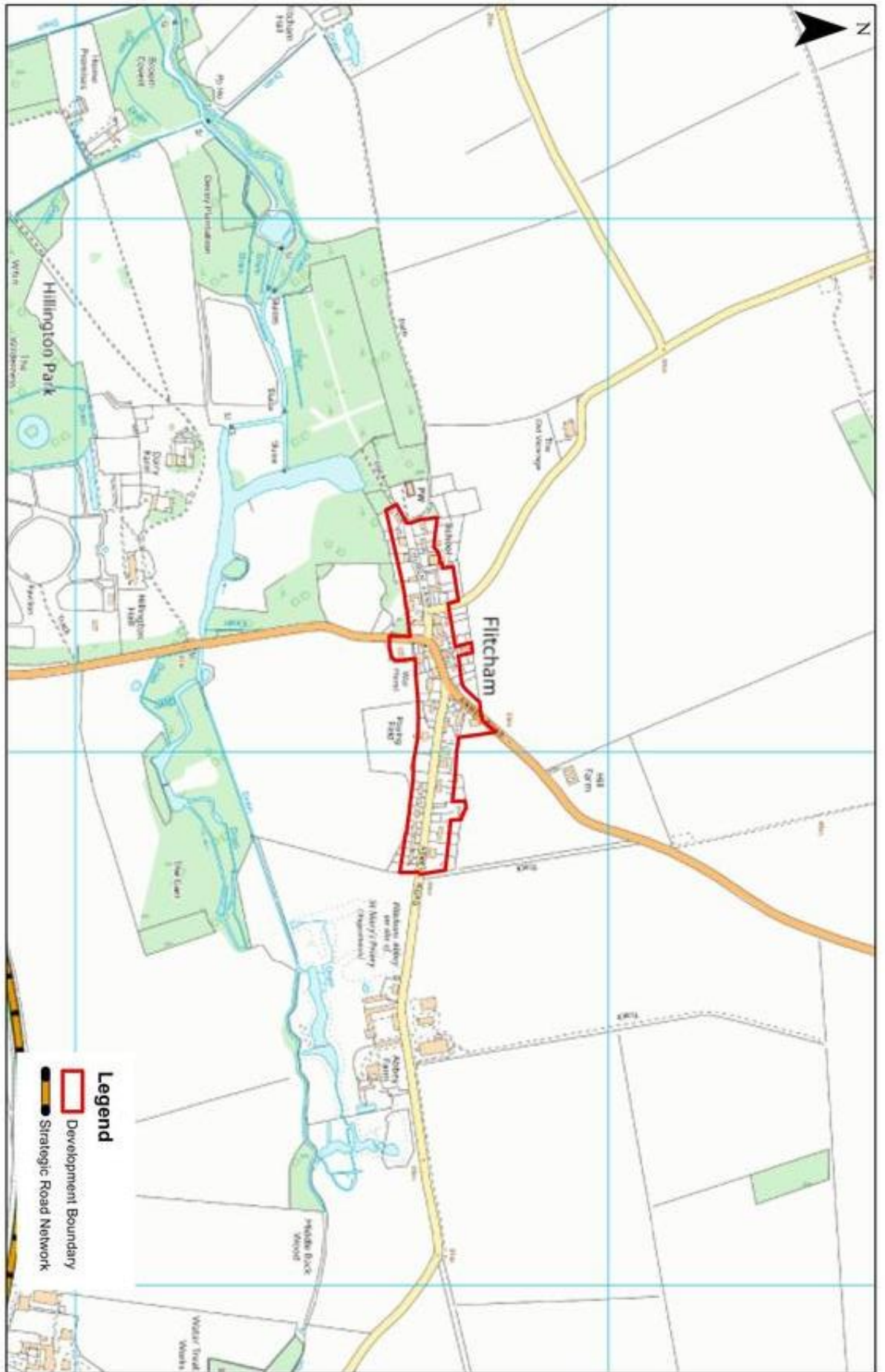
#### Description

14.7.1 Flitcham is a small linear settlement which spreads from the Church of St. Mary towards Flitcham Abbey and is situated seven miles northeast of King's Lynn. Flitcham is low in overall service provision but the village does support a small school. The main access road from Flitcham is the B1153 but the village is not served by public transport links. Flitcham with Appleton parish has a population of 276 (Census Data 2011).

14.7.2 The SADMP (2016) suggested that Flitcham would receive an allocation for new houses. However, no sites were identified which were acceptable in terms of heritage, landscape and highways issues. Therefore, no sites were allocated in Flitcham, and the Local Plan review retains this position.

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### Fitcham



**Legend**

- Development Boundary
- Strategic Road Network

## 14.8 Great Bircham/Bircham Tofts

### Rural Village

#### Description

14.8.1 Great Bircham and Bircham Tofts comprise three original settlements along the B1153 and B1155: buildings clustered around Lower and Pond Farms to the east, buildings around the Church in the middle, and buildings around Church Farm and Town Farm and the inn to the south. Subsequent small-scale developments during the 1930s, 1980s and 1990s has led to the villages present form. Since then, new dwellings have mostly been by the “conversion” of, or building in traditional styles in the vicinity of, former farm barns and outbuildings.

14.8.2 Great Bircham and Bircham Tofts have some key services such as a school, a 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 (Census Data 2011). 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.

14.8.3 In considering the appropriate level of development in each settlement, through the SADMP (2016) Great Bircham and Bircham Tofts would have received a modest housing allocation.

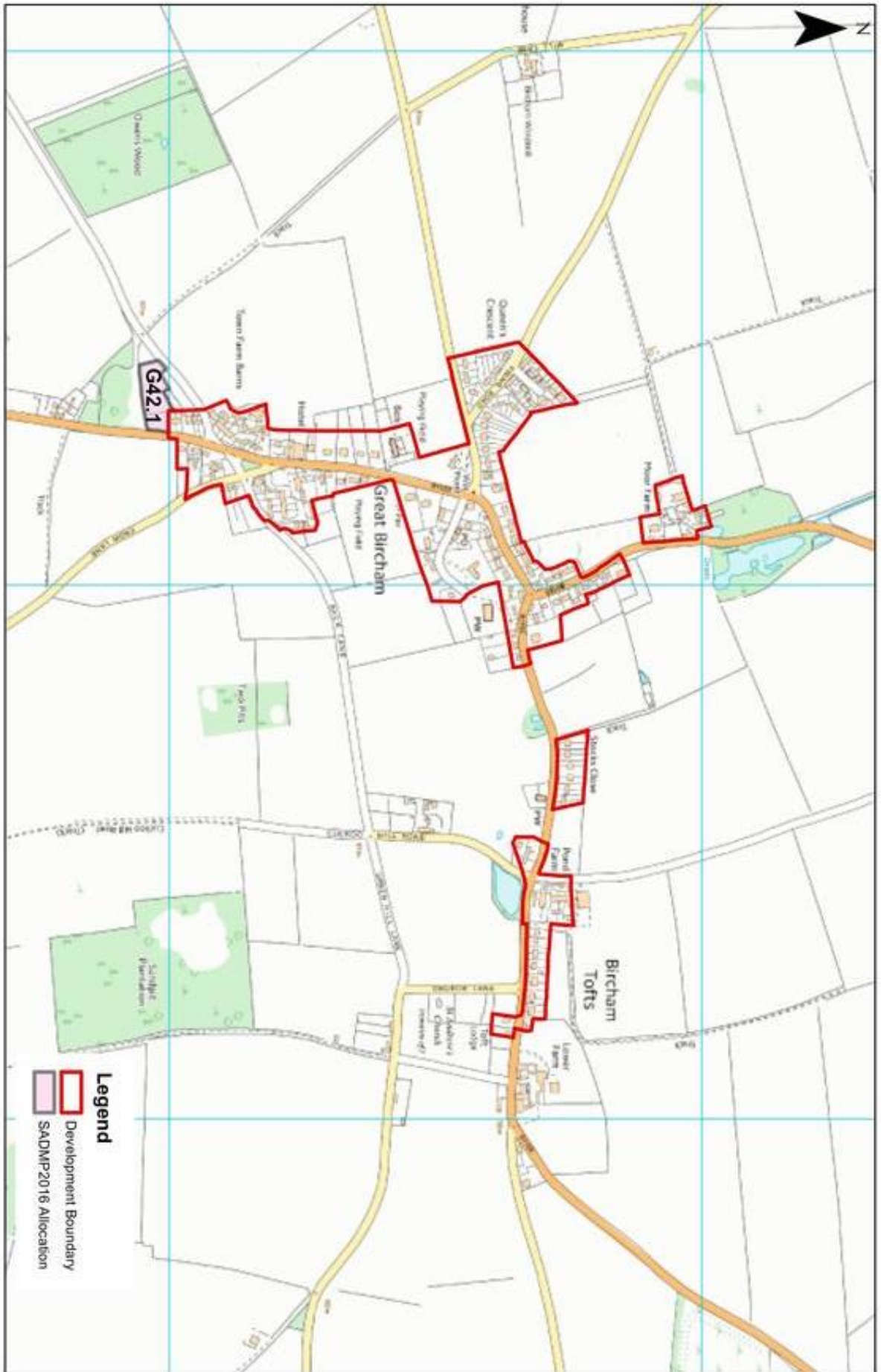
14.8.4 However, in response to Bircham Parish Council’s request for a greater level of new housing, and in order to optimise the use of land on the site, the Borough Council did make an allocation of at least ten new homes. This position is carried forward within the Local Plan review.

14.8.5 For detail regarding the former National Construction College (East) and headquarters of Construction Skills (Construction Industry Training Board) close by please see Policy LP09.

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### Great Bircham and Bircham Tofts

0 0.075 0.15 0.3 0.45 0.6  
Kilometers





## **14.8.1 G42.1 Great Bircham and Bircham Tofts - Land Adjacent to 16 Lynn Road**

### **Site Allocation**

#### **Policy G42.1 Great Bircham and Bircham Tofts - Land adjacent to 16 Lynn Road**

**Land amounting to 0.58 hectares, as shown on the Policies Map is allocated for residential development of at least 10 dwellings.**

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

1. Provision of safe access onto Lynn Road;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission;
3. Implementation of mitigation measures identified in the Ecological Appraisal undertaken by Wild Frontier Ecology (April 2012);
4. Provision of affordable housing in line with the current standards.

### **Site Description and Justification**

14.8.1.1 The allocated site is relatively free of constraints. The site is not within the cordon sanitaire relating to odour issues, it has received no objection from the Highways Authority and development would not compromise the landscape separation between Great Bircham and Bircham Tofts.

14.8.1.2 In comparison to alternative options, the majority of views of the site are limited to the near distance from adjacent properties; however, there are wider views when entering the village from the south. New development will be partially screened by existing vegetation and hedgerows to the south of the site which will help to reduce the visual impact on the wider countryside. The Council considers that development on this site would have the lowest visual impact on the wider countryside in comparison to other alternative site options.

14.8.1.3 The site lies to the south of the village, largely adjacent to the proposed settlement boundary with a small portion of the site to the north within it. The site is currently heavily vegetated, with a number of mature trees and hedgerows within the site itself as well as on the boundaries. An Ecological Appraisal has been undertaken by the developer which has identified mitigation strategies to minimise the impact of

development on local species and native habitats. The policy wording requires the developer to implement the identified mitigation strategies.

14.8.1.4 It is considered that the site is of a sufficient scale to accommodate the 10 dwellings sought in the village at a density consistent with the surrounding area and without detriment to the form and character of the locality.

14.8.1.5 This site benefits from outline planning permission (16/00888/O) for 10 dwellings.

## 14.9 Harpley

### Rural Village

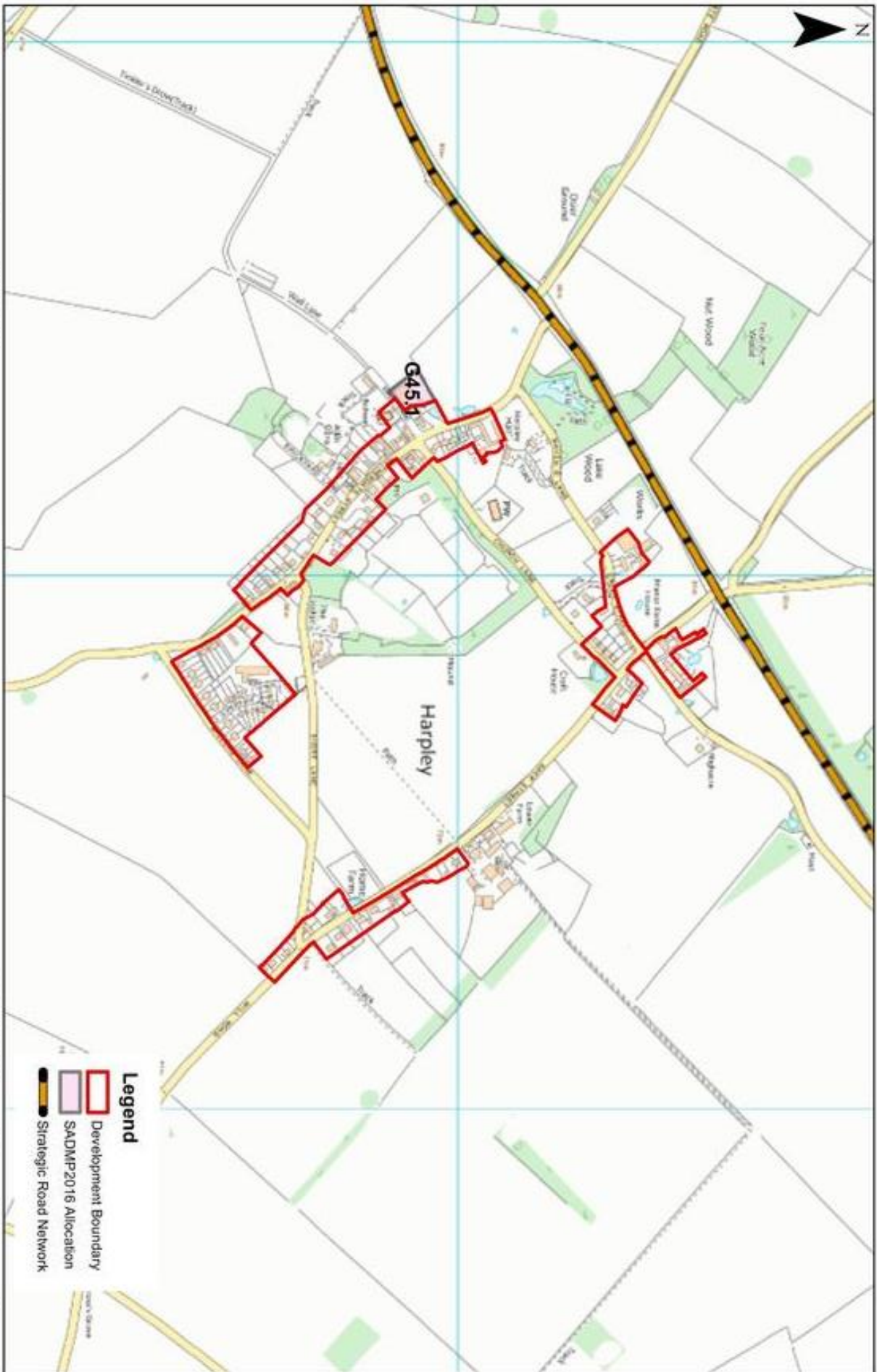
#### Description

14.9.1 Harpley is a small rural village consisting of three distinct parts, two of which are grouped around farms. The settlement pattern is generally linear, and development is surrounded by mature trees and the wider countryside. The parish of Harpley has a population of 338 (Census Data 2011). The level of services has declined in recent years but still has a village hall, primary school, church and pub. Harpley is in a relatively elevated position in comparison to most rural villages within the Borough, which affords good views.

14.9.2 Harpley is adjacent to the A148, a well-used road link between the larger settlements of King's Lynn and Fakenham. The village is served by a bus stop although services are infrequent.

14.9.3 Harpley is one of the smaller designated Rural Villages in population size and is very rural in nature. Therefore, the Council sought limited growth to support essential services. The SADMP (2016) did make an allocation of at least five houses, and this is carried forward within the Local Plan review.

# Harpley



## 14.9.1 G45.1 Harpley - Land at Nethergate Street/School Lane

### Site Allocation

#### **Policy G45.1 Harpley - Land at Nethergate Street/School Lane**

**Land amounting to 0.35 hectare, as shown on the Policies Map, is allocated for residential development of at least 5 dwellings.**

Development is subject to compliance with all of the following:

1. Suitable provision / improvements to pedestrian links to Nethergate Street;
2. Retention of the existing pond adjacent to the access point at the north east corner of the site and retention of the hedgerow which bound the site;
3. Submission of an Archaeological Field Evaluation based on the potential for findings in relation to medieval findings which should be used to inform the planning application;
4. Provision of affordable housing in line with the current standards.

### Site Description and Justification

14.9.1.1 The allocated site is ideally located close to the school and offers a number of options for development. Whilst a grain store occupies the site, evidence has satisfied the Borough Council that it cannot be used for this purpose due to its proximity to the school and the amenity issues when using the dryer. It is considered that an appropriate scheme of development could result in an improvement on the visual amenity of the site that is currently dominated by the grain store.

14.9.1.2 The site lies to the west of the settlement just north of the village school. The area currently comprises a non-operational grain store, a small area of uncultivated arable land (grade 3), a redundant barn, a pond, and an access onto Nethergate Street. A mature and established hedgerow bounds the site to the south. Other than the pond and hedgerow there are no other landscape features of importance within the site boundary.

14.9.1.3 Views of the site consist of medium distance views from the A148 to the north of the site and near distance views from adjacent roads, properties and public rights of way. Medium and long-distance views from the wider landscape are possible from across the valley to the south and south east.

14.9.1.4 The Historic Environment Service have indicated that the site is within a deserted section of Harpley. They recommend any development in this location be

informed by an archaeological field evaluation by trial trenching, and that any development takes into account the result of the field evaluation. A large undeveloped area adjacent to the north and west boundaries of the site have been found to contain earthworks of a former medieval settlement within parkland belonging to Harpley Hall. Norfolk Wildlife Trust have indicated the applicant should seek retention of or mitigate against the loss of hedge and pond. The Council seek to retain these features on the site.

14.9.1.5 The site benefits from full planning permission (19/00301/F) for 6 dwellings.



## **14.10 Hilgay**

### **Rural Village**

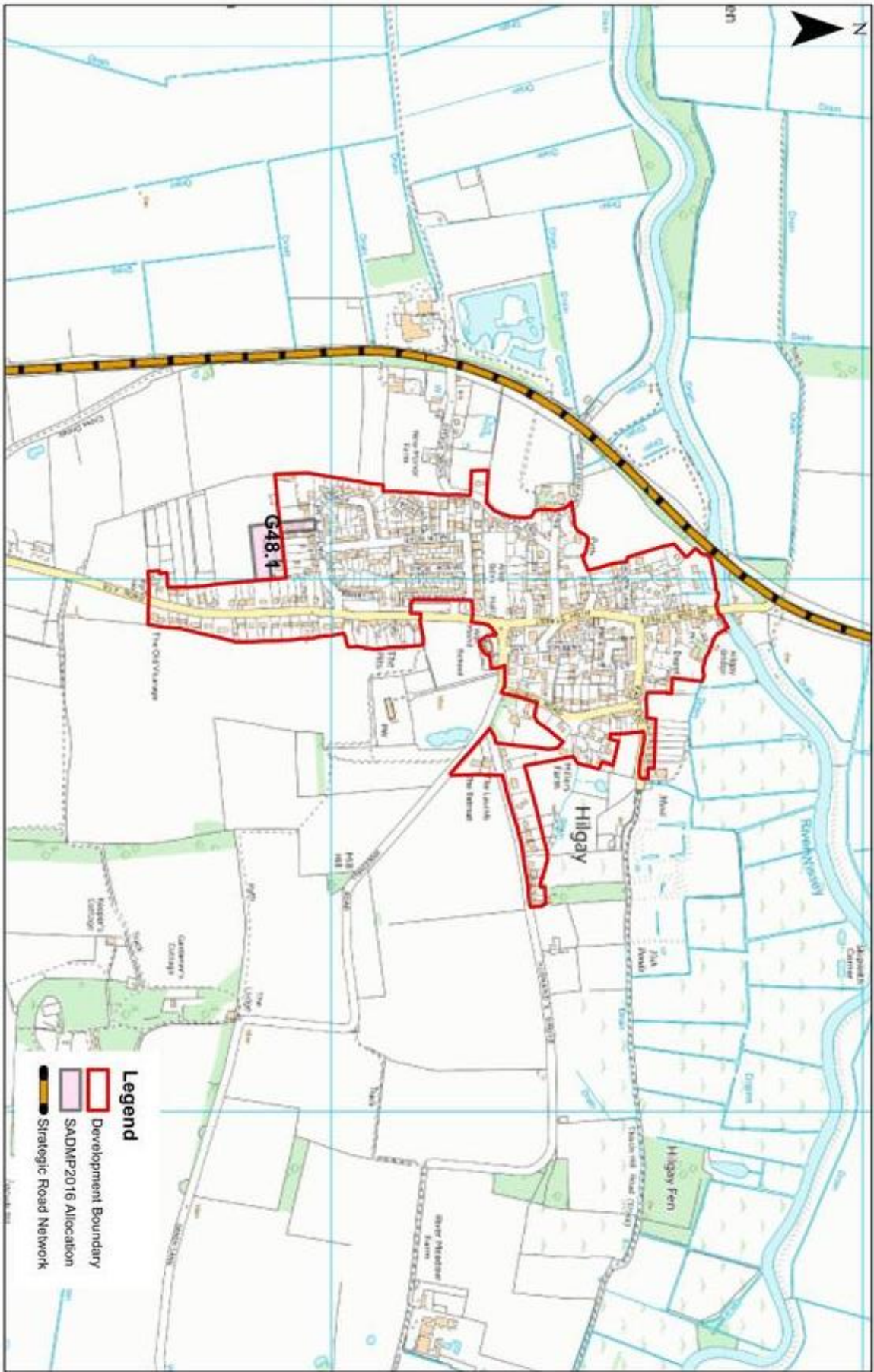
#### **Description**

14.10.1 Hilgay is situated four miles south of Downham Market, to the east of the A10. The village is built on elevated land which rises from the River Wissey in the north and the surrounding fenland to the west. There is a bridge over the river. This was a former section of the A10. There are some employment opportunities in the village but few services. The Parish of Hilgay has a population of 1,341 (Census Data 2011).

14.10.2 Hilgay is designated as a Rural Village. The SADMP (2016) made an allocation for at least 12 dwellings in Hilgay, and the Local Plan review carries this forward.

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### Hilgay



## 14.10.1 G48.1 Hilgay - Land South of Foresters Avenue

### Site Allocation

#### **Policy G48.1 Hilgay - Land south of Foresters Avenue**

**Land amounting to 0.6 hectares, as identified on the Policies Map, is allocated for residential development of at least 12 dwellings.**

Development will be subject to compliance with the following:

1. Submission of details showing how the water main and sewer crossing the site can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water;
2. Improvements to the footway network and safe access to the site from Foresters Avenue to the satisfaction of the local highway authority;
3. Prior submission of a desk based Archaeological Assessment of the site and proposed developed;
4. Provision of affordable housing in line with the current standards.

#### **Site Description and Justification**

14.10.1.1 The allocated site is situated towards the south west of the settlement, south of Forester's Avenue. The development boundary immediately abuts the northern and eastern site boundaries. The site is located close to a bus stop and within a relatively short distance of the local school. The Council considers the site capable of accommodating the 12 residential units required in the settlement at a density reflecting that of the surrounding area. Development on this site is supported by Hilgay Parish Council.

14.10.1.2 The site is currently agricultural land (grade 3) and there is a water tower located towards the north east corner of the site. There are no important landscape features on the site (e.g. hedgerows or trees) and development would be well screened in the context of the existing settlement.

14.10.1.3 Norfolk County Council as the local highway authority have no objection to this site been developed providing local improvements to the footway network are made. Access would be achieved from Forester's Avenue.

14.10.1.4 The Historic Environment Service have identified the site as an area of archaeological interest and therefore the allocation policy requires a desk based archaeological assessment prior to development.

14.10.1.5 The following constraints must be resolved prior to development; a sewer and water mains cross the site and therefore easement/ diversion may be required in consultation with Anglian Water.

14.10.1.6 The site benefits from outline planning permission (16/00718/OM) for 17 dwellings, and a reserved matters application has been submitted for consideration (20/00119/RM).

## 14.11 Hillington

### Rural Village

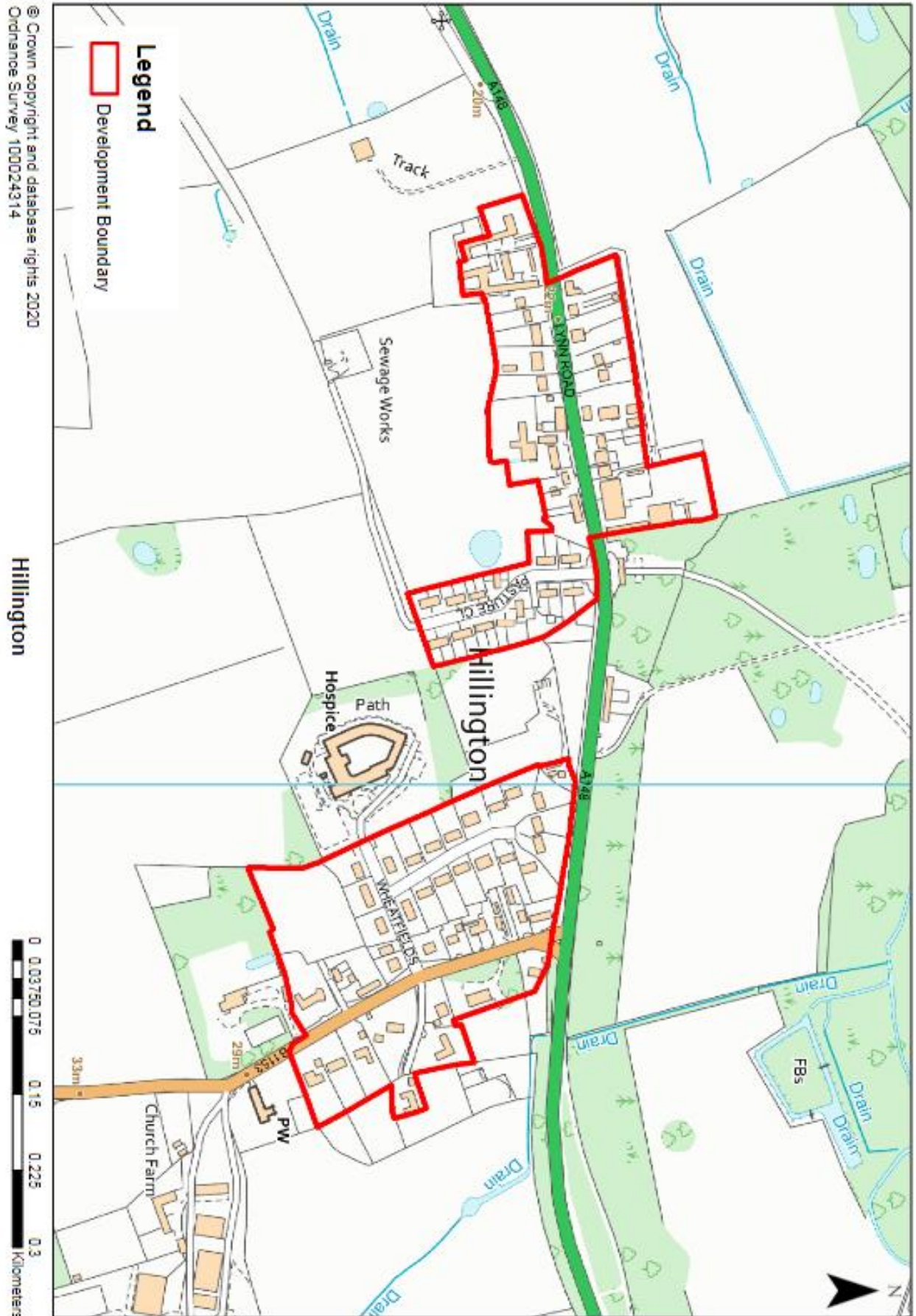
#### Description

14.11.1 Hillington is essentially a linear village straddling the A148 King's Lynn to Cromer road. Aside from this road, the village is very rural in character and is centred around the historic entrance to Hillington Hall, on the edge of the Sandringham Estate. Development also stretches along the B1153 near to St. Mary's Church. Hillington has a shop/service station, bus services, The Ffolkes public house which has recently been re-developed and now provides accommodation, banqueting facilities as well as being a pub and restaurant, and is also home to The Norfolk Hospice, which is located off Wheatfields, this is a significant Borough/County-wide resource for both in and out patients. The Hospice generates traffic to and from the site on a daily basis from clients, volunteers, employees and fund-raising events.

14.11.2 The level of services generally relates to the position of the settlement on the A148, as the parish has a population of only 400 (Census Data 2011) making it one of the smaller rural villages. It lies seven miles north east of King's Lynn.

14.11.3 Hillington is designated as a Rural Village. The SADMP (2016) did make an allocation for at least 5 dwellings. However, since adoption the SADMP the landowner has expressed a desire not to develop the site and therefore it has been removed from the Local Plan review.







## **14.12 Ingoldisthorpe**

### **Rural Village**

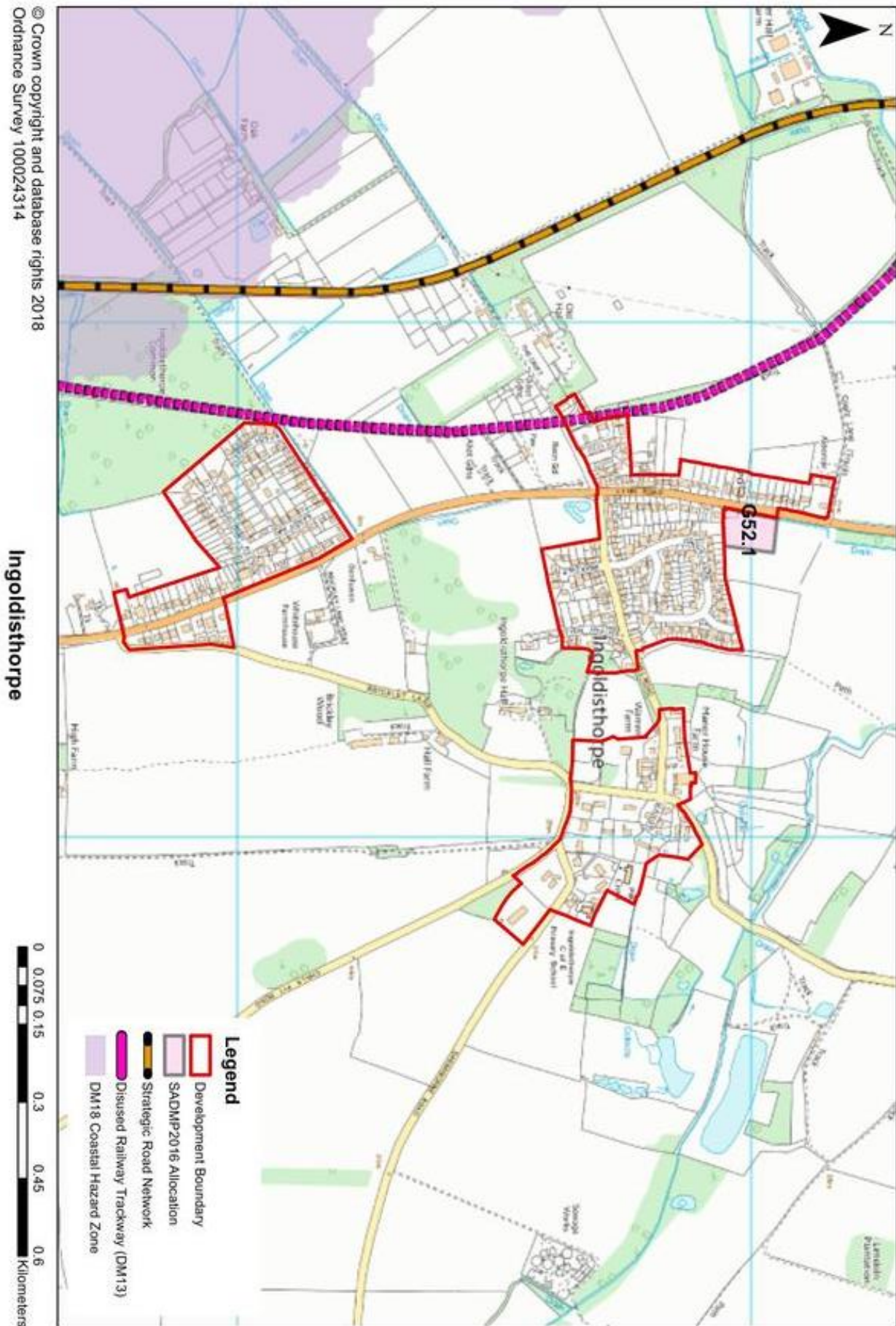
#### **Description**

14.12.1 Ingoldisthorpe Parish has a population of 849 (Census Data 2011). The central part of the village contains a convenience store and school. The village is served by good public transport links and is well connected to King's Lynn, Hunstanton and the nearby larger villages of Heacham and Dersingham via the Lynn Road (B1440). Ingoldisthorpe village currently consists of three distinct parts, the largest being focused around the junction of Hill Road with Lynn Road.

14.12.2 Ingoldisthorpe has a medium population in comparison to other settlements designated as Rural Villages but has a limited range of facilities in the village itself. However, the village lies between the Key Rural Service Centres of Dersingham and Snettisham, meaning residents can access a greater range of services in these settlements, which are at a distance of around one mile. The SADMP (2016) accordingly made an allocation of at least 10 dwellings.

#### **Ingoldisthorpe Neighbourhood Plan**

14.12.3 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Ingoldisthorpe Parish Council are in the process of preparing a Neighbourhood Plan for their Area. The Ingoldisthorpe Neighbourhood Plan Area was formally designated by the Borough Council in February 2020.



## **14.12.1 G52.1 Ingoldisthorpe - Land opposite 143 - 161 Lynn Road**

### **Site Allocation**

#### **Policy G52.1 Ingoldisthorpe - Land opposite 143-161 Lynn Road**

**Land amounting to 0.7 hectare, as shown on the Policies Map, is allocated for residential development of at least 10 dwellings.**

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

1. Provision of a new footway which would join the site with the village services and the existing footway on Lynn Road;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission;
3. Provision of affordable housing in line with current standards.

### **Site Description and Justification**

14.12.1.1 The allocated site lies to the north of the village adjacent the proposed development boundary on its south and west sides. The site is situated in a fairly built up part of the settlement with the surrounding area consisting of road frontage residential developments to the west and south, and undeveloped agricultural land on the remaining two sides to the north and east.

14.12.1.2 The site itself is currently flat, undeveloped agricultural land (grade 3), bordered by trees and hedgerows on all sides. Whilst development would result in the loss of undeveloped land, the limited land required for the development of ten houses would enable the remainder of the field to continue to be used for arable farming.

14.12.1.3 Views of the site from the existing properties and the rest of the village are fairly near distance, as it is largely screened by the vegetation surrounding the site. Wider views exist when entering the village from the north, however the site is again hidden somewhat by trees and hedgerows.

14.12.1.4 The site presents the opportunity to develop 10 dwellings fronting onto the B1440 road, mirroring existing housing on the opposite (western) side of the road. The site is well located to some local amenities; it is directly opposite the village

hairdressers, and a local bus stop which goes in-between Hunstanton and King's Lynn. Norfolk County Council, as the local highway authority, have expressed concern about pedestrian access to the school from the proposed site. To address this issue, the Council would require a new footway from the proposed site to be joined up with the village services and the existing footway on Lynn Road.

14.12.1.5 The Borough Council considers that development on the site would have limited negative impact on form, character, visual amenity and accessibility.

14.12.1.6 The site has come forward and benefits from outline planning permission (15/02135/OM). This details 15 dwellings. Subsequently a reserved matters application has been granted and work has commenced on site (17/00088/RMM).

## 14.13 Old Hunstanton

### Rural Village

#### Description

14.13.1 Old Hunstanton is a small coastal village located just to the north of the seaside resort of Hunstanton. It lies adjacent to the Norfolk Coast Area of Outstanding Natural Beauty. (A small part of the eastern end of the development boundary lies within it). The village has a tranquil setting and contains mainly residential development. The village can become very busy in the summer with day trippers and weekenders due to its location with good access to the beach and the Norfolk Coast Path. The village features some traditional beach huts, hotels, the RNLI lifeboat station and is close to the Hunstanton Golf Course.

14.13.2 Old Hunstanton has no school but contains a broader range of facilities and is close to the larger service resort centre of Hunstanton. The village is connected to other coastal villages via the bus route along the A149 which interchanges in Hunstanton and Wells-next-the-Sea. Old Hunstanton parish has a population of 628 according to the 2011 Census.

14.13.3 Old Hunstanton has an average population size and a slightly lower than average level of services compared to the other settlement's designation as a Rural Village

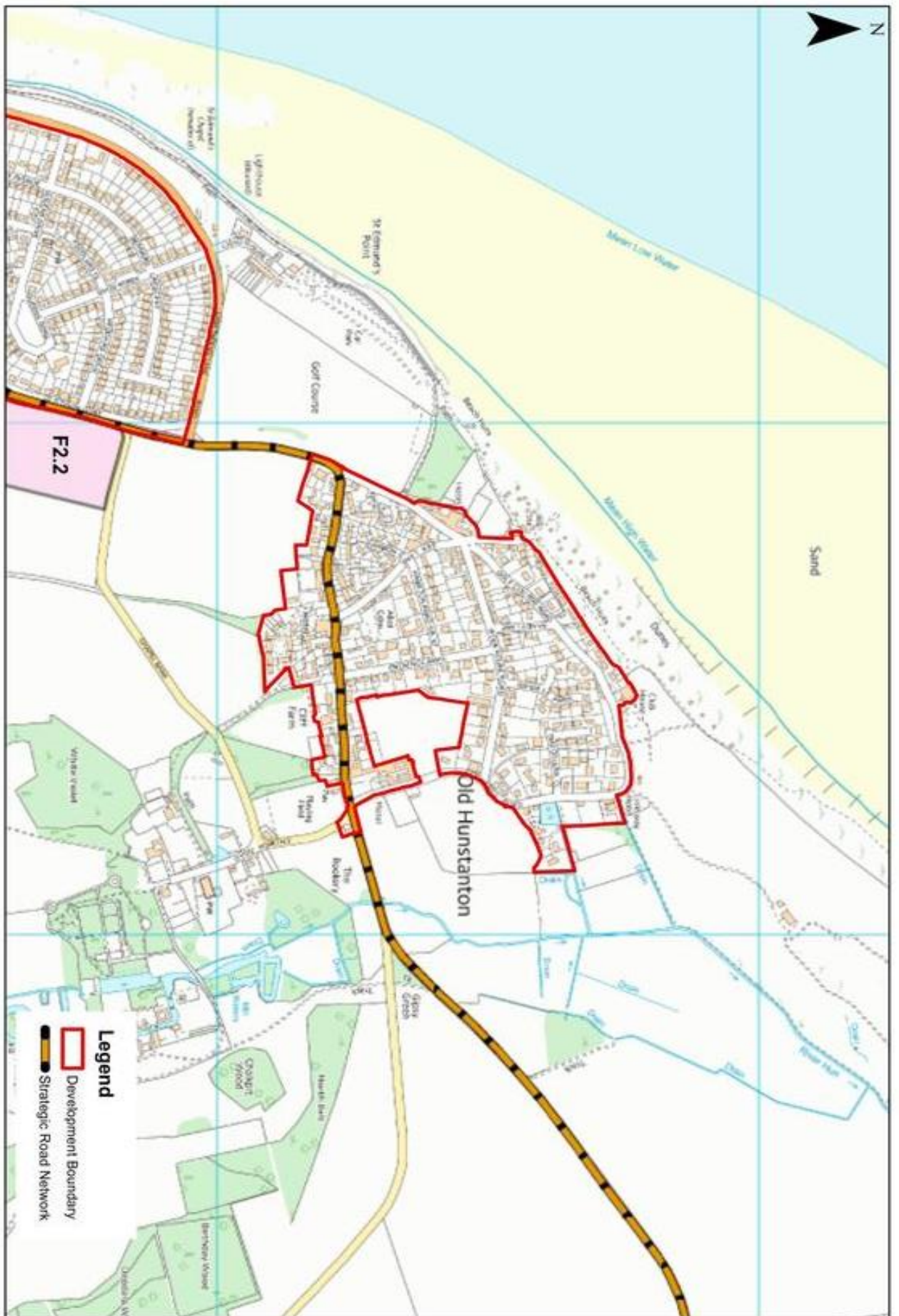
#### Old Hunstanton Neighbourhood Plan

14.13.4 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. The Old Hunstanton Neighbourhood Plan Area was formally designated by the Borough Council 25/07/2018 and corresponds with the boundaries of Old Hunstanton Parish. Currently a draft version of the Neighbourhood Plan is being prepared for consultation.



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### Old Hunstanton





## 14.14 Runcton Holme

### Rural Village

#### Description

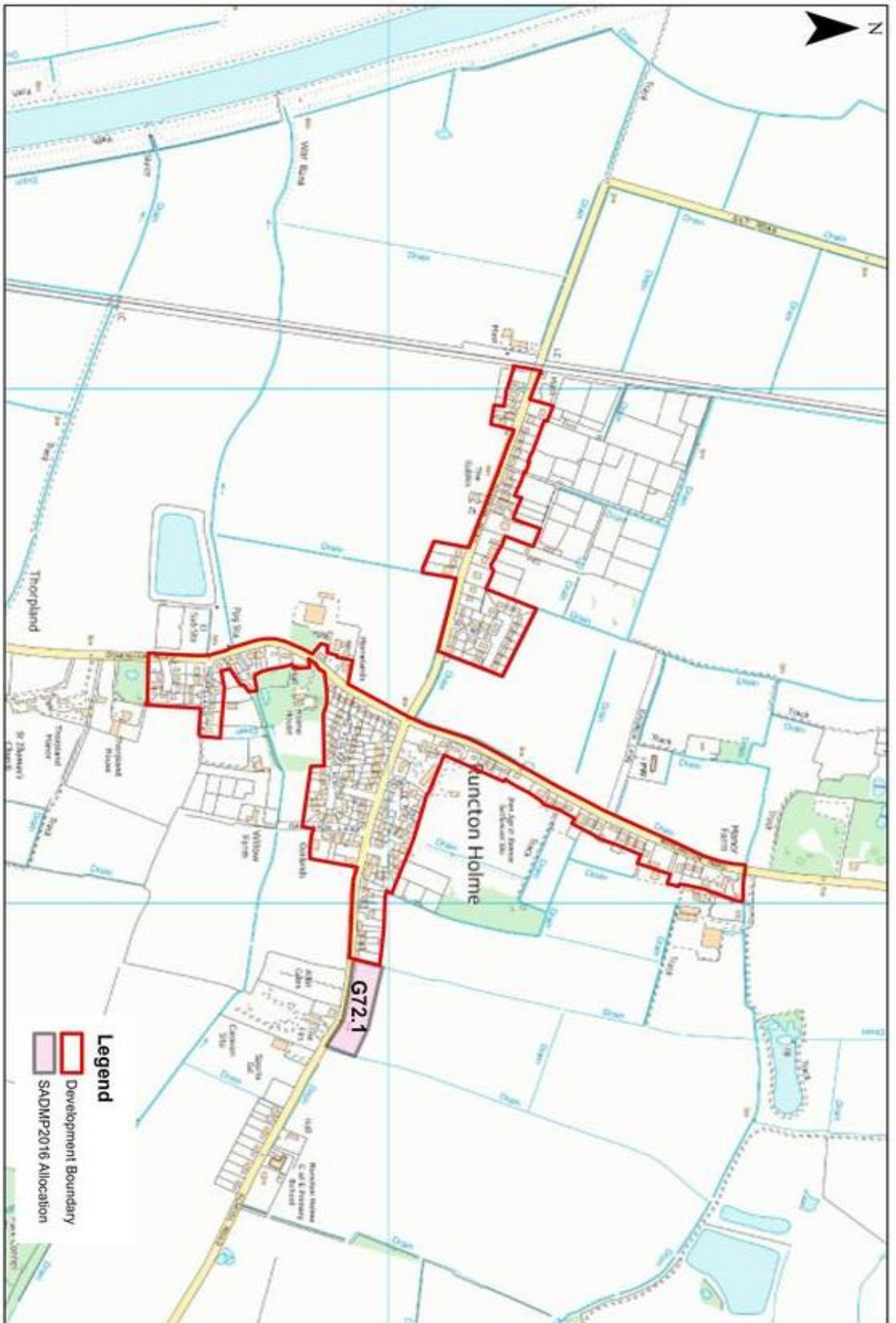
14.14.1 Runcton Holme is situated approximately nine miles south of King's Lynn, four miles north of Downham Market, and to the west of the A10. The village has developed around the crossroads between the Watlington to Downham Market Road, School Road and Common Road. The village is basically linear in form and has a rural setting and a good relationship with the surrounding open countryside. This rural character is strengthened by hedgerows and garden planting.

14.14.2 The Parish of Runcton Holme has a population of 657 (Census Data 2011). The village has very few services and limited employment uses. Runcton Holme is designated as a Rural Village. The SADMP (2016) made an allocation for at least 10 dwellings. The Local Plan review seeks to take this forward.

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**Runcion Holme**

0 0.075 0.15 0.3 0.45 0.6  
Kilometers



## 14.14.1 G72.1 Runcton Holme - Land at School Road

### Site Allocation

#### Policy G72.1 Runcton Holme - Land at School Road

**Land at School Road amounting to 0.9 hectares, as identified on the Policies Map, is allocated for residential development of at least 10 dwellings.**

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

1. Provision of safe and appropriate access with good visibility, and improvements to the local footpath network, to the satisfaction of the local highway authority;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission;
3. Provision of affordable housing in line with the current standards.

#### Site Description and Justification

14.14.1.1 The site is situated to the eastern edge of the settlement. The development boundary immediately abuts the site's western boundary. The Council considers that the site is capable of accommodating 10 residential units in the settlement at a density which reflects that of the surrounding area.

14.14.1.2 Scoring highly in terms of sustainability, the site is located close to the local primary school and adjacent to detached dwellings. New housing would form an extension of this residential linear frontage style development along School Road towards the east of the settlement.

14.14.1.3 The site is high quality agricultural land (Grade 2) and bounded to the west by hedgerows, however the Council considers due to modest amount of land required for development and proximity to services it is appropriate to develop on this agricultural land.

14.14.1.4 The majority of the views into the site are limited to near distance from School Road and adjacent properties. There are few opportunities for long distance views due to the site being located within a developed area. The site is completely screened by housing on the west boundary. In the limited views that are available the site is seen in the context of the existing settlement.

14.14.1.5 Access to the site is gained via School Road, which is supported by the local highway authority provided that safe and deliverable access can be achieved, and improvements are made to the local footpath network. The number of driveways directly linked to School Road should be limited through either the use of shared driveways as seen with existing development along School Road, or an access road.

14.14.1.6 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SuDS) would be required to serve new development.

14.14.1.7 This site is considered favourably by the Borough Council as the allocation for housing in Runcton Holme due to its proximity to the school and as it is considered to have a less negative impact on the landscape in comparison to the potential alternatives.

14.14.1.8 This site benefits from full planning permission (16/01186/OM & 19/01491/RMM) for 10 dwellings.

## 14.15 Sedgeford

### Rural Village

#### Description

14.15.1 Sedgeford is a small rural village located to the east of Heacham, approximately three miles from the Wash. The western half of Sedgeford is within the Norfolk Coast Area of Outstanding Natural Beauty and the village also has a designated Conservation Area. Sedgeford parish has a population of 613 (Census Data 2011) and has grown little over the last century. Sedgeford has limited services, but does have a primary school, village hall and pub. The settlement is not served by public transport links.

14.15.2 Sedgeford has an average population size and a slightly lower than average level of services for its designation as a Rural Village. The settlement is very rural in character and is in a very picturesque location within the Area of Outstanding Natural Beauty. Its undulating nature means there are many viewpoints within and towards the village, therefore a key consideration in locating development is minimising the visual impact on the surrounding countryside and preserving the rural character of the village.

14.15.3 The SADMP (2016) did make a housing allocation for at least 10 dwellings.

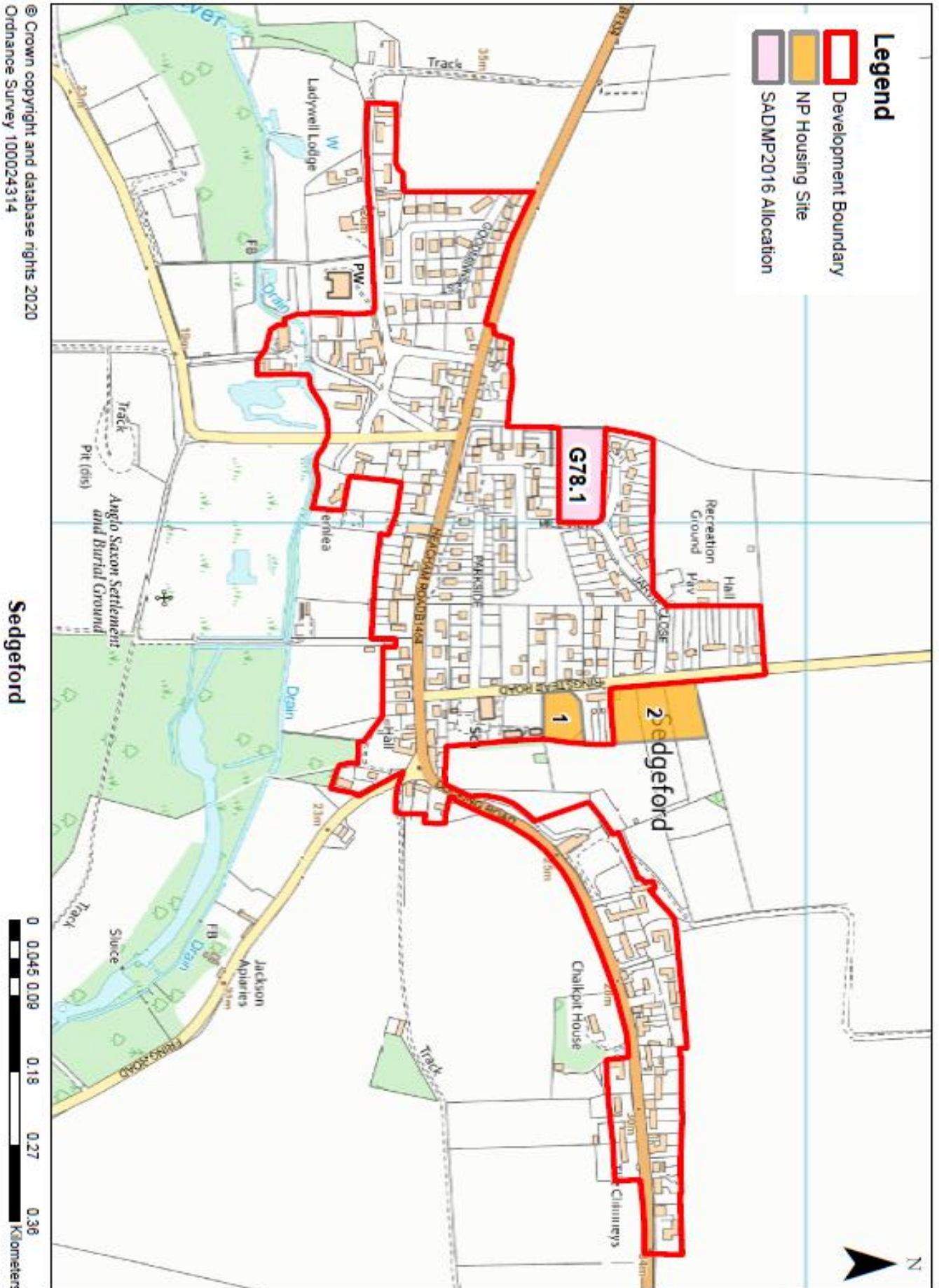
#### Sedgeford Neighbourhood Plan

14.15.4 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area.

14.15.5 The Sedgeford Neighbourhood Plan was formally made and came into force September 2019 and can be viewed in full via the link below. The Sedgeford Neighbourhood Plan sits alongside the Local Plan and forms part of the Local Development Plan. Its policies will be used to guide development and assist in the determination of planning applications within the Area. It also provides additional housing allocations, as well as altering the SADMP allocation.

[https://www.west-norfolk.gov.uk/info/20127/neighbourhood\\_plans/117/completed\\_plans](https://www.west-norfolk.gov.uk/info/20127/neighbourhood_plans/117/completed_plans)







## 14.15.1 G78.1 Sedgeford - Land off Jarvie Close

### Site Allocation

#### **Policy G78.1 Sedgeford - Land off Jarvie Close**

**Land amounting to 0.6 hectare, as shown on the Policies Map, is allocated for residential development of at least 10 dwellings.**

Development will be subject to compliance all of the following:

1. Suitable provision / improvements to pedestrian links from the site to Jarvie Close;
2. Delivery of a safe access that meets the satisfaction of the local highway authority;
3. The design of development, and in particular its massing and materials, shall have regard to its potential impact on the scenic beauty of the Norfolk Coast Area of Outstanding Natural Beauty;
4. Incorporation of a high-quality landscaping scheme including the retention and enhancement of established hedgerow on the western boundary of the site to minimise the impact of the development on the wider countryside;
5. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission;
6. Submission of details showing how the water mains crossing can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water;
7. Provision of affordable housing in line with current standards.

**In addition to this Local Plan Policy the Sedgeford Neighbourhood Plan which was made after the SADMP contains the following policy for the site, it also contains some supporting text, and this can be viewed via the link provided earlier.**

## Policy H1: Development of site allocated at Jarvie Close

### Policy H1: Development of site allocated at Jarvie Close

The development of the site allocated under Policy G78.1 of the Site Allocations and Development Management Policies DPD will be supported where it would meet the following criteria:

- a) The development shall be for a minimum of 11 dwellings or 1000sq m;
- b) The development respects the density, form and layout of houses in the immediate locality
- c) The layout of the development will provide for the maintenance of access from Jarvie Close to the footpath that runs along the western boundary of the site;
- d) The rooflines and spacing of the development should be designed to minimise the obstruction of views across the river valley from public places on Jarvie Close and should not appear higher than those in the existing Jarvie Close development in views across the valley from the south.

### Site Description and Justification

14.15.1.1 The site lies in a relatively central location in the village, with existing housing on three sides. The site currently comprises uncultivated Grade 3 agricultural land. There are no available opportunities to utilise previously developed land for new housing in Sedgeford. In this context, the site provides the opportunity to develop land which has no identified use.

14.15.1.2 The area in the immediate vicinity slopes in a north south direction with the site sitting in a central position between Jarvie Close (on higher ground to the north) and Mill View (on lower ground to the south). The natural topography of the site, being on a slope with development on both higher and lower ground, would lessen the impact of development on the surrounding area, limiting the impact on the local visual amenity and the scenic beauty of the Area of Outstanding Natural Beauty and other countryside. Long views are afforded of the site from the west, but any development would be read in the context of the existing village and not be of detriment to the character of the settlement. The policy includes a clause to give emphasis to the importance of addressing landscape impacts in the design of the proposed housing.

14.15.1.3 Apart from the hedgerows on the western boundary, there are no important landscape features on the site although the site itself is within the Area of Outstanding Natural Beauty. The Conservation Area sits a good distance from the site (approximately 100 metres to the south). Due to the distances involved and the built form in the immediate vicinity of the site, it is not considered that development of the site would be of detriment to the character and appearance of Sedgeford's Conservation Area. There are no Listed Buildings in the vicinity of the site.

14.15.1.4 A development of six dwellings on the site would either result in a very low-density development or create left over space which would likely come forward for housing in the near future. By allocating ten dwellings on the site the Council can increase the level of affordable housing to two dwellings and ensure the site is development comprehensively, with a design and layout that fits in with the surrounding area.

14.15.1.5 Norfolk County Council as the local highway authority consider the site well located and appropriate for development subject to the delivery of safe access. They have also expressed preference for minor development of this site over the alternative development option. Sedgeford Parish Council and the Norfolk Coast (AONB) Partnership have both expressed a preference for minor development of this site due to the lesser visual impact on the landscape and Area of Outstanding Natural Beauty. Sedgeford Parish Council have also identified potential ownership constraints in accessing the alternative site and would strongly resist development of that site.

14.15.1.6 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

14.15.1.7 One constraint which must be resolved prior to development is that a water main(s) cross the site and therefore easement / diversion may be required in consultation with Anglian Water.

14.15.1.8 Housing affordability is a key issue for local people within settlements in the Area of Outstanding Natural Beauty. Cumulatively, new allocations will increase choice in the market and enable some new affordable housing to benefit local residents. An allocation of ten houses on the preferred site would enable the delivery of two affordable homes.

14.15.1.9 The Borough Council is the current landowner, previous planning permission was granted for 9 dwelling on the site (16/01414/O). However, the Borough Council is now seeking to bring forward the land as a Custom and Self-Build site.

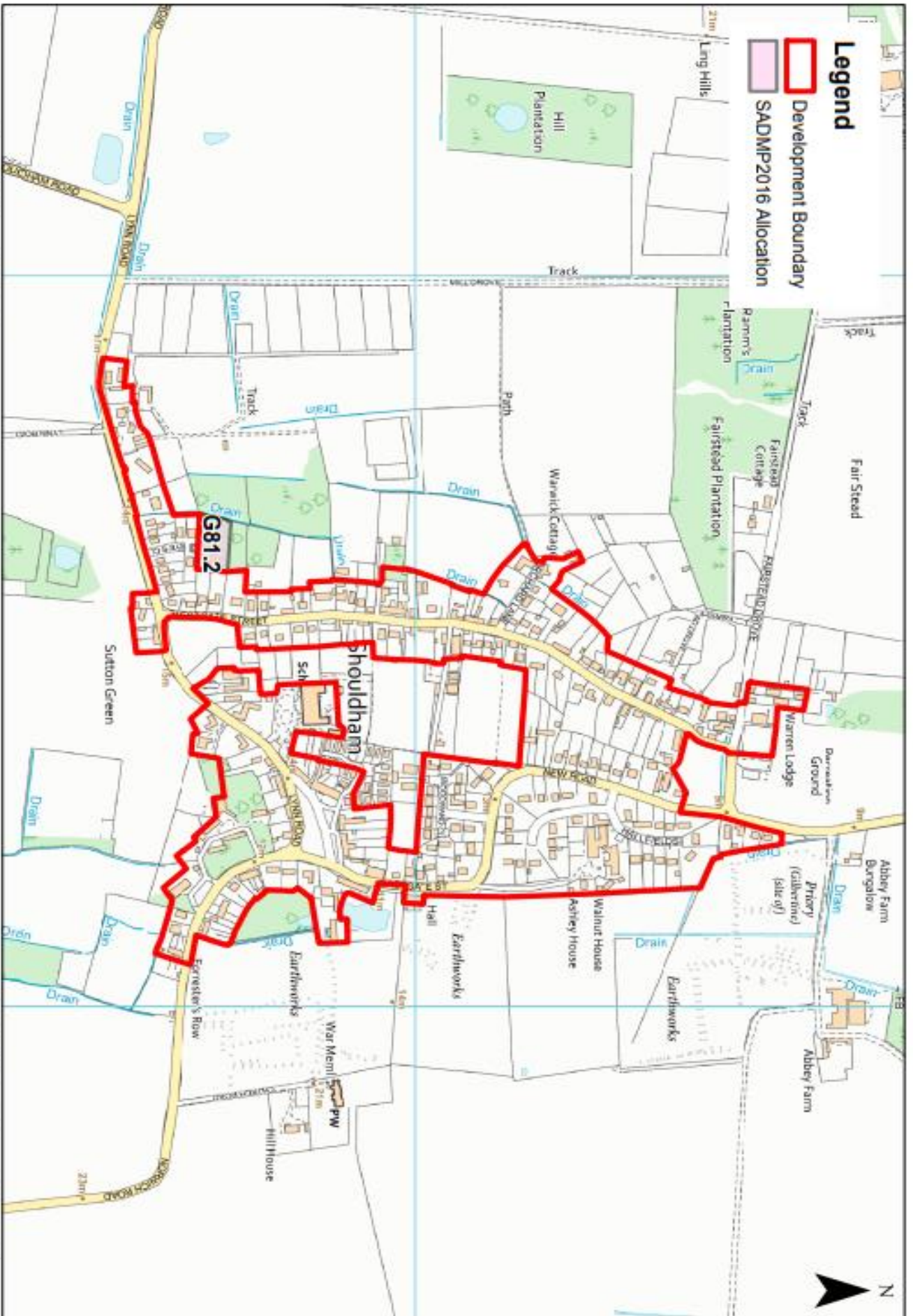
## 14.16 Shouldham

### Rural Village

#### Description

14.16.1 Shouldham is situated approximately ten miles south east of King's Lynn and approximately six miles north east of Downham Market. The village is based on a circuit form and the high-quality character has been recognised through designation as a Conservation Area towards the south east of the settlement. The village has an adequate range of services including a school, a bus route, shop, Post Office and there are some employment opportunities. The Parish of Shouldham has a population of 605.

14.16.2 Shouldham is designated as a Rural Village and is considered to have an adequate range of services and facilities. The SADMP 2016 did make two allocations providing at least 10 dwellings across the sites. Due to no progress the decision has been made to deallocate policy G81.1 from the local plan review.



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**Shouldham**



## 14.16.2 G81.2 Shouldham - Land accessed from Rye's Close

### Site Allocation

#### **Policy G81.2 Shouldham - Land accessed from Rye's Close**

**Land accessed from Rye's Close, amounting to 0.3 hectares, as identified on the Policies Map, is identified for residential development of at least 5 dwellings.**

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

1. Submission of details showing how the water mains crossing can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water;
2. Achievement of suitable safe access to the site through Rye's Close to the satisfaction of the local highway's authority;
3. Retain trees according to the conditions of the Tree Preservation Order
4. Provision of affordable housing in line with the current standards.

### Site Description and Justification

14.16.2.1 The allocated site is situated towards the south west of the settlement. The current development boundary immediately abuts the sites south and east boundary. The Council considers the site is suitable to accommodate 5 residential units at a density reflecting that of the surrounding area.

14.16.2.2 The site is located a short distance from the school and is of a distance from the Conservation Area such that development would not impact to any significant degree on this heritage asset. The site is well screened from the settlement by existing development. The site is bounded by trees which could be incorporated into the design. It is currently used as agricultural land (grade 4), and therefore is not a constraint on development due to its low quality.

14.16.2.3 Norfolk County Council, as local highways authority have advised the only suitable access point is on to Rye's Close.

14.16.2.4 A water main crosses the site and therefore easement/ diversion may be required in consultation with Anglian Water.

14.16.2.5 This site benefits from full planning permission (18/00604/F) for 5 dwellings. Construction is under way with a number of homes having been completed



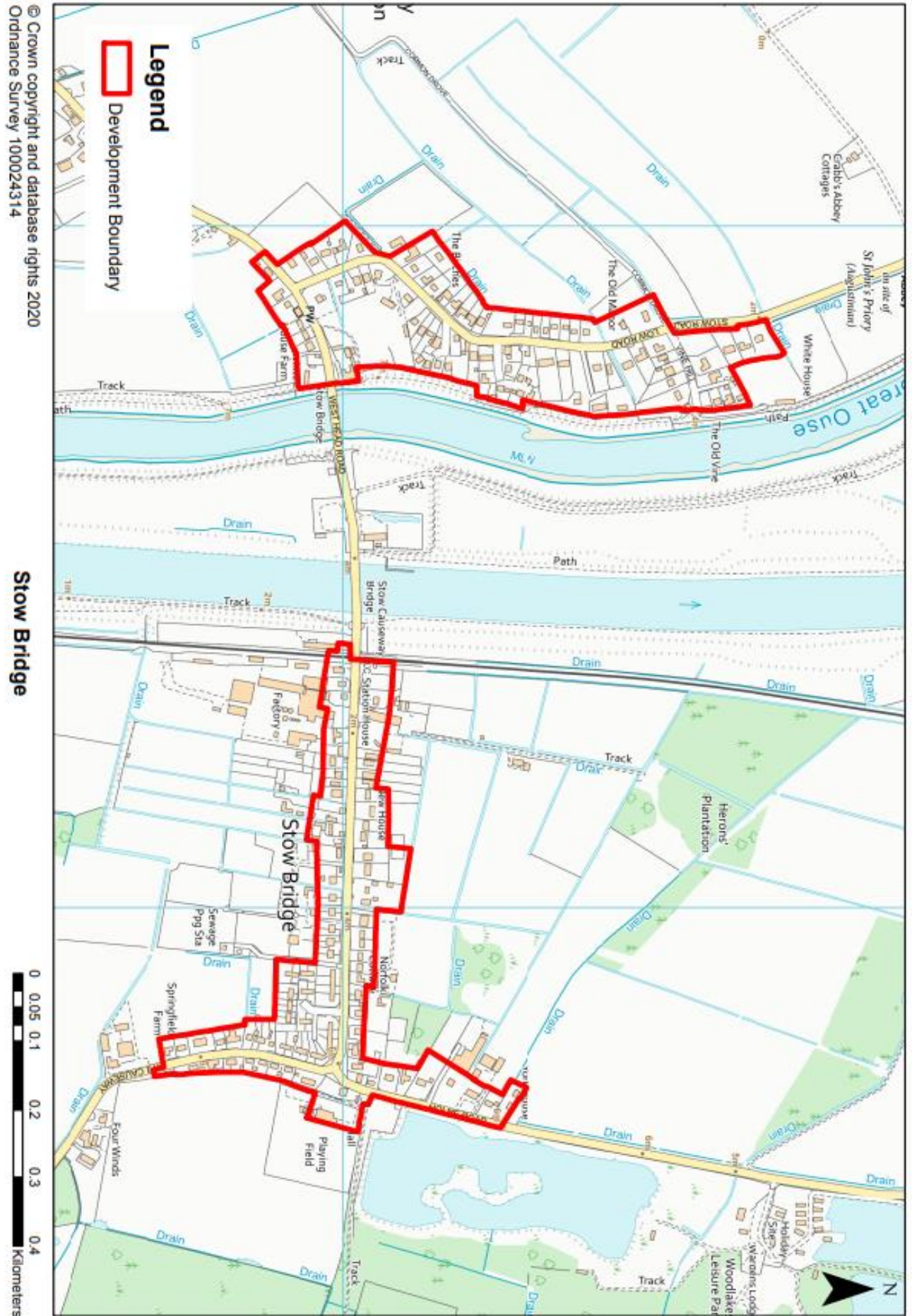
## 14.17 Stow Bridge

### Rural Village

#### Description

14.17.1 Stow Bridge is situated approximately 4 miles north of Downham Market. The village is relatively small and takes a mainly linear form. There are a number of local facilities including the Heron Public House, two farm shops with tea rooms (Bearts of Stow Bridge and Landymore's), a butchers (Sergeants), village hall and the Church of St. Peter.

14.17.2 The settlement is within the Parish of Stow Bardolph, along with the villages of Stow Bardolph and Barroway Drove. The Great Ouse and the Relief Channel run through the village.



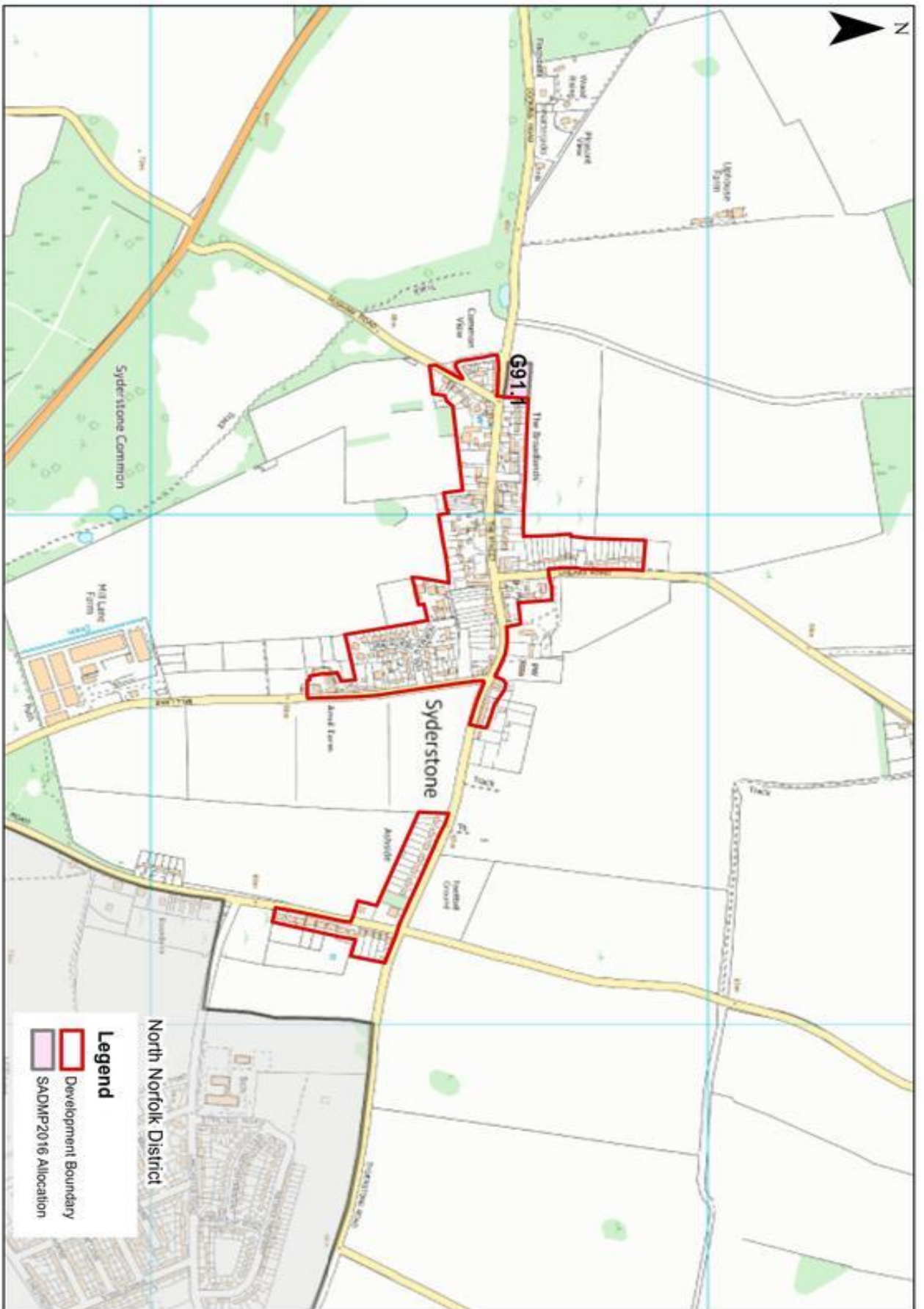
## 14.18 Syderstone

### Rural Village

#### Description

14.18.1 Set on a rising site above an extensive common, Syderstone is a small linear village situated in the north eastern area of the borough. The village contains many traditional character buildings of flint and red brick and contains a landmark feature: the round tower church of St. Mary's. The village contains very few facilities other than a pub. The school is located in nearby Blenheim Park. The settlement is not served by public transport links. Syderstone Parish has a population of 445.

14.18.2 Syderstone Common is a Norfolk Wildlife Trust nature reserve and designated as an SSSI (Site of Special Scientific Interest). Syderstone has an average population size and is very limited in services in comparison to other settlements designated as Rural Villages. The village is about 7 miles west of the town of Fakenham (in bordering North Norfolk District) which provides a good range of services and facilities. The SADMP 2016 did make an allocation of at least 5 dwellings.



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### Syderstone

0 0.075 0.15 0.3 0.45 0.6  
Kilometers



## 14.18.1 G91.1 Syderstone - Land West of No.26 The Street

### Site Allocation

#### Policy G91.1 Syderstone - Land west of no. 26 The Street

Land amounting to 0.3 hectares, as shown on the Policies Map, is allocated for residential development of at least 5 dwellings.

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

1. Provision of safe vehicular and pedestrian access onto The Street, to the satisfaction of the local highway authority;
2. Incorporation of a high-quality landscaping scheme to the north and western boundaries of the site in order to minimise the impact of development on the wide countryside;
3. Evidence demonstrating a safe and deliverable access and improvements being made to the footway network, to the satisfaction of the local highway authority;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission;
5. Provision of affordable housing in line with current standards.

#### Site Description and Justification

14.18.1.1 The site is of a size that could accommodate five dwellings taking full regard of the form, character and density of development in the locality of the site. The site is situated on the western edge of village and is within walking distance to central village services.

14.18.1.2 The site is classed as agricultural grade 3 and therefore any development would result in a loss of productive agricultural land. However, only a small amount of land would be required due to the nominal amount of housing sought.

14.18.1.3 Norfolk County Council as local highway authority have no objections to site subject to evidence demonstrating a safe and deliverable access and improvements being made to the footway network.

14.18.1.4 The site is adjacent to frontage development on the northern side of The Street and opposite to development along the southern side of Docking Road, it is

considered that development could take place without detriment to the form and character of the settlement by reflecting the existing frontage development.

14.18.1.5 The site is screened by existing development to the south and east meaning that short distance views into the site are afforded from the local highway and these properties, these would be read in the context of development of the adjacent and opposite local built up environment. There are some opportunities for medium and long-distance views from the wider countryside to the north and west of the site, however the policy contains a clause for the Incorporation of a high-quality landscaping scheme in order to minimise the impact of development on the countryside.

14.18.1.6 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

14.18.1.7 The Council considers the site to offer the best combination of advantages in the settlement as it would form a natural extension to the western edge of the village and is favoured by Syderstone Parish Council.

14.18.1.8 The site benefits from full planning permission for 5 new homes (18/01917/F)



## 14.19 Ten Mile Bank

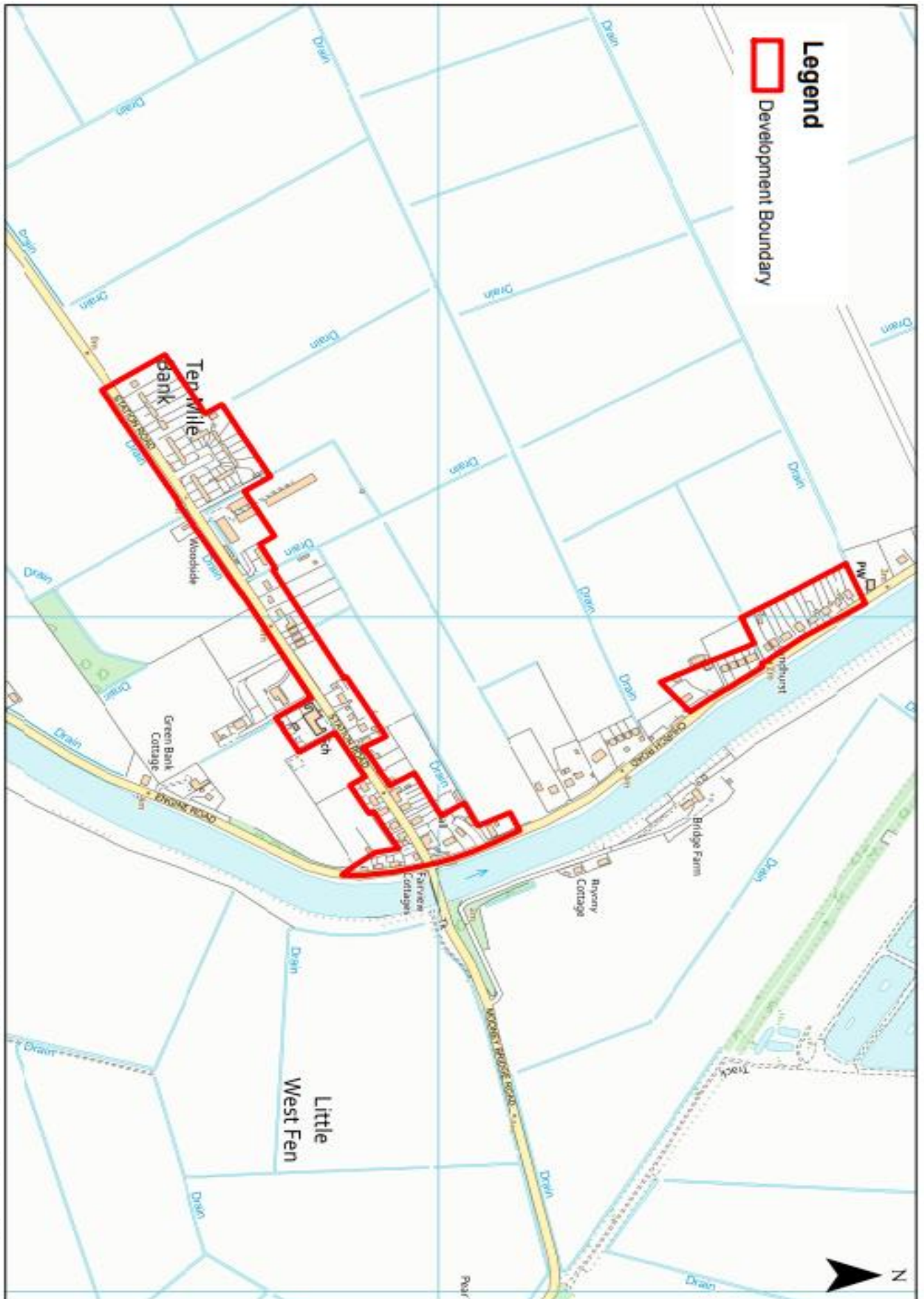
### Rural Village

#### Description

14.19.1 Ten Mile Bank is located approximately five miles south of Downham Market and eighteen miles south of King's Lynn. It is situated on the west bank of the River Great Ouse between Denver and Littleport and has the only road crossing of the river between these two points. The river road between Denver and Littleport runs parallel to the main A10 London- Cambridge- King's Lynn road on the opposite side of the river. The village is part of Hilgay Parish with a population of 277 <sup>(58)</sup> and contains a school and bus service.

14.19.2 Ten Mile Bank is designated as a Rural Village. A site known as Policy G92.1 Land off Church Road was allocated by the SADMP (2016) and has since come forward for planning permission (15/00222/O and 17/01646/RM) for 3 dwellings and has been completed. Accordingly, the allocation has been removed from the plan and has been included within the development boundary.

Ten Mile Bank



## 14.20 Thornham

### Rural Village

#### Description

14.20.1 Thornham is a linear coastal settlement located approximately four miles from the town of Hunstanton. The village contains a village hall, deli, restaurant, gift and clothing outlet, as well as three pubs. Thornham parish has a population of 496. Thornham is linked to other coastal villages via the Coastliner bus route along the A149 between Hunstanton and Wells-next-the-Sea. Thornham attracts tourists due to its accessibility on the main coastal route (A149) and due to its position within Norfolk Coast AONB and directly on the Norfolk Coast Path.

14.20.2 Thornham has an average population size and number of services in comparison to other settlements designated as Rural Villages, although it has no primary school. The settlement is in a sensitive location within the Area of Outstanding Natural Beauty and adjacent to the coastline which has many international designations to protect its environmental, biodiversity and heritage significance. As such, development must be particularly sensitive both in terms of visual impact and the impact new residents could have on the immediate surroundings. Based on the Council's preferred method of distributing new development (as outlined earlier in the plan), Thornham would receive a total allocation of five new houses including one affordable home.

14.20.3 The environmental, heritage and highways constraints limit the potential for development in this village. All sites previously considered received objections from Norfolk County Council (highways authority), Natural England, Historic England and the Norfolk Coast (AONB) Partnership. Therefore, no allocations for development have been made in Thornham.

#### Neighbourhood Plan

14.20.4 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Thornham Parish Council is in the process of preparing a Neighbourhood Plan for their Area. The Thornham Neighbourhood Plan Area was formally designated by the Borough Council 17/03/2017 and corresponds with the boundaries of Thornham Parish.

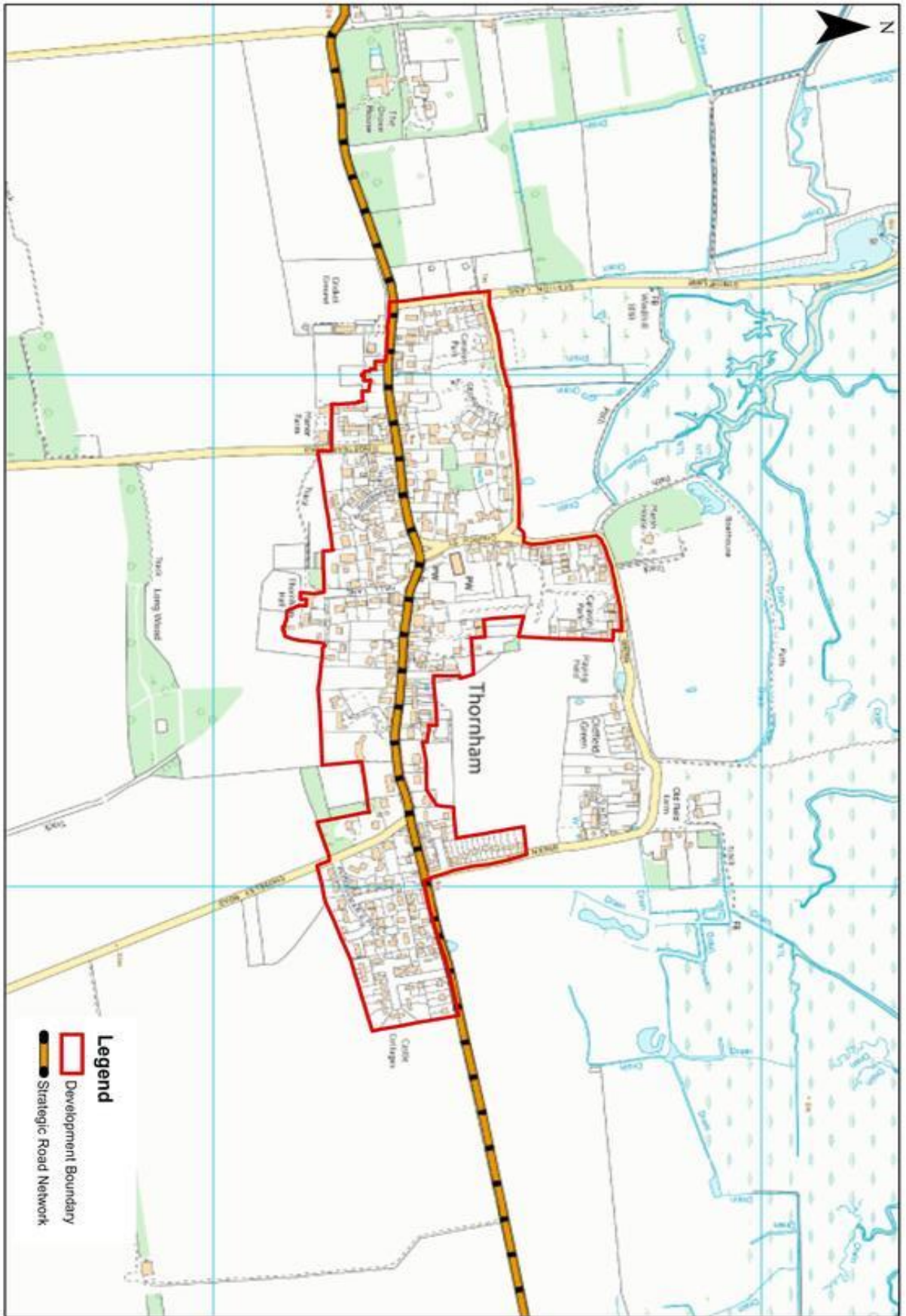
14.20.5 The Parish Council is preparing a Neighbourhood Plan for their area and is currently going through their regulation 16 stage July/September 2020.

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### Thorham



- Legend**
- Development Boundary
  - Strategic Road Network



## 14.21 Three Holes

### Rural Village

#### Description

14.21.1 Three Holes is situated to the south of Upwell, where the A1101 bridges the Middle Level Main Drain. The settlement is linear and sprawling in form along the A1101 Main Road and is located eight miles south of Wisbech. The village is part of Upwell Parish and contains a shop, commutable bus route and employment uses.

14.21.2 Three Holes is designated as a Rural Village. A site known as Policy G96.1 Land adjacent to 'The Bungalow', Main Road was allocated by the SADMP (2016) and has since come forward for planning permission (15/01399/O & 15/01402/O, 17/01371/RM & 17/01372/RM) for 4 dwellings and has been built out. Accordingly, the allocation has been removed from the plan and has been included within the development boundary.

#### Neighbourhood Plan

14.21.3 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Three Holes lies within the Parish of Upwell

14.21.4 Upwell Parish Council is in the process of preparing Neighbourhood Plan for their Areas. The Upwell Neighbourhood Plan Area was formally designated by the Borough Council 02/12/2015 and corresponds with the boundaries of Upwell Parish.

14.21.5 The Parish Council is currently preparing a draft version of their Neighbourhood Plan for consultation. Their Neighbourhood Plan will assess sites and allocate sites to meet the agreed identified need. The Neighbourhood Plan is currently in the examination stage of the plan process,







## 14.22 Tilney All Saints

### Rural Village

#### Description

14.22.1 Tilney All Saints is a small village situated approximately three miles southwest of King's Lynn, between the A17 and A47. The village is made up of two parts; Tilney All Saints itself and Tilney High End. The village is located in the Fens. The population of the settlement was recorded as 573 in the 2011 Census.

14.22.2 There are limited employment opportunities in the village and the few services include a school, church and bus route.

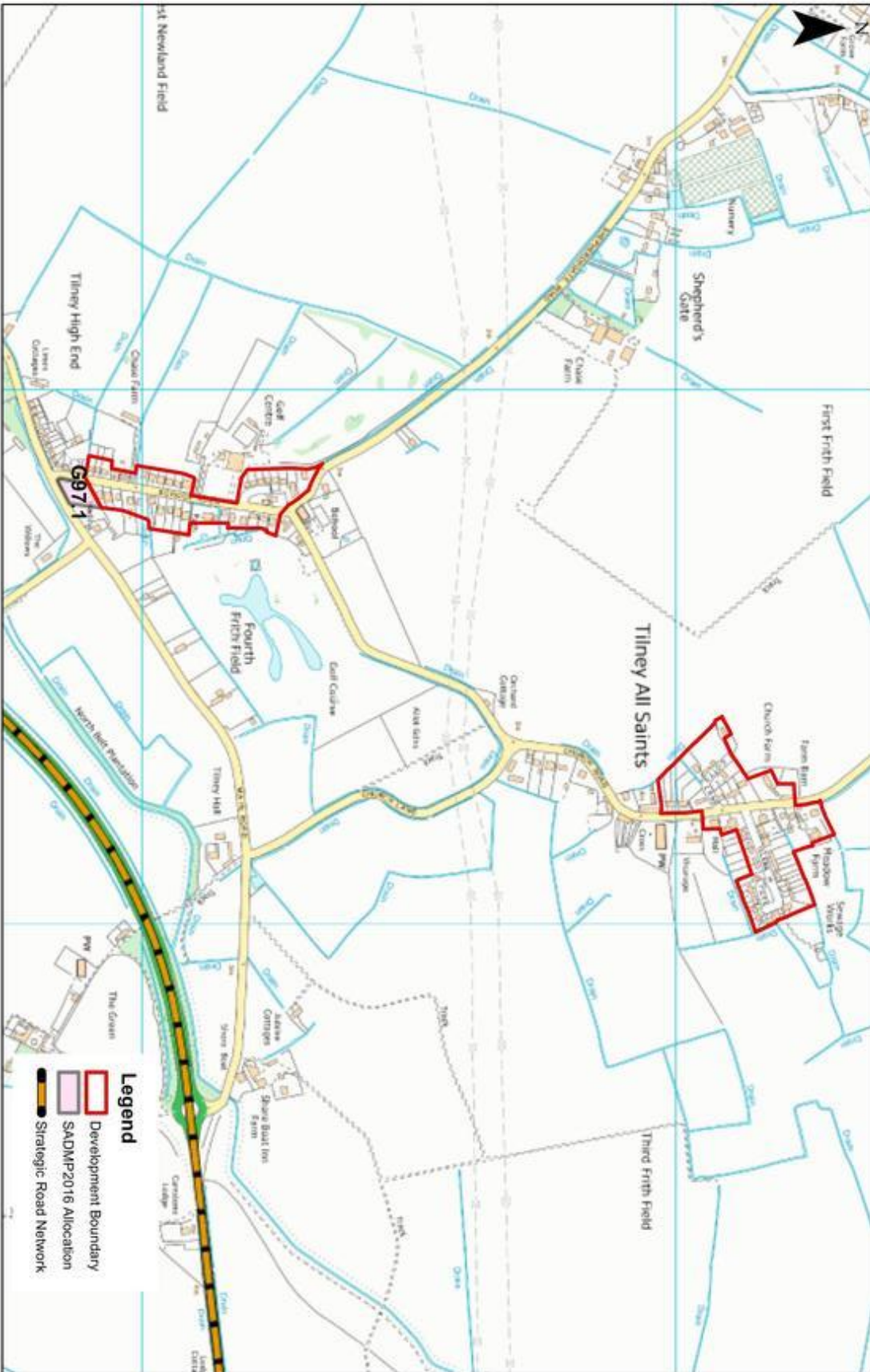
14.22.3 Tilney All Saints is designated a Rural Village, identified as being capable of accommodating modest growth to support essential rural services. The SADMP 2016 did make an allocation of at least 5 dwellings.

#### Neighbourhood Plan

14.22.4 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Tilney All Saints Parish Council is in the process of preparing a Neighbourhood Plan for their Area. The Tilney All Saints Neighbourhood Plan Area was formally designated by the Borough Council 14/06/2016 and corresponds with the boundaries of Tilney All Saints Parish.

14.22.5 The Parish Council is currently preparing a draft version of their Neighbourhood Plan for consultation and have just completed their regulation 14 stage. Their Neighbourhood Plan will assess sites and allocate sites to meet the agreed identified need for the village.

Tilney All Saints



**Legend**

- Development Boundary
- SADMP 2016 Allocation
- Strategic Road Network

## 14.22.1 G97.1 Tilney All Saints - Land between School Road and Lynn Road

### Site Allocation

#### Policy G97.1 Tilney All Saints - Land between School Road and Lynn Road

Land amounting to 0.25 hectares east of School Road, as shown on the Policies Map is allocated for residential development of at least 5 dwellings.

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

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Provision of affordable housing in line with the current standards.

### Site Description and Justification

14.22.1.1 The allocated site lies south of Tilney High End, Tilney All Saints, on the edge of a built-up area, immediately abutting the development boundary. The site currently comprises of an area of uncultivated flat scrub land designated as Grade 2 (good quality) agricultural land. Although development would result in the loss of good quality agricultural land, all sites within the settlement fall within this category and the scale of development proposed is not likely to have a detrimental impact on the availability of productive agricultural land. The site has defined boundaries in the form of mature hedges and planting. Other than this, there are no landscape features of note within the site.

14.22.1.2 The surrounding area is predominantly residential in character with housing to the north and west and some housing to the east. The site is well

screened in terms of views from the wider landscape and it is considered that development is not likely to be visually intrusive in the landscape but would rather be seen in the context of the existing settlement.

14.22.1.3 The site relates well with the existing form and character of the area. Development would form a natural extension of existing residential dwellings along School Road. The site could potentially be developed as frontage development which would be consistent with the form of the adjacent existing development. In addition, the site is significantly closer to the main facilities the settlement has to offer in particular the school and a bus route. The local highway authority has no objections to this allocation. The site is also supported by the local parish council.

14.22.1.4 With regards to flood risk, the sequential test is applied in line with the National Planning Policy Framework. The allocated site is in a lower flood risk area (tidal flood zone 2) compared to other higher flood risk sites in the settlement. Development is subject to the appropriate flood mitigation measures as outlined in the allocation policy above.

14.22.1.5 This site benefits from outline planning permission for 5 dwellings (17/00027/O). A reserved matters application is currently being considered (18/01627/RM).

## 14.23 Walpole Cross Keys

### Rural Village

#### Description

14.23.1 Walpole Cross Keys is a comparatively small village that lies to the north of the A17 approximately six miles west of King's Lynn and six miles northeast of Wisbech. The village is positioned in the Fens and is mainly linear in form with an area which contains the few services in the settlement. The topography is flat, and this gives the settlement an open feel.

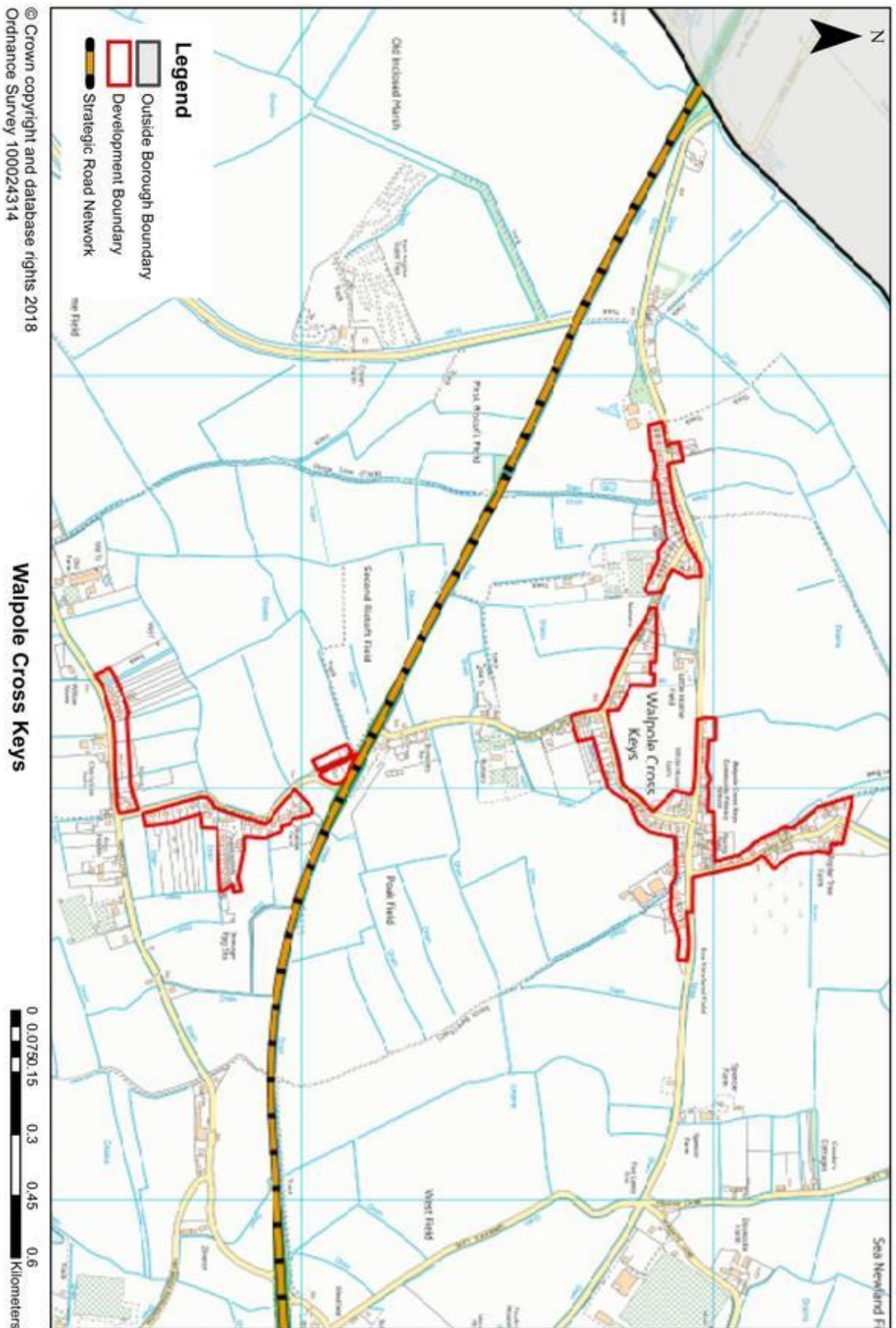
14.23.2 There are limited employment opportunities in the village and few services aside from the school and bus route. The population was recorded as 518.

14.23.3 Walpole Cross Keys is designated a Rural Village, capable of accommodating modest growth to support essential rural services. On a population pro-rotta basis (see Distribution of Development section) Walpole Cross Keys would receive an allocation of 5 new dwellings. However, no suitable site has been identified in the settlement due to constraints in terms of form, character, highway and access. As such Walpole Cross Keys will not receive an allocation.

#### Neighbourhood Plan

14.23.4 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. The Walpole Cross Keys Neighbourhood Plan was made and brought into force September 2017 and covers the Parish. The map shown comprises those elements from the Neighbourhood Plan, however it is condemned that the Neighbourhood Plan is consulted for further details.







## 14.24 Walpole Highway

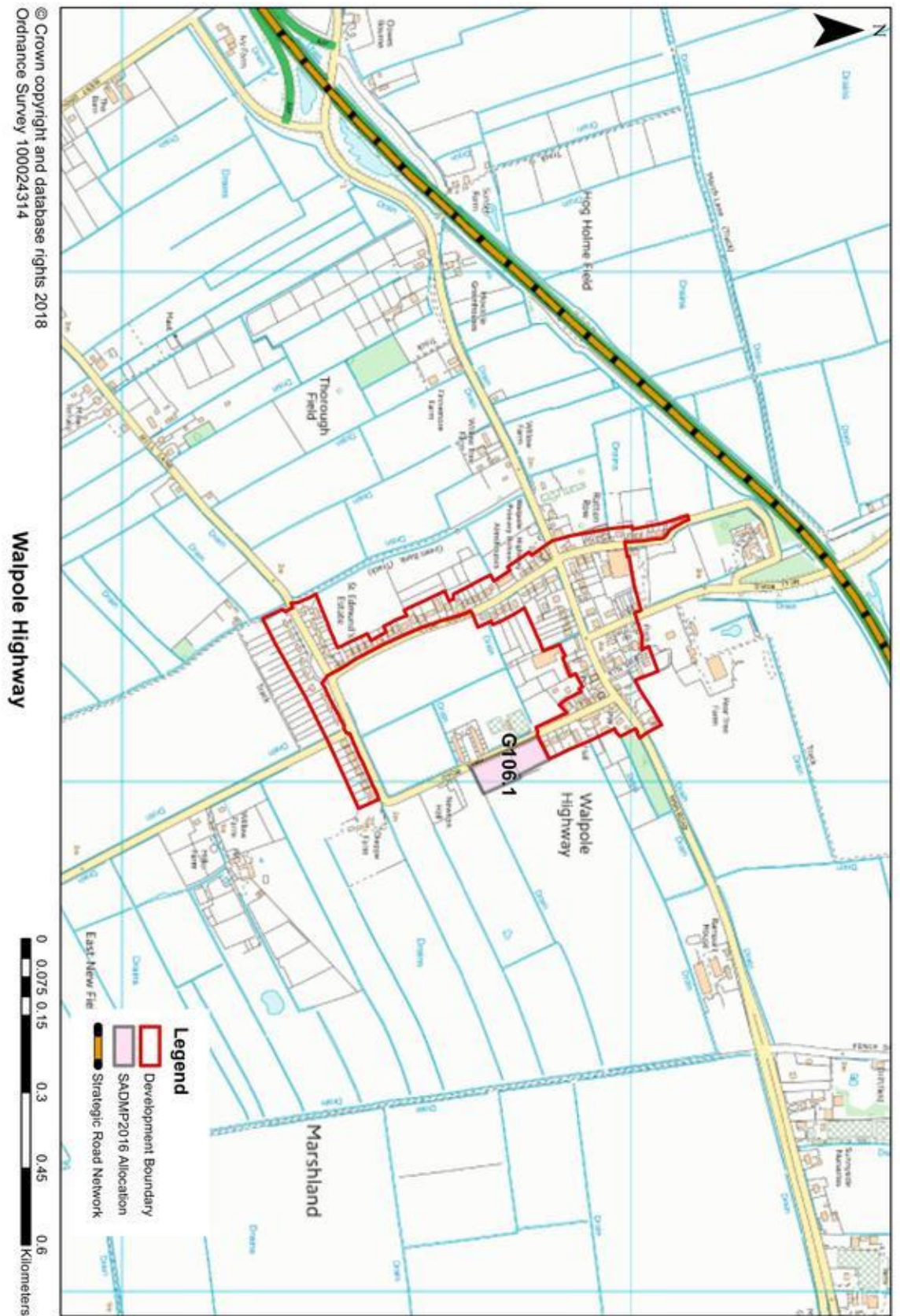
### Rural Village

#### Description

14.24.1 Walpole Highway is a relatively small village situated to the south of the A47 approximately 8 miles southwest of King's Lynn. The settlement developed at the point where the old A47 trunk road intersected with a marshland drove. The village has had a peaceful character since the A47 bypass was opened in the 1990s. The form of the settlement was originally linear in form although more recent development has given it a rectangular shape. The village is very open in character with few enclosed spaces.

14.24.2 The settlement has limited local employment opportunities, but services include a school, pub, filling station, shop, post office and bus route. The population of the settlement is recorded as 701.

14.24.3 Walpole Highway is designated a Rural Village capable of accommodating modest growth to support essential rural services. The SADMP 2016 did make an allocation for at least 10 dwellings.



## 14.24.1 G106.1 Walpole Highway - Land East of Hall Road

### Site Allocation

#### Policy G106.1 Walpole Highway - Land East of Hall Road

**Land amounting to 0.8 hectares east of Hall Road as shown on the policies map, is allocated for residential development of at least 10 dwellings.**

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

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission;
3. Development is subject to evidence demonstrating a safe and deliverable access and provision of adequate footpath links to the satisfaction of the local Highway Authority;
4. Provision of affordable housing in line with the current standards.

#### Site Description and Justification

14.24.1.1 The allocated site is situated in a relatively central position on the eastern part of the village. The site comprises of an area of uncultivated scrubland classed as Grade 2 (good quality) agricultural land. Whilst development would result in the loss of good quality agricultural land, this applies to all potential development options in the settlement and on balance it is considered that the benefits of selecting the site outweighs this constraint.

14.24.1.2 Landscape features on the site includes boundary hedgerows and trees. The site is located in a fairly built up area, the surrounding area comprises of open fields to the east, residential development to the north and south-west and green houses to the west. The site is considered to be well related to the existing form of

development without encroaching into surrounding countryside. It is screened on the north and south by existing housing and boundary planting. In the medium and long-distance views that are available particularly from the east, development would be seen in the context of the existing village.

14.24.1.3 Walpole Highway is largely characterised by ribbon development along the main routes of the village, and the development of the allocated site would represent a natural continuation of this along Hall Road. The Council considers that the development of 10 dwellings on the site along the road frontage would likely have little impact on the form and landscape character of the locality.

14.24.1.4 In terms of proximity to services, the site is reasonably close to Main Road where the majority of village services are located. Norfolk County Council as the local highway authority made no objection to the allocation of the site for small scale frontage development onto Hall Road, subject to provision of safe access and local improvements to the footway links.

14.24.1.5 The site is identified to be partly within Flood Zone 2 (medium flood risk). However, the site is considered to be more suitable in comparison to other sites at lower degrees of flood risk in terms of form and highway constraints. Development on the site is subject to the appropriate flood mitigation measures as set out in the policy above.

14.24.1.6 The site benefits from full planning permission for 8 dwellings (15/01412/O + 16/00113/O & 16/01036/RM + 19/00541/RM). Currently four dwellings have completed.

## 14.25 Walton Highway

### Rural Village

#### Description

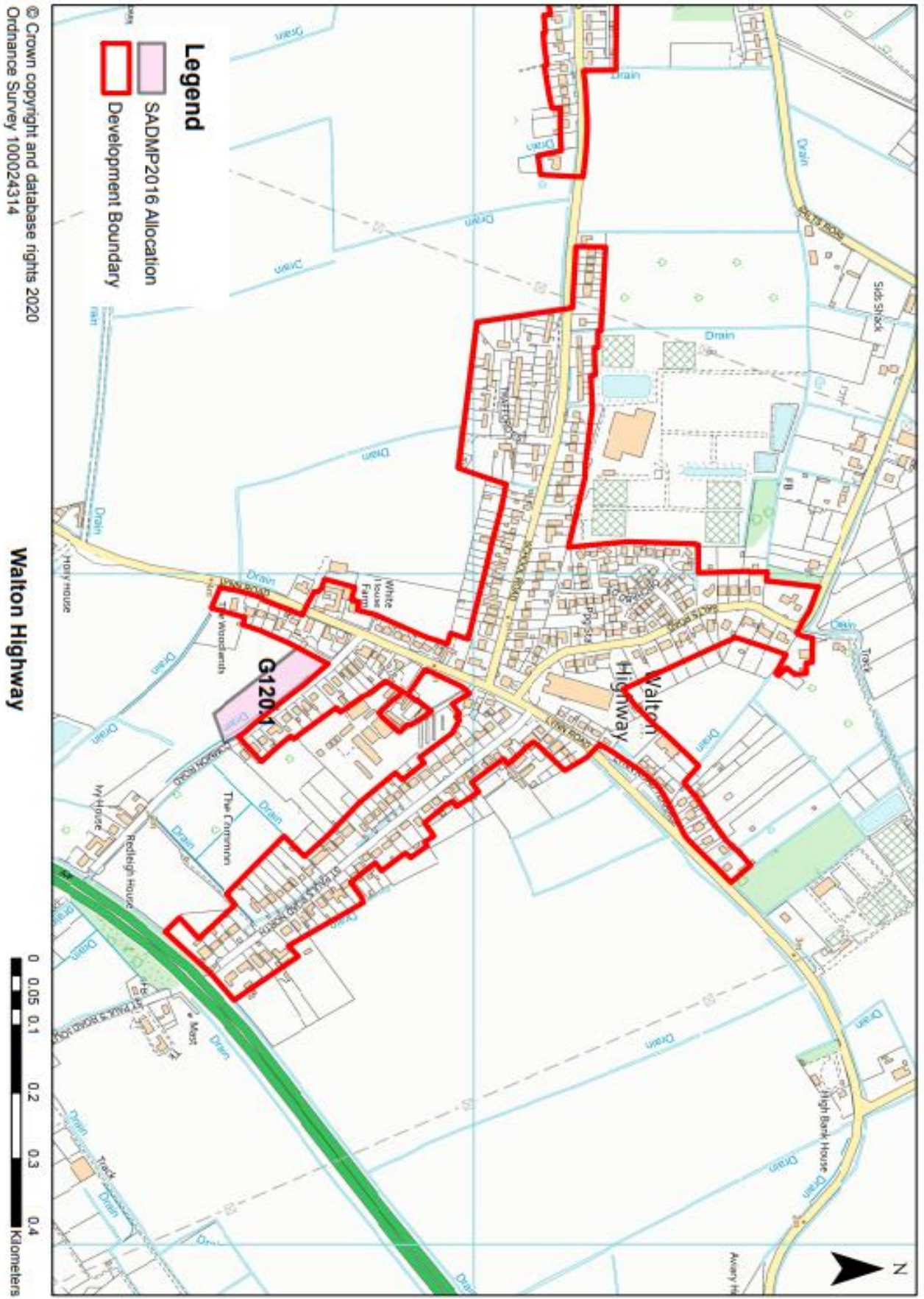
14.25.1 Walton Highway is a marshland villages three miles to the north of Wisbech and approximately 13 miles south west of King's Lynn. The Parish population, which includes both West Walton and Walton Highway, is recorded as 1,731.

14.25.2 Walton Highway lies to the west of the A47 and is focused around the intersection at Lynn Road (the former route of the A47). The settlement was originally linear in pattern along this road, but more recent developments have seen the village grow along Salts Road, School Road, St. Paul's Road North and Common Road. While most buildings in the older part of the village are two-storey nearly all new developments are single storey construction.

14.25.3 Previously West Walton and Walton Highway were grouped together to jointly form a Key Rural Service Centre. This is due to the services and facilities shared between the settlements, and the close functional relationship between the two. Accordingly, the SADMP (2016) made two allocations for at least 20 dwellings (G120.1 and G120.2). Due to flood constraints at that time both were located within Walton Highway.

14.25.4 Policy G120.2 Walton Highway- Land north of School Road was allocated by the SADMP (2016) and has since benefitted from full planning permission (16/00482/OM & 17/01360/RMM)) for 10 dwellings. The site has been built out, so therefore, the allocation has been removed from the plan and has been included within the development boundary.





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Walton Highway



## **14.25.1 G120.1 Walton Highway - Land adjacent to Common Road**

### **Site Allocation**

#### **Policy G120.1 Walton Highway - Land adjacent Common Road**

**Land amounting to 0.83 hectares as shown on the Policies Map is allocated for residential development of at least 10 dwellings.**

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

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission;
3. Demonstration of safe access and visibility to the satisfaction of Norfolk County Council Highways Authority;
4. Provision of affordable housing in line with the current standards.

### **Site Description and Justification**

14.25.1.1 The allocated site is situated south-east of Walton Highway, on the edge of the built extent of the village facing onto detached bungalows on Common Road. The site comprises of Grade 2 (good quality) agricultural land currently in marginal arable use. Although development would result in the loss of productive agricultural land, the entire settlement consists of either excellent or good quality agricultural land but the need for additional housing to sustain existing village services outweighs this constraint.

14.25.1.2 Landscape features on the site includes boundary hedgerows and a number of small trees within the site. Other than this, there are no significant landscape features.

14.25.1.3 The surrounding area is predominantly residential in character with existing housing on the north, east and partly to the west and open fields to the south. It is considered that development in this location would be well related to the character of the surrounding area with minimal landscape and visual impacts in comparison to other considered sites. Views are mostly restricted to near distance from adjacent roads and properties. In the wider views that are available from the south, development would be seen against the backdrop of the existing settlement.

14.25.1.4 Development of the site would form a continuation of housing along Common Road. Immediately opposite the site, on the other side of Common Road is existing linear frontage development. Walton Highway is largely characterised by this pattern of development and the site lends itself to this form of development. In addition, the site is within reasonable walking distance to some services in the village although there is a general scattered distribution of services in the village. The local Highway Authority identified no constraints in terms of access or adequacy of the road network provided safe access and visibility can be demonstrated.

14.25.1.5 In line with the principles of the sequential test, the allocated site is in a lower flood risk area (tidal flood zone 2) compared to other higher risk areas in the settlement (tidal flood zone 3). A flood risk assessment is required prior to development as set in the allocation policy above.

14.25.1.6 In summary, it is considered that the site is of sufficient scale to accommodate 10 dwellings at a density consistent with its surrounding and without detriment to the form and character of the locality.

14.25.1.7 This site benefits from full planning permission (16/00023/OM & 19/01130/RMM, 20/00687/F) for 10 dwellings

## 14.26 Welney

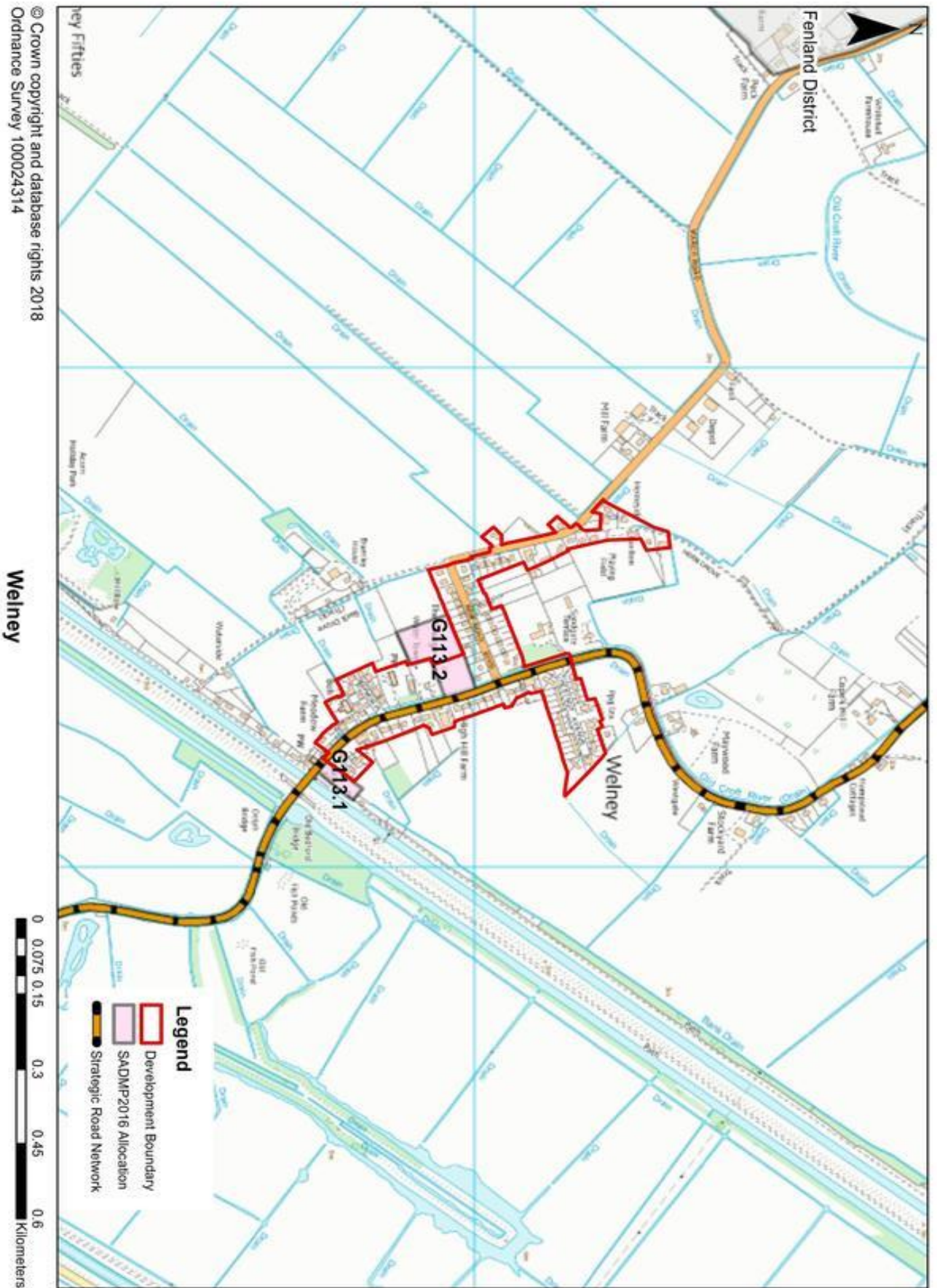
### Rural Village

#### Description and Background

14.26.1 The village of Welney is situated to the southwest of the Borough, 10 miles southwest of Downham Market and 13 miles south of Wisbech. The village lies adjacent to the Old Bedford River and the River Delph and is in curved linear form either side of Main Street, the A1101.

14.26.2 The Parish of Welney has a population of 542. The village has a limited range of facilities which include a school, pub, parish hall and playing field with sports pavilion. Welney stands alongside a Wildfowl and Wetlands Trust nature reserve which is internationally designated for its biodiversity, and in particular bird species. The reserve covers approximately 420 hectares in area.

14.26.3 The allocated sites are considered by the Council to have the least impact on the form and character of the settlement and its setting within the countryside. The SADMP 2016 did make 2 allocations for at least 20 dwellings across the 2 sites.



## 14.26.1 G113.1 Welney - Former Three Tuns/Village Hall

### Site Allocation

#### **Policy G113.1 Welney - Former Three Tuns/Village Hall**

**Land amounting to 0.25 hectares at the Former Three Tuns/Village Hall, as identified on the Policies Map, is allocated for residential development of at least 7 dwellings.**

Development will be subject to compliance with the following:

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should suggest appropriate mitigation (flood resiliency measures);
2. Provision of affordable housing in line with the current standards;
3. Any proposal should be accompanied by sufficient information, including drainage arrangements, to demonstrate that there will be no adverse effect on the Ouse Washes Special Area of Conservation, Special Protection Area, and Ramsar;
4. Vehicular access shall be taken from Main Street.

#### **Site Description and Justification**

14.26.1.1 The allocated site is situated towards the south east of the village. The site is adjacent to the Old Bedford River and a Special Area of Conservation, which in turn adjoins the Ouse Washes Sites of Specific Scientific Interest, Ramsar and Special Protection Area. The site is well located in terms of proximity to the school and access to services and will form a natural extension to the village in keeping the existing character and form.

14.26.1.2 The site is brownfield land and development is linked to the relocation and replacement of the existing village hall. There was a previous planning permission for seven houses on the site, but this has now expired. The Council considers the site is capable of accommodating the 7 residential units required in the settlement at a density reflecting that of the surrounding area. The local highways authority has no objection to this site providing safe access is achieved from Main Street.

14.26.1.3 The whole of the settlement is within Flood Zone 3 and most of the settlement is within the hazard zone. A small area of the allocated site falls partially within a hazard zone however the Council considers due to the brownfield nature of

this site and the location within the settlement it is appropriate to develop on this land.

14.26.1.4 The Plan's Habitats Regulations Assessment Report identified the need for checks to ensure no adverse impact on the nearby designated nature conservation areas, and these are included in the policy.

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

14.26.1.6 The Council considers this site to be favourable in Welney due to its accessibility and brownfield nature.

## **14.26.2 G113.2 Welney - Land off Main Street**

### **Site Allocation**

#### **Policy G113.2 Welney - Land off Main Street**

**Land amounting to 1.25 hectares off Main Street, as identified on the Policies Map, is allocated for residential development of at least 13 dwellings.**

Development will be subject to compliance with the following:

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should suggest appropriate mitigation (flood resiliency measures);
2. Improvements to the footway network and safe access to the site Main Street to the satisfaction of the highway authority;
3. Provision of affordable housing in line with the current standards;
4. Any proposal should be accompanied by sufficient information, including drainage arrangements, to demonstrate that there will be no adverse effect on the Ouse Washes Special Area of Conservation, Special Protection Area, and Ramsar;
5. The design and layout of the development shall preserve the significance of the Grade II\* listed Church of St Mary the Virgin.



## Site Description and Justification

14.26.2.1 The allocated site is situated towards the south west of the village. The site is adjacent to the Old Bedford River and a Special Area of Conservation, which in turn adjoins the Ouse Washes Sites of Specific Scientific Interest, Ramsar and Special Protection Area. The site is well located in terms of the overall position within the village, proximity to the school and access to services. The development of the site would be facilitated by its open character and the lack of mature trees within the field itself.

14.26.2.2 The site is currently low-grade agricultural land. The Council considers the site is capable of accommodating the 13 residential units required in the settlement at a density reflecting that of the surrounding area. The local highways authority has no objection to this site providing safe access is achieved accompanied by improvements to the footpath network.

14.26.2.3 The whole of the settlement is within Flood Zone 3 and most of the settlement is within the hazard zone. The Parish Council in their response to the Preferred Options Consultation would like to see an additional allocation up to 20 dwellings in order maintain the vitality of the village.

14.26.2.4 The Plan's Habitats Regulations Assessment Report identified the need for checks to ensure no adverse impact on the nearby designated nature conservation areas, and these are included in the policy.

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

14.26.2.6 The site has come forward with a full planning proposal and this details 17 dwellings. (18/00195/FM).

## 14.27 Wereham

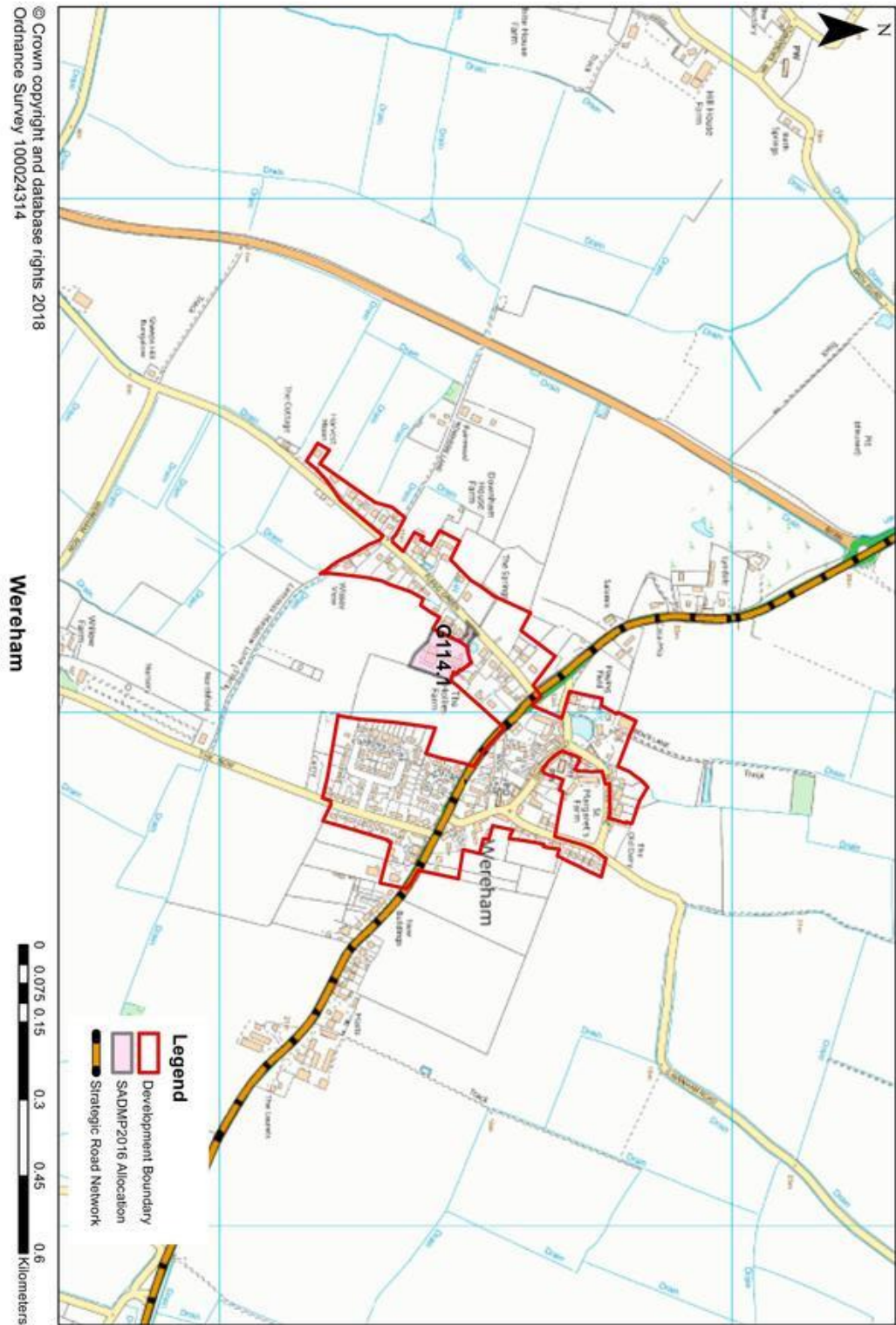
### Rural Village

#### Description

14.27.1 The village of Wereham is situated six miles southeast of Downham Market. The older part of the village is focused around the church and village pond, with more recent development forming a linear pattern along Stoke Road and Flegg Green.

14.27.2 The Parish of Wereham has a population 859. The village has a limited range of services and facilities which include a pub, a bus route and other employment uses.

14.27.3 Wereham is designated a Rural Village capable of accommodating modest growth to support essential rural services. The SADMP 2016 did make an allocation of at least 8 dwellings.



## **14.27.1 G114.1 Wereham - Land to the rear of 'Natanya', Hollies Farm, Flegg Green**

### **Site Allocation**

#### **Policy G114.1 Wereham - Land to the rear of 'Natanya', Hollies Farm, Flegg Green**

**Land amounting to 0.77 hectares, as identified on the Policies Map, is allocated for residential development of at least 8 dwellings.**

**Development will be subject to compliance with the following:**

1. Provision of safe access being achieved from Flegg Green to the satisfaction of the local highway's authority;
2. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Provision of affordable housing in line with the current standards.

#### **Site Description and Justification**

14.27.1.1 The allocated site is located to the south of the settlement and is a brownfield site, this previously developed land has not been in employment uses for some time, it is currently containing a number of dilapidated storage structures and is unlikely to be used for employment purposes going forward. The surrounding area consists of residential housing development along Flegg Green. The site is adjacent to the development boundary with open fields to the south.

14.27.1.2 It is considered that development on the site would not be visually intrusive in the landscape. Views of the site are limited to near distance from adjacent roads and properties. Redevelopment of the site has the potential to positively contribute to the street scene and local area. There are few opportunities for medium and long-distance views, in these limited views, development would be seen in the context of the existing built form.

14.27.1.3 Development of the site would form an extension onto the rear of existing housing development along Flegg Green. The site is located relatively close to services and facilities within the village. Access is obtainable from Flegg green, as supported by Norfolk County Council as the local highway authority; this is subject to demonstration of safe access.

14.27.1.4 The site is identified in the Sustainability Appraisal as a suitable option for development in comparison to other options. It is of sufficient scale to accommodate 8 dwellings at a density consistent with its surrounding without detriment to the form and character of the locality. The Parish Council made no objections to the allocation. The site is situated away from the Wereham Conservation Area and development would not have an impact on the intrinsic beauty and distinctive character of this heritage asset.

14.27.1.5 The site benefits from full planning permission for 10 dwellings. (16/01378/FM).

## 14.28 West Newton

### Rural Village

#### Description

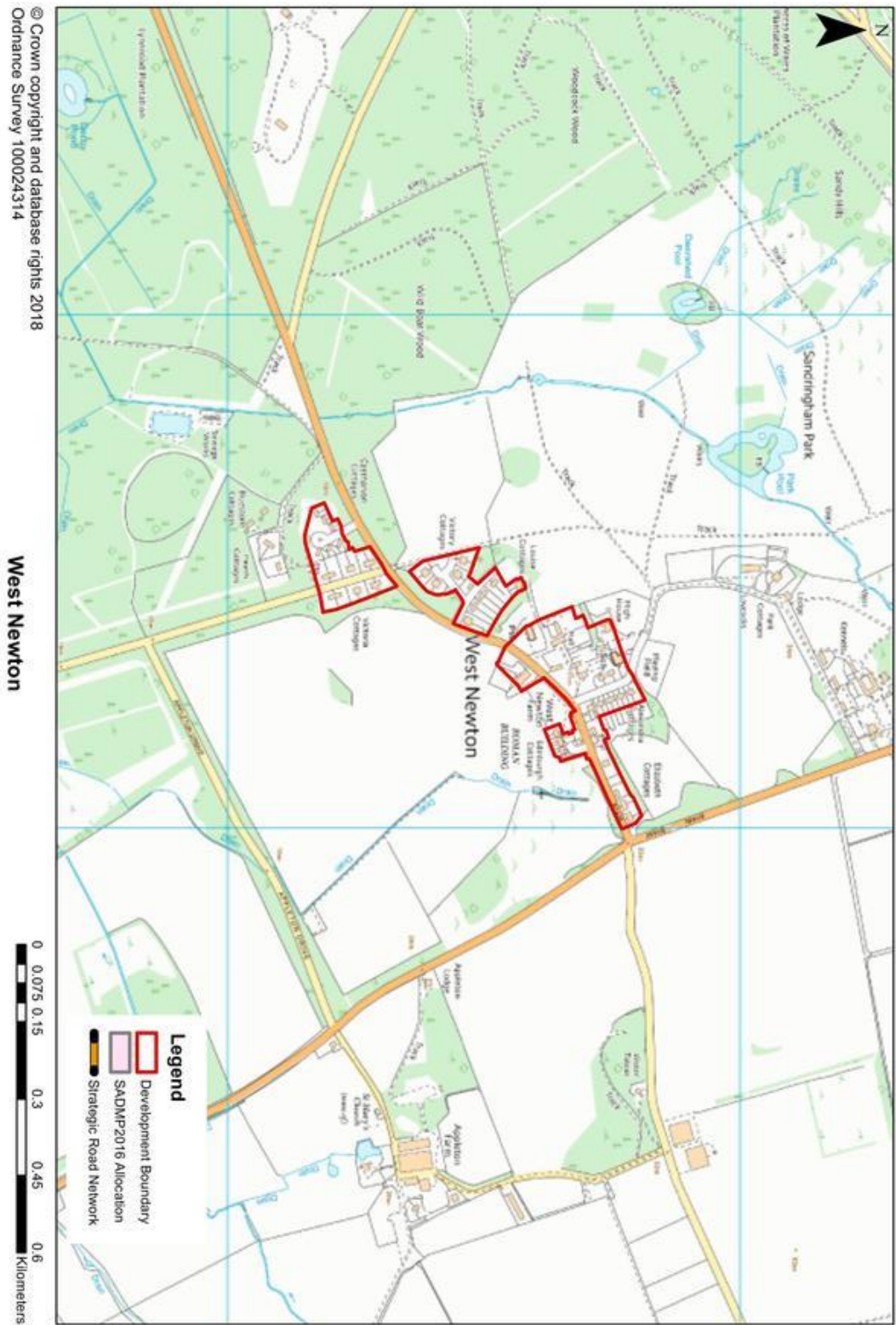
14.28.1 West Newton is a small village located about eight miles northeast of King's Lynn. The village has strong links with Sandringham Estate, encompassing a series of estate cottages within a woodland setting located next to a church. The settlement is partly within Norfolk Coast AONB.

14.28.2 West Newton is located in the Parish of Sandringham, which has a population of 176. West Newton supports a primary school, social club, village shop and local bus service, but is otherwise limited in service provision.

14.28.3 West Newton has a small population size and an average level of services for its designation as a Rural Village.

14.28.4 The SADMP (2016) did not make an allocation for West Newton as no sites were available.





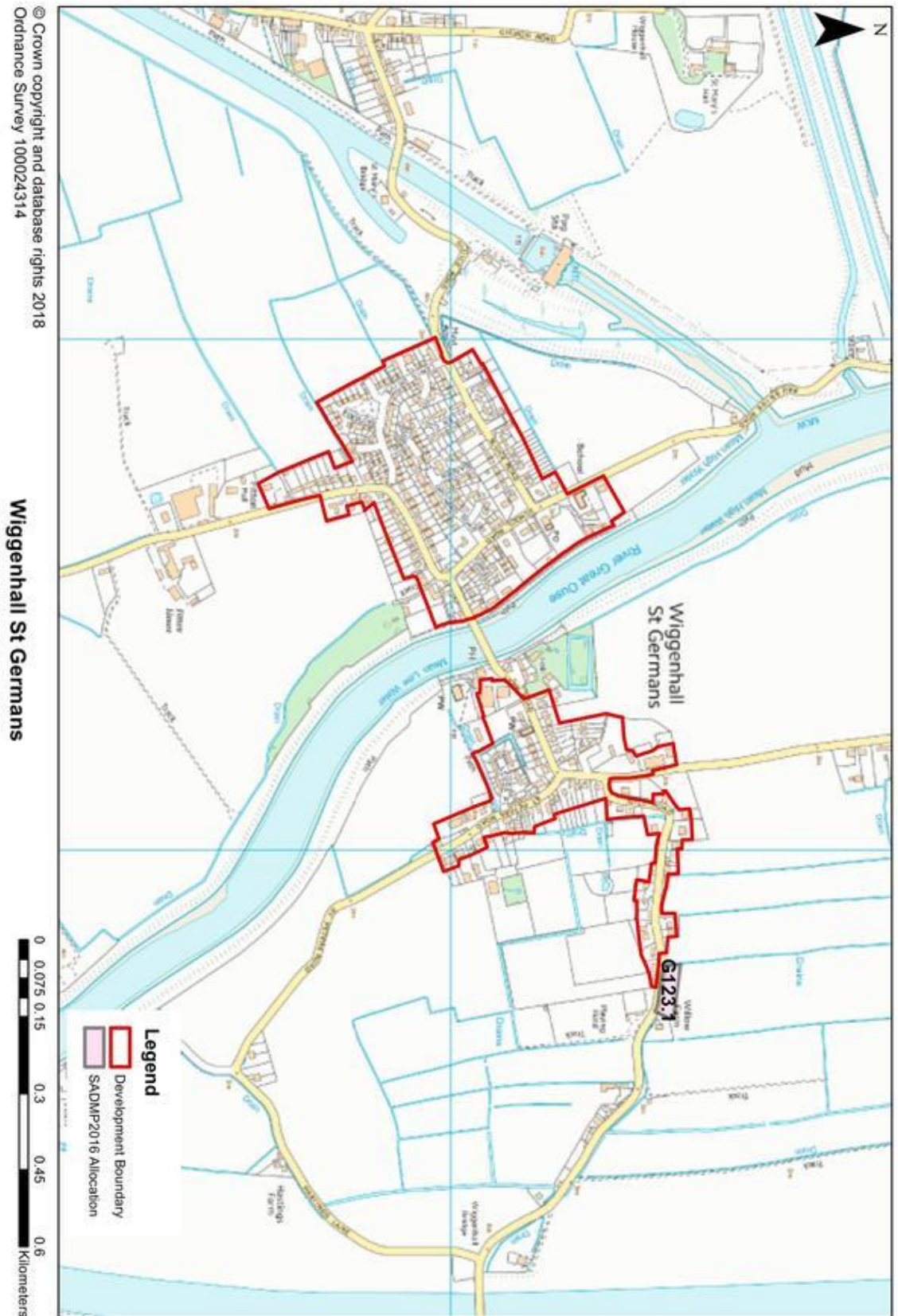
## **14.29 Wighenhall St. Germans**

### **Rural Village**

#### **Description**

14.29.1 Wighenhall St. Germans is a large village situated either side of the River Great Ouse at an ancient crossing point, five miles south of King's Lynn. The river meanders through the village and is an important feature of the village but does not dominate its traditional Fenland character. The population of the Parish was recorded as 1,373. The services in the village include a school, church, bus service, shop, and pub.

14.29.2 Wighenhall St. Germans is designated a Rural Village, capable of accommodating modest growth to sustain essential rural services. The SADMP 2016 did make an allocation of at least 5 dwellings.



## **14.29.1 G123.1 Wiggenhall St. Germans – Land North of Mill Road**

### **Site Allocation**

#### **Policy G123.1 Wiggenhall St. Germans - Land north of Mill Road**

**Land amounting to 0.4 hectares north of Mill Road as shown on the policies map is allocated for residential development of at least 5 dwellings.**

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

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Visibility splays on the road access appropriate for approach speeds of 30mph and offsite highway works to the lay-by, being achieved to the satisfaction of the local highway authority
4. Provision of affordable housing in line with current standards

#### **Site Description and Justification**

14.29.1.1 The allocated site is situated north of Mill Road, Wiggenhall St. Germans. The site is situated at the edge of the settlement but is adjacent to the settlement with its south-east boundary immediately abutting the development boundary. Open fields border the site on the northern boundary with dwellings neighbouring the site to the east and west of the site. The site comprises of greenfield, grade 2 (good quality) land and development would have an impact on food production as the site is in agricultural use.

14.29.1.2 There are no significant landscape features within the site other than boundary drain and existing Public Right of Way to the east of the site. The site is subject to high flood risk (FZ3) and is located in a Hazard Zone. The site is not

screened from the wider landscape on the northern side but in this view, development will be viewed against the backdrop of the existing village. As such it is considered development on the site is not likely to harm the landscape character and visual amenity of the locality. Directly opposite the site there is a local facility with a football field being located there.

14.29.1.3 Development would form a continuation of existing housing on Mill Road without detriment to the form and character of the locality. In terms of visual and landscape impacts development would mostly be seen in the backdrop of the existing settlement and would not cause significant harm to the visual amenity of the area. The site access is obtainable from Mill Road as supported by the Local Highway Authority subject to the design and layout.

14.29.1.4 The site is identified to be the least constrained site over other considered sites in the settlement and is of a sufficient scale to accommodate the 5 dwellings sought in the village at a density that is consistent with its surrounding area.

14.29.1.5 The site benefits from outline planning permission for 4 dwellings (18/02190/O).

## 14.30 Wiggenhall St. Mary Magdalen

### Rural Village

#### Description

14.30.1 The village of Wiggenhall St. Mary Magdalen is situated on the west bank of the Rive Great Ouse; seven miles south of King's Lynn. The river clearly defines its eastern edge. In other directions, however, the village is less clearly defined. The area of the village is flat with few trees of significance and there is no obvious focal point; the church and pub being at the northern end of the village near to the bridge in the older part of the village. Most of the older buildings are two-storey, some having small front gardens. There are, however, a considerable number of bungalows and much newer development has been of this type. Wiggenhall St. Mary Magdalen has a few services including a school, shop and a pub. The Parish of Wiggenhall St. Mary Magdalen has a population of 729.

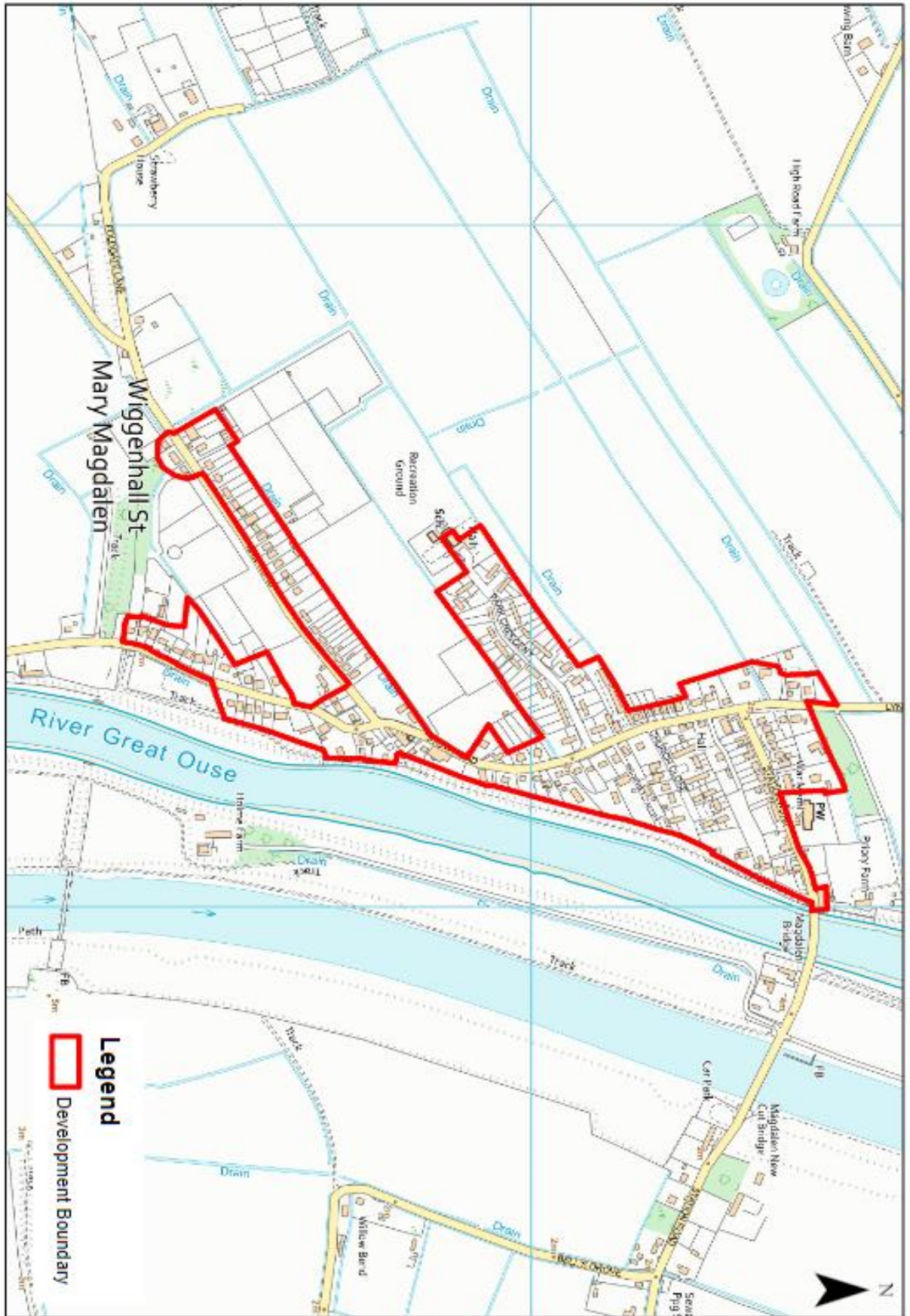
14.30.2 Wiggenhall St. Mary Magdalen is designated as a Rural Village. The SADMP 2016 did make an allocation for at least 10 dwellings under Policy G124.1 Wiggenhall St. Mary Magdalen- Land on Mill Road. However, due to review and the site unable to be delivered within the local plan period the site has been deallocated.



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Wiggenhall St. Mary Magdalen

0 0.0450 0.09 0.18 0.27 0.38  
Kilometers



## 14.31 Wimbotsham

### Rural Village

#### Description

14.31.1 The village of Wimbotsham lies just over a mile to the north of Downham Market. The basic village form is linear, with some growth extending out from the main route through the village. The village centre has an attractive feel which is designated a Conservation Area around Church Road, The Street and the village green which form the centre of the village. The Parish of Wimbotsham has a population of 664. The village retains a church and chapel, a primary school, pub and shop as well as a number of independent businesses.

14.31.2 Wimbotsham is designated a Rural Village. The SADMP sought to make an allocation for approximately 6 new dwellings. Of the sites put forward for consideration, those within the village and to the northern edge were not considered suitable because of their potential adverse impact on the character of the settlement and its Conservation Area, a view that was supported by Historic England. The sites were also considered not accessible by the local highway's authority. Submitted sites on the southern edge of the village are generally not accessible.

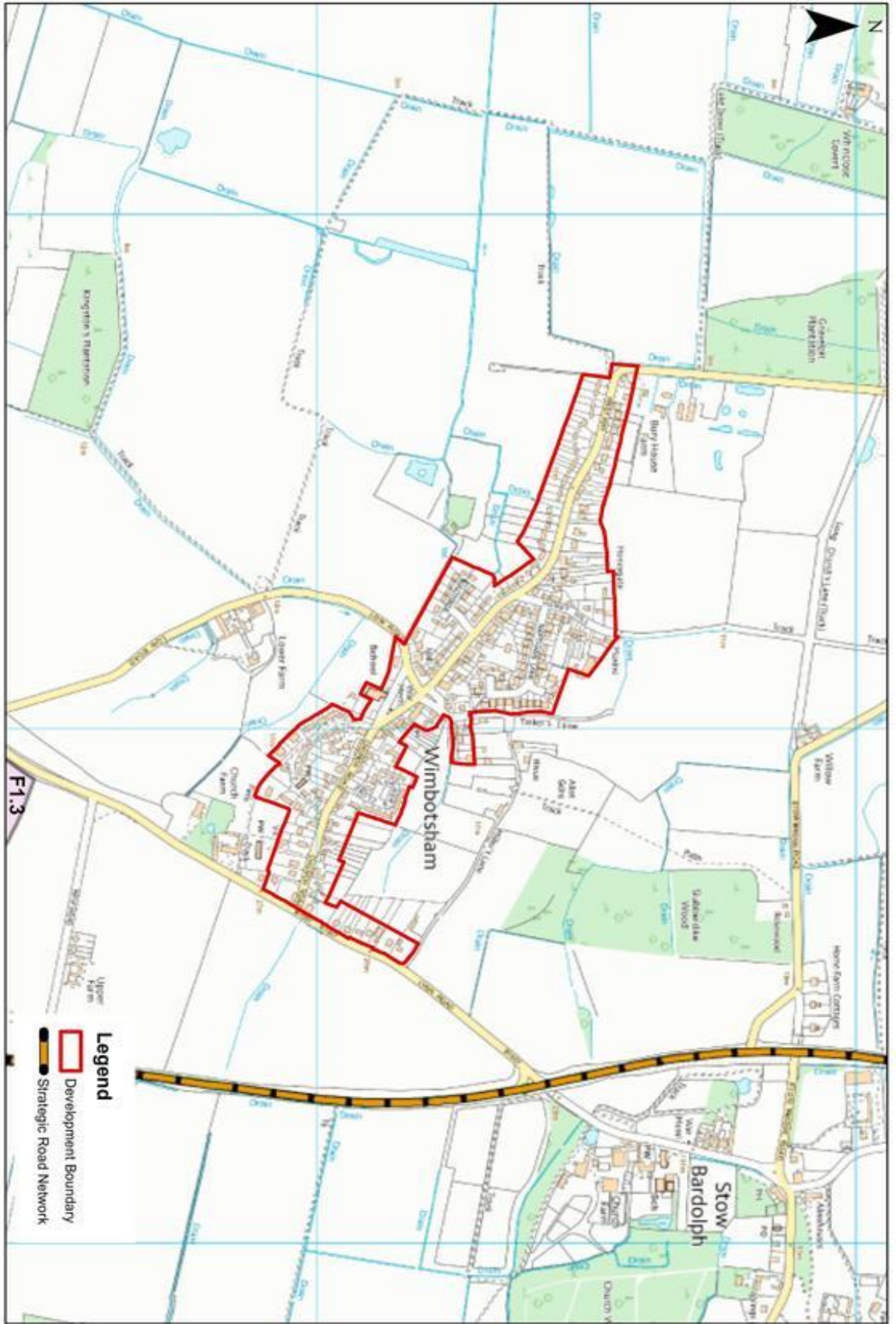
14.31.3 The sites to the south of the village are also parts of larger parcels straddling the gap between Wimbotsham and Downham Market. These have been considered in terms of their potential to provide expansion northward of Downham Market, while maintaining a significant gap between the town and Wimbotsham. Therefore, have been considered as part of the Downham Market section (see earlier section in this document).

14.31.4 The Borough Council considers that the sites which remain as options in the settlement are large sites which abut Wimbotsham and Downham Market. Therefore, no sites have been identified that, in terms of the form, character and servicing constraints of the village, are considered suitable to allocate for residential development.

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Ordnance Survey 100024314

### Wimbotsham

0 0.075 0.15 0.3 0.45 0.6  
Kilometers



**Legend**  
Development Boundary  
Strategic Road Network

## 14.32 Wormegay

### Rural Village

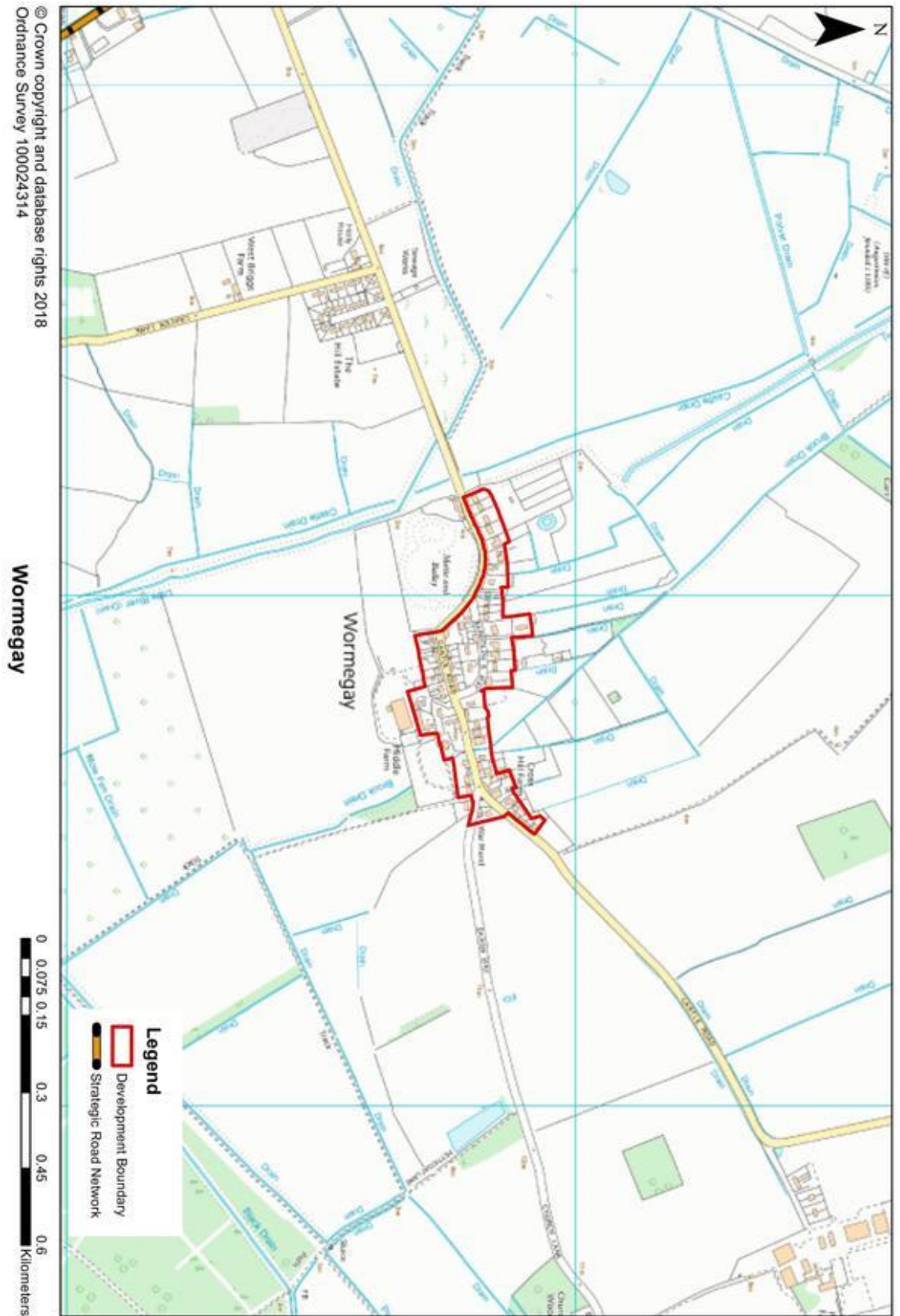
#### Description

14.32.1 Wormegay is a small village that lies six miles south of King's Lynn and eight miles north of Downham Market, a short distance from the A134. The village has a population of 359. The village is linear in form with development along Castle Road, and more recently Bardolph's Way. There is an abrupt transition from the built extent of the village into open countryside, and it is important to recognise the significant trees around the castle.

14.32.2 The limited local services in the village include a school, a commutable bus route and employment uses.

14.32.3 Wormegay is designated a Rural Village, capable of accommodating modest growth to support essential rural services. The SADMP sought to make an allocation in the region of 3 new dwellings. However, no sites have been identified that are suitable for residential development in terms of form, character, access and servicing constraints of the village. Therefore, the Council has not allocated land for housing in Wormegay.





## 15 Smaller Villages and Hamlets

### Introduction

15.0.1 The following settlements are classed as Smaller Village and Hamlets (SVAH's) within the Settlement Hierarchy.

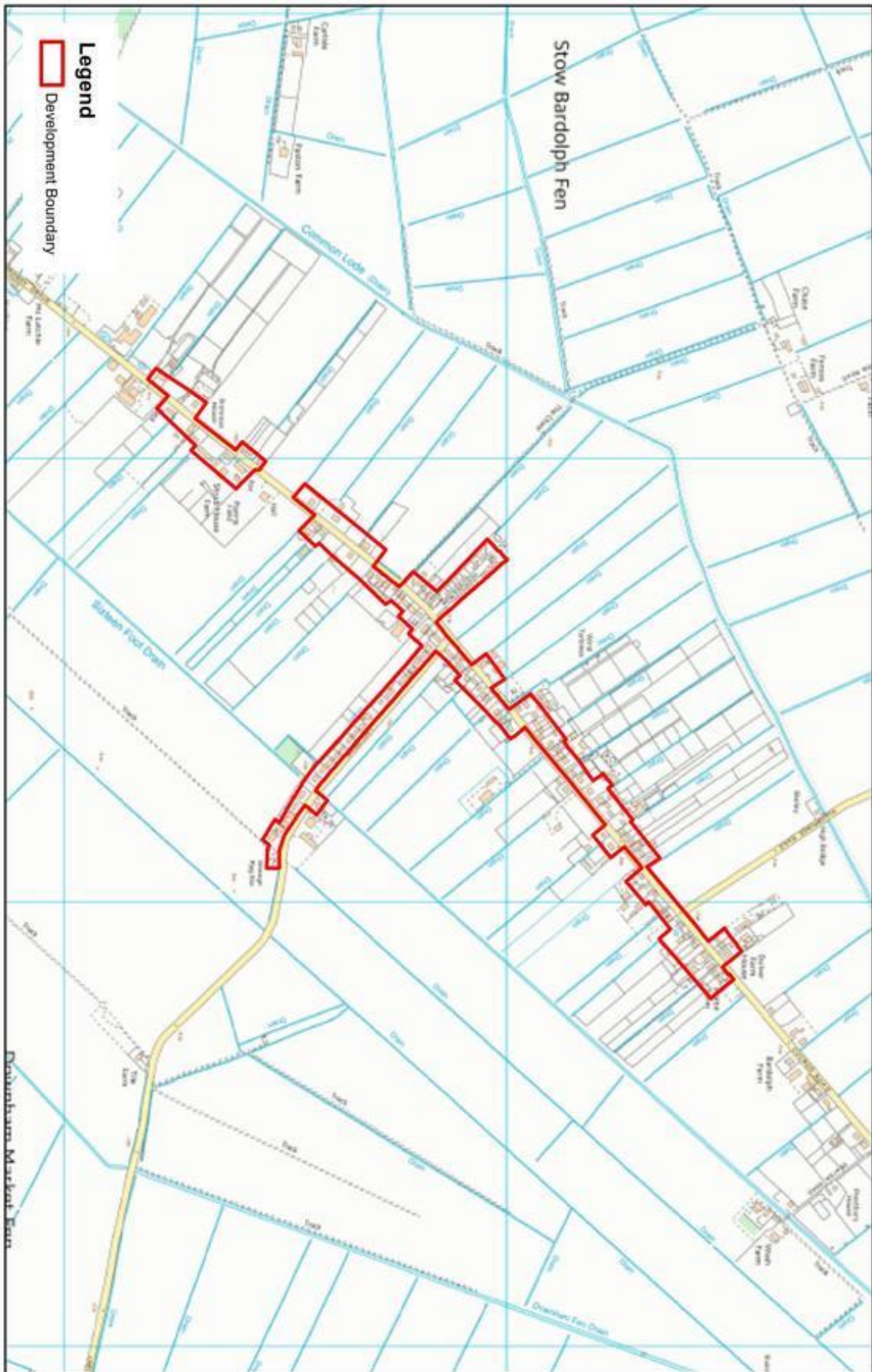
15.0.2 These settlements do not have any specific site allocations. However, modest levels of development can still take place as each of the Smaller Villages and Hamlets has a development boundary.

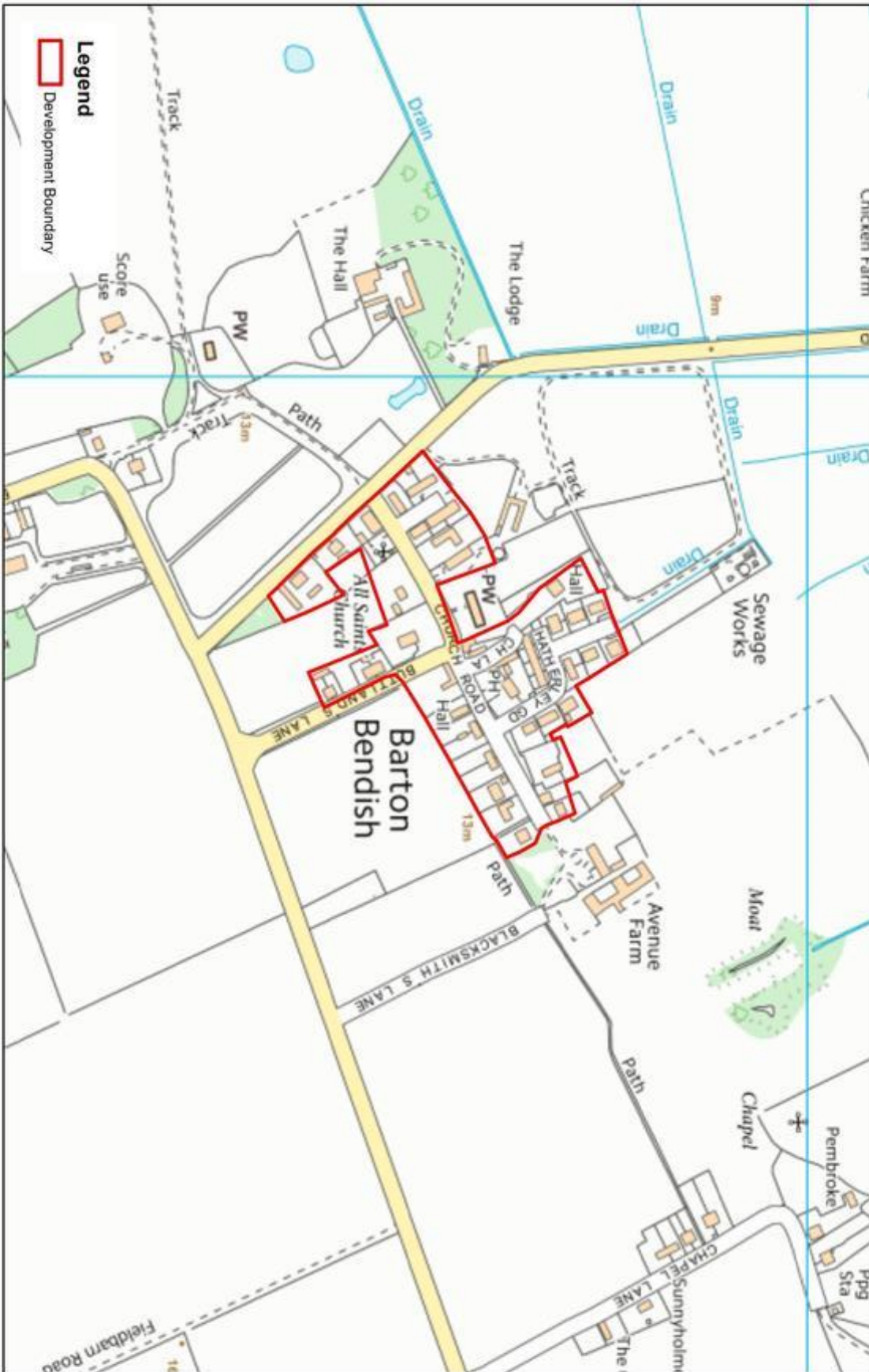
15.0.3 Overall development proposals would be judged against the range of policies within the Local Plan and any adopted neighbourhood plans. In particular development will need to be consistent with Local Plan Policy LP04 Development Boundaries. Development outside of these Boundaries could potentially take place, providing it is consistent with Local Plan Policy LP26- Residential Development Reasonably Related to Existing Settlements.

<b>Smaller Villages and Hamlets (37)</b>			
<b>Barroway Drove</b>	<b>Crimplesham</b>	<b>Pentney</b>	<b>Tottenham</b>
<b>Barton Bendish</b>	<b>Gayton Thorpe</b>	<b>Ringstead</b>	<b>West Acre</b>
<b>Bawsey</b>	<b>Hay Green</b>	<b>Roydon</b>	<b>West Dereham</b>
<b>Blackborough End</b>	<b>Holme next the Sea</b>	<b>Saddlebow</b>	<b>West Rudham</b>
<b>Boughton</b>	<b>Lakesend</b>	<b>Salters Lode</b>	<b>Whittington</b>
<b>Brookville</b>	<b>Leziate</b>	<b>Shouldham Thorpe</b>	<b>Wiggenhall St Mary the Virgin</b>
<b>Burnham Norton</b>	<b>Methwold Hythe</b>	<b>South Creake</b>	<b>Wretton</b>
<b>Burnham Overy Town</b>	<b>Nordelph</b>	<b>Stanhoe</b>	
<b>Burnham Thorpe</b>	<b>North Creake</b>	<b>Tilney cim Islington</b>	
<b>Congham</b>	<b>North Runcton</b>	<b>Titchwell</b>	



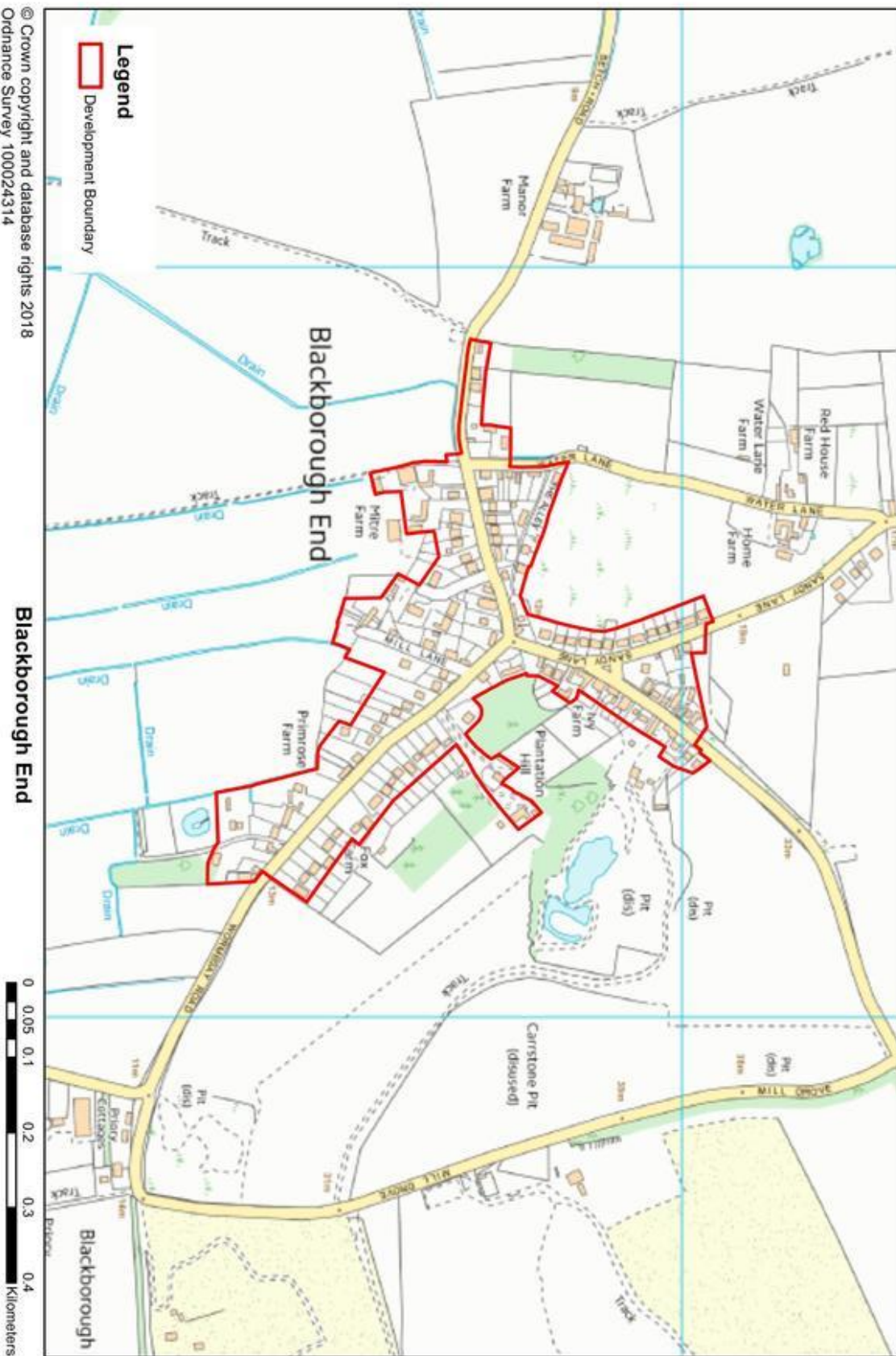
**Barroway Drove**

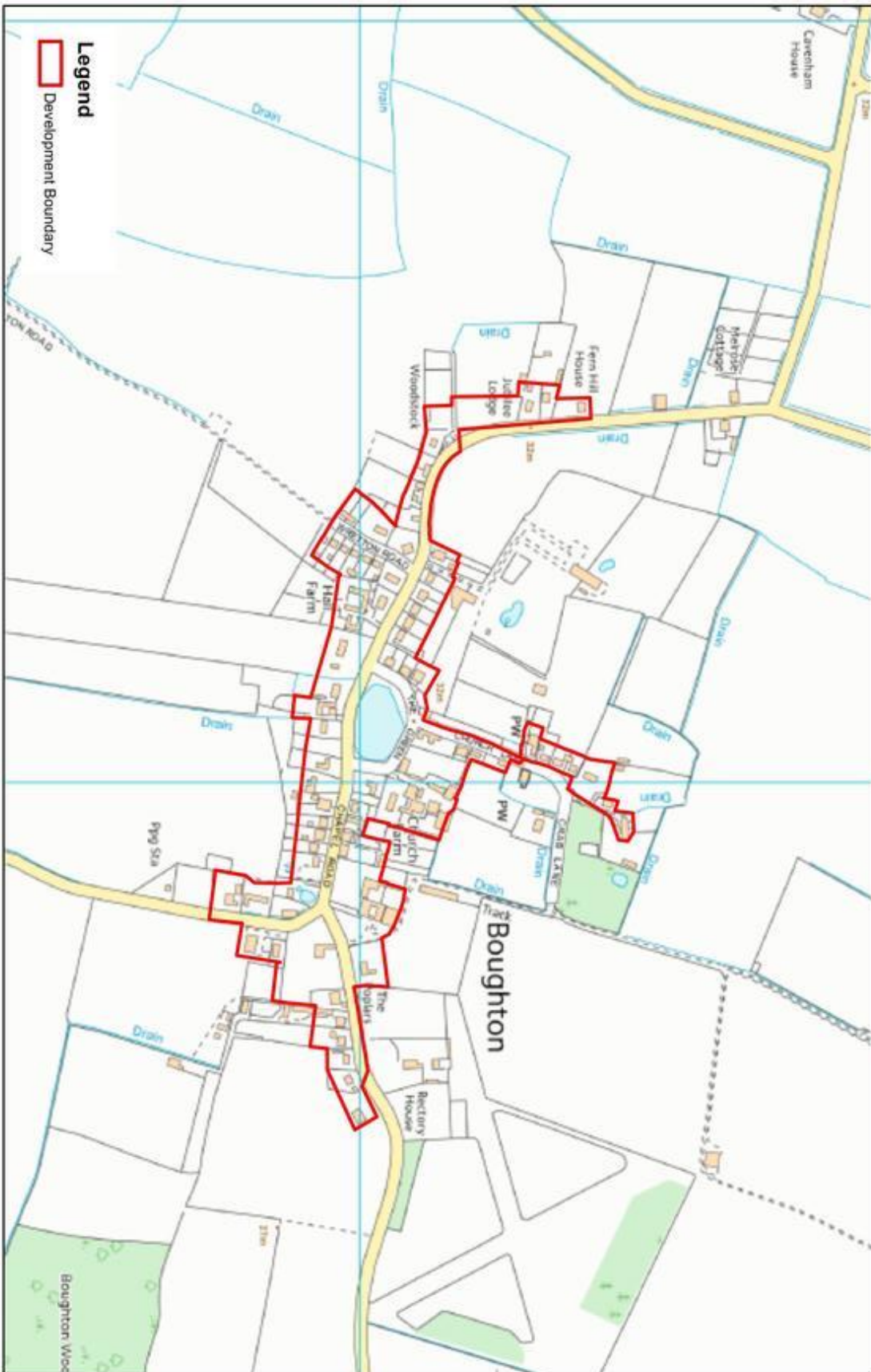








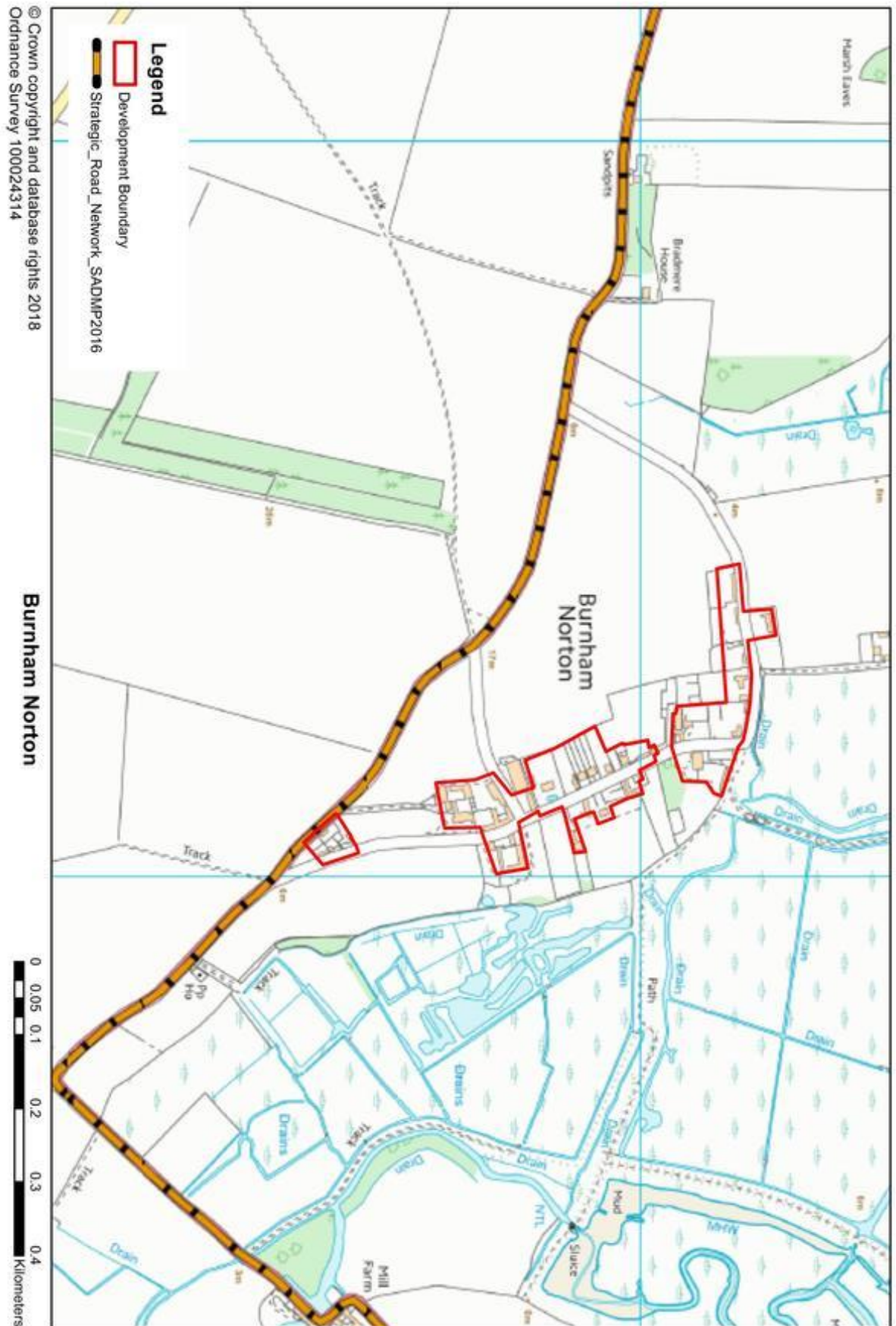


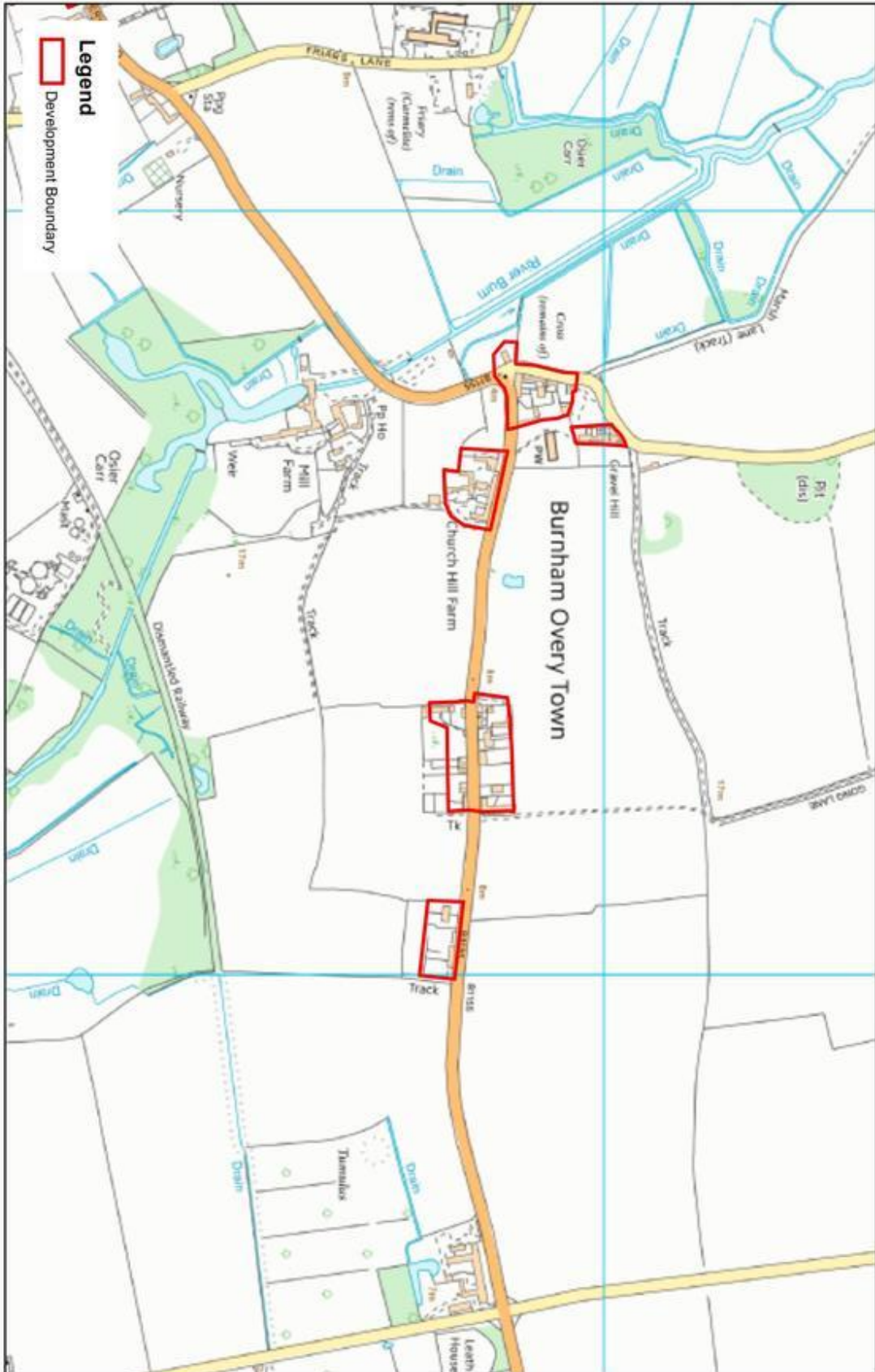








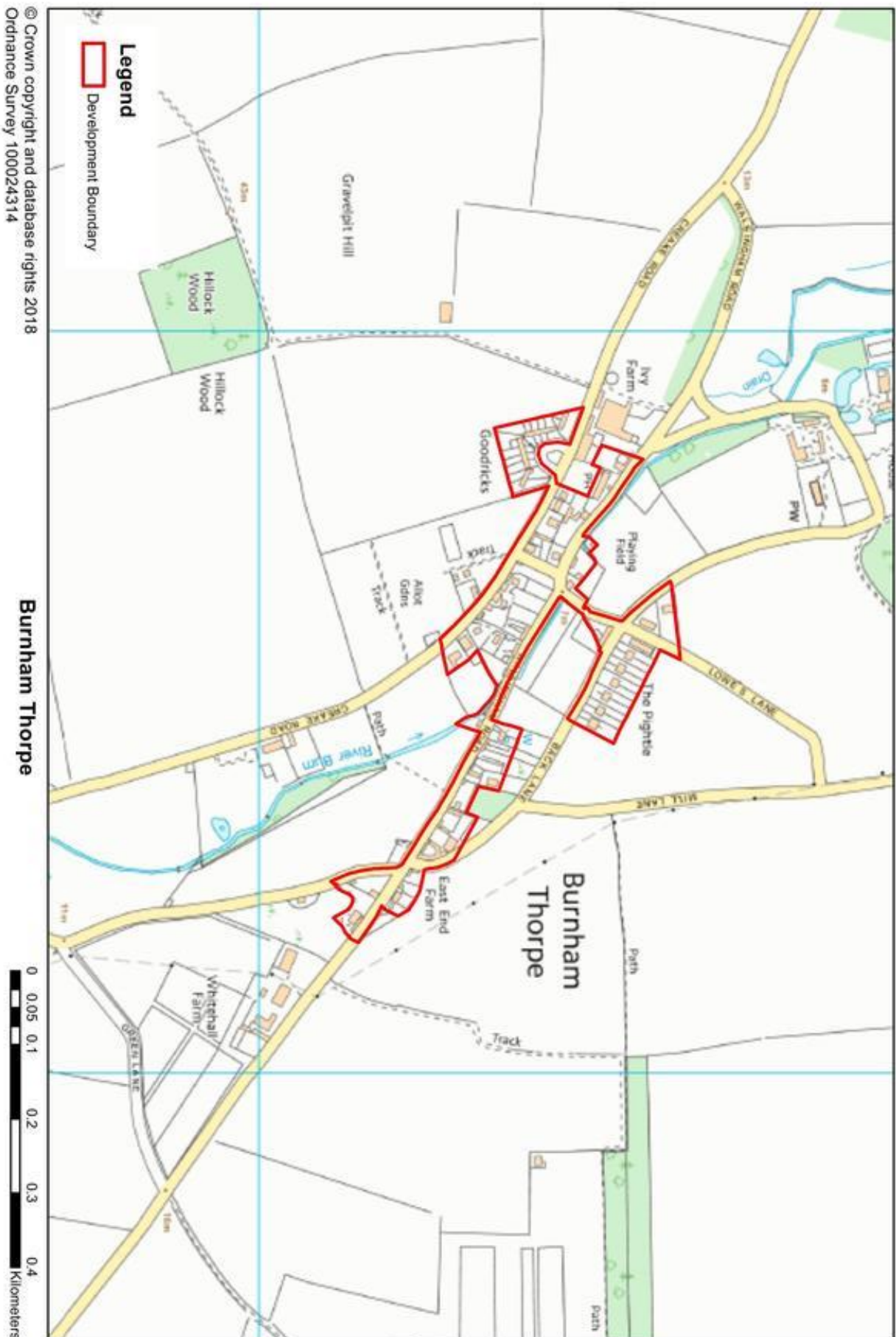




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**Burnham Overy Town**

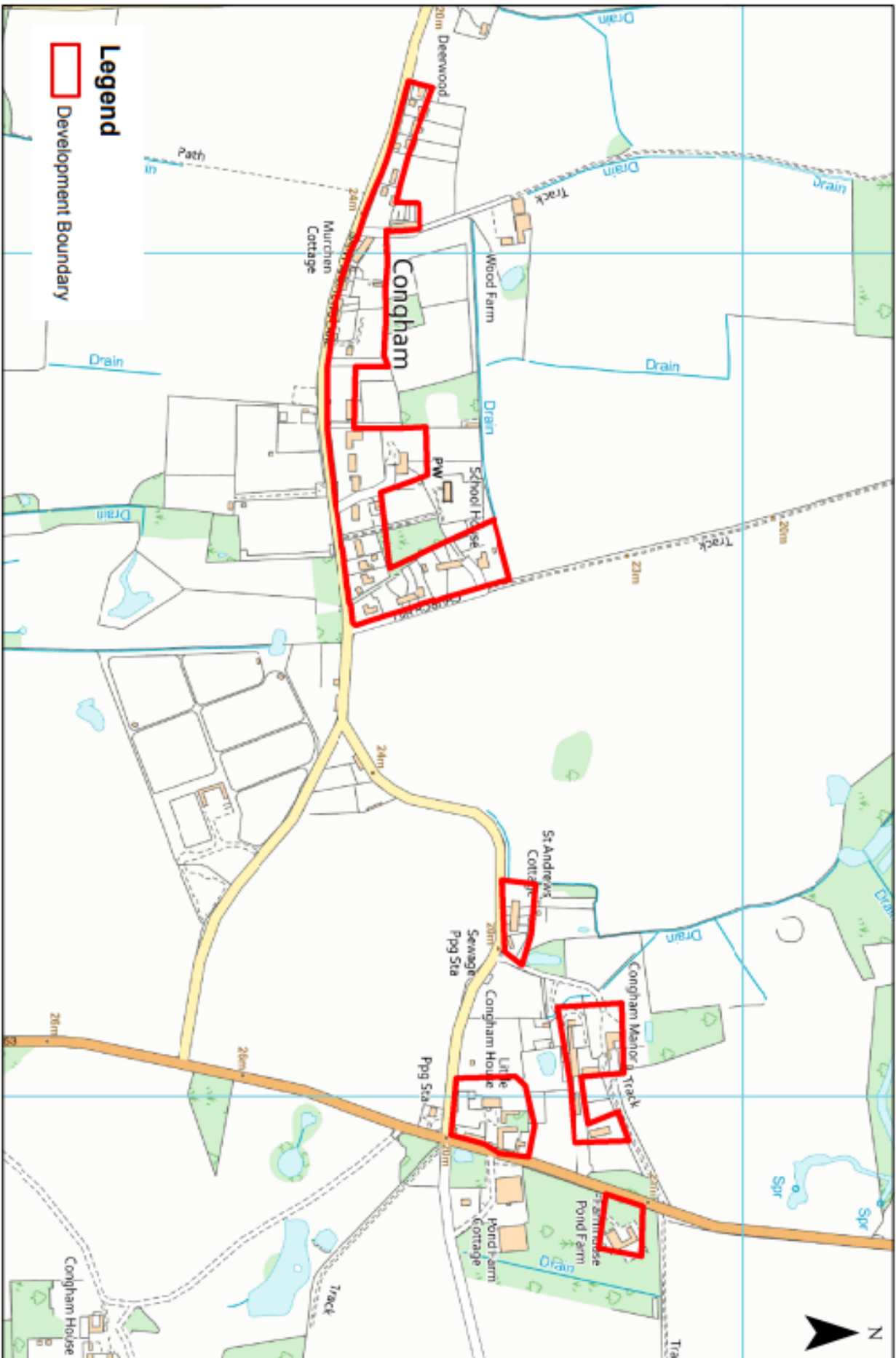
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Kilometers

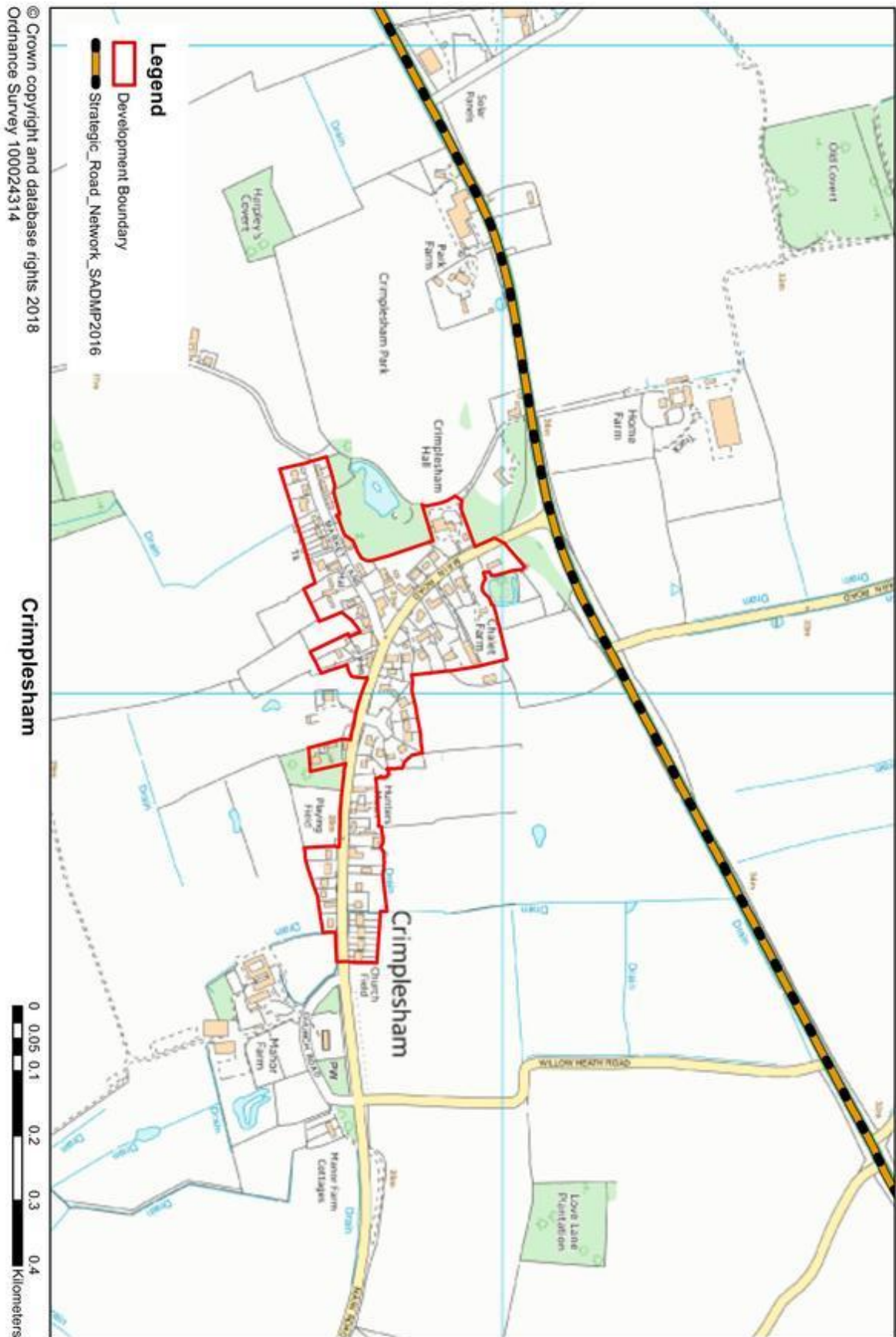


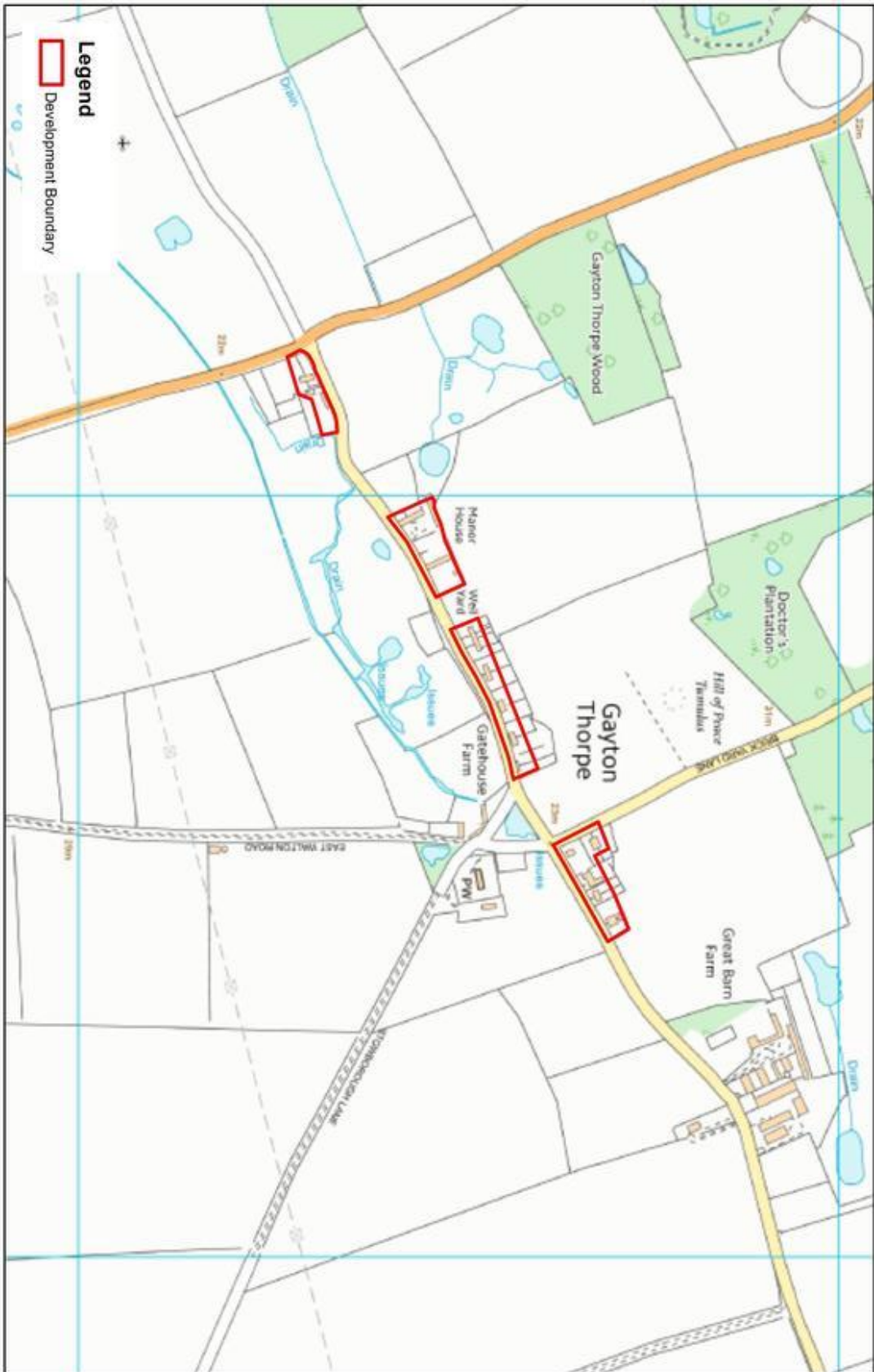


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# Congham





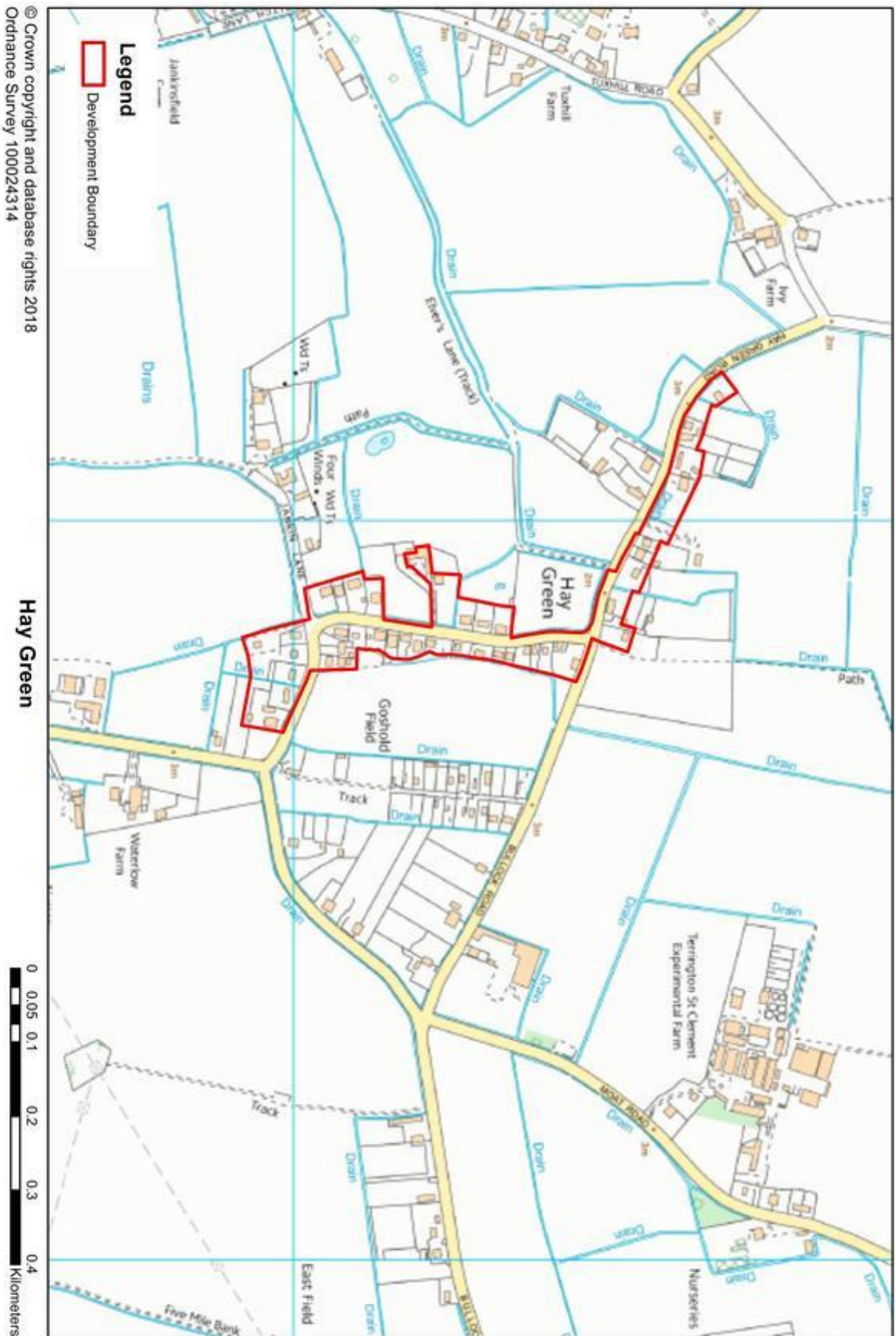


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**GaytonThorpe**

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Kilometers





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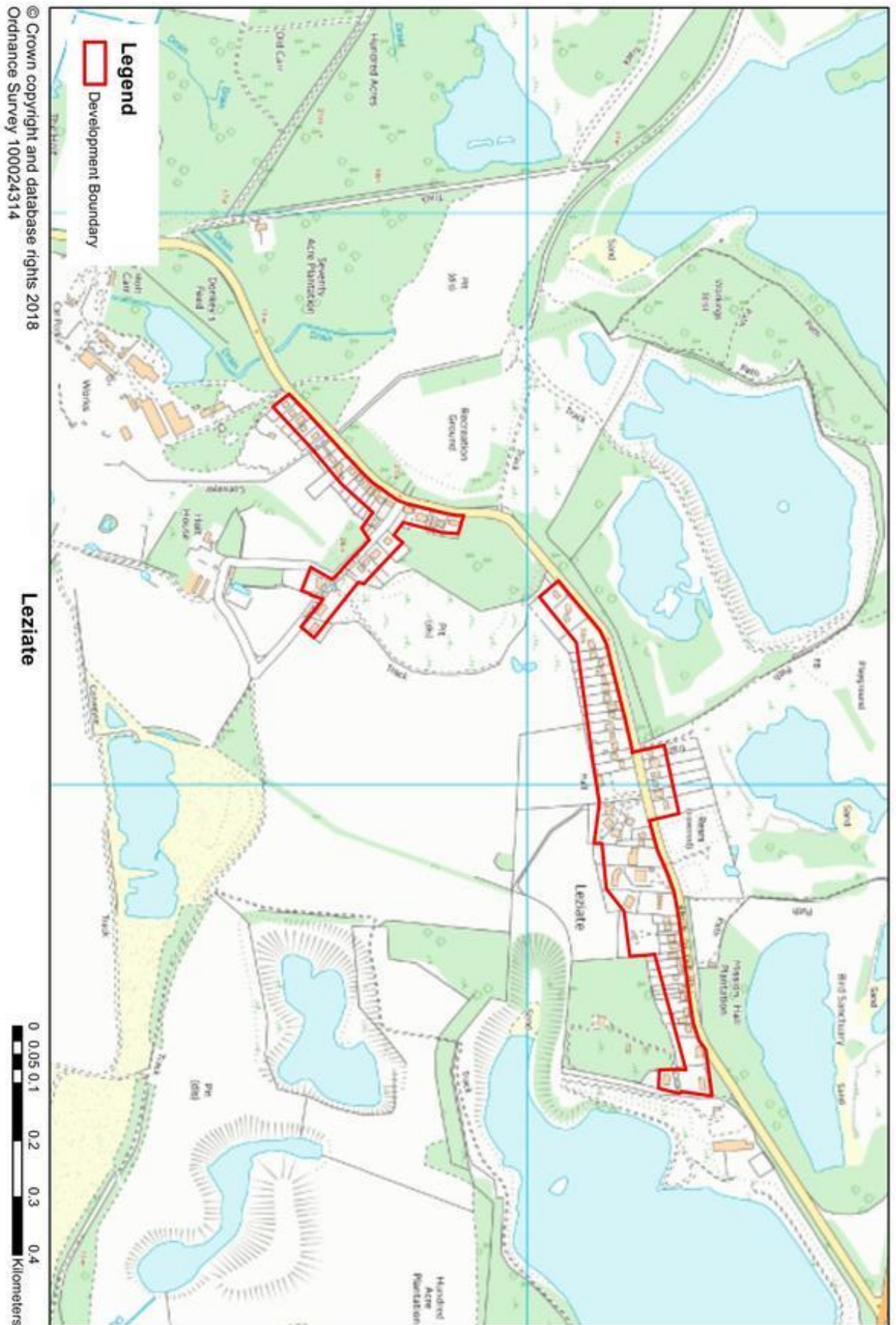
### Holme-next-the-Sea

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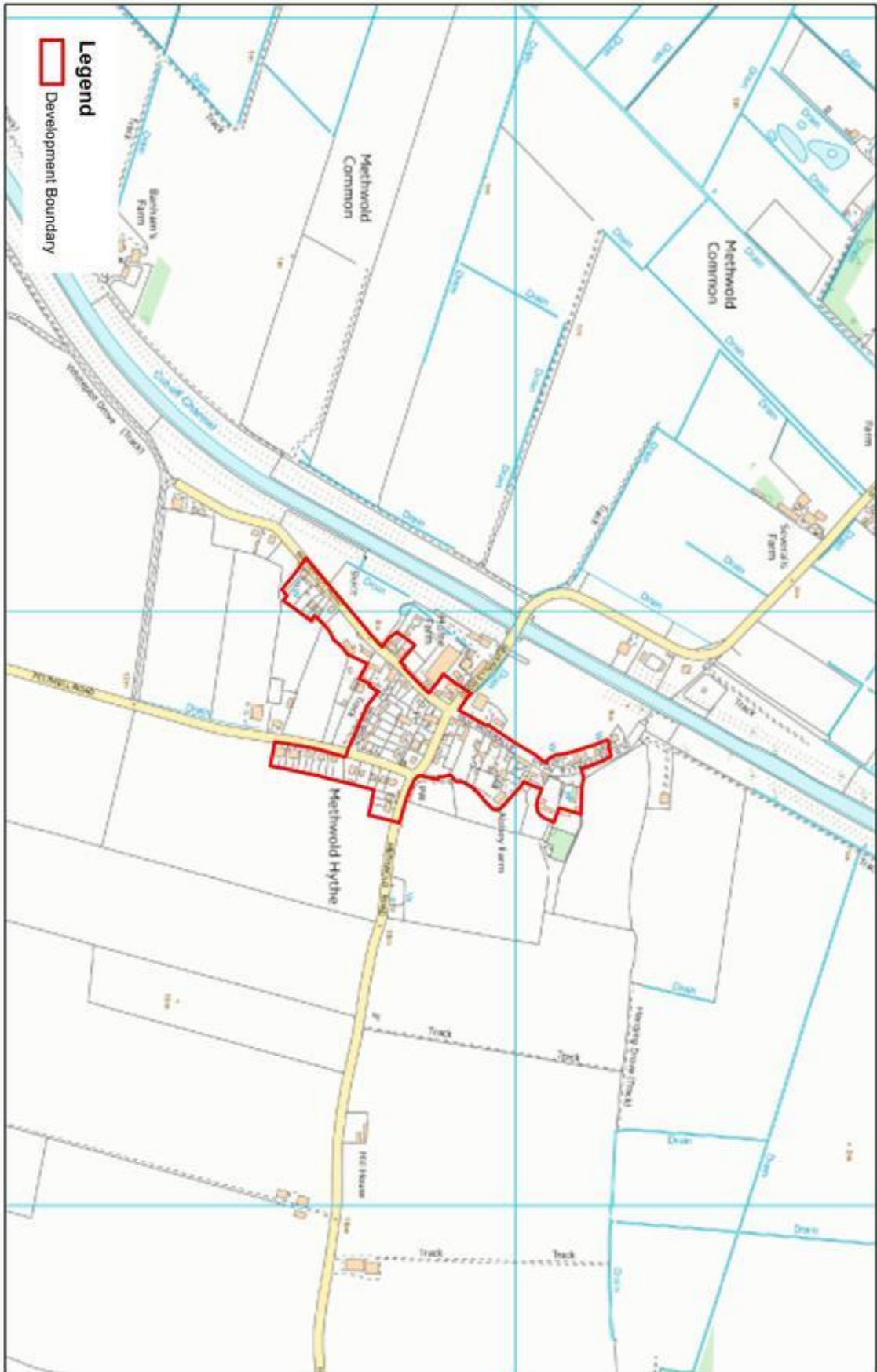








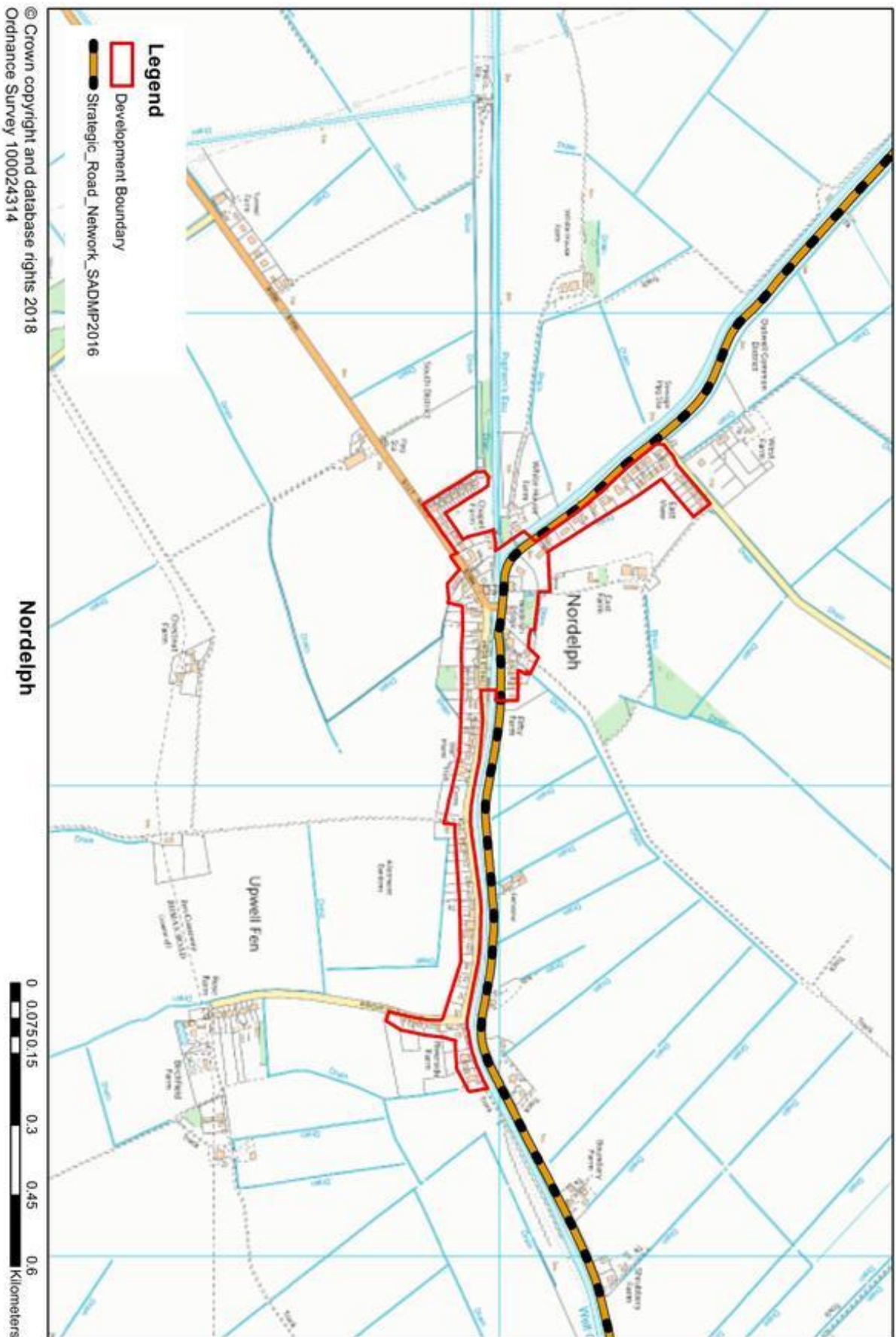
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Methwold Hythe

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Kilometers





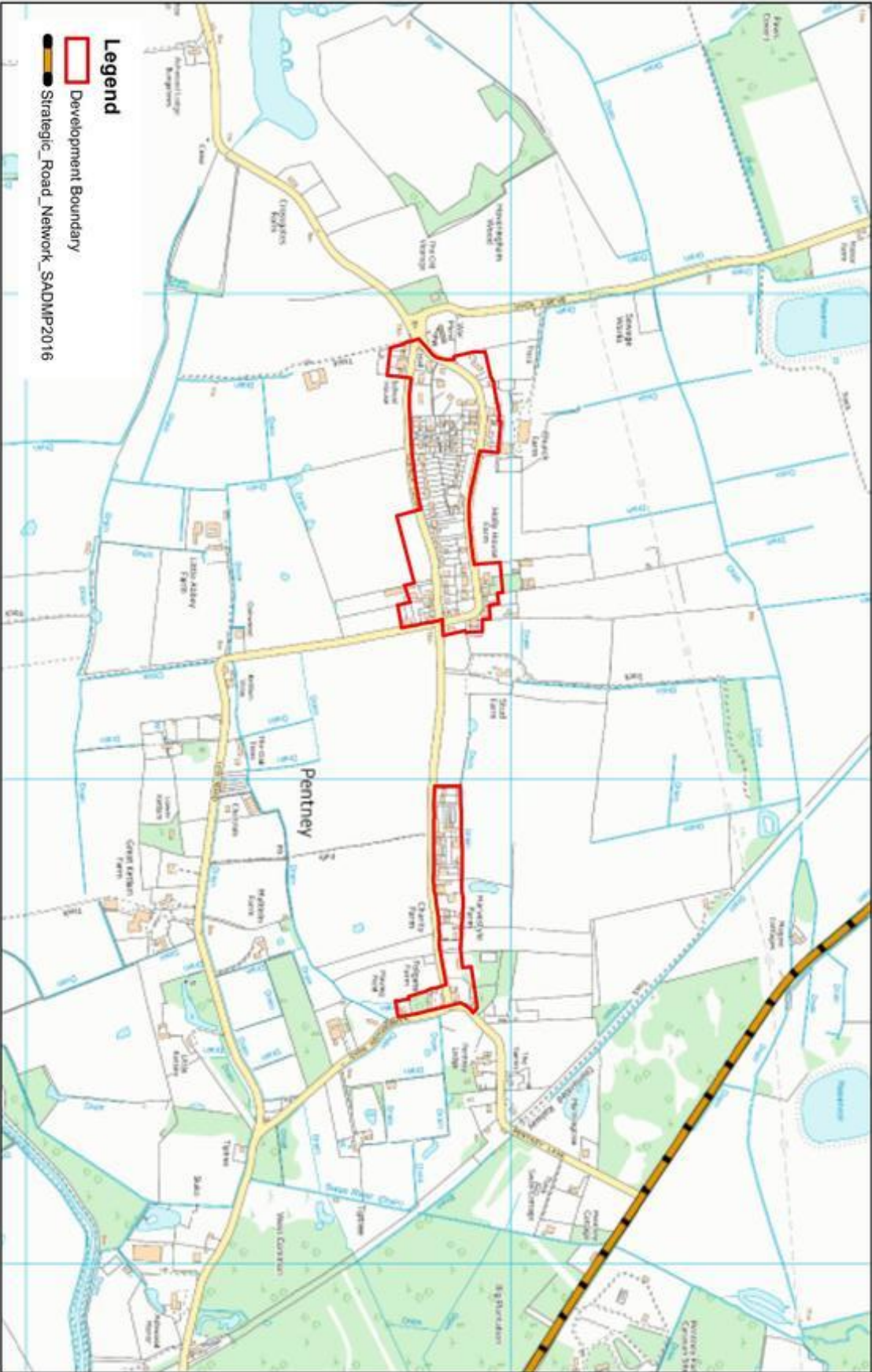


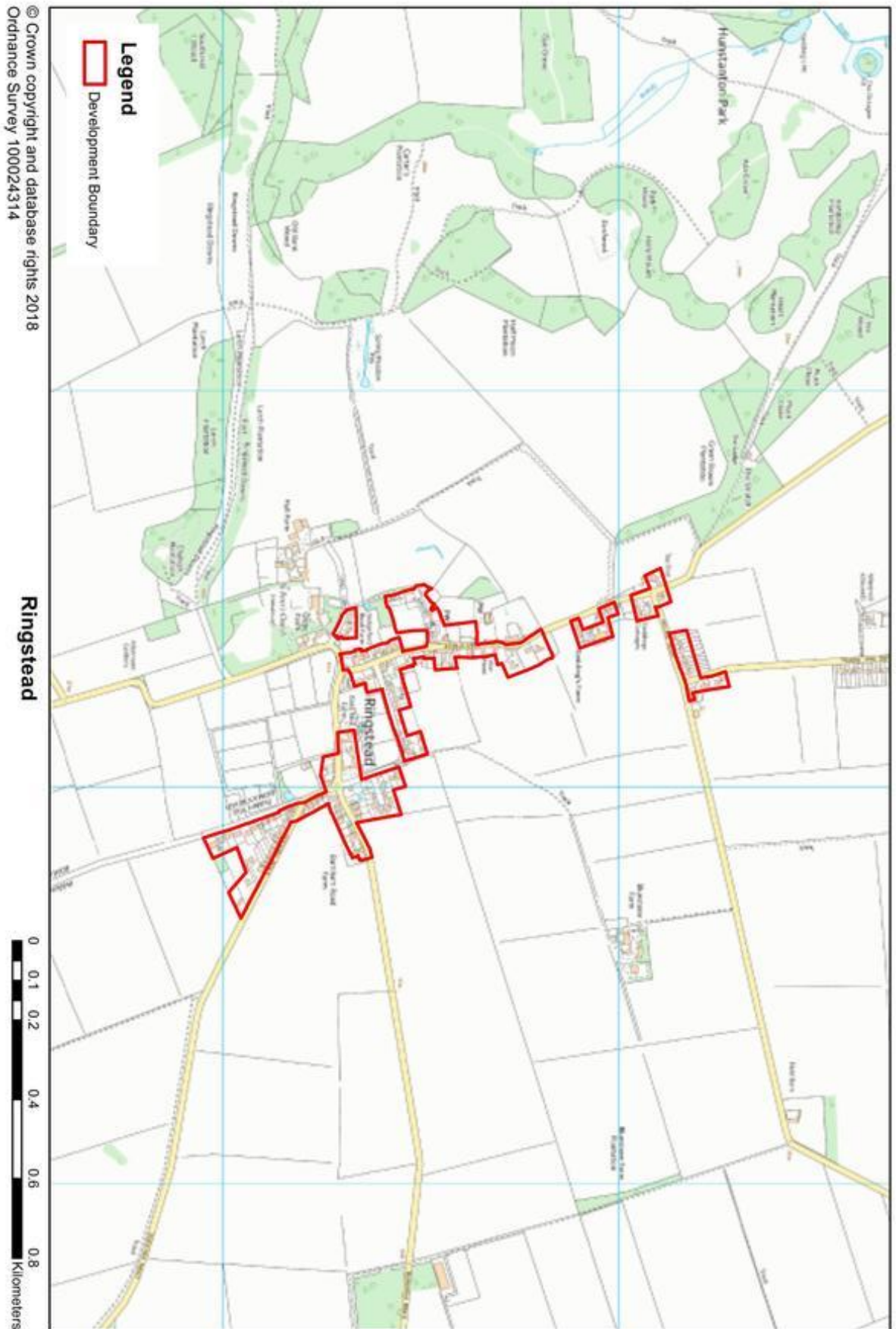






### Pentney



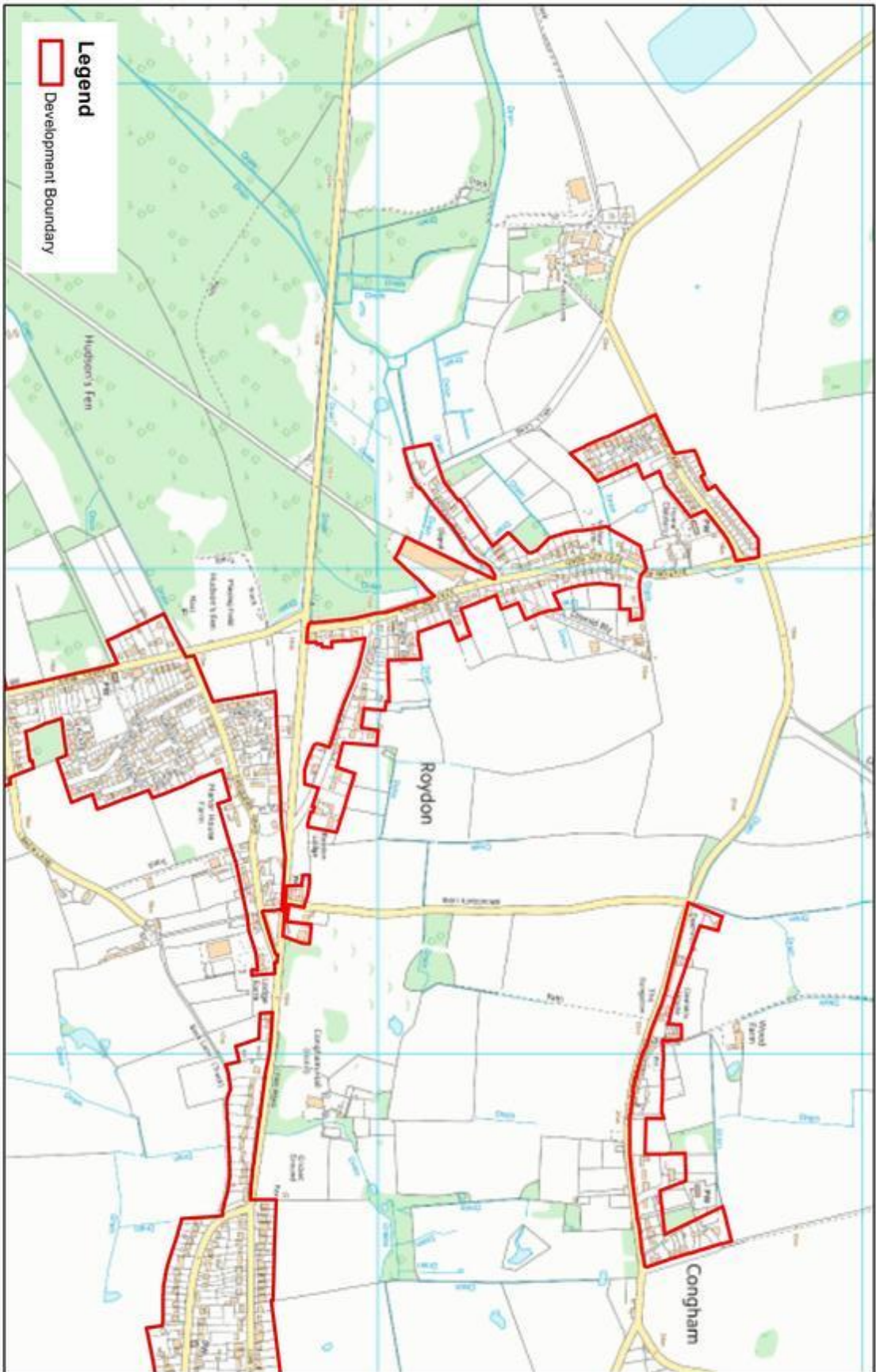


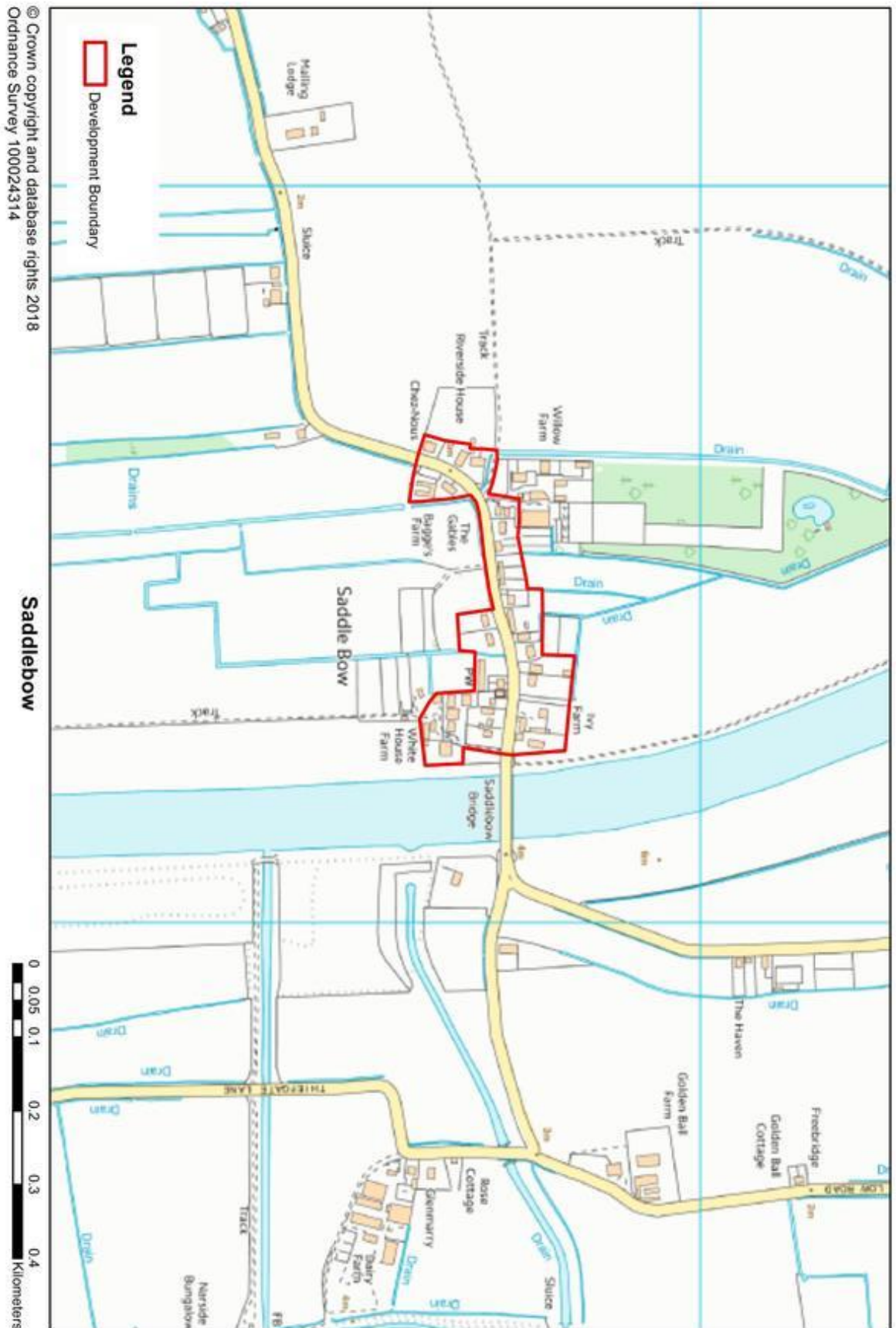


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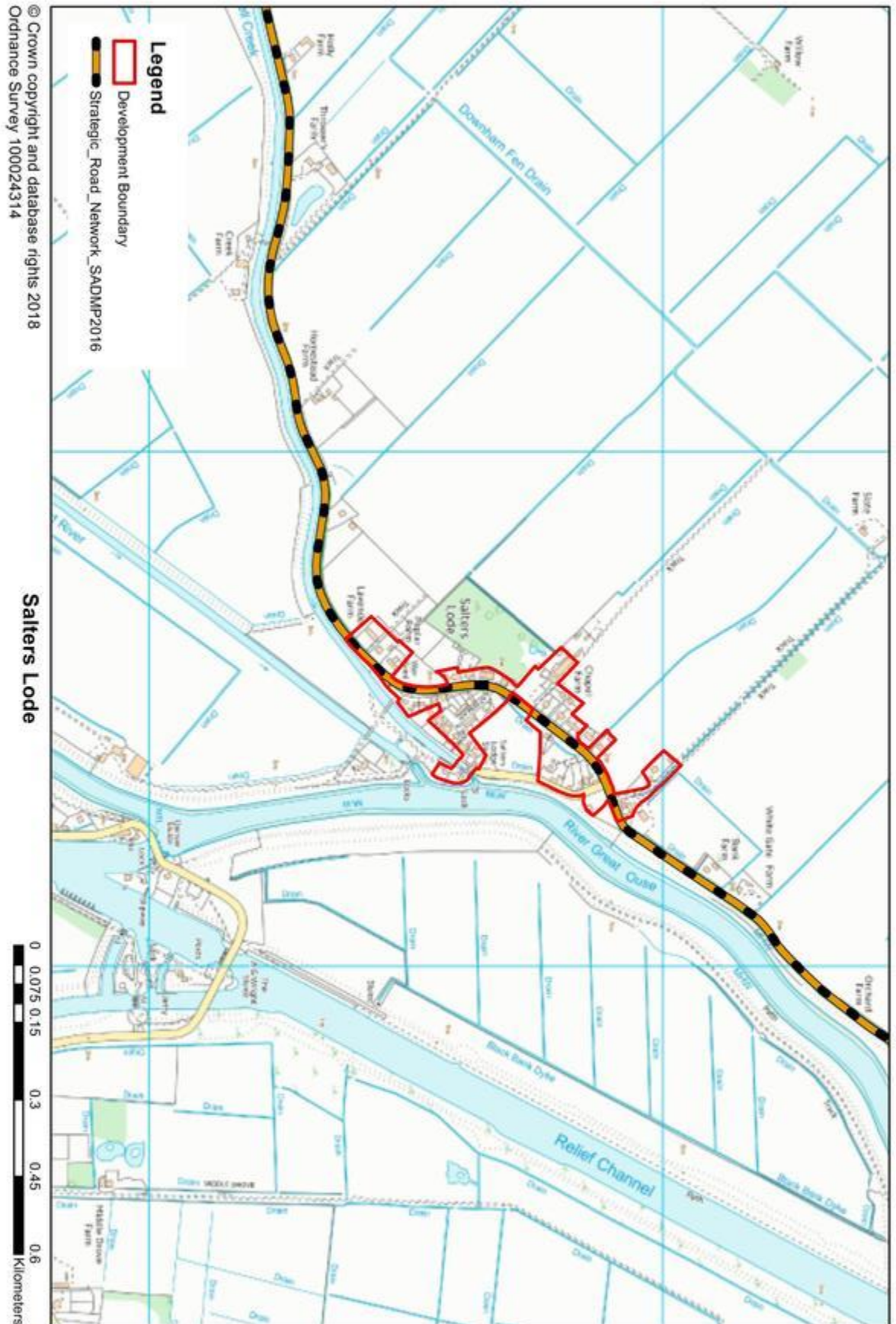
**Roydon**

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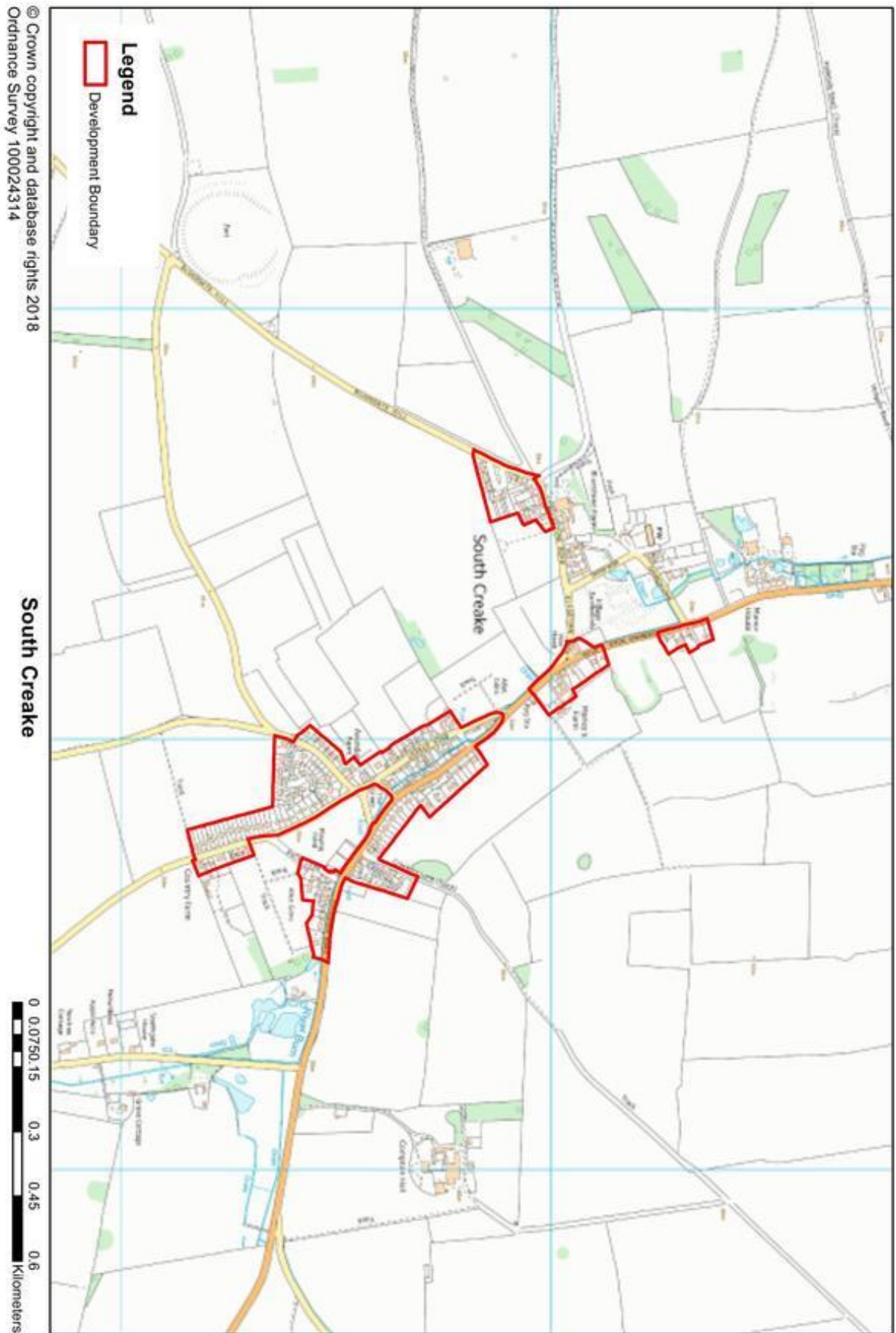






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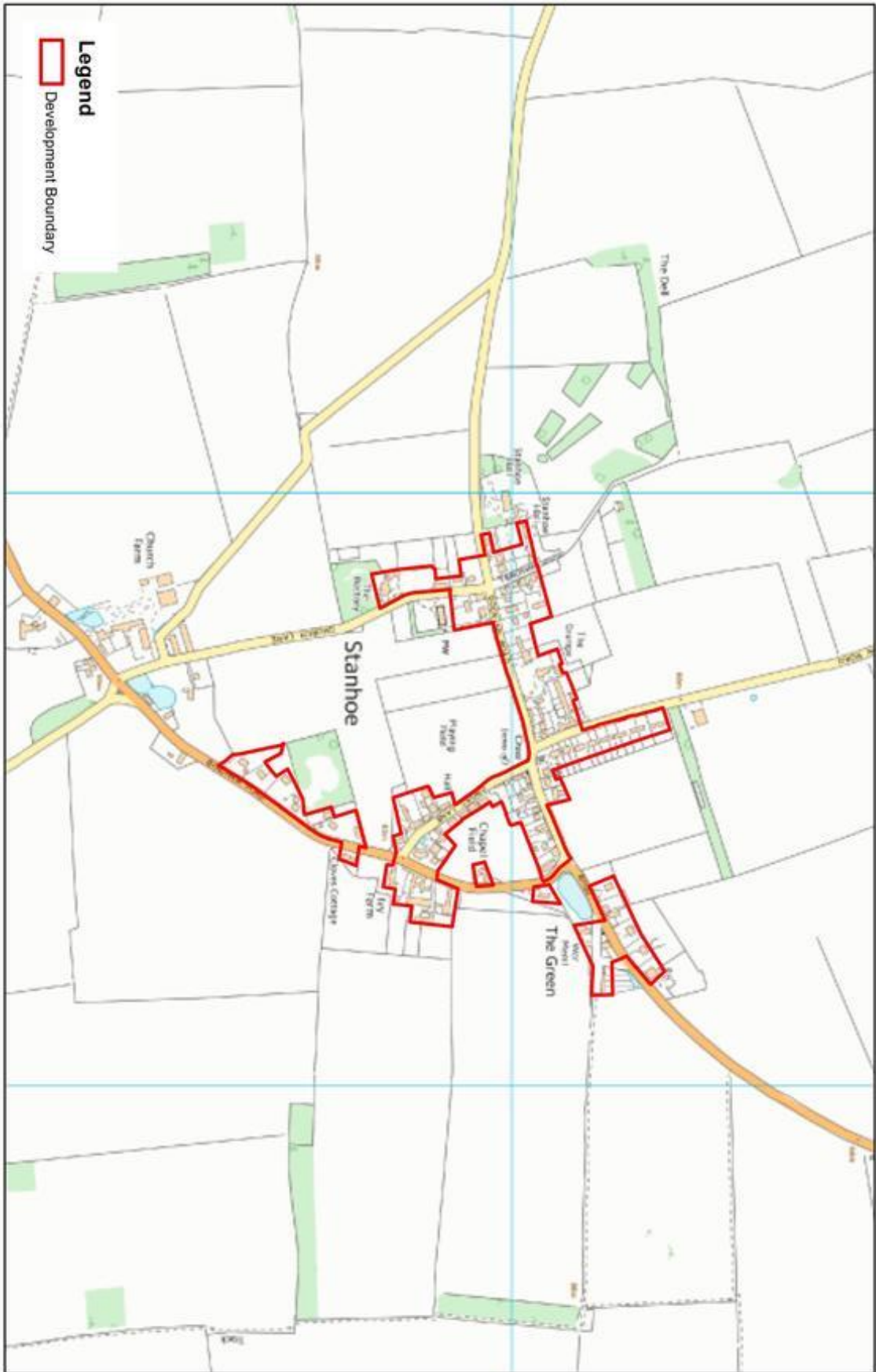


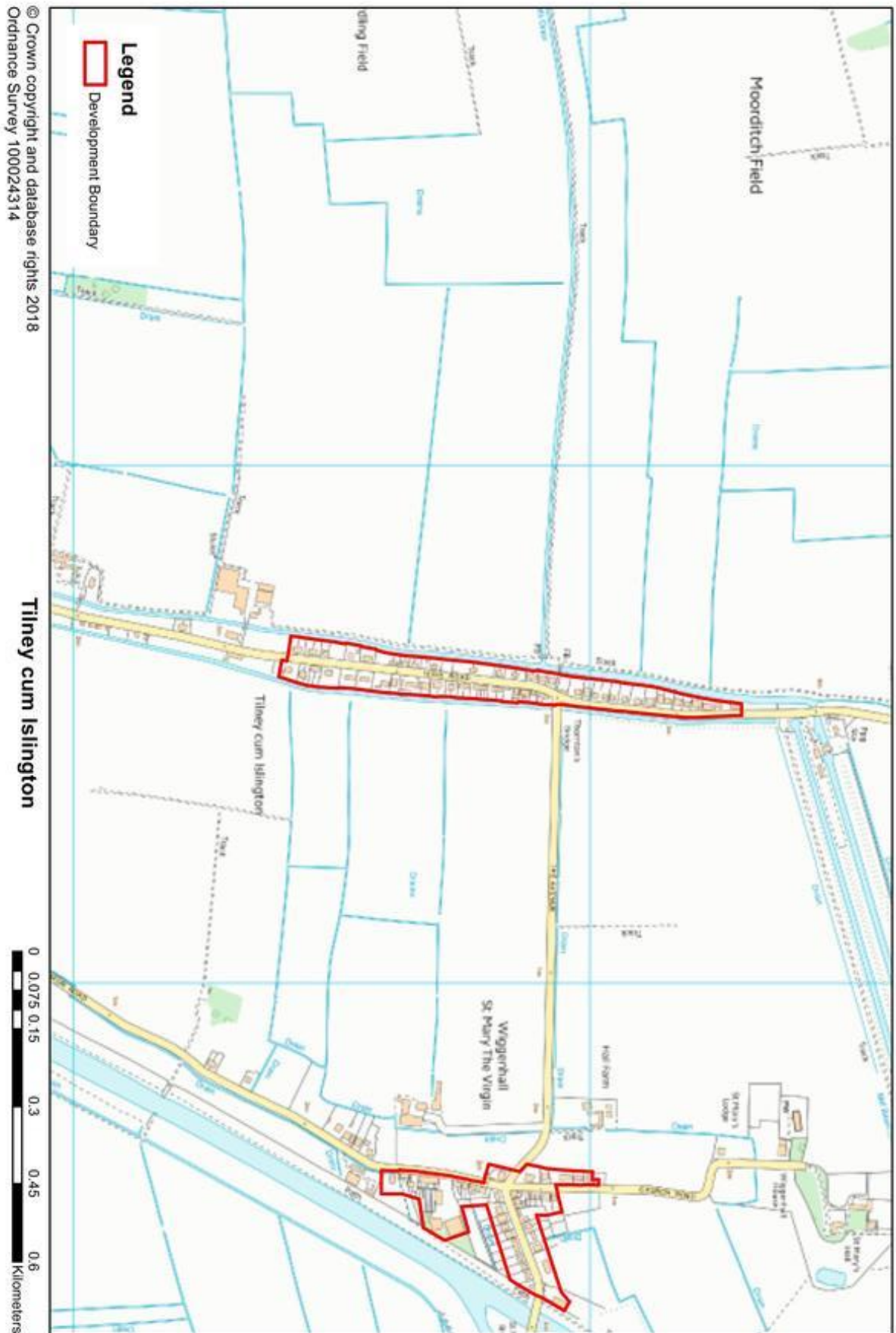


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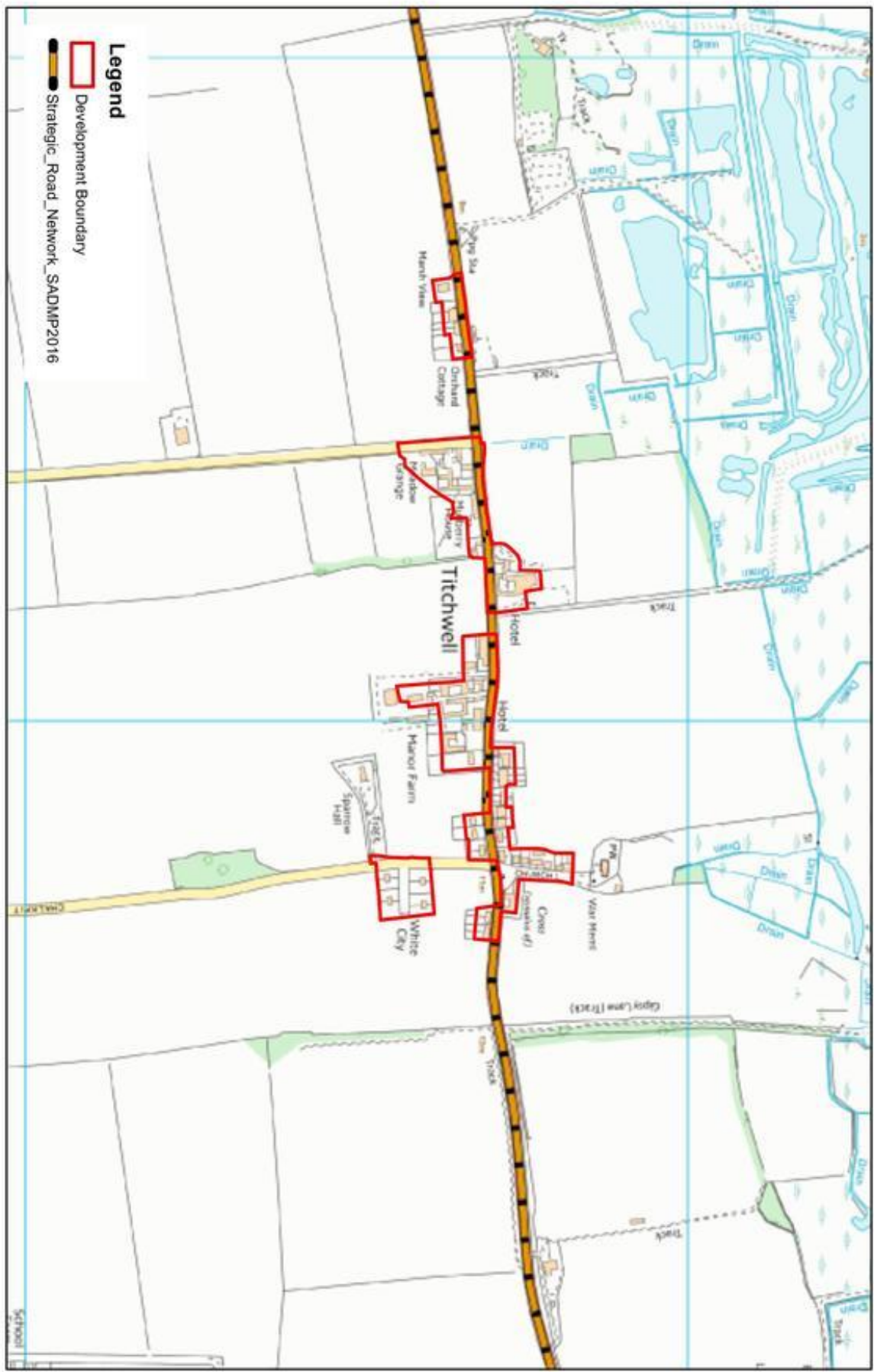
Stanhoe

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Kilometers





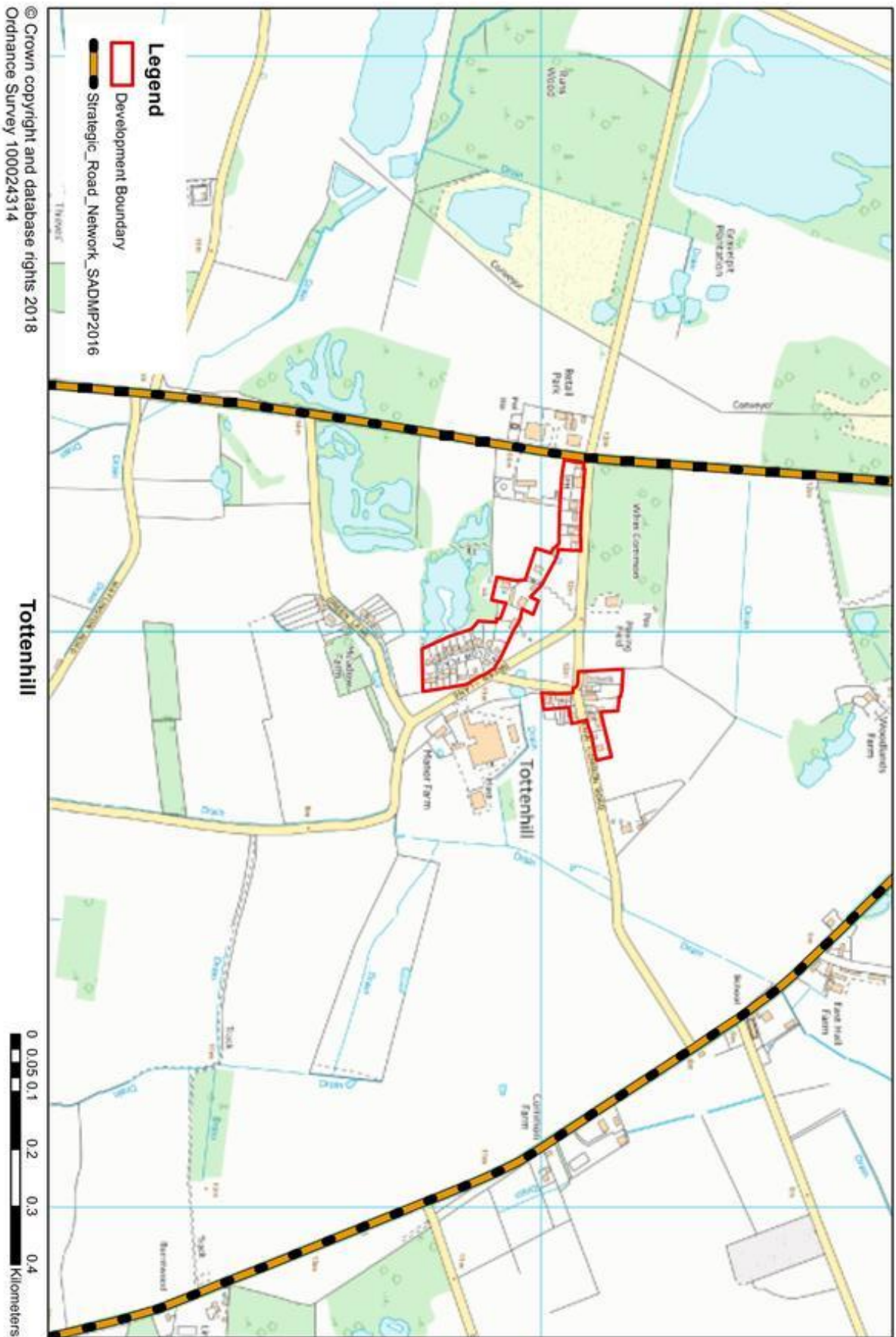
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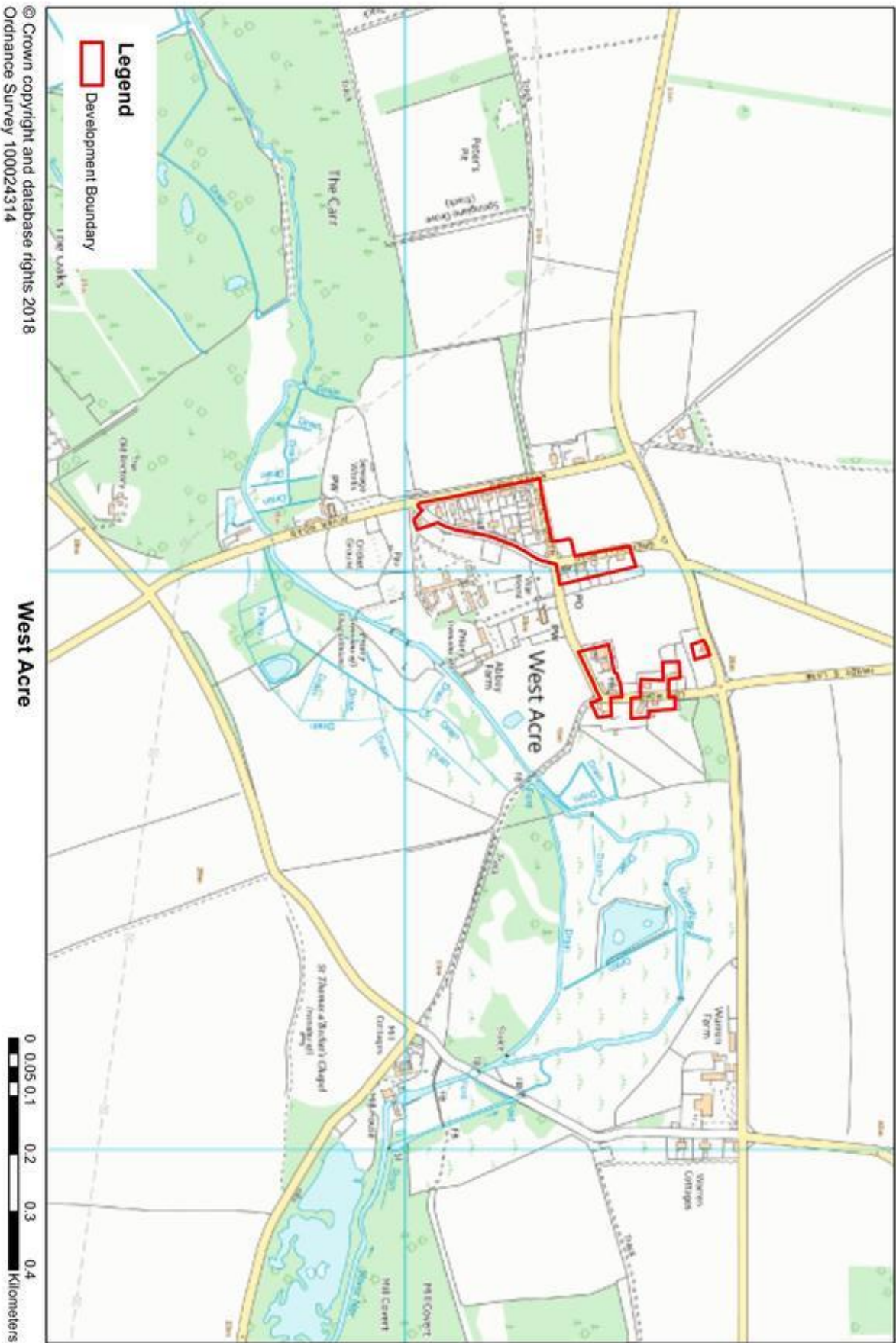


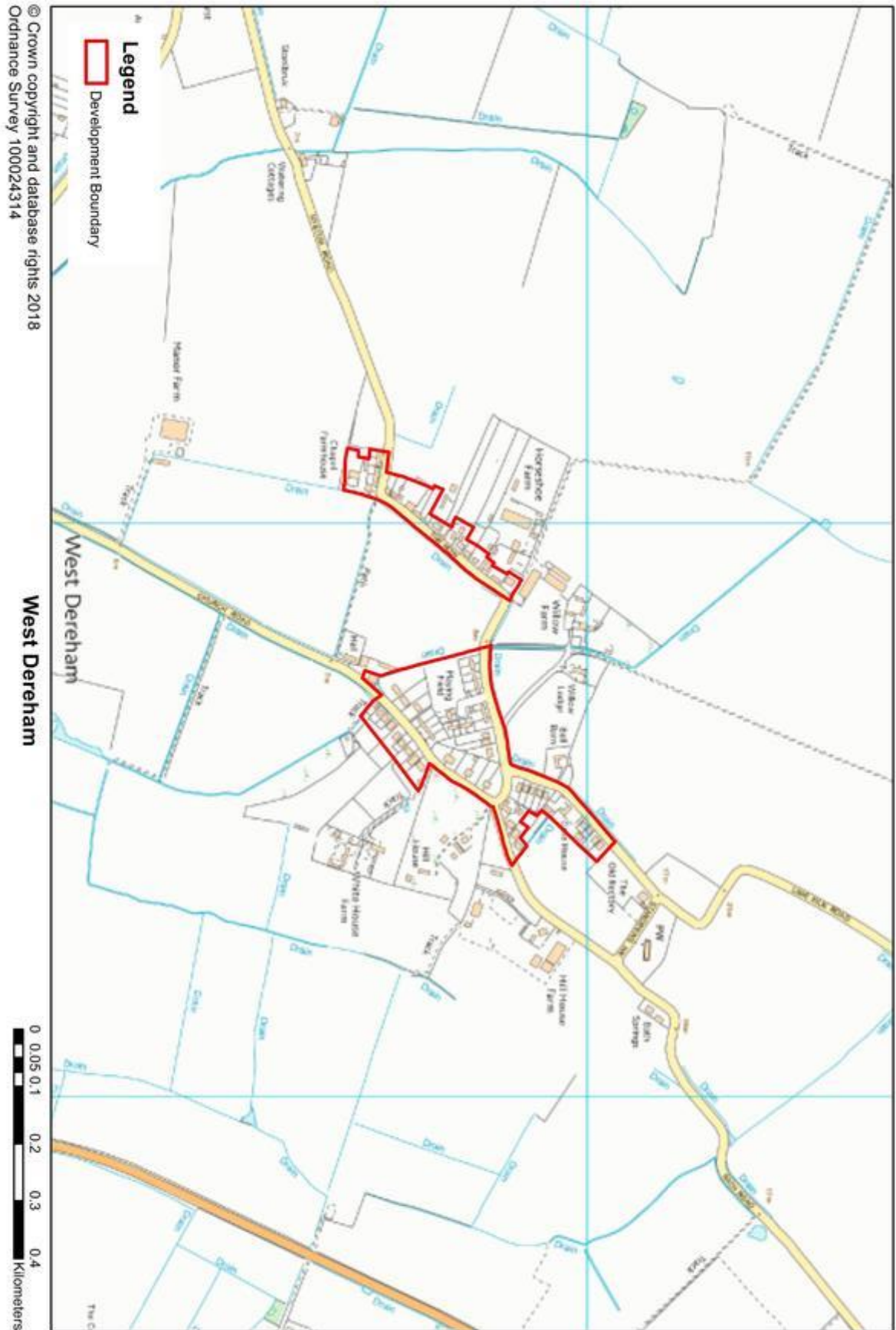
**Titchwell**

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Kilometers



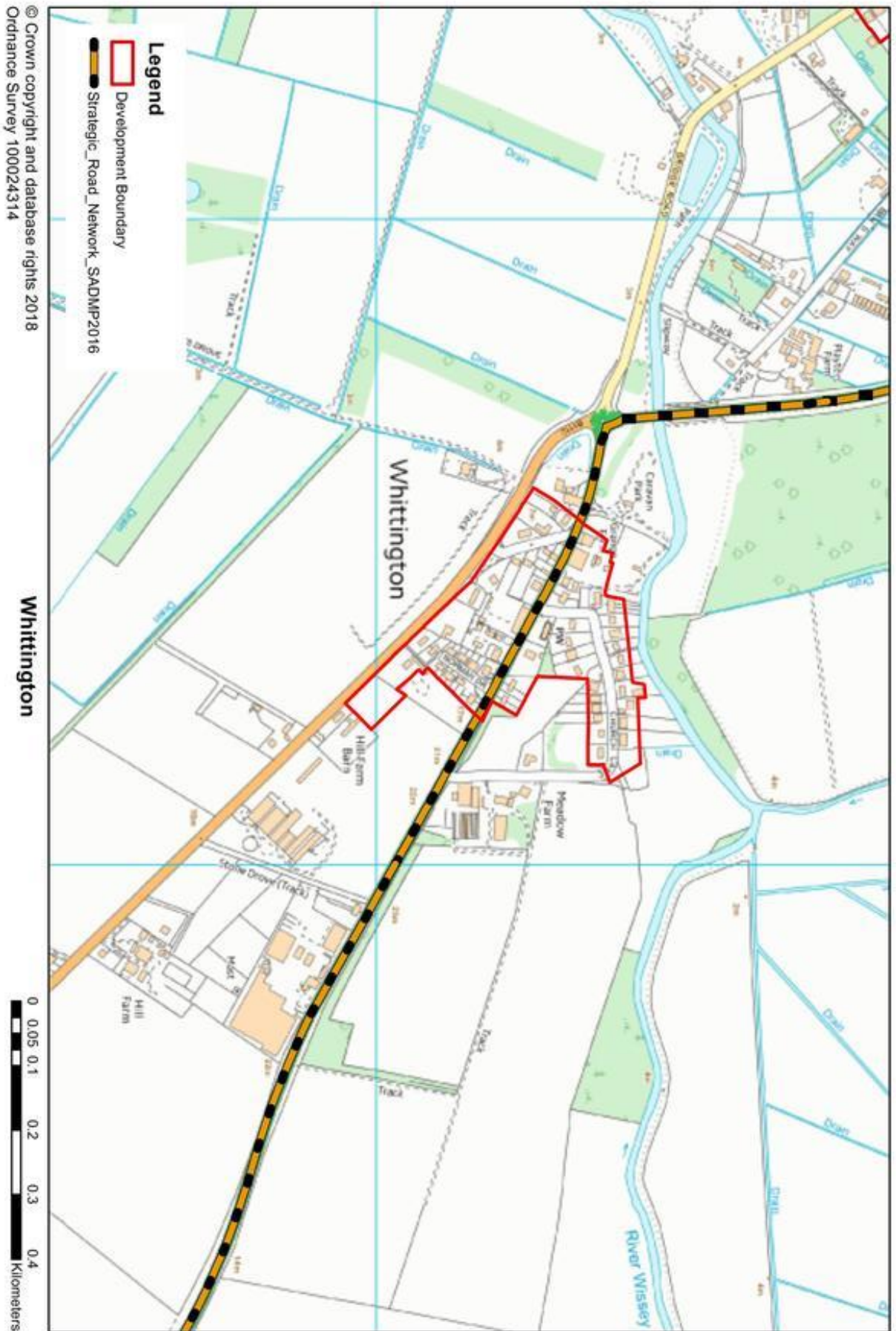








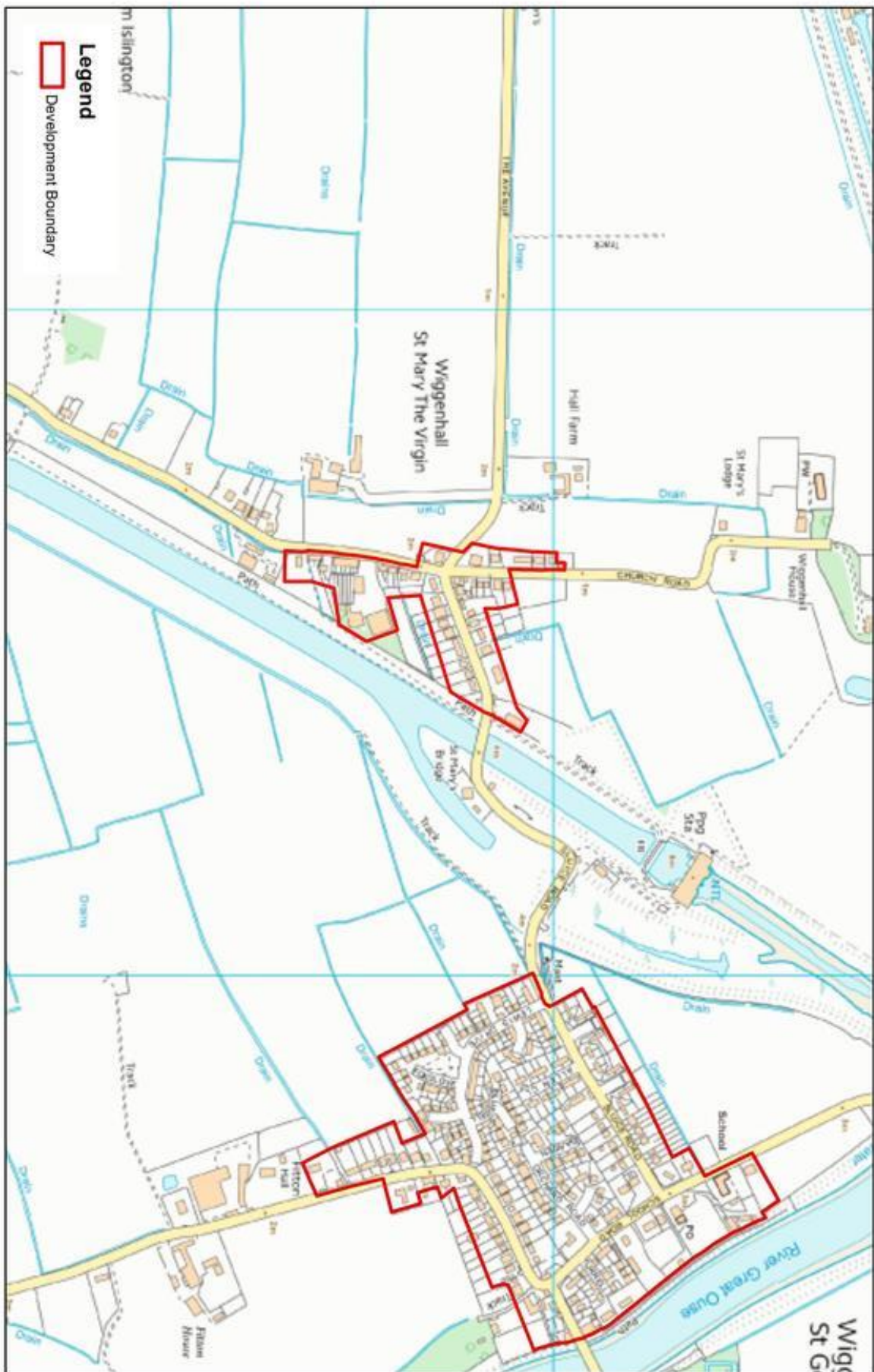






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### Wiggenhall St Mary the Virgin



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Kilometers





## 16 Glossary

Term (Abbreviation)	Meaning
<b>Above Ordnance Datum (AOD)</b>	A measure of the elevation of a point, relating to the elevational datum defined by the Ordnance Survey.
<b>Adoption</b>	The stage at which a plan is formally declared a part of the Local Plan (and hence Development Plan) for an area by the local planning authority.
<b>Affordable Housing</b>	<p>Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers)</p> <p>Specific definitions of what constitutes affordable housing are set by Government and can change from time to time.</p> <p><b>The current definition is contained in the Glossary to the National Planning Policy Framework 2019 and has set definitions under affordable housing for rent, starter homes, discounted market sales housing and other affordable routes to home ownership.</b></p>
<b>Air Quality Management Area (AQMA)</b>	An area designated as requiring special measures to achieve acceptable air quality.
<b>Allocation</b>	A proposal for land for housing, employment or other uses within a Local Plan that identifies a specific area of land
<b>Authority's Monitoring Report (AMR)</b>	See 'Monitoring Report'
<b>Ancient woodland</b>	An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).
<b>Appropriate Assessment</b>	The term strictly applies only to a particular stage of a habitat's assessment (see below), but is also sometimes used in place of habitats assessment as a whole.

<b>Area of Outstanding Natural Beauty (AONB)</b>	A nationally designated area with the highest degree of protection (along with national parks) for its landscape and scenic beauty. In West Norfolk the only such area is part of the Norfolk Coast Area of Outstanding Natural Beauty.
<b>Article 4 Direction</b>	A measure which may be adopted by a local planning authority requiring planning applications to be made for specified types of development that would otherwise be automatically allowed as 'permitted development' (see definition for 'permitted development').
<b>Assets of community value</b>	Part 5 Chapter 3 of the Localism Act 2011 provides for a scheme called 'assets of community value'. Part of the Government's community empowerment agenda, it requires a local council to maintain a list of 'community assets'.
<b>Best and most versatile agricultural land</b>	Land in grades 1, 2 and 3a of the Agricultural Land Classification.
<b>Biodiversity</b>	Specifically, the degree of variation of life forms within a given area, species, ecosystem, etc. More generally used to refer to the well-being and sustainability of flora and fauna within an area.
<b>Biodiversity Action Plan (BAP)</b>	A plan to conserve and enhance biodiversity in an area. <a href="http://www.norfolkbiodiversity.org/countywildlife/Map%20of%20Designated_wildlifesites2011_reduced.pdf">http://www.norfolkbiodiversity.org/countywildlife/Map%20of%20Designated_wildlifesites2011_reduced.pdf</a>
<b>Borough Council of King's Lynn and West Norfolk (BCKLWN)</b>	The local planning authority for King's Lynn and West Norfolk (alongside its other responsibilities as a 'district' local authority).
<b>BRE Environmental Assessment (BREEAM)</b>	A voluntary measurement rating for green buildings established in the UK by the Buildings Research Establishment (BRE).
<b>Brownfield Land or Sites</b>	Previously developed land.
<b>Brownfield Land Registers</b>	Registers of previously developed land that local planning authorities consider to be appropriate for residential development, having regard to criteria in the Town and Country Planning (Brownfield Land Registers) Regulations 2017. Local planning authorities will be able to trigger a grant of permission in principle for residential

	development on suitable sites in their registers where they follow the required procedures.
<b>Build to Rent</b>	Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more and will typically be professionally managed stock in single ownership and management control.
<b>Climate change adaptation:</b>	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. .
<b>Climate change mitigation:</b>	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions
<b>Coastal Change Management Area</b>	An area identified in plans as likely to be affected by physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion.
<b>Common Land</b>	Most common land is privately owned. Owners of commons (often the lord of the manor) enjoy largely the same rights as other landowners, except that common land is subject to 'rights of common' held by other individuals over the common, and to the special statutory controls that apply under commons legislation. Many commons are still used for agriculture and serve the economic interest of farming communities. They are also valued for their landscape, wildlife and archaeological interests, and for public enjoyment. Over half of common land in England has been designated as Sites of Special Scientific Interest ('SSSIs'). There is a public right of access to nearly all common land, either under the Countryside and Rights of Way Act 2000 or under earlier legislation
<b>Community Infrastructure Levy (CIL)</b>	A charge which is be levied on individual developments to fund infrastructure needed to support development in general. A Council may adopt CIL for zones and/or uses across a district after consultation and scrutiny of the evidence relating to economic viability at an Examination.

<b>Community Land Trust (CLT)</b>	A community land trust is a non-profit organisation that develops and stewards affordable housing, community gardens, civic buildings, commercial spaces and other community assets on behalf of a community.
<b>Conservation Area (CA)</b>	<p>An area designated to preserve or enhance its special architectural or historic interest.</p> <p>Local Authorities are required by SS72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas when drawing up plans or considering development proposals both within the designated area and outside it if they would affect the setting or views into or out of it.</p>
<b>Conservation (for heritage policy)</b>	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
<b>Constraint</b>	A limiting factor that affects development, such as an environmental designation or a technical issue e.g. access.
<b>Core Strategy</b>	Formerly the overall strategy for the use and development of land in the Borough, and a key part of the Local Plan. The previous Core Strategy was adopted by the Council in 2011 and set the overall level of growth and the general locations for development for the period until 2026.
<b>Contaminated land</b>	Land that has been polluted or harmed in some way making it unfit for safe development and use without remediation.
<b>Custom-Build and Self-Build housing</b>	Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.
<b>Deliverable</b>	To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that



	<p>housing will be delivered on the site within five years. In particular:</p> <p>a) sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans).</p> <p>b) where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.</p>
<b>Density</b>	<p>In the case of housing and residential development, usually expressed as dwellings per hectare (dph) or habitable rooms per hectare.</p>
<b>Designated Heritage Asset</b>	<p>A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.</p>
<b>Designated Rural Areas</b>	<p>National Parks, Areas of Outstanding Natural Beauty and areas designated as 'rural' under section 157 of the Housing Act 1985.</p>
<b>Developable</b>	<p>To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.</p>
<b>Development</b>	<p>Development is defined in law, for planning purposes, as 'the carrying out of building, engineering, mining or other operations in, on over or under land, or the making of any material change in the use of any building or other land'. Most forms of development require planning permission, unless it is 'permitted development' (see definition for 'permitted development').</p>
<b>Development Plan</b>	<p>The official 'plan' for an area, with a special status under the law. This will often comprise a number of separate</p>

	documents, and includes the Local Plan (see below) the Minerals and Waste Development Plan Documents and any neighbourhood plans.
<b>Duty to Co-operate</b>	A statutory duty for public bodies or local authorities introduced by the 2011 Localism Act to address strategic planning matters.
<b>Edge of centre</b>	For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances. (as defined by the NPPF)
<b>Employment Land Study</b>	An assessment of the suitability of sites for employment development, to safeguard the best sites in the face of competition from other, higher value, uses and help identify those which are no longer suitable for other uses.
<b>Entry-level Exception Site</b>	A site that provides entry-level homes suitable for first time buyers (or equivalent, for those looking to rent), in line with paragraph 71 of this Framework.
<b>Environmental Impact Assessment</b>	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
<b>European Sites (also known as Natura 2000 Sites)</b>	<p>These sites are designated under a European Directive and include Special Protection Areas (SPAs) and Special Area of Conservation (SCAs). Ramsar Sites have an international designation.</p> <p>A Special Area of Conservation (SAC) is an area which has been given special protection under the European Union’s Habitats Directive. SACs provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world’s biodiversity.</p> <p>A Special Protection Area (SPA) is an area of land, water or sea which has been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds classified</p>

	<p>under the European Wild Birds Directive which affords them enhanced protection.</p> <p>Ramsar sites are wetlands of international importance, designated under the Ramsar Convention. All terrestrial Ramsar sites in England are also notified as Sites of Special Scientific Interest (SSSIs) and the vast majority are also classified as SPAs</p>
<b>Flood Risk Assessment (FRA)</b>	An assessment of the likelihood and potential impact of flooding in an area. May relate to a wide area or be limited to a specific site.
<b>Geodiversity</b>	The range of rocks, minerals, fossils, soils and landforms.
<b>Green Infrastructure</b>	Green Infrastructure (GI) is a network of high-quality green and blue spaces and other environmental features. It is planned and delivered at all spatial scales from national to neighbourhood levels. The greatest benefits will be gained when it is designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits (ecosystem services) for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, wetlands, grasslands, river and canal corridors allotments and private gardens. GI can contribute to biodiversity, health and well-being and also act as a catalyst for economic growth.
<b>Greenfield land or site</b>	Land which has not been previously built on, or where the remains of any structure or activity have blended back into the wider landscape over time.
<b>Habitats Assessment (HRA)</b>	An assessment, required under an European Directive, of the potential impact of a plan or programme on certain designated nature conservation sites.
<b>Habitats Site</b>	Any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites.
<b>Health &amp; Wellbeing</b>	Local planning authorities work with public health leads and health organisations to understand and take account

	of the health status and needs of the local population (such as for sports, recreation and places of worship), including expected future changes, and any information about relevant barriers to improving health and well-being
<b>Heritage Assets</b>	Buildings, places or flora identified as having a degree of heritage significance meriting consideration in planning decisions. This includes the archaeology, listed buildings, registered parks and gardens, scheduled ancient monuments, conservation areas and their settings.
<b>Heritage Coast</b>	Non-statutory designation afforded to protected parts of the coastline.
<b>Historic Environment</b>	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
<b>Historic Environment Record (HER)</b>	Norfolk County Council's record of heritage assets in the County. Including designated and non-designated monuments, shipwrecks, conservation areas.
<b>Housing Delivery Test</b>	Measures net additional dwellings provided in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the Housing Delivery Test results for each local authority in England every November.
<b>Inclusive Design</b>	Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone.
<b>Impact Assessment</b>	Local planning authorities require an impact assessment if proposals for retail, leisure and office development outside town centres exceed a locally set floorspace threshold set out within the Local Plan or the default figure of 2500m <sup>2</sup> in the absence of local threshold .
<b>Key Rural Service Centre (KRSC)</b>	A rural settlement (or group of settlements) designated under the Core Strategy (based on size and available local services) to receive some limited development to secure its growth in a planned and sustainable manner over the life of the plan.

<b>Landscape Character and Landscape Character Assessments</b>	The distinct and recognisable pattern of elements that occur in a particular type of landscape. It derives from particular combinations of geology, landform, soils, vegetation, land use and settlement. To be considered alongside historic landscape character assessments where development options are in sensitive areas.
<b>Listed Building</b>	A building nationally designated (by Historic England) as being of special architectural or historic interest. Such buildings are graded I (highest quality), II*, II.
<b>Local Centre</b>	Includes a range of small shops and perhaps limited local services of a local nature and serving a small catchment. Sometimes also referred to as a local neighbourhood centre.
<b>Local Development Framework (LDF)</b>	A now obsolete term (replaced by 'Local Plan') meaning the collection of development plan documents prepared by the local planning authority and forming part of the development plan for an area.
<b>Local Development Order (LDO)</b>	Local planning authorities can use Local Development Orders to relax planning controls for particular areas or categories of development, where the impacts would be acceptable, and in particular where this would promote economic, social or environmental gains for the area.
<b>Local Enterprise Partnership</b>	A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.
<b>Local Housing Need</b>	The number of homes identified as being needed through the application of the standard method set out in national planning guidance (or, in the context of preparing strategic policies only, this may be calculated using a justified alternative approach as provided for in paragraph 60 of the NPPF).
<b>Local Plan</b>	A local planning authority's adopted plan(s) for the area (forming the main part of the development plan for the area). It may contain more than one plan. This was, until recent Government changes, known as the local development framework.



<p><b>Local Planning Authority (LPA)</b></p>	<p>The public authority responsible for planning an area, producing plans and deciding planning applications. In the case of King's Lynn and West Norfolk this is the Borough Council. (Note that responsibility for minerals planning and waste planning in the Borough is the responsibility of Norfolk County Council.)</p>
<p><b>Local Transport Plan</b></p>	<p>A local planning authority will have regard to additional matters in preparing local plans and supplementary planning documents: these include policies developed by a local transport authority in accordance with section 108 of the Transport Act 2000(a) and found within the Local Transport Plan</p>
<p><b>Main Town Centre Uses</b></p>	<p>Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).</p>
<p><b>Major Development</b></p>	<p>The current categories of major development are:</p> <p>Residential development where the number of dwelling houses proposed is 10 or more</p> <p>The development would be carried out on a site having an area of 0.5 hectares or more and the number of dwellings is not known</p> <p>The provision of a building or buildings is 1,000m<sup>2</sup> or more</p> <p>Development carried out on a site having an area of 1 hectare or more. (This also applies to Minerals and Waste applications to County Planning Authorities)</p>
<p><b>Marine Conservation Zone</b></p>	<p>A type of Marine Protection Area.</p>
<p><b>Marine Plan</b></p>	<p>Statutory marine plans apply the Government's Marine Policy Statement and implement tailored and locally specific marine policy objectives and targets for each of the English marine plan areas. Local planning authorities</p>

	work with the Marine Management Organisation to ensure that policies adequately address the land/sea interface.
<b>Monitoring</b>	The process of checking whether a plan is being implemented as intended and having the desired effects.
<b>Monitoring Report</b>	A report, at least annually, by a local planning authority to the public, of the implementation and effectiveness of its plans, and its progress in preparing new plans. This was previously known as the 'Annual Monitoring Report', but Government has recently changed the name and relaxed the choice of period covered. The Borough Council plans to continue to publish its Monitoring Report annually.
<b>National Planning Policy Framework (NPPF)</b>	This sets out the Government planning policies for England. There are separate policy statements for nationally significant infrastructure projects, for waste and for traveller sites.
<b>National Planning Practice Guidance</b>	The Government published National Planning Policy Guidance (NPPG) on 6th March 2014. This replaces a number of older guidance notes and complements the National Planning Policy Framework (NPPF). The new guidance is not intended to provide further policy but instead is meant to help clarify issues relevant to the planning regime.
<b>National Policy Statements</b>	These relate to energy, water, wastewater, waste and transport for infrastructure projects submitted under the 2008 Planning Act.
<b>Neighbourhood Plan</b>	A Neighbourhood Plan focuses on very local areas, and is produced by local communities typically Parish and Town councils. When adopted, they form part of the development plan for the district and will be used to guide consider all planning applications in that area.
<b>Older people</b>	People over or approaching retirement age, including the active, newly retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.
<b>Open Space</b>	Spaces of public value (including bodies of water as well as land). The public value of an open space may be for

	recreation, for visual amenity, or both. Note that the visual amenity public value of a site does not necessarily depend on public access to it, but views of and across the land, or the space it creates between buildings and places, may suffice. (Thus, identification of a site as valuable visual open space does not imply a proposal to create public access where there is none.)
<b>Out of centre</b>	A location which is not in or on the edge of a centre, but not necessarily outside the urban area.
<b>Out of town</b>	A location out of centre that is outside the existing urban area.
<b>People with Disabilities</b>	People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.
<b>Permitted Development</b>	Certain minor changes can be made to land or buildings without the need to apply for planning permission. These are called "permitted development rights" There are different requirements if the property is a listed building. In 'designated areas', permitted development rights are more restricted. Designated areas include Conservation Areas and Areas of Outstanding Natural Beauty. Planning permission would need to be sought for certain types of work which do not need an application in other areas.
<b>Permission in Principle (PIP)</b>	A form of planning consent which establishes that a site is suitable for a specified amount of housing-led development in principle. Following a grant of permission in principle, the site must receive a grant of technical details consent before development can proceed.
<b>Planning Condition</b>	A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

<b>Planning Obligation</b>	A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.
<b>Policies Map</b>	The Policies Map of a Local Plan defines geographically the extent of the policies and proposals for a given area. The adopted Policies Map may include insets to show certain areas in more detail.
<b>Previously Developed Land (PDL)</b>	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.
<b>Primary Shopping Area</b>	Defined area where retail development is concentrated.
<b>Priority Habitats and Species</b>	Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.
<b>Ramsar Site</b>	A wetland area designated for nature conservation under the international Ramsar Convention. These are normally treated similarly to 'European Sites'.
<b>Register Parks and Gardens</b>	In the National Planning Policy Framework (2019) Registered Parks and Gardens are defined to be an ' <i>designated heritage asset</i> ' like the following list: A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
<b>Registered Social Landlord (RSL)</b>	Registered Social Landlords are housing associations and similar organisations; these are independent, not-for-profit organisations that provide homes for people in housing need.

<b>Renewable and Low Carbon Energy</b>	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 also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).
<b>Rural Exception Sites</b>	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.
<b>Rural Village (RV)</b>	A rural settlement (or small group of settlements) designated by the Core Strategy (based on size and available local services) to receive minor development to meet its needs and sustain existing services, facilitated by development boundaries and allocations of a small amount of housing.
<b>Scheduled Monument</b>	A scheduled monument is an historic building or site that is included in the Schedule of Monuments kept by the Secretary of State for Digital, Culture, Media and Sport. The regime is set out in the Ancient Monuments and Archaeological Areas Act 1979
<b>Screening</b>	Screening' is a procedure used to determine whether a proposed project is likely to have significant effects on the environment. It should establish whether a fully detailed assessment of such effects is required.
<b>Self-build and Custom-Build housing</b>	Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.



<b>Service providers</b>	Public sector agencies and private sector organisations which provide services to the public such as water, drainage, electricity and gas.
<b>Setting of a Heritage Asset</b>	The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
<b>Significance (for Heritage Policy)</b>	The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.
<b>Sequential test/ sequential approach</b>	A planning policy or procedure which seeks to develop certain types of location before the consideration of others. Specific examples include the sequential test for flood risk, which seeks to locate vulnerable uses in the areas at least risk of flooding; and the sequential retail test, which seeks to locate such uses in town centres in preference to edge of centre or out of town locations.
<b>Shoreline Management Plan (SMP)</b>	A plan providing a large-scale assessment of the risk to people and the developed, historic and natural environment associated with natural processes along the coastline
<b>Site of Special Scientific Interest (SSSI)</b>	A nationally designated area for wildlife or geological conservation, designed to maintain and enhance our natural heritage.
<b>Smaller Villages and Hamlets (SVAH)</b>	Small rural settlements (or groups of settlements) designated by the Plan (based on small size and scarcity of local services) as being locations where development will be limited to specific identified needs only.
<b>Soundness (of plan)</b>	A plan must be found sound by an Inspector before it can be adopted by a local a planning authority and come into force. The NPPF defines a sound plan as being positively

	prepared, justified, effective and consistent with national policy.
<b>Special Area of Conservation (SAC)</b>	An area designated, under an European Directive, for conserving identified wildlife habitats or species. Also referred to as a 'European Site'.
<b>Special Protection Area (SPA)</b>	An area designated, under an European Directive, for the protection of identified rare and vulnerable birds, and for regularly occurring migratory species. Also referred to as a 'European Site'.
<b>Statement of Community Involvement (SCI)</b>	A formal document specifying the measures a local planning authority intends to take to involve the public in its plan-making and consideration of planning applications. The Borough Council's Statement of Community Involvement was adopted in 2007 and is available on the Council's website.
<b>Strategic Environmental Assessment (SEA)</b>	An assessment of the type required by EC Directive and UK regulations to assess the environmental impact of plans or programmes. In practice this is often incorporated into the sustainability appraisal, and this is the case with this Plan.
<b>Strategic Flood Risk Assessment (SFRA)</b>	A flood risk assessment of a wide area. More specifically the assessment a local planning authority is expected to prepare to inform its plan-making. The Borough Council's Strategic Flood Risk Assessment was most recently revised in 2018.
<b>Strategic Housing Land Availability Assessment (SHLAA)</b>	An assessment by a local planning authority of the current supply of land available, and that expected to become available in the following years, for housing development within its area. This helps inform plan-making and monitoring. Preparation and updating of such assessments is expected by the National Planning Policy Framework.
<b>Strategic Housing Market Assessment (SHMA)</b>	A detailed assessment of the demand/need for housing of different types of tenures and the mix within an area in relation to the availability, supply and cost of such housing. Such assessments are required by national policy to inform plan-making or to ensure a deliverable supply of sites. The assessments are linked to the

	economic assessments within a Travel to Work Area/functional economic area.
<b>Strategic Policies</b>	Policies and site allocations which address strategic priorities in line with the requirements of section 19(1B-E) of the Planning and Compulsory Purchase Act 2004.
<b>Supplementary Planning Document (SPD)</b>	A formal planning document, usually providing guidance, and having a lower status, and a simpler preparation process, than development plan documents.
<b>Sustainability Appraisal (SA)</b>	An assessment of the sustainability of a plan or programme, and/or the individual potential components of that plan or programme.
<b>Sustainability or Sustainable Development</b>	Development which seeks economic, social and environmental gains simultaneously and jointly through the planning system.
<b>Town Centre</b>	Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.
<b>Transport Assessment</b>	Where a new development is likely to have significant transport implications, a Transport Assessment (TA) should be submitted with the planning application
<b>Travel Plan</b>	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.
<b>Transport Statement</b>	A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.
<b>Viability</b>	Plans should be deliverable; sites and scale of development identified in the plan should not be subject to

	<p>such a scale of obligations and policy burdens that their ability to be developed viably is threatened. Local Plans present visions for an area based upon an understanding of local economic and market conditions.</p>
<p><b>Windfall Allowance</b></p>	<p>A provision in a plan for an amount of development (usually housing) estimated to be likely to occur during the plan period on sites which have not been specifically allocated for development. Local planning authorities have the ability to identify broad locations in years 6-15, which could include a windfall allowance based on a geographical area (using the same criteria as set out in paragraph 70 of the National Planning Policy Framework).</p>
<p><b>Windfall Site</b></p>	<p>A site not specifically allocated but which comes forward for development during the course of a plan. These are most often previously developed sites being redeveloped or more intensively developed. The term is most often used in relation to the supply of housing.</p>