

King's Lynn & Surrounding Area E

E King's Lynn & Surrounding Area

E.1 King's Lynn & West Lynn

Introduction

E.1.1 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

E.1.2 Although presented separately for convenience and clarity, the scale and complexity of King's Lynn means these issues are interrelated.

E.1.3 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 39,110 (2011 Census - Usual Residents).

E.1.4 In 2008 King's Lynn was designated as a Growth Point and the Core Strategy sought to further develop its role as a sub-regional centre by concentrating new growth including housing, retail and employment in the town.

E.1.5 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 Core Strategy.

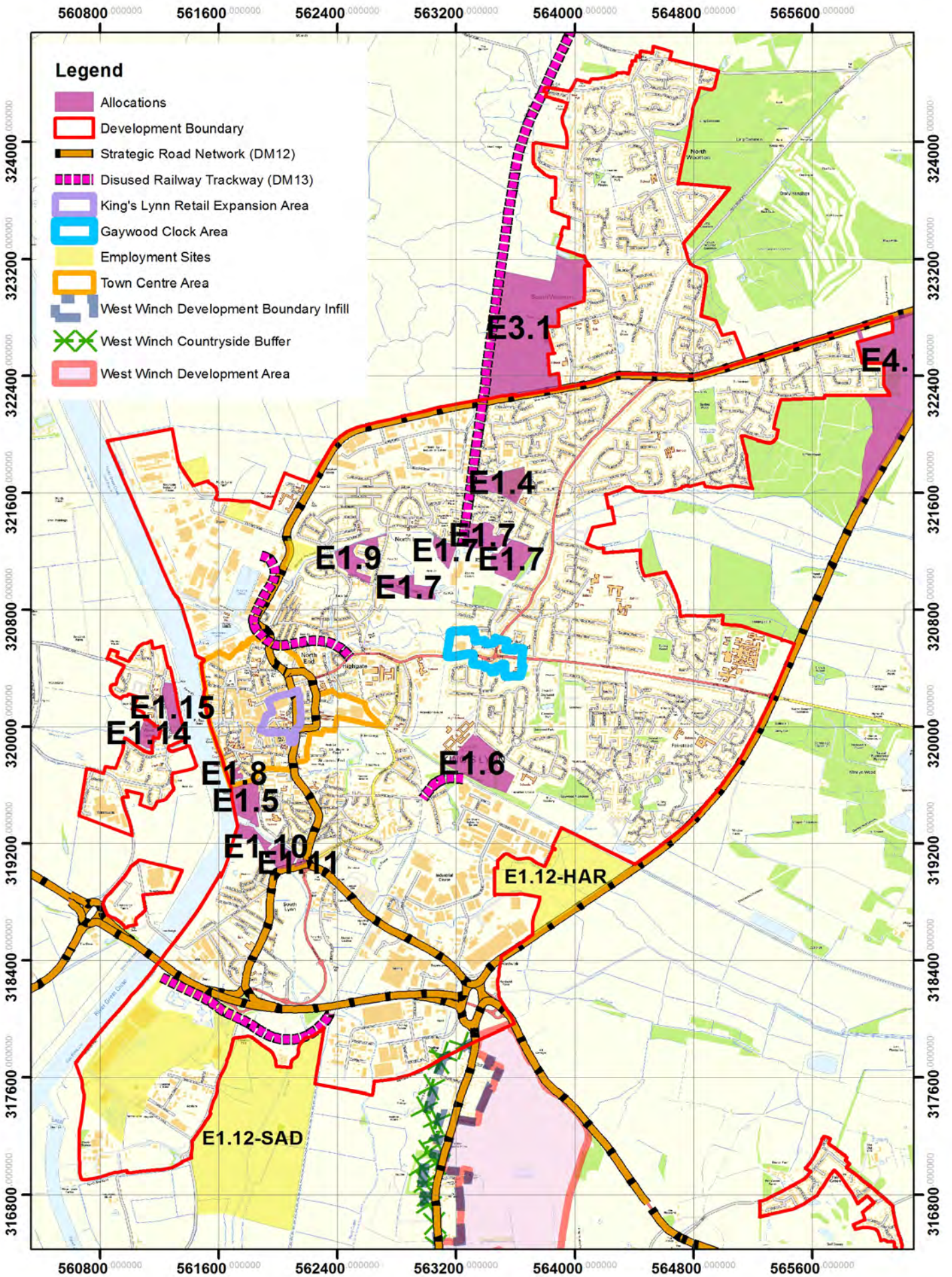
E.1.6 King's Lynn has a distinctive identity which is strengthened by its natural and historic assets including:

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

E.1.7 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

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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.



Inset E1 King's Lynn & West Lynn

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Town Centre

E.1.8 The character and efficient functioning of King's Lynn town centre is vital to the well being of the Borough as a whole, and the King's Lynn Town Centre Policy E1.1 addresses this.

E.1.9 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.

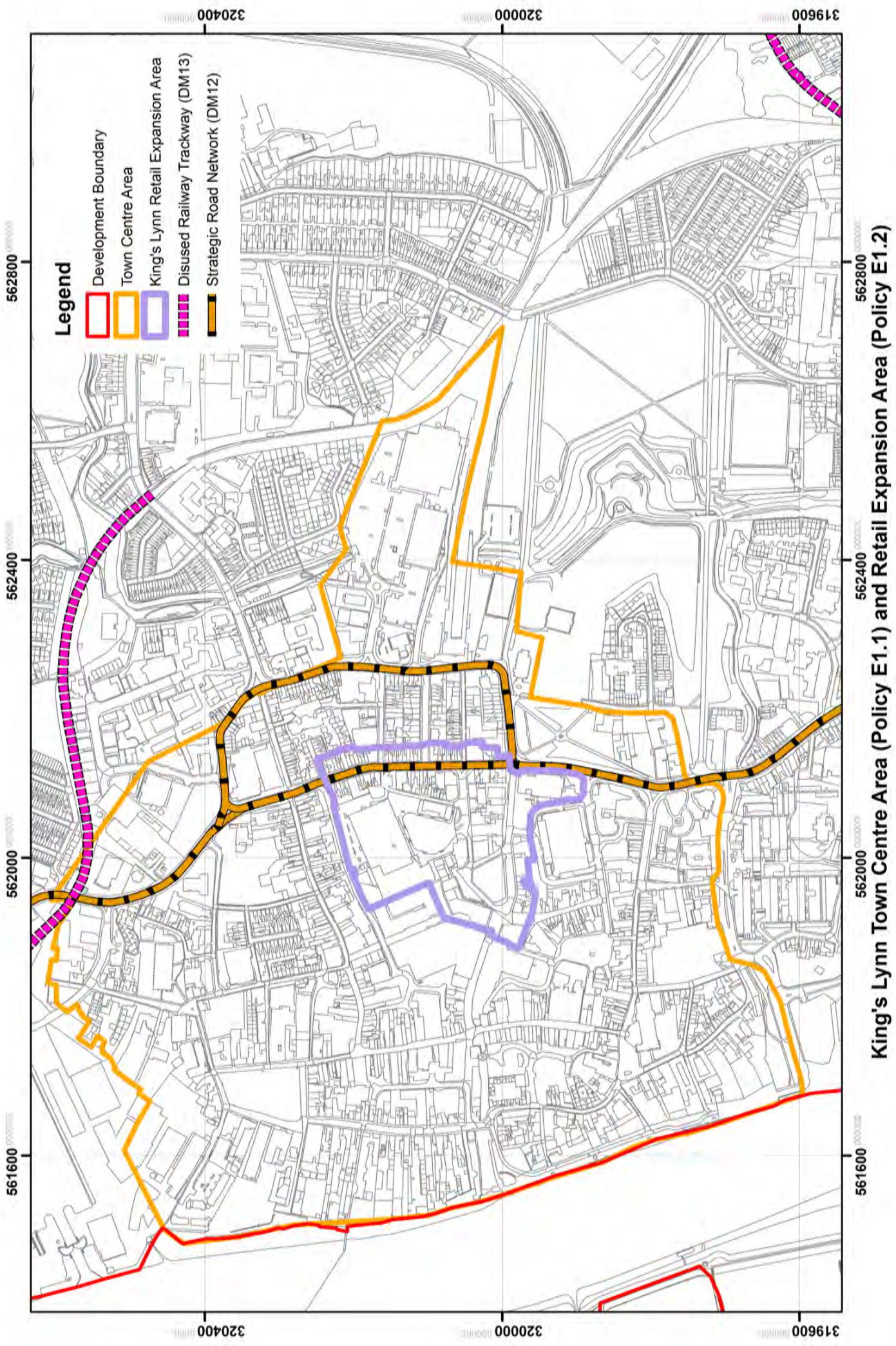
E.1.10 The industrial operations of the Port about the identified town centre area. While this adds to the vibrancy of the area as a whole, housing proposals in the vicinity of the Port need to be considered in the light of the defined hazard zoning around the Port, the potential for noise and lighting, etc., disturbance to potential future residents and the potential for conflict between these and the operation for the Port.

Town Centre Retail Extension

E.1.11 The Core Strategy (policy CS03) 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 (Page 100, Figure 8 of the Core Strategy) broadly indicates where the Town Centre Expansion Area could be located. The Core Strategy states that this area will be defined in the Site Specific Allocations and Policies Document, and this is illustrated on the map below. The Urban Renaissance Strategy provides 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.

Gaywood Clock

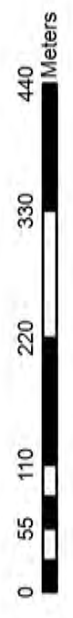
E.1.12 The Gaywood Clock Area is situated within the built up area of King's Lynn at the junction of the A148 (Wootton Road and Lynn Road) and A1076 (Gayton Road) principal roads, approximately one mile to the east of the town centre. The Gaywood Clock Area acts as a district shopping centre for the 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. 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 is proposing a policy approach which 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.



Legend

- Development Boundary
- Town Centre Area
- King's Lynn Retail Expansion Area
- Disused Railway Trackway (DM13)
- Strategic Road Network (DM12)

King's Lynn Town Centre Area (Policy E1.1) and Retail Expansion Area (Policy E1.2)



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Policies King's Lynn**Policy E1.1 King's Lynn - Town Centre**

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

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:

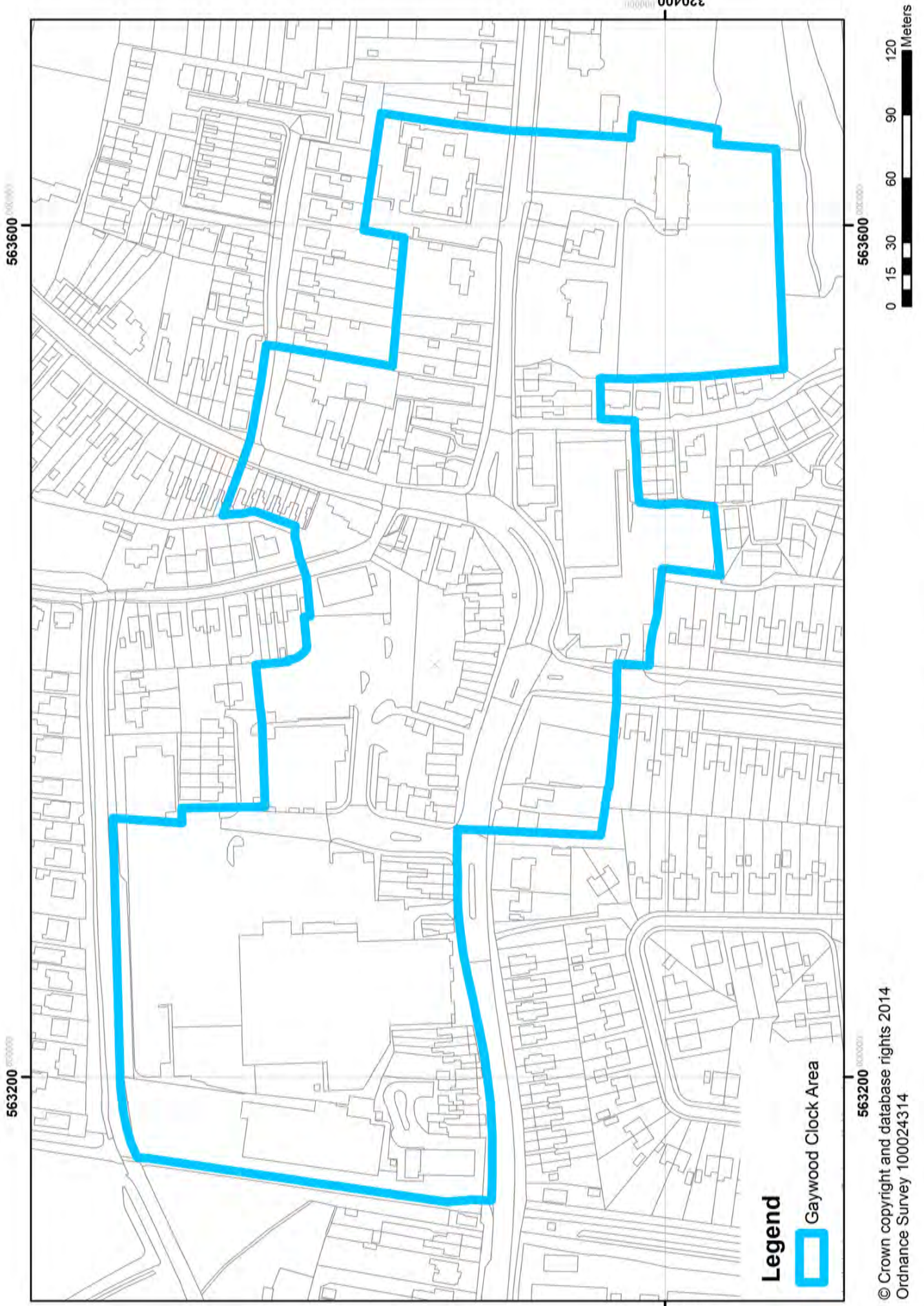
- a. Development of retail, offices serving visiting members of the public, hotels, assembly and leisure uses, and community and cultural facilities (e.g. Use Classes A, C1, D1, D2 and *sui generis* theatres) will be particularly encouraged in the area.
- b. Other uses which contribute to the character 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.

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

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 m² of retail and related floor space. Provision of larger, more modern format retail units will be particularly encouraged.

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.



Legend

 Gaywood Clock Area

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Gaywood Clock Area (Policy E1.3) Zoomed

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

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. is an appropriate scale to serve the population of their catchment without harming the vitality and viability of other centres;

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

Housing Growth - background

The Core Strategy 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

Allocated sites are specifically identified for a planned type and quantity of development and identified on the Policies Map. The sites in King's Lynn and West Lynn identified below are proposed for development. These are each either available for development at present or there is a reasonable expectation that they will become so during the plan period. These allocations provide for 1,700 dwellings during the plan period. In relation to the comparative assessment process all of 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.)

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

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

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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.

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.

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.

Policy E1.4 King's Lynn - Marsh Lane

Land amounting to 5.3 hectares is allocated for residential development of some 170 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:
 - Informal open space (new and/or existing);
 - 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;
 - 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 DM16 (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;

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

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.

Policy E1.5 King's Lynn - Boal Quay

Land amounting to 4.1 hectares is allocated for residential development of some 350 dwellings. Development will be subject to compliance with all of the following:

1. Submission of an Archaeological Assessment;
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:
 - Informal open space (new and/or existing);
 - 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;
 - 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 DM16 (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

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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. Submission of an Ecological Study that establishes that either:
 - i) there would be no negative impact on flora and fauna;
 - ii) or, if any negative impacts are identified, establishes that these could be suitably mitigated;
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.

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.

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

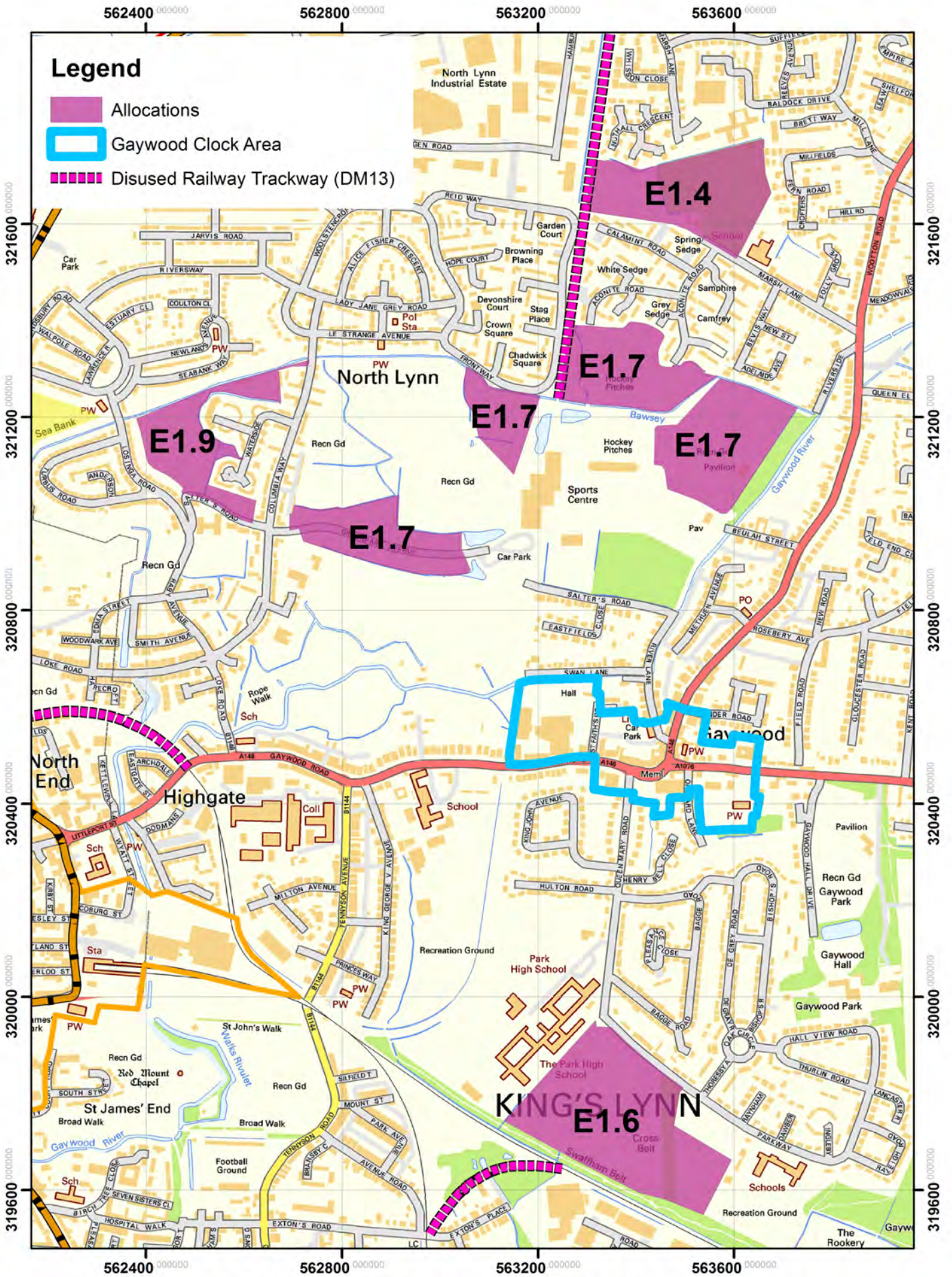
Land amounting to 8.8 hectares is allocated for residential development of some 260 dwellings. Development will be subject to compliance with all of the following:

1. Retention of the Cross Belt avenue of trees and southern boundary tree belt;
2. Submission of a site specific Flood Risk Assessment;
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:
 - Informal open space (new and/or existing);
 - 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;;

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- 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 DM16 (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:
 - i) there would be no negative impact on flora and fauna;
 - ii) 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.

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.



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

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

Land amounting to 13.7 hectares is allocated for residential development of some 450 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:
 - Informal open space (new and/or existing);
 - 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;
 - 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 DM16 (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;
6. Submission of an Ecological Study that establishes that either:
 - i) there would be no negative impact on flora and fauna;
 - ii) or, if any negative impacts are identified, establishes that these could be suitably mitigated;
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.

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, currently accessed via Green Park Avenue. This is another of the sites being brought forward through the public/private joint venture.

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Policy E1.8 King's Lynn - South Quay

Land amounting to 0.5 hectare is allocated for residential development of some 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;
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.

The site at South Quay consists of the former Grain Silos and the vacant former Sommerfeld and Thomas Warehouse. 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 on to South Quay. Devil's Alley, a public footpath, runs through the site, linking Nelson Street to South Quay. The former Grain Silos site (0.32 ha) received planning permission, subject to a section 106 agreement, for 37 apartments and commercial unit(s) on 29 July 2014.

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

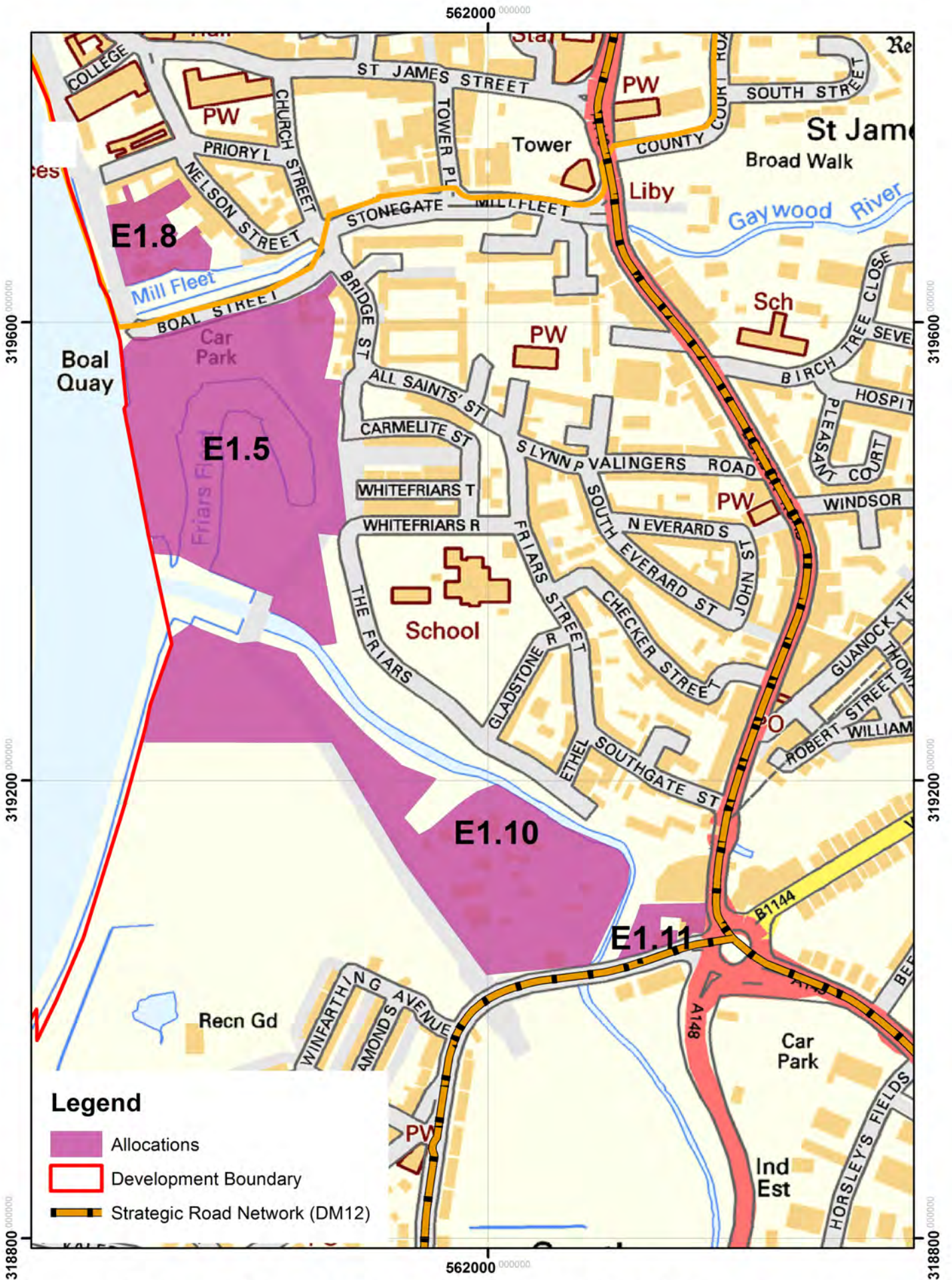
Land amounting to 3.3 hectares is allocated for residential development of some 100 dwellings. Development will be subject to compliance with all of the following:

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;

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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:
 - Informal open space (new and/or existing);
 - 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;
 - 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 DM16 (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;
6. Submission of an Ecological Study that establishes that either:
 - i) there would be no negative impact on flora and fauna;
 - ii) or, if any negative impacts are identified, establishes that these could be suitably mitigated;
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.

Land west of Columbia Way is being brought forward as part of the public/private joint venture. 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.



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

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

Land amounting to 3.8 hectares is allocated for residential development of some 50 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:
 - Informal open space (new and/or existing);
 - 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;
 - 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 DM16 (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;
5. Submission of an Ecological Study that establishes that either:
 - i) there would be no negative impact on flora and fauna;
 - ii) 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.

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.

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Policy E1.11 King's Lynn - Southgates

Land amounting to 0.2 hectare is allocated for residential development of some 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. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
5. Provision of affordable housing in line with the current standards.

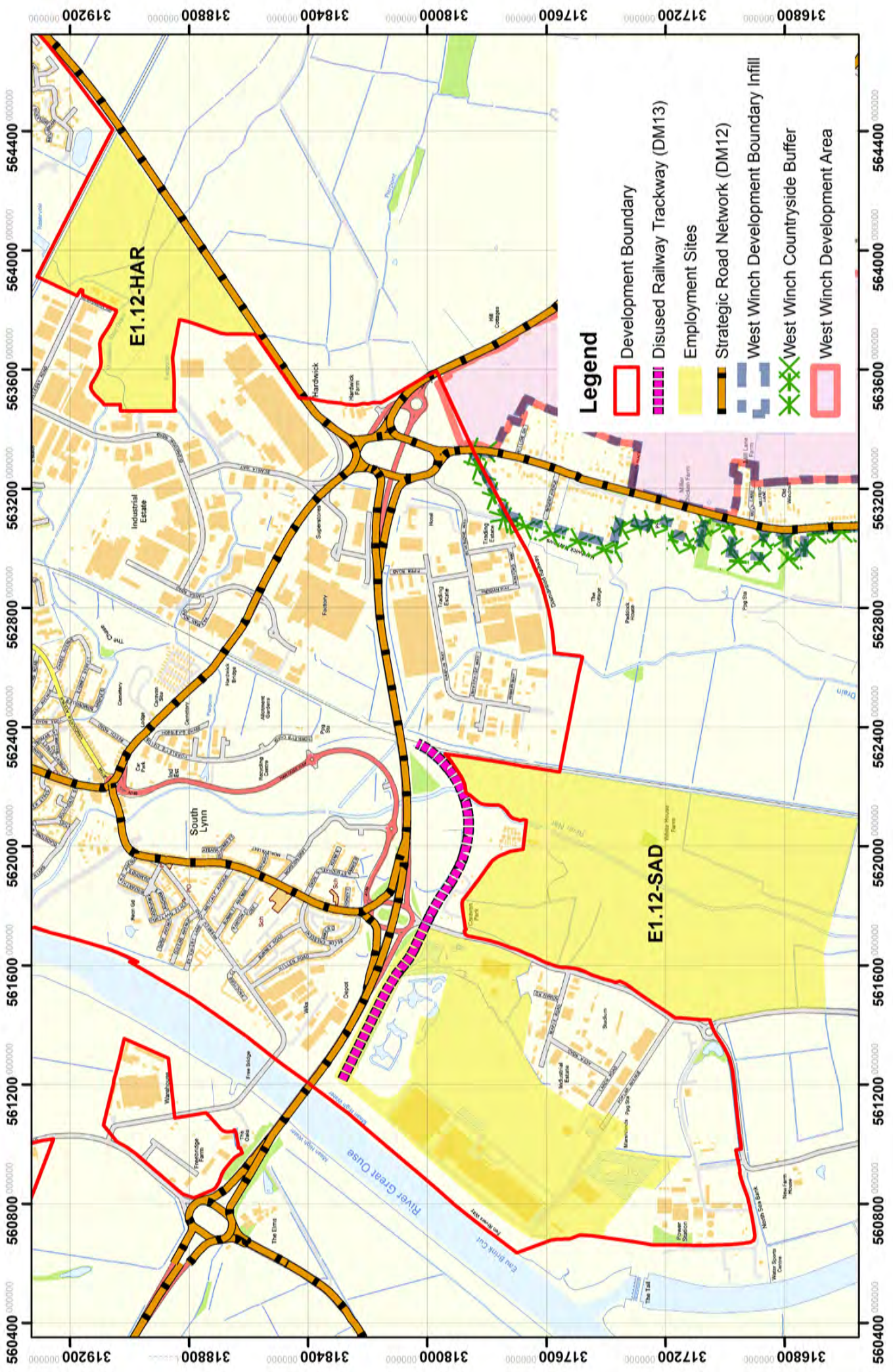
Economy

The Core Strategy indicates the distribution of employment development across the Borough, and for King's Lynn approximately 50 hectares of employment land is to be allocated in the town.

The King's Lynn Diagram 1 (Adopted Core Strategy, Page 99, Figure 7) 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.

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.

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.



Employment Expansions Areas (E1.12SAD/E1.12HAR) Zoomed

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Policy E1.12 King's Lynn - Employment Land

Sites at Hardwick (E1.12-HAR) (27 hectares) and Saddlebow (E1.12-SAD)(23 hectares) as shown on the Policies Map will be the preferred locations for employment expansion in King's Lynn. 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 Core Strategy policy CS10 - The Economy.

Regeneration Areas

The Borough Council and its partners have developed a clear vision for King's Lynn in developing its role as a sub-regional centre using the major heritage assets of the town as a means of encouraging sustainable growth. The vision for King's Lynn is that: 'King's Lynn will be an attractive, vibrant and prosperous town, where people will choose to live, work and visit.'

King's Lynn was designated Growth Point status in May 2008 to support the housing and jobs required in the town. It was envisaged that in the period up to 2021 the population of the urban area of King's Lynn would grow from about 40,000 to 50,000 people.

An Integrated Programme of Development, based on the overall regeneration policy framework called the Urban Development Strategy (UDS), was approved in October 2008. The UDS itself was adopted in 2006 to guide the overall regeneration of King's Lynn and is part of a family of documents forming the Urban Renaissance Strategy. The approach to regeneration in King's Lynn is set out in the Core Strategy Policy CS03. In line with the Urban Development Strategy precedence is given to the regeneration plans for the Nar Ouse Regeneration Area (NORA), which is already underway; the Waterfront Regeneration Area; and the Town Centre Extension Development Framework (see Retail section above). The Waterfront Regeneration scheme is a vision for the redevelopment of the Boal Quay to the south of the town centre. This scheme, now branded as 'The Quays', is a high priority project for the Borough Council and forms a key part of NORA. 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.

Transport

In support of the overall approach to regeneration and growth in King's Lynn the Borough Council worked with the County Council to produce the King's Lynn Area Land Use and Transportation Strategy (KLATS). Core Strategy Policy CS11 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. Particular transport measures associated with the allocation of strategic sites are identified in those sections of the document.

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Green Infrastructure

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.

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 Waterfront area requires GI linkages and provision to be considered, particularly the Nar Ouse Riverside Park. The Gaywood Valley SURF Project is now formally completed. It was one of a number of pilot projects receiving funding through the Interreg North Sea programme as part of an international initiative called SURF (Sustainable Urban Fringes). SURF ran until summer 2012 and involved 15 partners from across the North Sea Region who all worked together to test ideas to improve the social, economic and environmental quality of urban fringe areas. The Gaywood Valley Project has provided local communities with opportunities for education, recreation, enjoyment and understanding of the urban fringe around the town of King's Lynn. 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.

GI can be used to improve the environmental quality of an area and therefore enhance the image of a town. The Urban Development Strategy indicates the need for enhancements to gateway sites in the town to improve environmental quality and these sites are therefore identified in the GI Strategy for King's Lynn as key areas for development. 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.

Additional green infrastructure provision is planned as part of the development of the strategic growth area 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.

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";

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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 - King's Lynn Green Infrastructure

Strategic Green Infrastructure in and around King's Lynn will be protected, enhanced and extended.

Additional green infrastructure will be provided in concert 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.

Opportunities will be sought to enhance provision in and around the Gaywood Valley, Bawsey and Leziate.

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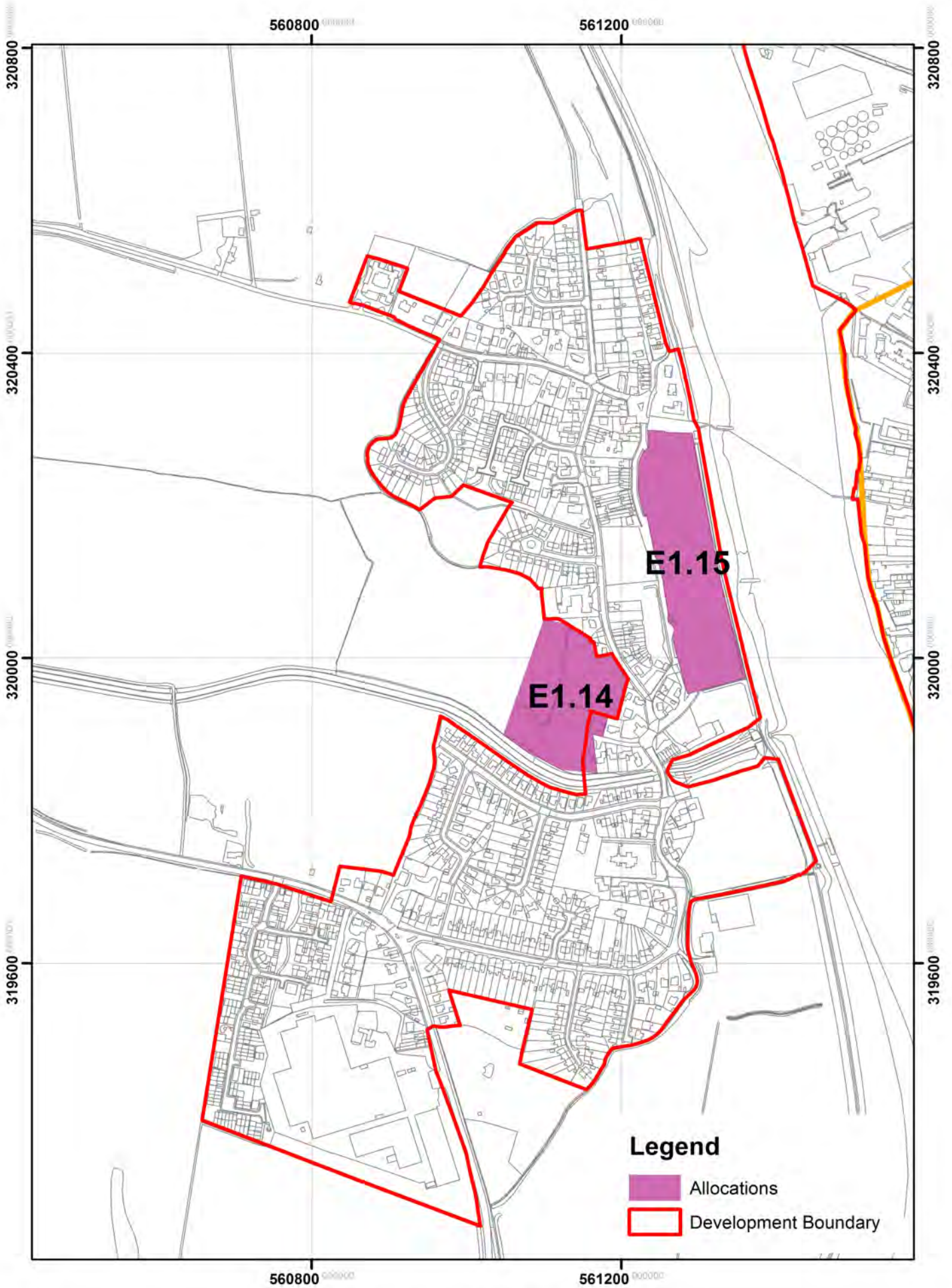
West Lynn

Description

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

The Core Strategy included West Lynn as part of the sub-regional centre of King's Lynn in Policy CS02. Policy CS03 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 (E1.14&E1.15) Zoomed

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

Land amounting to 2.0 hectares is allocated for residential development of some 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:
 - i) there would be no negative impact on flora and fauna;
 - or, if any negative impacts are identified, establishes that:*
 - ii) these [negative impacts] could be suitably mitigated against;
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

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

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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

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 DM 20 Allocated Sites in Areas of Flood Risk. It will be for the site owner or prospective developer to provide such an assessment.

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.

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.

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.

Policy E1.15 West Lynn - Land at Bankside

Land amounting to 2.6 hectares is allocated for residential development of some 200 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. 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. 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;

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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 and Justification

The former Del Monte site at Bankside, West Lynn is a derelict brownfield site capable of achieving a high density, waterfront development. The site should include additional car parking to serve the West Lynn Ferry, which gives it direct access to King's Lynn town centre.

E.2 West Winch

Settlement adjacent to King's Lynn

Context

Locality

E.2.1 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.

E.2.2 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.

E.2.3 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.

E.2.4 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

E.2.5 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

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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.

E.2.6 Policy CS09 of the Core Strategy, 'Housing Distribution', provides for an allocation in this general area of at least 1,600 new homes, with supporting infrastructure. It also identifies this as establishing a direction for future growth beyond the plan period (i.e. beyond 2026). (Work by the Prince's Foundation for the Built Environment (sponsored by a major landowner and undertaken with the active involvement of local people), together with sites and information put forward, suggests that a total of 3,000 to 3,500 additional dwellings could potentially be accommodated in the fullness of time.) This is indicated diagrammatically in figure 7 of the Core Strategy.

E.2.7 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

E.2.8 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.

E.2.9 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.

E.2.10 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.

E.2.11 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.

E.2.12 The extent of the area is sufficient to easily accommodate the minimum of 1,600 dwellings specified by the Core Strategy. 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.

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E.2.13 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 assured through the planning application process. The detail of the development is intended to be shaped by the neighbourhood plan currently in preparation (see below).

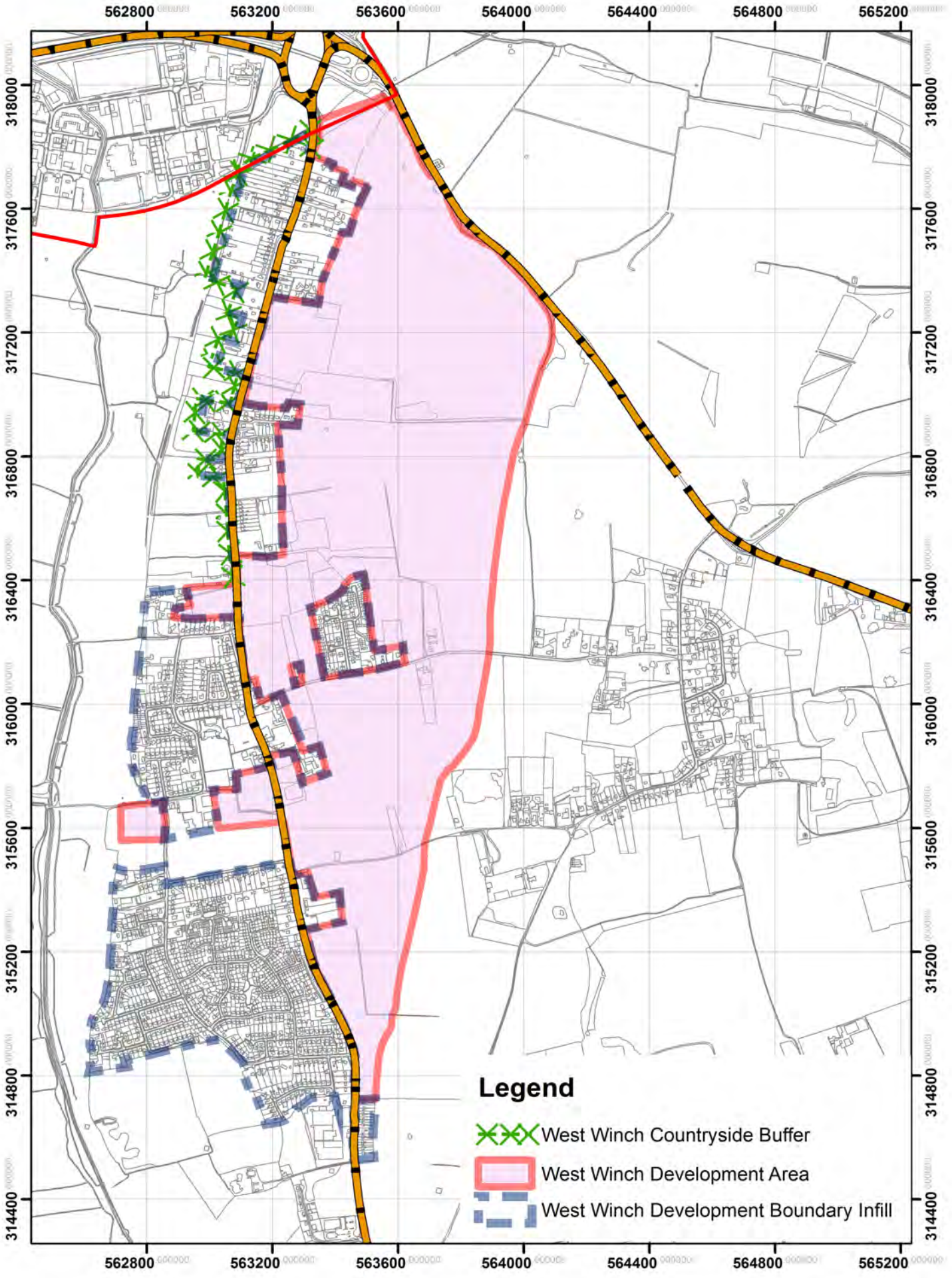
E.2.14 A second policy (E2.2) deals with 'infill' and similar development within the development boundary of the existing built-up area outside the defined growth area.

E.2.15 Detailed explanation and justification of these policies and their various elements are set out after the policies.

Neighbourhood Plan

E.2.16 The Parish Councils of West Winch and North Runcton are preparing a neighbourhood plan. Once finalised and approved this will help shape the character, layout and detail of the development.

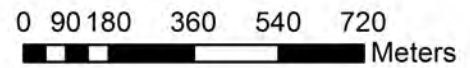
E.2.17 The Borough Council welcomes the joint endeavours of the two parish councils in this regard, and wishes to provide maximum flexibility for the proposed neighbourhood plan to influence the development within the strategic policy framework. The evolving neighbourhood plan, and contacts with the Neighbourhood Plan Steering Group, have already influenced the approach to the development of the area by both the Borough Council, as local planning authority, and the two major landholders in their development aspirations.



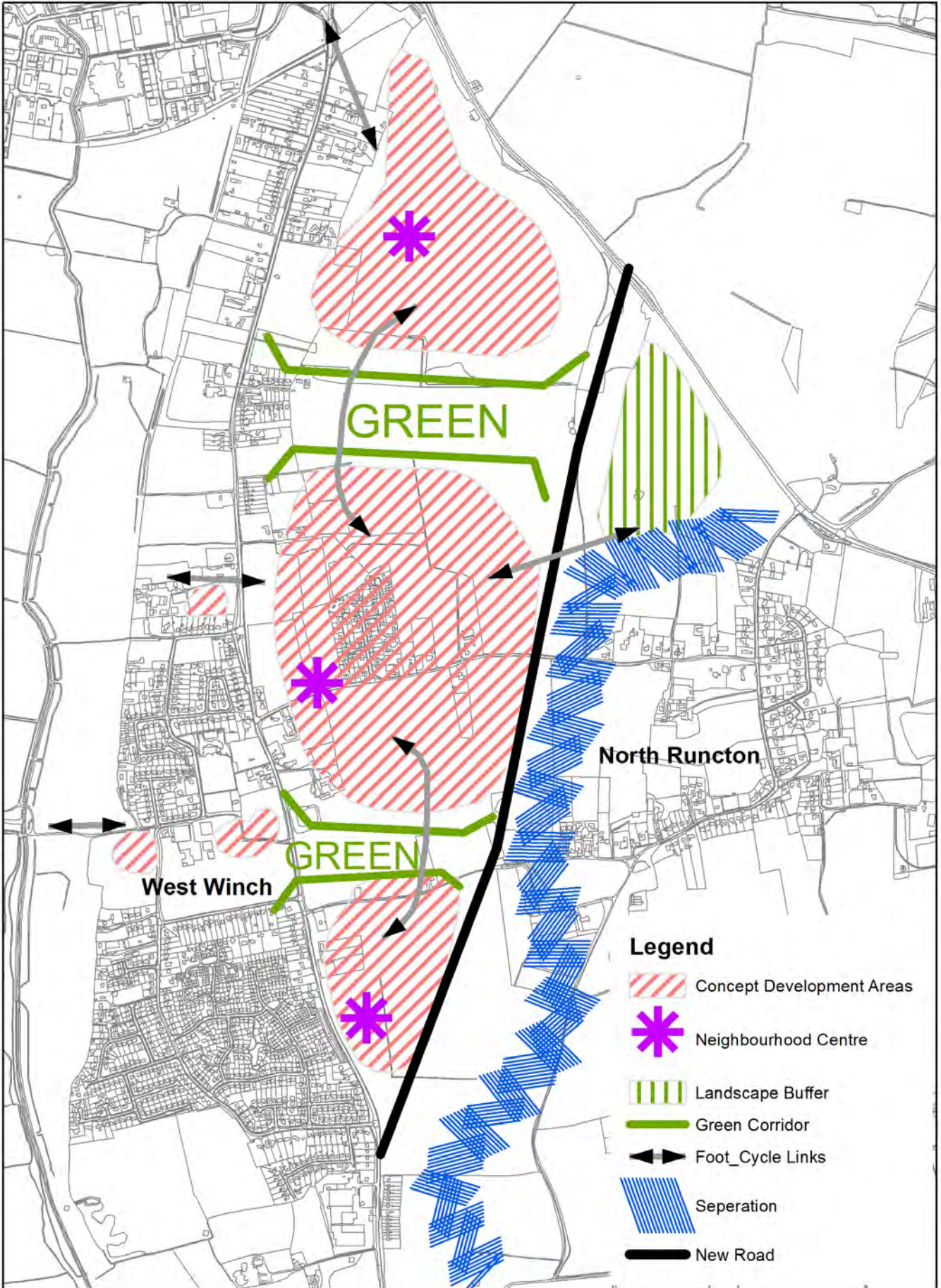
Legend

- - - X - - - West Winch Countryside Buffer
- West Winch Development Area
- West Winch Development Boundary Infill

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 Ordnance Survey 100024314



Inset E2 West Winch



Strategic Concept (Indicative)

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Policy E2.1 - West Winch Growth Area Strategic Policy**PART A - OUTCOMES**

Land in the vicinity of West Winch of around 171 hectares, as shown on the Policies Map, is allocated for development to provide the following strategic outcomes (*Indicative locations for items marked with an asterisk are represented on the 'West Winch Growth Area Strategic Diagram' accompanying this Policy):

1. A minimum of 1,600 new dwellings, together with associated facilities and infrastructure, including around 1ha of employment land.
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 provide a degree of relief of traffic on the existing A10 around West Winch, and access to new development
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 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 2026 and potential further growth
7. *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.
8. *Three new distinct neighbourhoods to the east of the A10, with some smaller areas of development expanding the existing neighbourhoods to its west.
9. *A neighbourhood centre in the each of these new neighbourhoods, 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.
10. *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.
11. 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.
12. Significant 'green infrastructure', including (separately and/or combination, as appropriate)

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- Landscape planting to integrate the development within the local landscape, character and provide visual amenity within the growth area;
 - Recreational open space of at least 9 hectares;
 - Conservation and enhancement of local biodiversity
 - Measures to mitigate potential adverse recreational impacts on designated nature conservation sites (SPAs, PAC's, Ramsar) outside the growth area.
13. Incorporation of Sustainable Drainage Systems to address surface water run-off, flood risk, biodiversity and the avoidance of groundwater pollution.
14. High standards of design, featuring:
- distinct areas with different characters;
 - a range of densities, with generally higher densities in the vicinities of the neighbourhood centres and public transport routes;
 - 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:

- a. 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
- b. 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.)
- c. Provide a scheme and timetable of phasing of construction over the period to 2026 demonstrating how it complements the timely and coordinated implementation of the whole growth area development to 2026 and the potential for further development beyond the plan period.
- d. 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.
- e. Be accompanied by:
 1. A comprehensive strategic transportation plan for the area, assessing the traffic likely to be generated by the development and its interaction with the existing road and path network, and planned additions and improvements. This work to include

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- consideration of the relationship and improvement of the Hardwick interchange and associated networks.
2. An ecological assessment that identifies
 1. the ecological assets, sensitivities and potential of the application site and its surroundings,
 2. the likely impacts of the proposed development on these,
 3. proposals for mitigation, conservation and enhancement, and
 4. the likely net impact on these.
 3. A package of habitat protection measures, to mitigate potential adverse impacts of additional recreational pressure associated with the allocated development upon nature conservation sites covered by the habitats assessment regulations. This package of measures will require specialist design and assessment, but is anticipated to include provision of an integrated combination of:
 - (a) Enhanced informal recreational provision on (or in close proximity to) the application site, to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on nearby relevant nature conservation sites.
 - Informal open space (potentially over and above the local planning authority's normal standards for play space);
 - 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;
 - (b) Contribution to enhanced management of nearby designated nature conservation sites and/or alternative green space;
 - (c) A programme of publicity to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities.
 4. 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.
 5. 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.

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Justification

Deliverability

E.2.18 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.

E.2.19 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

E.2.20 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.

E.2.21 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 2014 (and is not yet determined at the time of writing). A major application for planning permission on the southern landholding is anticipated later in 2014.

Coordinating development across the Growth Area

E.2.22 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.

E.2.23 The development of the Growth Area is dependent on significant infrastructure provision and also seeks to redress some existing shortcomings. A mechanism is required to agree determine which are strategic, shared pieces of infrastructure (as opposed to those solely related to an individual application site), and define how costs are to be apportioned for these. Allied to this is the need to understand the potential rates and phasing of development to ensure appropriate triggers are designed for that infrastructure.

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E.2.24 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 1600 units to 2026, 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.

E.2.25 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 Core Strategy may require the whole of the plan period until 2026. 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.

Neighbourhood centres and the provision of mixed communities

Overall growth area and its boundaries.

E.2.26 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.

Growth Centres

E.2.27 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.

E.2.28 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.

Phasing

E.2.29 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.

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E.2.30 A degree of coordination is required to ensure that development proceeds in step with infrastructure provision, but beyond this the Council will avoid being overly prescriptive in specifying the sequencing and location of development. The intention is that phasing/infrastructure triggers is linked primarily to numbers of dwelling units (or measures of other types of development) rather than specific time frames, to reflect that build and completion rates will depend largely on national economic conditions over which the local area has little control.

E.2.31 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.

Mixed Communities

E.2.32 Core Strategy Policy CS09 'Housing Distribution' provides the levels and thresholds for affordable housing within the Growth Area.

E.2.33 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.

Employment land

E.2.34 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.

E.2.35 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 the Core Strategy Policy CS10 "The Economy."

Design and Density

E.2.36 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.

E.2.37 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.

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E.2.38 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.

E.2.39 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.

E.2.40 The development should consider issues relating to land form 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.

E.2.41 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.

E.2.42 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.

E.2.43 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.

E.2.44 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.

E.2.45 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.

E.2.46 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.

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Strategic Transportation Plan (including the treatment of the Hardwick interchange)

E.2.47 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 carries an even higher 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.

E.2.48 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.

E.2.49 The additional growth planned for West Winch will add to the current movements on the Hardwick interchange. Improvements to its capacity are therefore required and should be funded by the development.

E.2.50 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 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.

Distributor road linking A10 to A47

E.2.51 This link 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 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.

E.2.52 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.

E.2.53 As the funding of the new road will come primarily from the growth area development, this 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.

E.2.54 The new road layout, precise location and phasing is to be included in a comprehensive transport strategy for the whole of the Growth Area. The detail 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.

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Traffic calming and environmental enhancements

E.2.55 In recognition of the existing unsatisfactory conditions, and the impacts on the existing 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.

Connectivity

E.2.56 Connectivity is vital to achieving accessibility, integration for new residents and businesses and can contribute to a healthy community

E.2.57 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.

E.2.58 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.

Better Bus Service

E.2.59 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.

Pedestrian & Cycling Access

E.2.60 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.

E.2.61 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.

Better links to the countryside

E.2.62 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.

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E.2.63 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.

Green Infrastructure – Landscape, Ecology, Recreation

E.2.64 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.

Recreational open space

E.2.65 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.

E.2.66 The standard for the provision of new recreational 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.

Habitat Protection

E.2.67 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. 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.

E.2.68 These measures will also contribute to the quality of life for residents of the Growth Area.

E.2.69 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.

Heritage

E.2.70 The Growth Area come close to the listed buildings of Church of St. Mary (Grade 2*) and the Windmill (Grade 2). The setting of these will need to be treated with great care.

E.2.71 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.

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Sustainable urban drainage systems

E.2.72 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.

Silica sand

E.2.73 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 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

E.2.74 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.

E.2.75 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.

Development within existing built-up areas of West Winch

Approach

E.2.76 The locations and detail of the new large scale development in the Growth Area is addressed in the Policy E2.1, however there are other smaller parcels of land and opportunities for infill and other development within the existing built up area. This Policy addresses that area, as defined by the village's development boundary. Policy DM2 (see earlier section of this plan) provides the policy for development within development boundaries across the Borough, but the particular circumstances of West Winch warrant particular considerations to ensure that development in the existing village area is coordinated with that of the Growth Area.

E.2.77 For example, there are areas within the development boundary which abut the Growth Area and which could potentially be developed. The Borough is not specifically promoting their development (hence their exclusion from the defined Growth Area), but if they were to be developed

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this would preferably be designed, laid out and accessed with regard to the Growth Area. There is a need to protect the existing A10 from sporadic development which would exacerbate the existing and anticipated traffic issues. However, the situation is expected to change markedly once the planned A10/A47 Link Road is fully opened, and hence the Policy recognises the potential for relaxation of the restrictive approach once this is achieved.

E.2.78 The linear nature of much of the central part of West Winch village and the potential effect on the form and character if significant amounts of housing were added suggests a careful approach is needed to potential infilling of gaps. Policy E2.2 gives guidance as to the type of development that may be acceptable. It also seek to conserve the particular qualities of the edge of the open land to the west.

Policy E2.2 – Development within existing built-up areas of West Winch

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) Within this development boundary the general Development Boundaries Policy DM2 will apply with the following provisos:

1. Along the existing A10:
 - a. no significant development (individually or cumulatively) will be permitted to obtain access to the A10 in advance of the new West Winch link road opening; and
 - 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;
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.

E.3 South Wootton

Settlement adjacent to King's Lynn

Context

Locality

E.3.1 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

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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.

E.3.2 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 culs-de-sac, which results in most of the traffic in and out of the area (and North Wootton) being concentrated on the few through roads.

E.3.3 The area benefits from both primary and junior schools, bus service, local shops and a supermarket, pubs, village hall, park and recreation ground, etc., and a doctor's surgery close by in North Wootton.

Strategic Context

E.3.4 The Core Strategy designated South Wootton 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.

E.3.5 Policy CS03 of the Core Strategy states that at least 7,510 new dwellings will be provided within and around King's Lynn. Existing completions and commitments provide a significant part of that figure. Hence Policy CS09 states that a minimum of 5,070 dwellings are to be allocated in the King's Lynn area, which includes the South Wootton area.

E.3.6 No specific number of dwellings is assigned to South Wootton by the Core Strategy, and thus part of the role of this plan is setting 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.

Neighbourhood Plan

E.3.7 South Wootton Parish Council are preparing a neighbourhood plan, to shape the development to address local concerns and aspirations. Once completed and brought into force this will be used to judge the detail of planning applications in the Parish, including those for the allocated site. The Neighbourhood Plan is anticipated to include policies to protect certain features, influence the design of the development, and to indicate preferred locations for additional facilities and cycle and footway links, etc.

Justification

E.3.8 The allocated site is off Hall Lane, and provides the opportunity to accommodate around 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.

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E.3.9 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.

E.3.10 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. The latter will need to be designed in conjunction with additional junctions or measures along the length of the A148/A1078 between the site and the Knights Hill roundabout, including the access to the planned development at Knights Hill (the latter covered in a separate section of the Plan).

E.3.11 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.

E.3.12 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 Report.

E.3.13 In the event that the site is proved capable of accommodating significantly greater than 300 dwellings together with the features and facilities mentioned above, a potential further tranche of development could be considered in a future plan.

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 300 dwellings and associated facilities, planning application would subject to the following.

1. Provide for

- a. Residential development of the substantial majority of the land available for development and not precluded by flood risk, to include

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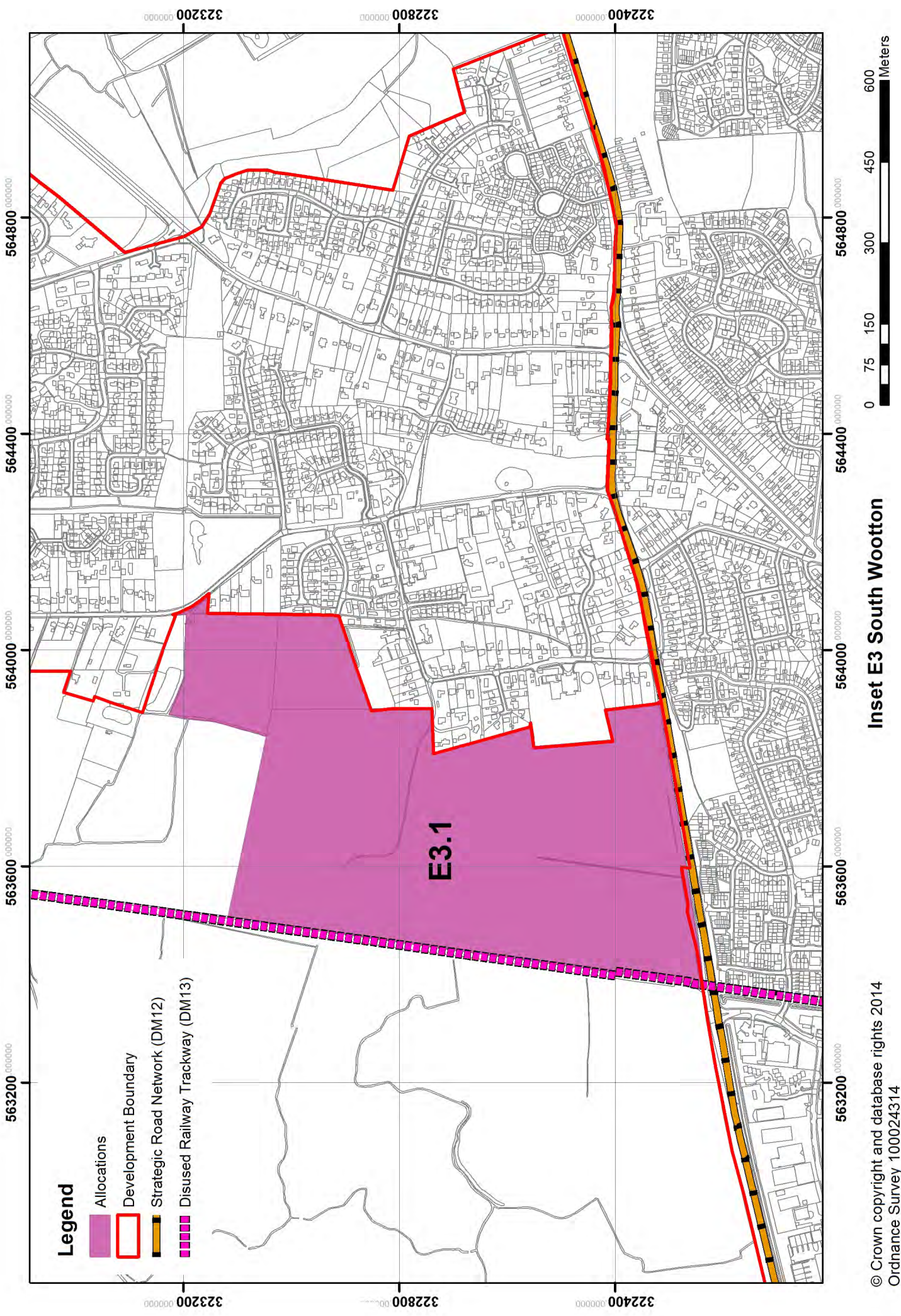
- i. A variety of house sizes, types and tenures.
 - ii. Affordable housing commensurate with the local planning authority's standards at the time.
 - iii. A site, or sites, which could be utilised for neighbourhood shops, a doctor's surgery, community facilities, and possibly small scale employment premises.
- b. 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.
- c. 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.
- d. 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
- i. 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
 - 1. Informal open space (potentially over and above the Council's normal standards of recreational space).
 - 2. A network of attractive pedestrian routes, and car access to these, which a variety of terrain, routes and links to the wider public footpath network.
 - ii. Contribution to enhanced management of nearby designated nature conservation sites and/or alternative green space.
 - iii. A programme of publicity to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities.
- e. A new road network including
- i. A new road from north to south, providing access to the new dwellings and facilities, including a new signal controlled junction with Low Road.
 - ii. A road link to the site's northern boundary to avoid prejudicing the potential for further development beyond at some point in the future.
 - iii. 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.
 - iv. Other local highway improvements to fully integrate the development into the surrounding road network and manage the resulting additional traffic.

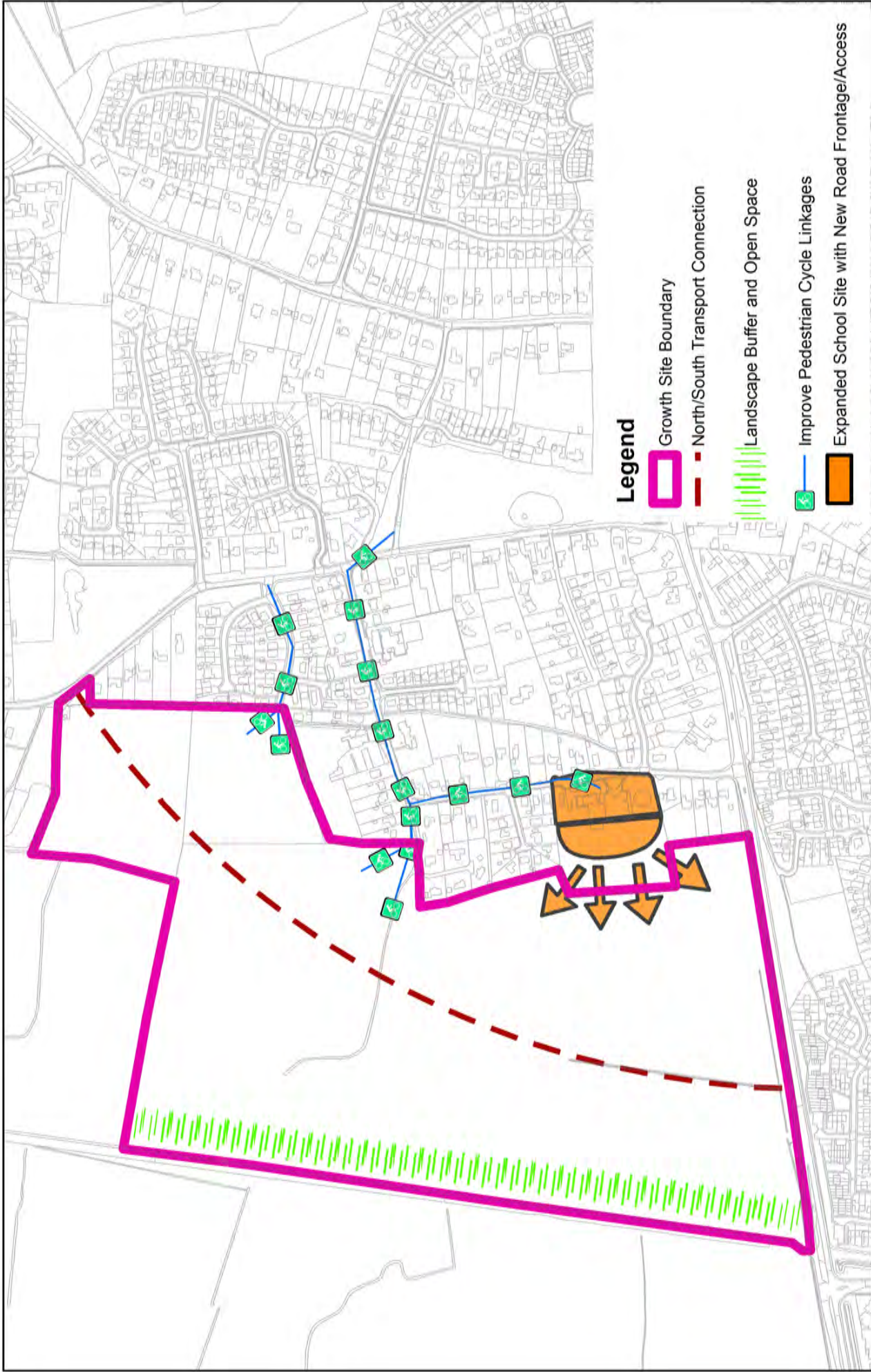
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- f. A layout which facilitates travelling on foot and by bicycle within, and to and from the new development area, including links to the National Cycle Network Route 1 and to the emerging King's Lynn to Hunstanton Coast Path.
- g. Additional land (if required) for the expansion of the school on the eastern boundary.
- h. Surface water drainage on SUDS principles.
- i. Financial contributions towards the provision of infrastructure, including additional primary and secondary school places.






2. **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.
- 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.





Legend

-  Growth Site Boundary
-  North/South Transport Connection
-  Landscape Buffer and Open Space
-  Improve Pedestrian Cycle Linkages
-  Expanded School Site with New Road Frontage/Access



Policy E3.1
South Wootton Growth Area Strategic Diagram
(locations indicative)

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E.4 Knights Hill

Description

E.4.1 The Knights Hill Strategic Growth Area includes parts of the parishes of South Wootton and Castle Rising together with part of the unparished town area of King's Lynn. The village of Castle Rising is to the north and King's Lynn urban area lies to the south and south-west. The surrounding built environment predominantly consists of modern single and two storey, semi-detached and detached residential development. The Growth Area extends beyond the village of South Wootton in a north east direction along the A148 Grimston Road and in a southerly direction towards the A149 Queen Elizabeth Way. The terrain rises north-eastwards across the site.

E.4.2 The area has relatively easy access to facilities in South Wootton. Regular bus services run between King's Lynn and Hunstanton past the site and links can be made to the cycle path network to offer a choice of sustainable commuting options to employment locations such as the Hospital, North Lynn and Hardwick Industrial Estates and Town Centre.

E.4.3 Reffley Wood, an Ancient Woodland and County Wildlife Site, is immediately south-west and west of the growth area; the southern boundary of the Norfolk Coast Area of Outstanding Natural Beauty follows the northern side of the A148 Grimston Road, close to the site. Roydon Common, which is a National Nature Reserve, Site of Special Scientific Interest and Special Area of Conservation; and Grimston Warren, a County Wildlife Site; are situated to the east, beyond the A149 Queen Elizabeth Way. There are other County Wildlife Sites in North Wootton. The Gaywood River Valley lies to the south of the site. There are several heritage assets in the surrounding area, including the Knights Hill Hotel (Grade II listed Rising Lodge) to the north-east, Castle Rising Castle (Scheduled Monument and Grade I listed building) and Church of St Lawrence, Castle Rising (Grade I listed) to the north, and the remains of Church of St James (Scheduled Ancient Monument and Grade I listed) and a Saxon and medieval settlement (Scheduled Monument) to the south.

E.4.4 The complex nature of the settlement pattern in the area and the nature of the supporting infrastructure mean that many factors need to be brought together to enable the most appropriate form of development to be decided. This is likely to be best achieved through the development of a masterplan for the whole area.

Strategic Context

E.4.5 The independent planning inspector who examined the Core Strategy explicitly stated that, compared to the potential alternatives, the expansion areas identified (and Knights Hill was one of these, see King's Lynn Diagram/Core Strategy) were preferable to the alternatives. It is unconstrained by flood risk and infrastructure problems, etc., and relatively easily accessed and serviced. Policy CS03 of the Core Strategy states that at least 7,510 new dwellings will be provided within and around King's Lynn. Existing completions and commitments will provide a significant part of that figure, hence Policy CS09 states that a minimum of 5,070 are to be allocated in locations in the King's Lynn area.

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E.4.6 No specific number of new dwellings is assigned to Knights Hill by the Core Strategy, so setting the balance between this and the other strategic expansion areas of South Wootton and West Winch/North Runcton is part of the role of this plan document. This balance will need to weight the relative constraints and opportunities associated with each of these areas, whilst seeking to accommodate the dwellings indicated by the Core Strategy between these three sites.

E.4.7 A buffer is needed to protect the area of Ancient Woodland at Reffley Wood at the southern end of the site. This will impact on potential housing numbers; hence the reduction from the original proposal of 750 dwellings to 600.

E.4.8 One of the constraints is the potential for an adverse impact on the designated nature conservation sites; Dersingham Bog and Roydon Common Special Areas of Conservation. These issues are addressed in the accompanying Habitats Regulations Assessment Report. The HRA issues in relation to impacts from increased recreational pressure relate to impacts on Special Area of Conservation habitats and impacts on rare ground nesting birds (principally nightjar and woodlark) and rare wintering birds (principally hen harrier roost).

E.4.9 Like the existing built up area in the vicinity, development here would be visible but not prominent in a range of distant views, but could be softened by trees and other planting within and on the boundary of the developed area.

E.4.10 Some strategic issues with existing infrastructure have been identified (as detailed below) but the Council considers that further discussion with particular infrastructure providers at this stage should enable key issues to be resolved.

Neighbourhood Plan

E.4.11 South Wootton Parish Council is preparing a Neighbourhood Plan for its parish, which includes part of the allocated area. This offers the opportunity for the local community to shape the development. The neighbourhood plan can determine the detail of the development, but must be in general conformity with the strategic policies of the Local Plan.

E.4.12 The Borough Council supports the Parish Council's endeavours in preparing this neighbourhood plan, and its emerging approach to development in the area have influenced this plan in particular resulting in a reduction in the number and density of dwellings to be provided on the site. Only part of this allocation falls within the parish boundaries.

Site Description and Justification

E.4.13 The site's owners have actively engaged with the Borough Council to discuss and address the issues involved, giving a high degree of confidence that the site is genuinely available for development. The indicated site totals around 37 ha.

- Boundaries

E.4.14 The boundaries of the allocation are set by the existing development (Ennerdale Drive and Ullswater Avenue and Reffley Wood to the west; the A148 Grimston Road to the north and the A149 Queen Elizabeth Way and the Knights Hill complex to the east).

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- Local centre(s)/Retail

E.4.15 The nearest local retail centre for this development is the ASDA centre at Langley Road, South Wootton, about half a mile (0.8 km) to the west of the site or three-quarters of a mile (1.2 km) from the centre of the allocated area.

- Transportation
- Roads

E.4.16 Access would be from the A148 Grimston Road. A secondary access point would be required by the Highway Authority.

- Public transport

E.4.17 There are existing (hourly) bus services on the Grimston Road between King's Lynn town centre and Hunstanton (Coasthopper).

- Cycling and Walking

E.4.18 Connections can be made to the existing cycle network further west. Improved pedestrian access can be provided to local facilities to the west of the site and also to the Knights Hill complex to the east.

- Employment

E.4.19 The nearest major main employment areas are the Hospital, Hardwick and North Lynn Industrial Estates and the Town Centre.

- Protected Habitats

E.4.20 The Plan's Habitats Regulations Assessment Report identified the need for measures to ensure no adverse impact on the nearby designated nature conservation areas through exacerbation of existing adverse recreational impacts. These are incorporated in the policy.

- Open Space

E.4.21 On site open space provision would be required together with landscape/ecological buffers to protect existing ponds on the site and to deal with the concerns expressed about the proximity of development to Reffley Wood and the Knights Hill complex. Landscape buffers would be needed to the A149 boundary of the site to reduce the impact and perception of traffic noise.

- Design

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E.4.22 An overall density of around 16 dwellings per hectare will be sought, with variation across the area to provide a lower density in the western part of the site, blending with the existing spacious suburban development to the west, and a higher density to the north, providing a more urban character and a greater population density close to Grimston Road and its bus routes. A mix of house types including 1 and 2 bedroom flats and 1, 2, 3 and 4 or 5 bed houses should be provided.

- Heritage and Landscape

E.4.23 The heritage assessment should include both on-site archaeological evaluation and an assessment of the impact on heritage assets beyond the site, including views to/from heritage assets such as Castle Rising Castle, the Knights Hill complex and Church of St James and surrounding Saxon/medieval settlement and the impact on historic landscape character. Heritage assets should be conserved and enhanced. Regard should be had to the character of the former Castle Rising Chase and deer park.

- Sustainable Drainage Systems (SUDS)

E.4.24 An appropriate SUDS scheme should be designed for the site, recognising that surface water discharges to the Black Drain to the south.

- Affordable and Special Needs Housing

E.4.25 Affordable housing provision would be required at the current Council standard for the rural areas.

- Minerals

E.4.26 Silica sand is thought to underlay the site. The Policy requires appropriate consideration to be given to this issue prior to planning consent being sought.

Policy E4.1 Knights Hill

An area of land, approximately 36.9 ha, to the south of Grimston Road and east of Ullswater Avenue and Ennerdale Drive, is allocated for development of around 600 dwellings over the period to 2026.

Development will be subject to detailed assessment and scrutiny of the following issues which are likely to affect the extent and design of the development:

A.

- a. Site Specific Flood Risk Assessment;
- b. Ecological assessment;
- c. Landscape and arboricultural assessment;
- d. Mineral assessment; and
- e. Heritage assessment.

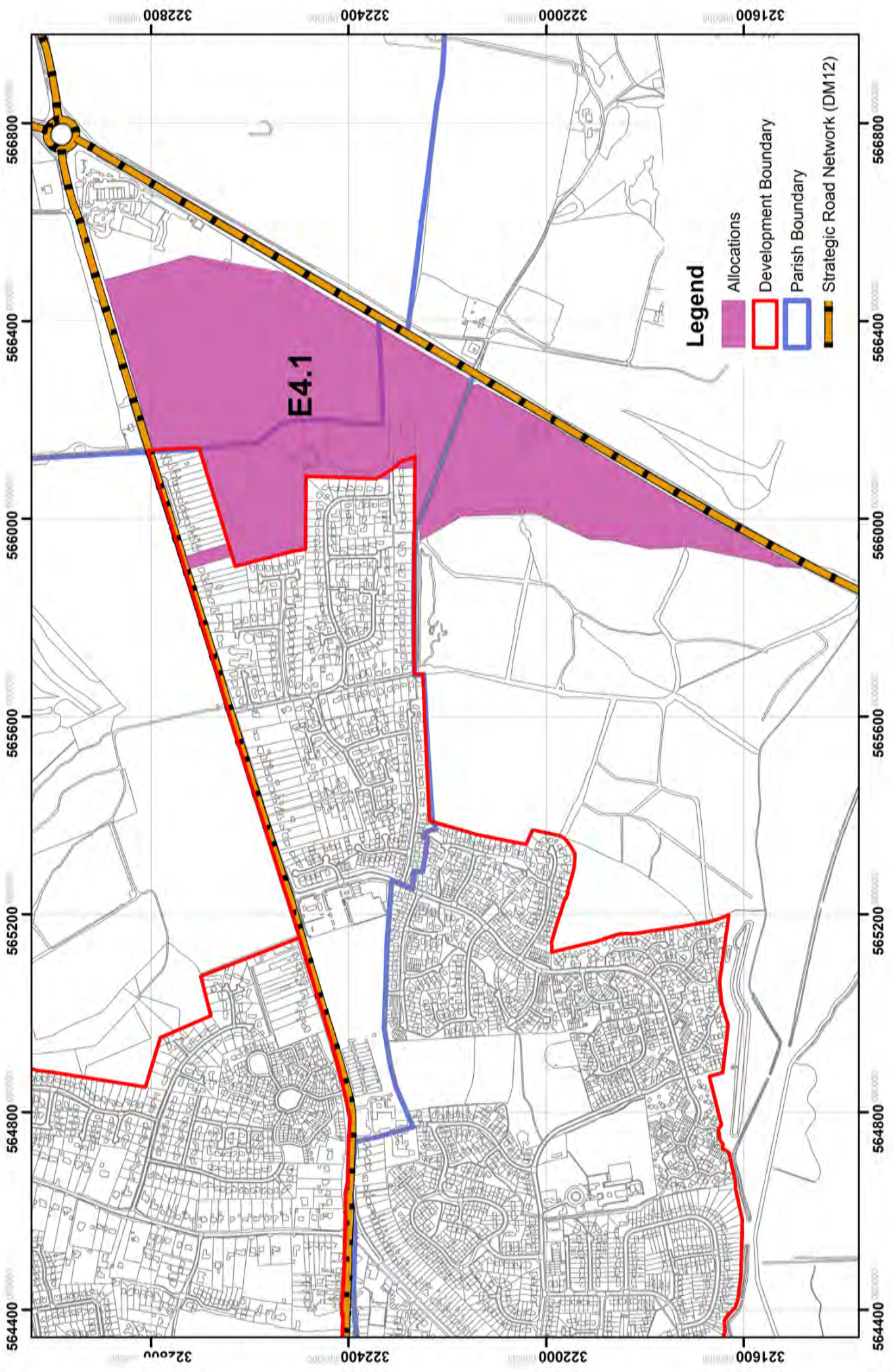
King's Lynn & Surrounding Area E

The development will provide:

1. Residential development of the substantial majority of the land available for development and not precluded by flood risk, to include-
 - i. A variety of house sizes, types and tenures.
 - ii. Affordable housing commensurate with the local planning authority's standards at the time
 - iii. A site, or sites, which could be utilised for neighbourhood shops, a doctor's surgery, and community facilities.
2. An overall density of around 16 dwellings per hectare, with variation across the area to provide a lower density in the western part of the site, blending with the existing spacious suburban development to the west, and a higher density to the north, providing a more urban character and a greater population density close to Grimston Road and its bus routes;
3. 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. A 50 metre buffer around the Reffley Wood ancient woodland;
4. Landscape planting to the east and north of the development to provide a degree of screening of the development and to protect the setting of heritage assets including the Knights Hill complex, Castle Rising Castle and the remains of Church of St James and surrounding Saxon/medieval settlement;
5. A new road from north to south, providing:
 - a. access to the new dwellings;
 - b. a new, roundabout junction with Grimston Road; and
 - c. a second access point is also required.
6. A layout which facilitates travelling on foot and by bicycle within, and to and from, the new development area,
7. Public open space for recreation and visual amenity,
8. A new doctor's surgery within or close to the site.
9. Upgrades and extensions to the following infrastructure to service the development:
 - a. water supply
 - b. sewerage
 - c. electricity
 - d. telephone.
10. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;

E King's Lynn & Surrounding Area

11. Submission of 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.
12. An agreed package of habitat protection measures, to mitigate potential adverse impacts of additional recreational pressure (particularly in relation to exercising dogs) associated with the allocated development upon nature conservation sites covered by the habitats assessment regulations. This package of measures will require specialist design and assessment, but is anticipated to consist of an integrated combination of some or all of the following elements:
 - a. Informal open space (over and above the Council's normal standards for play space);
 - b. A network of attractive pedestrian and cycle routes, and car access to these, which provide a variety of terrain, routes and links to the wider public footpath and cycle way network;
 - c. Contribution to enhanced management of nearby designated nature conservation sites and/or alternative green space;
 - d. A programme of publicity (to occupants within and beyond the site) to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities.

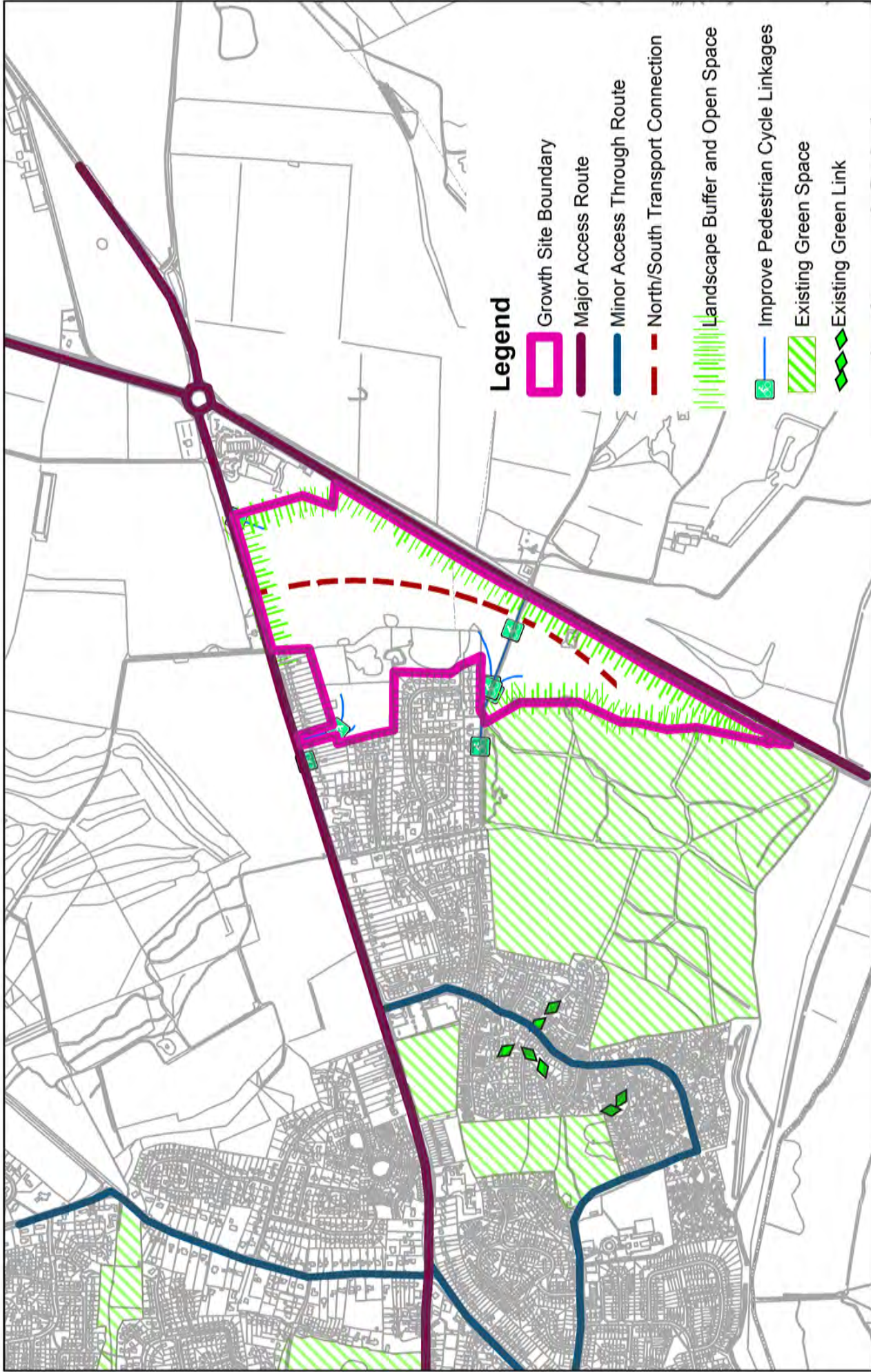


Legend









- Allocations
- Development Boundary
- Parish Boundary
- Strategic Road Network (DM12)

Inset E4 Knights Hill





Legend

-  Growth Site Boundary
-  Major Access Route
-  Minor Access Through Route
-  North/South Transport Connection
-  Landscape Buffer and Open Space
-  Improve Pedestrian Cycle Linkages
-  Existing Green Space
-  Existing Green Link



Knights Hill Growth Area

King's Lynn & Surrounding Area E

E.5 North Wootton

Description

E.5.1 The parish of North Wootton has an estimated population of 2,380⁽³⁾. Residential development predominates in North Wootton with the built environment largely made up of modern two storey, semidetached 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.

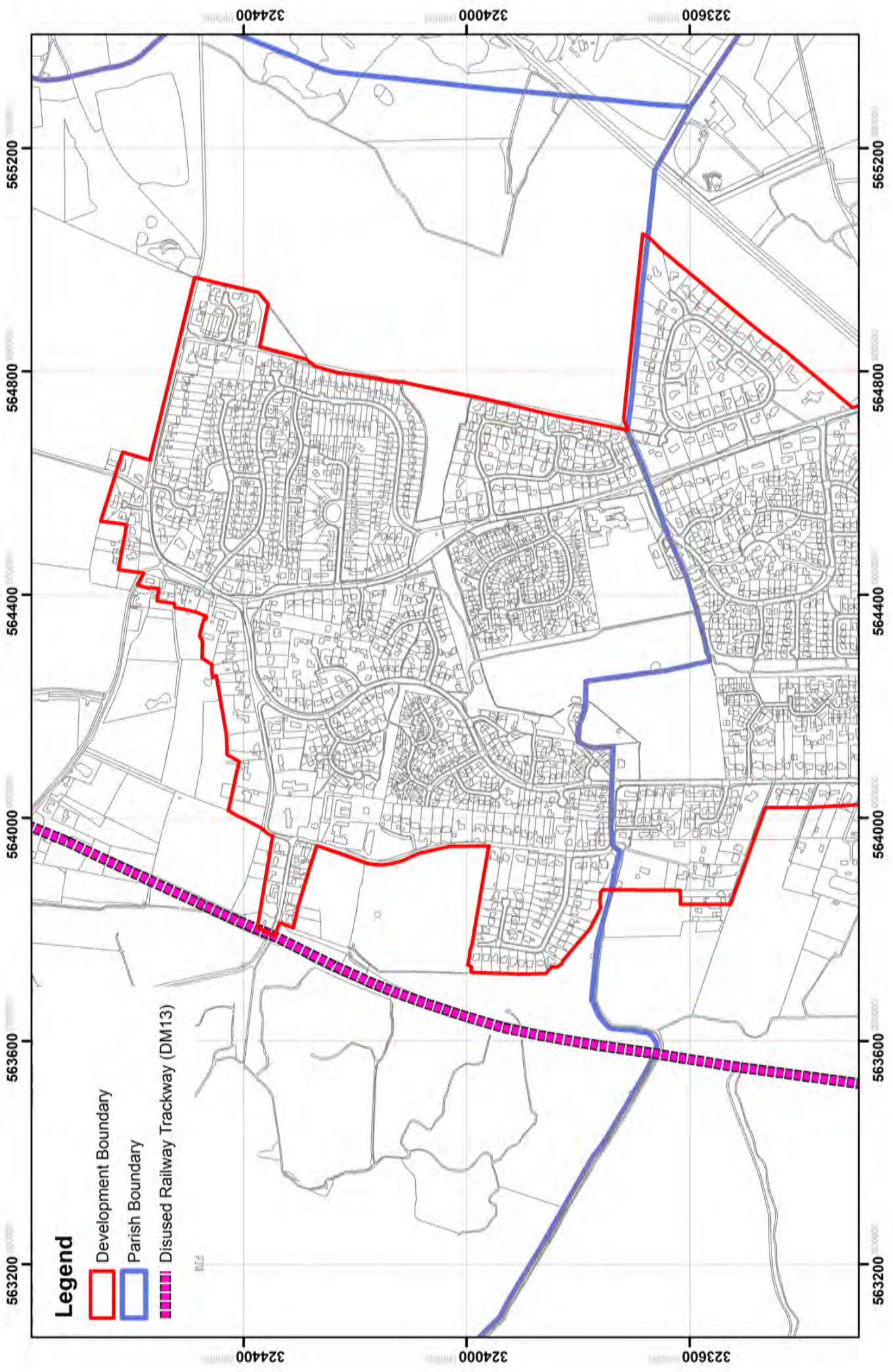
E.5.2 To the east of North Wootton the landscape encompasses an extensive area of woodland with recreational access including King's Lynn Golf Course within Stony Hangings clearings. To the north, east and west the village adjoins an Area of Outstanding Natural Beauty. The woodland to the north merges at points with Wootton Carr, a smaller wood with less public access. To the west of North Wootton lies a network of small pasture and arable fields delineated by drainage ditches. The landscape to the west of North Wootton is generally flat and low lying in comparison to the eastern side. Overall the area has a strong sense of tranquillity and views are generally enclosed by trees to the east; whilst to the west, they are generally more open and extensive.

Strategic Background

E.5.3 North Wootton has a good range of services and facilities and, due to its close proximity to higher order facilities and employment in King's Lynn town, is classified as a settlement adjacent to King's Lynn rather than a Key Rural Service Centre. North Wootton is well connected to King's Lynn town via bus services and the cycle path network offering sustainable transport links.

E.5.4 North Wootton was included as one of the areas to accommodate the major housing growth around King's Lynn, but no suitable sites were identified for such growth in North Wootton.

E.5.5 The development boundary proposed for North Wootton is shown on the map below. Within this boundary there may be some scope for infilling.



Inset E5 North Wootton

