



# SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN

Adopted September 2016





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## Contents

# Introduction A



## A Introduction

### Foreword

**by Cabinet Member and Portfolio Holder for Development – Councillor Richard Blunt**

Over the last few years the officers and members of the Council have worked very hard in drawing up its Local Plan – it contains a set of policies and plans that will guide future planning and development decisions.

This plan forms part of the Council's development plan and will be used in the determination of planning applications.

This Local Plan is a comprehensive planning document that identifies where development will take place, how new jobs will be supported and how the environment of the borough will be protected and enhanced, ensuring the natural beauty of North West Norfolk

It also allocates major sites and locations for development to meet the needs of our growing population.

The Local Plan has been prepared through a long and detailed process, with input from local residents, councillors, interested bodies, and statutory consultees taking into account a range of issues and considerations.

I would like to take this opportunity to thank all the residents, community groups, and other contributors to the plan who all share a desire to plan for a successful future for the borough. This strategy will meet our needs for new homes, a strong economy and a protected natural environment over the next 10 years.

*R. P. Blunt*



## Introduction

### What is the Site Allocations and Development Management Policies Plan?

**A.0.1** The Site Allocations and Development Management Policies Plan gives effect to and complements the adopted Core Strategy. It allocates land to deliver the development requirements of the Core Strategy, such as housing, employment, recreation, green spaces, community and leisure uses. Additionally, it includes development management policies which apply across the Borough and these will be used when determining planning applications.

**A.0.2** Once adopted the Site Allocations and Development Management Policies Plan will sit alongside the already adopted Core Strategy to form the Local Plan for the Borough. Its policies will guide development in the Borough for the period up to 2026. Formally the Site Allocations and Development Management Policies Plan will be a 'development plan document' under the Planning Acts and is in conformity with the strategic policies in the Core Strategy and consistent with the National Planning Policy Framework.

**A.0.3** The Core Strategy sets out the scale of growth and broad distribution for the Borough. The Site Allocations and Development Management Policies Plan will help achieve this through the following main measures:

- Determining the most appropriate detailed distribution of housing between individual settlements and locations (within the overall structure specified in the Core Strategy);
- Allocation of specific sites for housing and other uses;
- Defining development boundaries for settlements where general development is likely to be acceptable;
- Development management policies for particular topics or locations to guide and set standards for planning applications and appeals;
- Minor adjustments and corrections to the Core Strategy.

### Documents and Information

**A.0.4** Documents are available to view on the Council's website at <http://www.west-norfolk.gov.uk/>. Paper copies of this plan are also available for inspection at the Borough Council's offices and at libraries across the Borough. Compact discs with all the documents are available. Please telephone 01553 616200 or email [ldf@west-norfolk.gov.uk](mailto:ldf@west-norfolk.gov.uk).

### The Role of the Site Allocations and Development Management Policies Plan

**A.0.5** The Site Allocations and Development Management Policies Plan will, once adopted, form part of the Borough's Local Plan (formerly known as Local Development Framework), the major part of the development plan for the area. The development plan (which also includes any adopted neighbourhood plans) has a special status, in that it is the starting point for the determination of all planning applications and appeals. These must be decided in accordance with the development plan unless there are good planning reasons not to do so (e.g. other planning considerations, or changed circumstances including newer national policies).

## A Introduction

**A.0.6** The Local Plan for King's Lynn and West Norfolk currently consists of just the 2011 Core Strategy (plus a small number of policies left over from the 1998 Local Plan), but it was always intended that this would be elaborated by another plan providing site allocations and more detailed policies. (At the time preparation of the Core Strategy was undertaken, Government encouraged local planning authorities to produce these as separate, successive documents, but this is no longer the case.)

**A.0.7 Core Strategy** – The Core Strategy sets out the spatial planning framework for the development of the Borough up to 2026, and provides guidance on the scale and location of future development in the Borough. It contains strategic policies on a range of topics that include the environment, employment, infrastructure, and housing. The Core Strategy, which was adopted by the Council in 2011, can be viewed on the Borough Council's website.

**A.0.8 Site Allocations and Development Management Policies Plan** – The purpose of this plan is to complement and facilitate the implementation of the Core Strategy by providing detailed policies and guidance including

- Development Management Policies - detailed policies for particular issues and types of development to guide planning applications;
- Site Specific Policies and Allocations – identifying sites and areas where certain types of development are promoted or particular considerations will be applied;
- Development Boundaries – indicating the areas of settlements where the types of development appropriate to it may be located. Areas outside these boundaries will be treated as 'countryside' and protected from general development.

**A.0.9 Remaining 1998 Local Plan Policies** – There are a few policies retained from the 1998 Local Plan (see Appendix 2 for details). These will be superseded, and cease to have effect on adoption of the Site Allocations and Development Management Policies Plan.

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

**A.0.10** The National Planning Policy Framework (NPPF) is the national tier of planning policy. The recently published National Planning Practice Guidance (NPPG) sits alongside the NPPF. The Site Allocations and Development Management Policies Plan must be consistent with the NPPF and be prepared with regard to the NPPG.

**A.0.11** At the heart of the NPPF is a presumption in favour of sustainable development. This presumption guides local planning authorities when they are writing Local Plans and making decisions on planning applications. The Borough Council has reflected the presumption in favour of sustainable development in the Site Allocations and Development Management Policies Plan by ensuring that the objectively assessed needs of the Borough are met through the appropriate allocations and policies.



## Introduction A

## Preparation of the Pre-Submission Site Allocations and Development Management Policies Plan

**A.0.12** In preparing the Site Allocations and Development Management Policies Plan a wide range of considerations and complex procedures have been integrated. Some of the key ones are set out below, followed by an account of the process by which such integration has been approached. Before the Plan can be adopted the Council must satisfy an independent planning inspector that the Plan and its policies are

- a. **Legally compliant** (i.e. all legal requirements have been met);
- b. **'Sound'**, i.e.
  1. **Positively prepared** – “the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development”.
  2. **Justified** – “the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence”.
  3. **Effective** – “the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities”.
  4. **Consistent with national policy** – “the plan should enable the delivery of sustainable development in accordance with the policies in the National Planning Policy Framework”.

**A.0.13** The following aspects of the plan preparation are outlined below:

- Public Involvement
- Sustainability Appraisal (Including Strategic Environmental Assessment)
- Habitats Assessment
- Strategic Cooperation ('Duty to Cooperate')

### Public Involvement

**A.0.14** The Borough Council has encouraged the involvement of local people and businesses in the development of its planning policies. The Council's adopted 'Statement of Community Involvement' set out how it will involve the public and interested persons in the preparation of its plans.

**A.0.15** The Site Allocations and Development Management Policies Plan has been developed in the light of consultation. The key public stages of the preparation of the Plan are as follows.

### **A.0.16** The Process

1. May / June 2009 - **Consultation on the scope of the Plan and a call for suggestions of development sites.** (Note that at that stage the plan was called the '*Site Specific Allocations*

## A Introduction

*and Policies Development Plan Document'*.) Comments received helped the Council identify plan content and possible locations.)

2. September to December 2011 - **Consultation on emerging 'Issues and Options'**. The comments received helped refine the approach and identify the provisional choices for sites and policies. (Note that at that stage the plan was called the '*Site Specific Allocations and Policies Development Plan Document'*.)
3. 29th July to 4th October 2013 - **Consultation on 'Preferred Options' for the Detailed Policies and Sites Plan** (the Council's provisional choice of policies and sites). Comments received helped the Council decide whether to confirm or amend its provisional choice of sites and policies. (Note that at that stage the plan was called the '*Detailed Policies and Sites Plan'*.)
4. (January 2015) **Publication of the Council's Site Allocations and Development Management Policies Plan for formal representations**. The comments received at this stage will be forwarded to the Inspector conducting the Examination – see next stage.
5. (July-November 2015) **Examination** of the 'soundness' and legal compliance of the Plan, undertaken by an independent planning inspector. The inspector considered the comments received at Stage 4, and will held a public hearing to enable detailed discussion of particular issues.

**A.0.17** Following the Examination, the inspector decided that the Council may adopt the Plan, with a number of main modifications, this is outlined in the inspector's report which is publicly available on the website.

**A.0.18** The Council adopted the finalised Site Allocations and Development Management Policies Plan on the 29th September 2016.

### Sustainability Appraisal (Incorporating Strategic Environmental Assessment)

**A.0.19** Legislation requires plans to go through processes of both strategic environmental assessments (SEA) and sustainability appraisals (SA). These two requirements, although slightly different, overlap considerably and have been carried out together in the preparation of the Site Allocations and Development Management Policies Plan. These processes consider the likely social, economic and environmental effects of a plan's proposals, and show how these have informed the plan's contents. In principle these processes simply make explicit the careful consideration of a comprehensive range of factors which inform all good plan making, but in practice the resulting documentation can be rather forbidding. The importance of the processes, in addition to meeting statutory requirements, is in ensuring that the decisions that are made explicitly consider the principles of sustainable development and that any potential adverse impacts are minimised and beneficial impacts maximised.

**A.0.20** The SA process (incorporating the SEA) has been fully integrated into the plan making process to date, informing the choices of sites and policies within this document. This is shown in the Sustainability Appraisal Report which is published as a separate document alongside the Site Allocations and Development Management Policies Plan. The Technical Assessment document also assessed available sites and this fed into the sustainability appraisal work, and this is also published as a separate supporting document alongside the Plan.

## Habitats Regulation Assessment

**A.0.21** Legislation requires an assessment to ensure that the potential effects of a proposed plan will not have an adverse effect on certain types of designated sites of exceptional importance to nature conservation (including those outside the plan area). Such sites include Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites. A Habitats Regulations Assessment is published as a separate document alongside the Site Allocations and Development Management Policies Plan.

## Strategic Cooperation ('Duty to Cooperate')

**A.0.22** It is essential that the Policies pay appropriate regard to the plans, programmes and issues of the wider area within which the Borough sits – including the plans of neighbouring authorities, the wider programmes for transport infrastructure, health, education provision, etc. covering a wider area and the issues which have effects and crossing planning authority boundaries. This was formerly achieved primarily through the now abolished regional spatial strategy, the East of England Plan (and prior to this the Norfolk Structure Plan). The Government has replaced these formal strategic plans with a looser, but perhaps more challenging, 'duty to cooperate' placed on local planning authorities and a host of other statutory organisations and agencies. The Borough Council has worked closely with the relevant planning authorities in Norfolk, Suffolk, Cambridgeshire and Lincolnshire, and undertaken detailed consultation with a relevant range of statutory bodies such as the Environment Agency, water companies, health trusts, etc. Examples of this can be seen in the justification for the inclusion, exclusion or particular details of individual policies, the Council published a statement of its activities under the 'duty to cooperate' when the Plan was submitted for Examination.

## Consultation

**A.0.23** Consultation with the public and relevant organisations is both a statutory requirement in plan-making and something the Borough Council is keen to do. This is carried out in accordance with its adopted Statement of Community Involvement (available on the Council's website). Details of the previous consultations on the Site Allocations and Development Management Policies Plan are set out earlier in this section.

## Neighbourhood Plans

**A.0.24** A number of neighbourhood plans are in preparation for parts of the Borough, and more may be produced during the life of this Plan. Neighbourhood plans must be in general conformity with the strategic policies of the local plan (i.e. those of this Plan and the Core Strategy), but may change more detailed policies, or add further such policies, within the neighbourhood plan area.

**A.0.25** The Borough Council considers this means that neighbourhood plans must support the overall scale and nature of growth for their area indicated by the Core Strategy and, in the case of strategic growth locations support the relevant policy in this Plan, but may otherwise provide revised development boundaries, policies and allocations to those in this Plan to shape development in their area in line with community aspirations.



## A Introduction

**A.0.26** Those considering undertaking development should check whether any neighbourhood plan is in force in the area, as its policies may have superseded those in this Plan.'

## Minor Amendments to Core Strategy B

## B Minor Amendments to Core Strategy

### Minor Amendments to Core Strategy

**B.0.1** The Core Strategy was adopted in July 2011 and has formed part of the Development Plan for the area since then, informing planning decisions. The role of this Site Allocations and Development Management Policies Plan is to implement the broad policies in the Core Strategy and not to rewrite or review it. However in the course of using the Core Strategy it has become apparent that the small amendments detailed below would aid its ease of use, and clarify the original intentions.

#### Core Strategy Policy CS02 – Settlement Hierarchy

**B.0.2** This adopted policy establishes a hierarchy of settlements, based to a large extent on the existing pattern of growth and the availability of services and facilities, in order to ensure new growth is appropriately distributed and the best opportunities of supporting existing and new businesses and community facilities is realised. There are aspects of Core Strategy Policy CS02 the Council considers require adjustment.

- a. The settlement of Emneth was identified (with Walsoken) by the Core Strategy as a 'settlement adjacent to (the town of) Wisbech'. At that time it was envisaged that the major housing allocation(s) for the Wisbech Fringe could well be, at least in part, within the Parish of Emneth. If that happened, it was considered, it would not be appropriate for the parish to receive further development on top of this. However, the work done subsequently has concluded that the Wisbech fringe allocation should be wholly outside Emneth Parish (see Wisbech Fringe section F.3 below). It is therefore considered more appropriate to categorise the village of Emneth as a 'Key Rural Service Centre' based on its continuing separation from Wisbech and its size and range of services and facilities.
- b. There is a typographical error under 'Key Rural Service Centres, which prematurely ends and then restarts as a new sentence. A correction would clarify the text.
- c. The settlement of Blackborough End was inadvertently omitted from the original hierarchy. It is proposed to rectify this by designation of Blackborough End as one of the 'Smaller Villages and Hamlets', this being commensurate with the size of the settlement and its modest facilities.

**B.0.3** The relevant text of the existing policy and the intended changes are shown below in italic script. Omitted but unchanged text from the original Core Strategy Policy is shown as ellipses....; proposed changes in **bold**; added text **underlined**; and deleted text ~~**struck-through**~~.

#### ***CS02 The Settlement Hierarchy***

....

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

- North Wootton
- South Wootton
- Wisbech Fringe (including Walsoken)
- West Winch

## Minor Amendments to Core Strategy B

....

### **Key Rural Service Centres**

- Brancaster with Brancaster Staithe/Burnham Deepdale
- Burnham Market
- Castle Acre
- Clenchwarton
- Dersingham
- Docking
- East Rudham
- Feltwell with Hockwold cum Wilton
- Emneth
- Great Massingham
- Grimston/Pott Row with Gayton
- Heacham
- Marham
- Methwold with Northwold
- Snettisham
- Stoke Ferry
- Terrington St. Clement
- Terrington St. John with St. John's Highway/Tilney St. Lawrence
- Upwell/Outwell
- Watlington
- West Walton/Walton Highway

*Limited growth of a scale and nature appropriate to secure the sustainability of each settlement, will be supported within the Development Limits of the Key Rural Service Centres, in accordance with Policy CS06 Development in rural areas.*

....

### **Smaller Villages and Hamlets**

- *Anmer*
- *Bagthorpe with Barmer*
- *Barroway Drove*
- *Barton Bendish*
- *Barwick*
- *Bawsey*
- *Bircham Newton*
- *Blackborough End*
- *Boughton*
- *Brookville*
- *Burnham Norton*

## B Minor Amendments to Core Strategy

- *Burnham Overy Town*
- *Burnham Thorpe*
- *Choseley*
- *Congham*
- *Crimplesham*
- *East Walton*
- *Fordham*
- *Fring*
- *Gayton Thorpe*
- *Hay Green*
- *Holme next the Sea*
- *Lakesend*
- *Leziate*
- *Little Massingham*
- *Methwold Hythe*
- *New Houghton*
- *Nordelph*
- *North Creake*
- *North Runcton*
- *Pentney*
- *Ringstead*
- *Roydon*
- *Ryston*
- *Saddlebow*
- *Salters Lode*
- *Setchey*
- *Shernborne*
- *Shouldham Thorpe*
- *South Creake*
- *Stanhoe*
- *Stow Bardolph*
- *Stow Bridge*
- *Tilney cum Islington*
- *Titchwell*
- *Tottenhill*
- *Tottenhill Row*
- *West Acre*
- *West Bilney*
- *West Dereham*
- *West Rudham*
- *Whittington*
- *Wiggenhall St Mary the Virgin*



## Minor Amendments to Core Strategy B

- *Wolferton*
- *Wretton*

....

## B Minor Amendments to Core Strategy

### CS 06 Amendment

#### Rural Areas - Policy CS06

**B.0.4** The Council will continue to encourage a strong hierarchy of rural settlements by developing competitive, diverse and thriving rural enterprise that supports a range of jobs. Rural settlements provide essential services and facilities to serve visitors to the Borough as well as the local communities. This includes the retention of rural employment opportunities.

**B.0.5** The fourth paragraph of the adopted policy has the word 'not' omitted in error. It is considered that the Policy intention is not in doubt, but the wording should be clearer to avoid confusion and aid effectiveness, and this should be changed as indicated below. The sense is retained but it clarifies that evidence should be provided as to why a potential mixed use could not be instigated to continue to offer local employment.

**B.0.6** The relevant text of the existing policy and the intended changes are shown below. Omitted text is shown as ellipses....; proposed changes in **bold**; with added text underlined; and deleted text ~~struck through~~.

#### Core Strategy Policy CS06 - Development in Rural Areas

....

Within all centres and villages, priority will be given to retaining local business sites unless it can be clearly demonstrated that continued use for employment (including tourism or leisure) of the site is economically unviable, or cannot overcome an overriding environmental objection, or a mixed use could not continue to provide local employment opportunities and also meet other local needs.

....

## Development Management Policies C

## C Development Management Policies

### C.1 DM1 - Presumption in Favour of Sustainable Development

#### Context

**C.1.1** The National Planning Policy Framework (NPPF) was published by the Government in March 2012. The Planning Inspectorate has produced a model condition, based on the wording of one part of the NPPF, and all local planning authorities are now expected to incorporate this into their local plans.

#### Relevant Local and National Policies

- National Planning Policy Framework: Achieving Sustainable Development

#### Policy Approach

**C.1.2** This policy is nationally set, and intended to ensure a positive approach to applications.

#### Policy DM 1 – Presumption in favour of sustainable development

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

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

## Development Management Policies C

### C.2 DM2 - Development Boundaries

#### Context

**C.2.1** The development boundaries define the areas where development (of a type suitable for the settlement) is likely to be acceptable, provided it conforms to other policies in the plan. Areas outside the development boundaries will be subject to policies for development in the countryside, except in Smaller Villages and Hamlets, where Policy DM3 will also apply, and on specific allocations for development, where the provisions of the relevant policy will apply.

**C.2.2** Development boundaries are useful tools for developers, the public and planning authorities, in that they provide more certainty when assessing planning applications for development. The identification of such boundaries helps avoid development encroaching on the countryside and limit urban and village sprawl.

**C.2.3** Development Boundaries are defined for each of the Borough's towns and main rural settlements designated by the Core Strategy, and are shown under each relevant settlement later in the Plan.<sup>(1)</sup>

**C.2.4** The Council's approach to delineating the development boundaries took as a starting point the broadly equivalent boundaries for Policy 4/21 of the 1998 Local Plan, which have on the whole generally come to be accepted, then adjusted these to take account of the experience of operating those boundaries, and to reflect changes on the ground that have since taken place.

**C.2.5** One particular change to the approach to the boundaries across the Borough is to reduce the extent of rear gardens and other 'backland' included within the boundary at settlement edges. Prior inclusion of such land within the preceding Plan's Policy 4/21 boundaries had often led to unrealistic expectations about the development potential of such land. The Borough Council considers that such backland development on the edge of settlements is rarely successful in its relation to the existing frontage properties, to the wider character of the area, and to the form of the settlement and its relationship to the surrounding countryside. The development boundaries therefore presume against this type of development on the edge of settlements.

**C.2.6** The other main change to development boundaries from the 1998 Local Plan is that none are now designated for Smaller Villages and Hamlets. This is because the adopted Core Strategy Policy CS02 (Settlement Hierarchy) states development in 'Smaller Villages and Hamlets' will be limited to specific identified needs only, and development boundaries would be likely to result in amounts and types of development beyond this. (Policy CS01 (Spatial Strategy) states the strategy for rural areas is to focus most development to the Key Rural Service Centres.) In relation to 'Smaller Villages and Hamlets' Policy CS06 (Development in Rural Areas) states more modest levels of development will be permitted to meet local needs and maintain the vitality of these settlements. Policy DM3 of this Plan indicates the types of development considered appropriate in the Smaller Villages and Hamlets.

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1 Note the Core Strategy referred to 'development limits' and 'settlement boundaries'. There is no significance to the difference in terminology, except that development boundaries' is now considered more familiar locally and more self-explanatory.



## C Development Management Policies

### Relevant Local and National Policies

- Core Strategy Policy CS01: Spatial Strategy
- Core Strategy Policy CS02: Settlement Hierarchy
- Core Strategy Policy CS09: Housing Distribution
- Core Strategy Policy CS10: The Economy
- Core Strategy Policy CS13: Community and Culture
- National Planning Policy Framework: Core planning principles (different roles and character of different areas)

### Policy Approach

**C.2.7** To simplify the planning process, and provide more flexibility when assessing development within settlements, the policy approach uses a single boundary (rather than the four different built environment types used in the preceding 1998 Local Plan). The development boundaries are used to indicate the distinction between largely built up areas of settlements where development is generally acceptable, and areas of the countryside and areas of more sporadic buildings considered generally less suitable for new development, and where a more restrictive approach will be applied.

**C.2.8** The boundaries are not intended to necessarily reflect the full extent of existing built development or of settlements. They exclude parts of settlements where further development is not encouraged. In particular, extensive gardens and other backland are generally excluded from the development boundary, as the Borough Council considers backland development is generally incompatible with the form and character of development it wishes to promote in the area. (Note that exclusion of such backland does not affect existing use rights, nor limit any permitted development rights the property might enjoy.)

**C.2.9** Within these boundaries, development and redevelopment will be supported in principle. That does not mean, however, all sites within the boundary can be developed or that any type of development will be acceptable. The Borough Council will use local policies in the Core Strategy and this document (including allocations for particular development), as well as any relevant national policies or other material planning considerations, to assess development applications within these boundaries.

**C.2.10** Outside these boundaries a more restrictive approach is applied. Development will be limited to that identified as suitable for open countryside in various local plan policies (including any allocation policy applying to the site), as identified in the Policy below,

**C.2.11** Among those categories is rural affordable housing exceptions sites. The Borough will consider allowing a minor element of market housing on these if this would facilitate the provision of significant additional affordable housing to meet local needs identified by the Borough Council, and where it is shown such provision could not otherwise be made.

**C.2.12** Neighbourhood plans could potentially define different development boundaries to those included in this Plan, so long as these meet national requirements including general conformity with strategic policies. The Borough Council will support alternative development boundaries in neighbourhood plans where these facilitate an amount and mix of housing (and other uses) that

## Development Management Policies C

is consistent with the settlement's role in the Core Strategy. In the event that a neighbourhood plan with alternative development boundaries is brought into force, these will replace the development boundaries for that settlement in this Plan.

### Policy DM 2 – Development Boundaries

Development will be permitted within the development boundaries of settlements shown on the Policies Map provided it is in accordance with the other policies in the Local Plan.

The areas outside development boundaries (excepting specific allocations for development) will be treated as countryside where new development will be more restricted and will be limited to that identified as suitable in rural areas by other policies of the local plan, including

- farm diversification (under Core Strategy Policy CS06);
- small scale employment (under Core Strategy Policy CS10);
- tourism facilities (under Core Strategy Policy CS10);
- community facilities, development in support (under Core Strategy Policy CS13);
- renewable energy generation (under Policy DM20 of the rural economy or to this Plan);
- rural workers' housing (under Policy DM6 of this Plan); and
- affordable housing (under Core Strategy Policy CS09)

In Smaller Villages and Hamlets, infilling in accordance with Policy DM3 will also be permitted in addition to those categories identified in the previous paragraph.

## C Development Management Policies

### C.3 DM2A - Early Review of Local Plan

**C.3.1** This is an overarching strategic policy. The Borough Council of King's Lynn and West Norfolk has committed to an early review of the Local Plan. In this context the Local Plan consists of two parts, part one is the Core Strategy (adopted 2011), part two is the Site Allocations and Development Management Policies (adopted 2016).

**C.3.2** The Local Plan Review will ensure that Policies are up-to-date and meet the needs of the Borough over a longer time frame. The anticipated time period the Review will cover is 2016 to 2036.

#### Policy DM2A - Early Review of Local Plan

An early review of the Local Plan will be undertaken, commencing with the publication of a consultation document (a Draft Local Plan) in 2016. This is set out in the Local Development Scheme (LDS). An early review will ensure a set of deliverable and achievable housing sites for the duration of the Plan period, with the most up to date policy framework to secure continuity for the longer term.

The review will identify the full, objectively assessed housing needs for the District and proposals to ensure that this is met in so far as this is consistent with national policy (National Planning Policy Framework).

## Development Management Policies C

### C.4 DM3 - Development in the Smaller Villages and Hamlets

#### Context

**C.4.1** This Plan aims to identify potential site allocations to enable new housing, but this is an inappropriate approach for the more rural locations due to lack of services and facilities, poorer transport connections and the potential negative impact on the character.

**C.4.2** The Core Strategy designated 55 'Smaller Villages and Hamlets', these being of modest size, rural character, and with a more limited range of services and facilities than the 'Rural Villages' and 'Key Rural Service Centres' where most of the rural growth in the Borough would be focused.

**C.4.3** Policy CS06 (Development in Rural Areas) indicates more modest levels of development (relating to the larger 'Key Rural Service Centres' and 'Rural Villages') will be permitted to meet local needs and maintain the vitality of these settlements where this can be achieved in a sustainable manner. Core Strategy Policy CS02 'Settlement Hierarchy' states development in 'Smaller Villages and Hamlets' will be limited to specific identified needs only.

**C.4.4** There are no development boundaries for the Smaller Villages and Hamlets. This is because these would be likely to result in amounts and types of development beyond that envisaged by the Core Strategy. This does not mean, however, that there is an embargo on development in these settlements, just that it will be focused on development appropriate for a rural area, and that to meet specific needs. The Policy below clarifies what those categories include.

**C.4.5** The Borough Council has identified that there is a potential need, in addition to general rural development, for a modest amount of development in these smaller settlements to reflect local preferences (in conformity with the Government's localism agenda), allow the settlements to adapt to changing needs and to help deliver the National Planning Policy Framework's aim of boosting significantly the supply of housing. Therefore very modest housing growth for the Smaller Villages and Hamlets will be permitted in the form of limited infill development, as set out in the Policy, and rural exception sites which provide affordable housing for local people.

**C.4.6** However, this does need to take place within the overall thrust of the adopted Core Strategy which, in the interests of sustainability focuses most growth in and around the Borough's towns, and concentrates most rural housing growth in the Key Rural Service Centres where it can benefit from and support rural services and facilities..

#### Relevant Local and National Policies

- National Planning Policy Framework: Delivering a choice of high quality homes
  - Core planning principles (roles and characters of different areas)
  - para 50: Delivering a wide choice of high quality homes
  - para 54 & 55: Housing in rural areas
  - para 69: Localism.
- Core Strategy Policy CS01: Spatial Strategy
- Core Strategy Policy CS02: Settlement Hierarchy

## C Development Management Policies

- Core Strategy Policy CS06: Development in Rural Areas
- Core Strategy Policy CS09: Housing Distribution
- Core Strategy Policy CS10: The Economy
- Core Strategy Policy CS13: Community and Culture

### Policy Approach

**C.4.7** The policy is designed to provide more modest levels of growth of a rural character, within Smaller Villages and Hamlets, by identifying the key types of rural development likely to be suitable, and -enabling appropriate, small-scale development adjacent to existing development.

**C.4.8** Infill development can make an improvement to the street scene where a gap has been left, for example due to demolished buildings or where it replaces lower quality development. It also provides the opportunity to add to the local housing stock without spoiling the local character and rural nature of the village. This policy clarifies the form of infill development that will be permitted in these designated smaller rural settlements.

**C.4.9** Affordable housing development may also be appropriate where this meets needs identified by the Borough Council. Such development could potentially include a minor element of market housing if this was shown to be necessary to subsidise affordable housing provision to meet needs which would otherwise remain unmet.

### Policy DM 3 – Development in the Smaller Villages and Hamlets

New development in the designated Smaller Villages and Hamlets will be limited to that suitable in rural areas, including:

- small scale employment uses (under Policy CS10);
- community facilities (under Policy CS13);
- smaller scale tourism facilities (under Policy CS10);
- conversions of existing buildings (under Policy CS06);
- rural exceptions affordable housing; and
- development to meet specific identified local need, including housing to support the operation of rural businesses (under Policies CS01 and CS06);

#### **Plus housing as set out following.**

The sensitive infilling of small gaps within an otherwise continuously built up frontage will be permitted in Smaller Villages and Hamlets where:

- The development is appropriate to the scale and character of the group of buildings and its surroundings; and
- It will not fill a gap which provides a positive contribution to the street scene.

## Development Management Policies C

In exceptional circumstances the development of small groups of dwellings in Smaller Villages and Hamlets may— be considered appropriate where the development is of a particularly high quality and would provide significant benefits to the local community.



## C Development Management Policies

### C.5 DM4 - Houses in Multiple Occupation

#### Context

**C.5.1** Houses in Multiple Occupation (HMOs) are defined under the Housing Act (2004) as a house or flat which is occupied by three or more people forming two or more households and who share a bathroom and kitchen.

**C.5.2** The number of HMOs in the Borough has increased markedly in recent years. HMOs make an important contribution to the mix and range of housing to meet the needs of a diverse community and workforce. In the Borough there is a particular concentration of HMOs within certain areas of King's Lynn, Hunstanton and Downham Market. This type of accommodation is associated with a number of issues and problems, particularly in areas of high concentration, including: acceptable room size and living conditions, noise and anti-social behaviour, parking provision and waste storage and removal.

**C.5.3** Planning permission may not always be needed, depending on circumstances, for a change of use to certain types of smaller HMOs. However, the Council considers it useful to have a clear policy in place for those situations, including larger HMOs, where planning applications are required.

#### Relevant Local and National Policies

- National Planning Policy Framework: Delivering a wide choice of high quality homes
- Core Strategy Policy CS08 Sustainable Development
- Core Strategy Policy CS13 Community and Culture

#### Policy Approach

**C.5.4** A policy is proposed in order to regulate and manage this type of accommodation because of the pressures and problems mentioned above. In deciding applications for the conversion of existing dwellings and new developments of properties for multiple occupation, the views of Housing Services, Community Safety and Neighbourhood Nuisance, Building Control, Licensing and any other relevant sections within the Borough Council will be sought and taken into account (insofar as they are planning matters).

#### Policy DM 4 – Houses in Multiple Occupation (HMOs)

The conversion of existing dwellings to and new development of properties for multiple occupation may be permitted where:

- There is no adverse impact on the amenity of existing and new residents and the historic and natural environment; and

## Development Management Policies C

- The development and associated facilities, including bin storage, car and cycle parking, can be provided without significant detriment to the occupiers of adjoining or neighbouring properties; and
- The site is within reasonable distances to facilities, public open space, supporting services and local employment.

## C Development Management Policies

### C.6 DM5 - Enlargement or Replacement of Dwellings in the Countryside

#### Context

**C.6.1** The character and beauty of its West Norfolk's countryside needs to be protected in accordance with Core Strategy Objective 28 and Policy CS06.

**C.6.2** As 'The National Planning Policy Framework promotes sustainable rural development. There is no national guidance regarding replacement dwellings and residential extensions, but these can have a negative impact on the countryside if not carefully managed. Therefore there is a need for a local policy to control such potential impacts.

#### Relevant Local and National Policies

- National Planning Policy Framework: Delivering a wide choice of high quality homes
- Core Strategy Policy CS01 Spatial Strategy
- Core Strategy Policy CS06 Development in Rural Areas
- Core Strategy Policy CS08 Sustainable Development

#### Policy Approach

**C.6.3** For the purposes of this policy, the countryside is defined as any area outside of the settlements listed in Core Strategy policy CS02 The Settlement Hierarchy.

**C.6.4** Where dwellings are replaced, in order to control further extensions that may impact on the landscape and rural character of an area, a condition may be necessary to remove or reduce permitted development rights to extend the resulting dwelling. In line with the presumption against new dwellings in the countryside, proposals to replace a property should not increase the number of units.

**C.6.5** This policy should be applied in accordance with Policy DM 15: Environment, Design and Amenity.

### Policy DM 5 – Enlargement or Replacement of Dwellings in the Countryside

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

## Development Management Policies C

### C.7 DM6 - Housing Needs of Rural Workers

#### Context

**C.7.1** King's Lynn & West Norfolk is a large rural Borough, and in order to promote sustainable patterns of development to ensure strong, diverse, economic activity in line with Core Strategy Policy CS06 it is important to address the housing needs of rural workers such as farm and forestry workers.

**C.7.2** The National Planning Policy Framework sets guidance to steer new development to the most sustainable locations, avoiding new isolated homes in the countryside. However, national policy does identify special circumstances including the essential need for a rural worker to live permanently at or near their place of work in the countryside. At the local level, it is important to have a policy that ensures housing is provided and protected for rural workers. This will ensure the housing needs of rural workers are met and avoid unnecessary new development in the countryside.

#### Relevant Local and National Policies

- National Planning Policy Framework: Delivering a wide choice of high quality homes
- Core Strategy Policy CS01 Spatial Strategy
- Core Strategy Policy CS06 Development in rural areas
- Core Strategy Policy CS08 Sustainable Development
- Planning Policy Statement 7 Sustainable Development in Rural Areas: Annex A (revoked)

#### Policy Approach

**C.7.3** To ensure that new development in the countryside is carefully controlled, the proposed approach is to ensure that new rural occupational dwellings are only permitted where it relates to a proven need for a worker to live near their place of occupation.

**C.7.4** Agricultural occupancy conditions are imposed when a dwelling is given planning permission because it is necessary to the running of an agricultural enterprise but would not otherwise have been permitted. In accordance with national and local policy, this policy seeks to ensure the housing needs of farm, forestry and other rural workers are protected. Therefore, applications for the removal of restrictive occupancy conditions will require robust justification and will be assessed against the fact that the permission was originally granted as an exception to meet an essential rural need.

**C.7.5** For the purposes of this policy a 'rural worker' is defined as someone who is needed to live permanently in the countryside or a Smaller Village and Hamlet (outside other designated settlements); and to provide vital support to, an agricultural, forestry or other enterprise which supports the rural economy and environment; and on or in close proximity to that enterprise; and where neither the worker nor the enterprise can be located in a designated settlement (excepting Smaller Villages and Hamlets).

## C Development Management Policies

**C.7.6** For the purposes of this policy a 'rural worker' is defined as someone who is needed to live permanently in the countryside or a Smaller Village and Hamlet (outside other designated settlements);

- and to provide vital support to, an agricultural, forestry or other enterprise which supports the rural economy and environment;
- and on or in close proximity to that enterprise;
- and where neither the worker nor the enterprise can be located in a designated settlement (excepting Smaller Villages and Hamlets).

### Policy DM 6 – Housing needs of rural workers

#### **New Occupational Dwellings**

1. Development proposals for occupational dwellings must demonstrate the stated intentions to engage in farming, forestry or any other rural-based enterprise, are genuine, are reasonably likely to materialise and are capable of being sustained. Proposals should show that the needs of the intended enterprise require one or more of the people engaged in it to live nearby.
2. Agricultural or rural based occupancy conditions will be placed on any new permanent or temporary occupational dwellings specifying the terms of occupation.

#### **Permanent occupational dwellings**

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

#### **Temporary occupational dwellings**

## Development Management Policies C

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

### Existing Occupational Dwellings

6. Preference will be given to retaining agricultural or other rural based occupancy dwellings where there is a local identified need.
7. Proposals for the relaxation or removal of agricultural occupancy conditions will only be permitted where the applicant can demonstrate that:
  - a. The dwelling has been occupied in accordance with the terms of the occupancy condition for a minimum of 5 years; and
  - b. There is no longer a need for the dwelling by those working, or last working, in the locality in agricultural, forestry or a rural enterprise, established by evidence of marketing (including the provision of details of an independent market valuation reflecting the occupancy condition, as well as all viewings and offers made) for a 12 month period at a price that reflects the occupancy condition.



## C Development Management Policies

### C.8 DM7 - Residential Annexes

#### Context

**C.8.1** Residential annexes have grown in popularity in recent years and are commonly developed to provide additional semi-independent accommodation for members of the same family, particularly older family members who may need additional support. A residential annex can be defined as accommodation ancillary to the main dwelling within the residential curtilage, and is a form of extra accommodation in the same way an extension to the dwelling would be. Annexes should be well related to the main dwelling. To be considered as an annexe as opposed to a separate dwelling, it must share the same garden, parking and access as the main dwelling. It should also be smaller or subordinate to the main dwelling, as close as possible to the main dwelling, and it should not be designed as being capable of sold or let as a separate unit. Annexes can be formed by extensions to the main dwelling, conversion of a building ancillary to the dwelling such as a garage, or the development of a new separate unit.

**C.8.2** Within defined settlements, annexes are generally an acceptable form of additional accommodation for residents. The design, layout and scale of annexes are crucial factors in determining the impact on the amenity of existing or new residents and on the visual form and character of the local area. Ensuring that there remains safe and adequate parking and access is also a key factor in assessing applications. Problems arise when developing annexes separate from the main dwelling, because they may appear to be used as separate dwellings and are intrusive in the landscape in countryside locations.

**C.8.3** There is currently no national guidance specifically relating to residential annexes so proposals are currently assessed against more general policies in the Local Plan and the National Planning Framework. This policy will provide clarity on the planning criteria used to define and assess applications for residential annexes.

#### Relevant Local and National Policies

- National Planning Policy Framework: Delivering a wide choice of good quality homes
- National Planning Policy Framework: Requiring Good Design
- Core Strategy Policy CS06: Development in Rural Areas
- Core Strategy Policy CS08: Sustainable Development

#### Policy Approach

**C.8.4** In principle, annexes will be permitted in the defined settlements as listed in Policy CS02 Settlement Hierarchy providing they comply with other relevant planning policies relating to design, amenity and access in the Borough's Local Plan. Stricter criteria will apply to applications for annexes in the wider countryside to ensure that the countryside is protected from adverse development.

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### Policy DM 7 – Residential Annexes

Development of residential annexes will be approved only subject to the following being secured by condition or planning agreement:

- It remains in the same ownership as, and is occupied in conjunction with the principal dwelling; and does not appear as tantamount to a new dwelling
- It is ancillary and subordinate in scale to the principal dwelling;
- Its occupant(s) share(s) the existing access, garden and parking of the main dwelling;
- Occupation of the annexe is subsidiary to that of the main dwelling; and
- Not capable of sub-division.

Development of residential annexes outside the development boundaries of settlements will also be judged against the criteria in Policy DM5: Enlargement or Replacement of Dwellings in the Countryside.

## C Development Management Policies

### C.9 DM8 - Delivering Affordable Housing on Phased Development

#### Context

**C.9.1** ‘Delivering new affordable homes remains a key national and local priority, to meet housing need. Core Strategy Housing Policy CS08 seeks to deliver affordable housing as a percentage of development of qualifying sites. The policy set percentages and thresholds for sites in different locations. These are to be reviewed from time to time.’

**C.9.2** Experience in the Borough and elsewhere has been that attempts may be made to avoid the affordable housing requirement by artificial sub-division of sites and incremental developments of numbers of houses below the threshold. Such developments will deliver neither the proportion of affordable housing required to meet needs, nor the mix of housing stock required to sustain balanced communities.

#### C.9.3 Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Delivering a wide choice of high quality homes
- Core Strategy Policy CS09: Housing
- Affordable Housing Site Viability Study, Fordham Research (Update 2010)
- Housing Needs Study Update (2010)
- Borough Council of King's Lynn and West Norfolk: Guidance on affordable housing contributions secured through section 106 planning agreements

#### Policy Approach

**C.9.4** The following policy is intended to avoid such ‘playing’ of the system, while recognising the realities of change over time and exceptional circumstances that may require the threshold to be set aside.

**C.9.5** *Example:* Permission is granted for 4 market dwellings on a site of 0.150 ha in a rural village. The site is not required to provide affordable housing as it is below the threshold set in Core Strategy Policy CS09 Housing. Development is completed on the site in 2014. Four years later, an application is made for 3 more houses on land immediately adjacent to the completed site. Both sites are assessed in combination to determine the affordable housing contribution. Therefore, the total number of dwellings on both sites is 7 and the developer will be required to deliver the relevant proportion of affordable housing (20% in this rural example), or equivalent financial contributions if this cannot be delivered on site.

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### Policy DM 8 – Delivering Affordable Housing on Phased Development

#### Allocated Sites

On sites allocated for residential development through the Local Plan process the requirement to provide affordable housing under Core Strategy CS09 Housing will apply jointly to the whole of a single allocated site that is developed incrementally (through sub-division etc.) and where development of the whole site results in a requirement for a proportion of (or in exceptional circumstances a contribution to) affordable housing.

#### Windfall Sites

On windfall sites the requirement to provide affordable housing under Core Strategy CS09 Housing will apply where the Council considers that the proposed development forms part of a larger site which, if developed, would result in a requirement for a proportion of (or contribution to) affordable housing. If the application site satisfies one or more of the following criteria, then it will be considered to be part of a larger site for the purposes of this policy:-

- Land ownership – If an application site is in the same ownership as one or more adjacent plots of land at the time the application is made or within 3 years of the date the application is made and development of those sites would comply with other policies of the Local Plan;
- Planning history – If there is evidence of previous applications for development of a larger site of which the application site forms a part within the past 3 years of the date an application is made and development of the larger site would still be acceptable under other policies of the Local Plan; or
- Extensions to existing consented development – If the site forms an extension to a development that has been approved in the 3 years before the application is made and which is still capable of being implemented or the site forms an extension to a development that is being built out on the date the application is made.

## C Development Management Policies

### C.10 DM9 - Community Facilities

#### Context

**C.10.1** Community facilities such as village halls, pubs, shops, allotments and churches play an important role in bringing the community together and provide valuable services particularly in more rural settlements. In line with Core Strategy Policies CS10 Economy and CS13 Community & Culture the priority is to protect community facilities where possible, particularly where there is no alternative provision within the settlement. Core Strategy Policy CS14 identifies that community facilities will be sought within, or through, contributions from, new development.

**C.10.2** With over 7000 new homes planned for the Borough over the plan period to 2026 it is important that new community facilities are provided to meet the needs of an expanding population. Core Strategy Policy CS14 identifies that community facilities will be sought within, or through contributions from new development.

#### Relevant Local and National Policies

- National Planning Policy Framework: Promoting Healthy Communities
- Core Strategy Policy CS14 Infrastructure Provision
- King's Lynn and West Norfolk Green Infrastructure Strategy

#### Policy Approach

**C.10.3** The policy seeks to protect existing community facilities where there is a proven demand and to encourage replacement facilities in the immediate locality if it is not viable to retain the facility on site. The application of criteria to protect community facilities aims to build upon existing policies contained in the Core Strategy by setting a clear and consistent approach to assessing applications for development.

**C.10.4** Evidence to meet the policy requirements may include, for example, one or more of the following:

- for (a), information on alternative provision in the area, typical provision in equivalent areas, the geography and social make up of users and potential users; changes in the demand or need for the type of facilities; and
- for (b),
  - in the case of market provided facilities (e.g. shops, pubs, restaurants, etc.), evidence of marketing the business or premises for a sustained period (usually a minimum of 12 months), at a price reflecting the authorised use, details of income/profit achieved in recent years, evidence of significant long term changes in the relevant market.
  - in the case of non-market provide facilities, the withdrawal or absence of the funding, personnel or other resources necessary to provide the facility.

**C.10.5** The adequacy and persuasiveness of the evidence will be judged in the particular circumstances of the case, and against the objectives set out in the first paragraph of the policy.

## Development Management Policies C

### Policy DM 9 – Community Facilities

The Council will encourage the retention of existing community facilities and the provision of new facilities, particularly in areas with poor levels of provision and in areas of major growth.

Development leading to the loss of an existing community facility will not be permitted unless it is demonstrated that either:

- a) the area currently served by it would remain suitably provided following the loss, or if not
- b) it is no longer viable or feasible to retain the premises in a community facility use.

## C Development Management Policies

### C.11 DM10 - Retail Development

#### Context

**C.11.1** In recent years the importance of ‘saving our high streets’ and promoting Britain’s town centres gained national attention in the Portas Review and subsequently in the National Planning Policy Framework. Demand from businesses for large modern retail units with good transport links has led to an increase in out of town centre retail development. Within the Borough the most notable out of town centre retail development is the Hardwick area in King’s Lynn, which is currently being improved and expanded due to investment in supermarkets

**C.11.2** Out of town centre retail estates can complement the existing retail offer of towns, and are appropriate where there is insufficient space in the town centre and when it would have an impact on residential amenity. However, if poorly controlled out of town centre developments can lead to retailers relocating to edge of town sites, attracting shoppers away from the town centres, leaving behind empty shop premises in town centres.

**C.11.3** This policy seeks to ensure that the Borough's town centres continue to be the hub of retail and service provision for the local population, which in turn aids investment to preserve the unique historic architecture and significant streets, spaces and market places of King's Lynn.

#### Relevant Local and National Policies

- National Planning Policy Framework: Ensuring the vitality of town centres
- Core Strategy Policy CS10: Economy
- Town Centre Study (BCKLWN, 2006)
- King’s Lynn and West Norfolk Employment Land Study (BCKLWN, 2007)

#### Proposed Policy Approach

**C.11.4** The Town Centre Study was produced in 2006 and at that time recommended that robust policies resisting out-of-town development should be included in the Local Plan. The study specifically noted that the Council could face pressure to expand out-of-town retail floorspace along Hardwick Road in King’s Lynn as former industrial units became vacant. Since then, national guidance in the form of the National Planning Policy Framework has re-stated firm policy to safeguard town centres in the form of a sequential, ‘town centre first’, approach to the location of retail development first within town centres. The National Planning Policy Framework also states that, when assessing applications for retail, leisure and office development over a certain size threshold and outside of town centres, local planning authorities should require an impact assessment.

**C.11.5** Certain types of retail development may be unsuited to town centre locations. For example, if the retail use serves the rural community, is complementary to tourism in the locality, or is a retail type or format suited to a rural area rather than a town centre, this is likely to be sustainable and consistent with this policy.



## Development Management Policies C

### Policy DM 10 – Retail Development

The Council attach a high priority to the need to support and maintain King's Lynn, Downham Market and Hunstanton as major retail centres. This will be achieved by a combination of measures to improve attractiveness (by increased accessibility, environmental enhancements, events and promotions), as well as strongly supporting proposals to redevelop and invest in the town centres including, where necessary, the use of compulsory purchase powers to consolidate land.

New retail uses will be expected to be located in these town centres unless an alternative location is demonstrated to be necessary. If there are no suitable sites in the town centre, an edge of centre location will be expected. Other locations will only be acceptable where it is demonstrated either that there are no suitable sites in the town centre and edge of centre, or the format or nature of the proposed use would not be appropriate in a town centre location (e.g. bulky goods and trade, rural retail services, etc.).

The Council will strongly resist proposals for out of town retail uses that either individually or cumulatively would undermine the attractiveness and viability of the town centres. Retail impact assessments will be required for individual schemes having a floorspace of greater than 2500 square metres, although in the case of the Hardwick area in King's Lynn (where there is already a significant accumulation of out of town centre retailing) greater weight will be attached to the cumulative impact of new development on the town centre. New retail uses in this area will not be subject to a floorspace threshold and will only be approved where they meet the sequential test set out in the NPPF and will not individually or cumulatively undermine the viability of the town centre.

## C Development Management Policies

### C.12 DM11 - Touring and Permanent Holiday Sites

#### Context

**C.12.1** Holiday sites offer a variety of tourist accommodation ranging from permanent static caravans, log cabins, park homes, yurts or chalets to pitches and associated facilities for touring tents, camper-vans, and caravans. Existing sites play an important role in the local economy and help the viability of local tourist attractions.

**C.12.2** Permanent holiday sites can have a significant impact on the landscape and are vulnerable to the effects of flooding. Whilst these types of development occur across the Borough, they are most prevalent within the coastal settlements of Hunstanton, Heacham and Snettisham, which are largely within the Coastal Hazard Zone (see policy DM 18). Touring caravan and camping sites have a lower impact on the landscape as they are not permanently occupied and there may be little evidence of activity in winter months. However, in summer months they can be intrusive in the landscape and may add to visitor pressure on particular areas if not controlled.

**C.12.3** The Core Strategy seeks to protect the countryside for its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife. It is therefore important to ensure that there is a correct balance between encouraging tourism and other policy aims of controlling development in the countryside. A controlled approach to new development is particularly desirable within the northern coastal area of the Borough, part of which is designated as the Norfolk Coast Area of Outstanding Natural Beauty (AONB) and within Sites of Special Scientific Interest (SSSIs). There is already a high quantity of varied tourist accommodation available, and it is preferable to protect this source of accommodation rather than construct new holiday sites in the countryside, particularly within the AONB.

#### Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Supporting a prosperous rural economy
- National Planning Policy Framework: Meeting the challenge of climate change, flooding and coastal change
- National Planning Practice Guidance
- Core Strategy Policy CS06 Development in Rural Areas
- Core Strategy Policies CS07 Coastal Areas and CS08 Flood Risk.
- Core Strategy Policy CS10 The Economy
- The Wash Shoreline Management Plan (SMP) (Nov 2010) and North Norfolk SMP (July 2011).

#### Policy Approach

**C.12.4** In order that touring and permanent holiday sites do not have a significant adverse impact on the landscape, it is proposed that new sites and extensions to and intensification of existing sites will not normally be permitted within the Norfolk Coast AONB, SSSIs and the flood Hazard Zones.

## Development Management Policies C

**C.12.5** Policy DM 18 Coastal Flood Risk Hazard Zone defines how proposals for touring and permanent holiday sites within the Coastal Hazard Zone (as defined on the policies map) will be assessed.

### Policy DM 11 – Touring and Permanent Holiday Sites

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

#### Location requirements

Proposals for new holiday accommodation sites or units or extension or intensification to existing holiday accommodation will not normally be permitted unless:

- The proposal is supported by a business plan demonstrating how the site will be managed and how it will support tourism or tourist related uses in the area;
- The proposal demonstrates a high standard of design in terms of layout, screening and landscaping ensuring minimal adverse impact on visual amenity and the historical and natural environmental qualities of the surrounding landscape and surroundings; and
- The site can be safely accessed;
- It is in accordance with national policies on flood risk;
- The site is not within the Coastal Hazard Zone indicated on the Policies Map, or within areas identified as tidal defence breach Hazard Zone in the Borough Council’s Strategic Flood Risk Assessment and the Environment Agency’s mapping;

Small scale proposals for holiday accommodation will not normally be permitted within the Norfolk Coast Area of Outstanding Natural Beauty (AONB) unless it can be demonstrated that the proposal will not negatively impact on the landscape setting and scenic beauty of the AONB or on the landscape setting of the AONB if outside the designated area. Proposals for uses adversely affecting Sites of Special Scientific Interest (SSSIs) or European Sites will be refused permission.

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

Where development is permitted in the open countryside for new holiday accommodation, it is essential that such uses are genuine and will be operated and maintained as tourist facilities in the future. To achieve this aim, occupancy conditions will be placed on future planning permissions requiring that:

- The accommodation is occupied for holiday purposes only and shall be made available for rent or as commercial holiday lets;

## C Development Management Policies

- The accommodation shall be for short stay accommodation only (no more than 28 days per single let) and shall not be occupied as a person's sole or main place of residence; and
- The owners / operators shall maintain an up-to-date register of lettings/occupation and shall make this available at all reasonable times to the Local Planning Authority.

## Development Management Policies C

### C.13 DM12 - Strategic Road Network

#### Context

**C.13.1** Former government guidance in PPG13 advised Local Authorities to identify trunk roads and other major roads as ‘Corridors of Movement’ in order to safeguard their national and strategic importance in carrying significant amounts of through traffic between major centres. Whilst this guidance has not been included in the National Planning Policy Framework, it is still seen as important at a local level to define and protect these key strategic roads to maintain their primary function as routes for long distance travel.

#### Relevant Local and National Policies

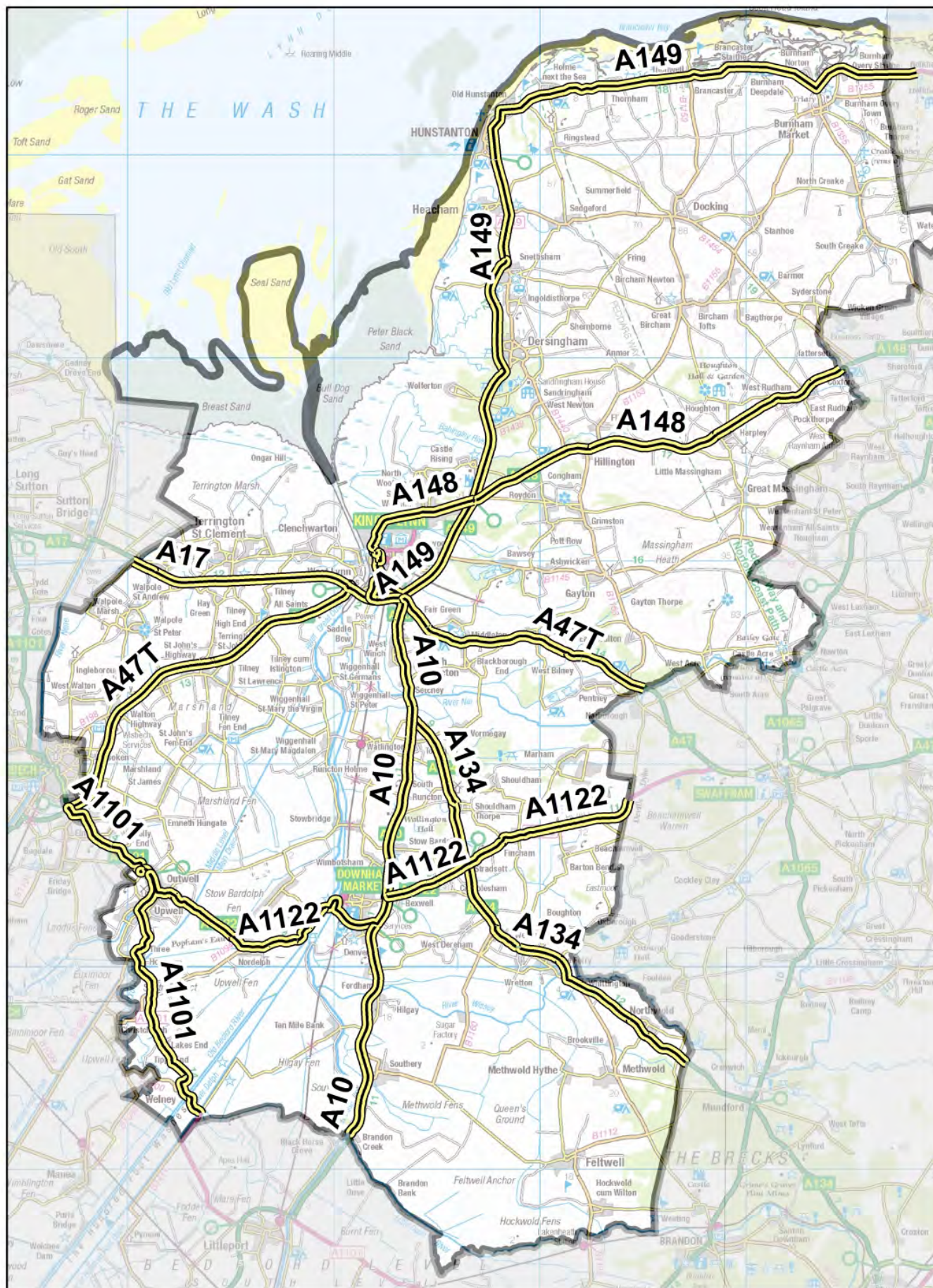
- National Planning Policy Framework: Promoting Sustainable Transport
- National Planning Policy Framework: Promoting Healthy Communities
- National Planning Policy Framework: Supporting a prosperous rural economy
- Core Strategy Policy CS11 Transport

#### Policy Approach

**C.13.2** New development near strategic routes, or on side roads connecting to them, can add significant volumes of local traffic so the proposed policy approach is to not allow development that could undermine their function as long distance routes. Norfolk County Council have designated such roads, these include the A10, A17, A47, A134, A148, A149, A1101 & A1122 and are identified on the Policies Map.

**C.13.3** The Core Strategy, in Policy CS11, identified some of this same network for improvement, including measures to reduce congestion and improve reliability and safety. The purpose of the Policy below is not to reproduce that, but to reflect and ensure that the most important roads in the area do not have their safety and reliability degraded by ill-designed or located development. Hence it is considered desirable to include within this provision the additional main routes (not subject of the Core Strategy Policy) of the A1101, A1122 and the north coast part of the A149.





## DM12: Strategic Road Network - Corridors of Movement

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0 1.25 2.5 5 7.5 10  
Kilometers

## Development Management Policies C

### Policy DM 12 – Strategic Road Network

The Strategic Road Network within the Borough, comprising the A10, A17, A47, A134, A148, A149, A1101 & A1122 and shown on the Policies Map, will be protected as follows outside of the settlements specified within Core Strategy policy CS02:

- New development, apart from specific plan allocations, will not be permitted if it would include the provision of vehicle access leading directly onto a road forming part of this Strategic Road Network;
- New development served by a side road which connects to a road forming part of the Strategic Road Network will be permitted provided that any resulting increase in traffic would not have a significant adverse effect on:
  - The route's national and strategic role as a road for long distance traffic
  - Highway safety
  - The route's traffic capacity
  - The amenity and access of any adjoining occupiers.

In appropriate cases a Transport Assessment will be required to demonstrate that development proposals can be accommodated on the local road network, taking into account any infrastructure improvements proposed.

Policy CS11 of the Adopted Core Strategy sets out the transport requirements for development proposals to demonstrate that they accord with. Paragraph 013 - Transport Assessments and Statements of the Planning Practice Guidance should also be considered."



## C Development Management Policies

### C.14 DM13 - Railway Trackways

#### Context

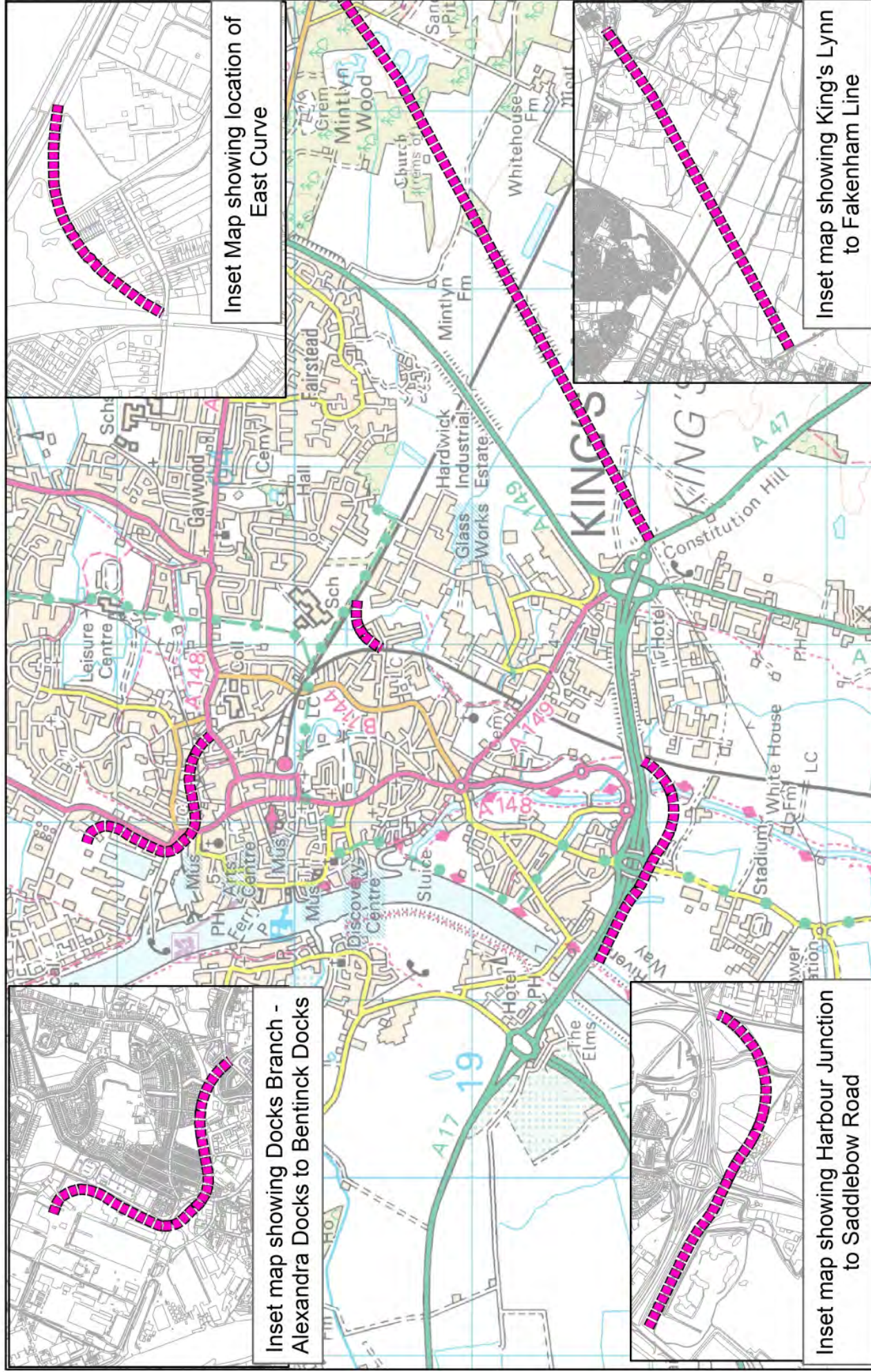
**C.14.1** One of the key aims of the National Planning Policy Framework is to promote sustainable transport. Encouragement is given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Disused railway trackways and routes can be a valuable resource, such as, providing future routes for footpaths or cycleways. It is therefore important to protect them from adverse development which might otherwise compromise their future as alternative economic or recreational transport routes.

#### Relevant Local and National Policies

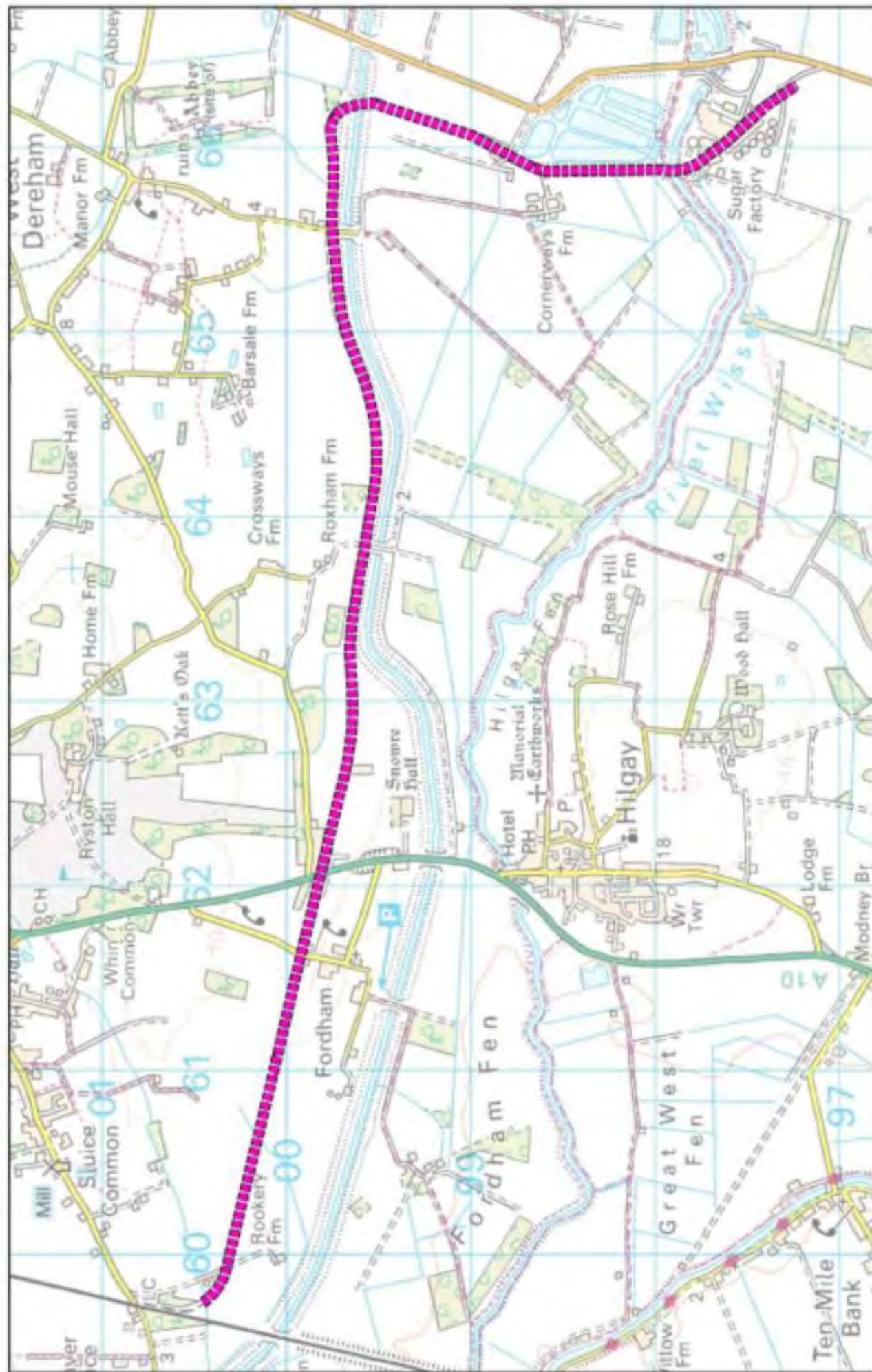
- National Planning Policy Framework: Promoting Sustainable Transport
- National Planning Policy Framework: Supporting a prosperous rural economy
- Core Strategy Policy CS11 Transport

#### Policy Approach

**C.14.2** The Council consider that the identified former railway routes could be a significant transport resource in the long term future, whether for recreational or alternative transport use. The proposed approach is to restrict development on identified former railway trackbeds. These routes will be kept intact which will enable them to be reused in future.







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**DM13: Disused Railway Trackway**  
**Denver to Wissington**



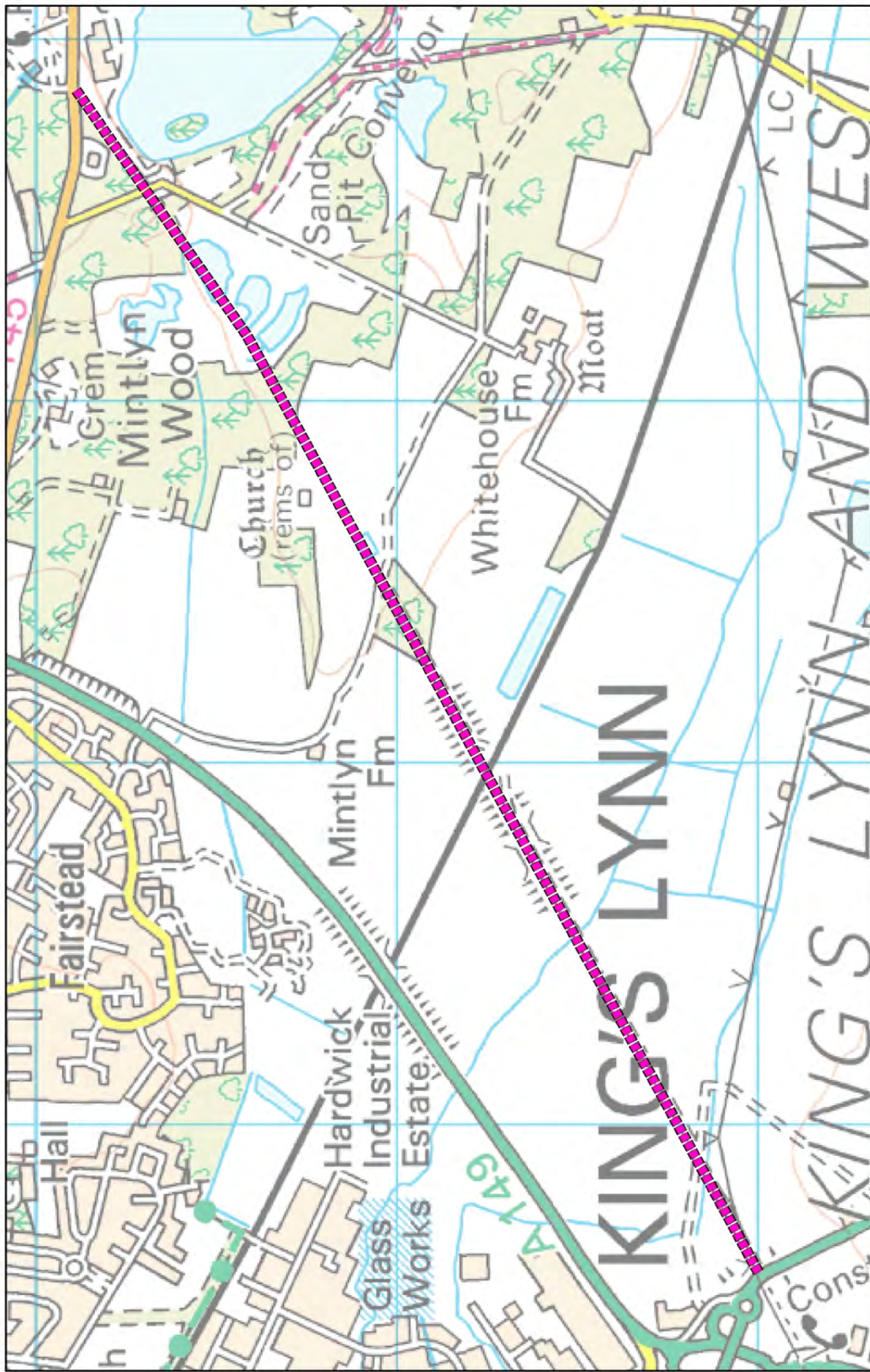


### DM13: Disused Railway Trackway - King's Lynn to Hunstonten

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0 0.45 0.9 1.8 2.7 3.6  
 Kilometers





**DM13 Disused Railway Trackway - King's Lynn to Fakenham Line**

## Development Management Policies C

### Policy DM13 - Railway Trackways

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

- King's Lynn Harbour Junction - Saddlebow Road;
- King's Lynn east curve;
- King's Lynn docks branch to Alexandra Dock and Bentinck Dock;
- Denver - Wisington;
- King's Lynn to Hunstanton; and
- Part of the former King's Lynn to Fakenham line route from the West Winch Growth Area to the Bawsey/Leziate countryside sports and recreation area.

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

## C Development Management Policies

### C.15 DM14 - Development associated with the National Construction College, Bircham Newton and RAF Marham

#### Context

**C.15.1** The Borough has two particularly large and important employment sites: RAF Marham and associated facilities, and the National Construction College (CITB) at Bircham Newton. The Borough Council considers the continued operation and development of these sites especially important to the economy, and to the scale and balance of employment opportunities in the Borough and beyond, and that this warrants explicit policy support for their future adaption and expansion.

**C.15.2** Core Strategy Policy CS01, 'Spatial Strategy', identifies encouraging economic growth and inward investment as one of the Borough's development priorities. Policy CS10 of the Core Strategy, 'The Economy', states the local economy will be developed to facilitate job growth, and to increase the proportion of higher skilled jobs. The National Planning Policy Framework emphasises the importance of economic growth and states (paragraph 20) that local planning authorities should plan proactively to meet the development needs of industry and support an economy fit for the 21st century.

**C.15.3** The RAF base (and associated facilities) at Marham is the largest single employment site in the Borough, supporting over 4000 jobs, with a wide range of roles, and in particular a strong emphasis on high-end engineering skills. The estimated annual value to the local economy is in excess of £150 million. The base hosts the whole of the RAF strategic strike capability, and this pre-eminence will continue into the future as RAF Marham has been designated the sole operating base for the Lightning II aircraft which will replace the current Tornado.

**C.15.4** The National Construction College employs staff numbers of around 650, as well as generating further indirect employment in the area. It is the leading facility of its type in the UK, the largest in Europe, and performs a key role in supporting the recovery of the UK construction industry through provision of highly specialised technical training. The College trains some 20,000 students and workers per year, and is estimated to contribute £25 million to the local economy.

**C.15.5** The importance of these two establishments has been recognised by the New Anglia Local Economic Partnership (LEP). Together with the establishments' particular characters and stand-alone locations, this justifies their special treatment and support in policy.

**C.15.6** Outside the operational base at RAF Marham are extensive residential quarters and associated facilities (and nearby is the original Marham village from which the base takes its name.) The CITB is located on the site of the former RAF Bircham Newton. Many of the buildings from the former RAF base remain in use or in evidence. In both cases the sites are extensive and they, and their surroundings, are largely free of major constraints. There is thus the potential for the consolidation and extension of these establishments and related supporting development.

**C.15.7** In order to strengthen these facilities the policy highlights the support given to development for their improvement. It also indicates that a positive approach will be taken to enabling development in support of this, provided this is not inconsistent with the Core Strategy, taken broadly. There will be a need to balance the economic and employment benefits with environmental



## Development Management Policies C

and other factors, but the Borough Council will be willing to consider some relaxation of the application of policies for the location of, say, housing and new employment uses, provided this does not compromise the settlement strategy taken as a whole, and such a relaxation is justified by the overall benefits and sustainability.

**C.15.8** In order to ensure the policy intentions are delivered an application for enabling development would be expected to be accompanied by –

- A long term business plan for the facility;
- A financial viability assessment for both the facility and the enabling development
- A proposed mechanism to provide certainty that the intended enhancements to the facility will be delivered in the event the development is permitted.
- An assessment of the proposed enabling development in terms of its effect on the settlement hierarchy and the protection of the open countryside rural character of the area within which it is located.

### Policy DM 14 - Development associated with the National Construction College, Bircham Newton and RAF Marham

The Council strongly supports the roles that the National Construction College, Bircham Newton and RAF Marham play as local employers and as centres of excellence for construction and advanced engineering respectively.

The Council will adopt a positive approach to new development -to improve these facilities.

Non-operational 'enabling' development which supports the retention, enhancement or expansion of these facilities will be permitted where it can be demonstrated

- that the development will enhance the facility's long term value to the Borough's economy and employment; and
- there are robust mechanisms to ensure the improvements justifying the enabling development are delivered and sustained; and
- the resulting development will not undermine the spatial strategy set out in Core Strategy Policy CS01; and
- it will not result in the loss of land needed for operation of the facility, or reduce its reasonably foreseeable potential to expand or be reconfigured.



## C Development Management Policies

### C.16 DM15 - Environment, Design and Amenity

#### Context

**C.16.1** Development proposals should aim to create a high quality environment without detrimental impact on the amenity of new and existing residents. Factors that could have a significant negative impact on the amenity of residents include: noise, odour, poor air quality, light pollution, land contamination and visual impact. It is also important to consider issues of security, privacy and overlooking when creating new development.

**C.16.2** One of the Government's key aims in national planning policy is to create sustainable development. Proposals that are responsive to their location and consider the layout, materials, parking, landscaping and how people will use the space early in their design are likely to have a positive impact on amenity and will help to deliver sustainable development.

**C.16.3** With an increasing population and less space available to develop within settlements, there has been a rise in applications for infill development on smaller plots. Issues arise when the infill development is unsympathetic to the existing street scene in its scale or design, or would result in the loss of important open spaces and greenery. There are also particular issues arising from the loss or reduction of residential gardens for infill development due to the impact on amenity, loss of land for urban drainage and the overall effect on the character of an area.

#### Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Requiring Good Design
- Core Strategy Policy CS08: Sustainable Development
- Norfolk County Council: Local Transport Plan, LTP3
- Borough Council: Car Parking Strategy
- DEFRA: National Air Quality Strategy
- Borough Council: Contaminated Land Inspection Strategy
- Norfolk Environmental Protection Group: Planning and Pollution in Norfolk
- Norfolk Environmental Protection Group: Technical Guidance – Development of Land affected by Contamination
- Norfolk Environmental Protection Group: Technical Guidance – Air Quality and Land Use Planning
- Norfolk Environmental Protection Group: Technical Guidance – Planning and Noise
- CPRE: Light Pollution Guidance Notes
- Borough Council: Air Quality Action Plan
- Railway Road Air Quality Management Area Order and Extension Order
- Gaywood Clock Air Quality Management Area Order

#### Policy Approach

**C.16.4** This policy complements Core Strategy Policy CS08, which outlines how design is considered in new development by ensuring that potential negative impacts to amenity, etc., are addressed in considering proposals for development.

## Development Management Policies C

**C.16.5** Developments likely to have a significant impact on residential amenity should ideally be sited away from residential areas. The Council will seek a proportionate level of information to determine the environmental impact of developments, and may seek planning conditions to ensure the development will comply with any national, regional or locally set standards on environmental quality.

**C.16.6** Noise, odour, air quality, light pollution and land contamination, etc. will be assessed in relation to relevant standards and national guidance. In cases where the development has uncertain potential for a negative impact on amenity temporary permissions and/or a requirement to record baseline environmental conditions prior to development and undertake monitoring afterwards will be given/required. These indicators can be used to gauge the likely impact as a result of the proposed development. Mitigation measures may be sought such as limiting the operational hours of a development and there may be ongoing requirements to monitor the impact on environmental quality. Policy CS12 of the Adopted Core Strategy is also relevant for matters of environment, design and amenity.

### Policy DM 15 – Environment, Design and Amenity

Development must protect and enhance the amenity of the wider environment including its heritage and cultural value. Proposals will be assessed against their impact on neighbouring uses and their occupants as well as the amenity of any future occupants of the proposed development. Proposals will be assessed against a number of factors including:

- Heritage impact;
- Overlooking, overbearing, overshadowing;
- Noise;
- Odour;
- Air quality;
- Light pollution;
- Contamination;
- Water quality and
- Visual impact.

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

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

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

## C Development Management Policies

### C.17 DM16 - Provision of Recreational Open Space for Residential Developments

#### Context

**C.17.1** With over 7000 new homes planned for the Borough over the plan period to 2026 it is important that new community facilities and recreational space are provided to meet the needs of an expanded population. Core Strategy Policy CS14 identifies that community facilities and recreational space will be sought within, or through contributions from, new development. This policy defines the amount of recreational space that should be provided in new developments.

**C.17.2** Fields in Trust (The National Playing Fields Association) recommends a standard of 2.4 hectares of outdoor playing space per 1,000 population. This is a nationally recognised standard, which can be used to determine the level of play space in new developments.

#### Relevant Local and National Policies

- National Planning Policy Framework: Promoting healthy communities
- Core Strategy Policy CS13 Community and Culture
- Fields in Trust: Planning and Design for Outdoor Sport and Play (2008)

#### Policy Approach

**C.17.3** In relation to Habitats Regulations Assessment monitoring and mitigation the Council has endorsed a Monitoring and Mitigation Strategy including:

- For affected areas a suite of measures including all/some of:
  - On site provision of suitable measures;
  - Offsite mitigation;
  - Offsite alternative natural green space;
  - Publicity;
  - A project level HRA to establish specific issues as appropriate.
- In addition to the above suite of measures the Council will levy an interim Habitat Mitigation Payment of £50 per house to cover monitoring/small scale mitigation on designated sites.
- The Council anticipates utilising CIL receipts (should a CIL charge be ultimately adopted) for contributing to more strategic scale green infrastructure provision across the plan area.
- Forming a HRA Monitoring & Mitigation & GI Coordination Panel to oversee monitoring, provision of new green infrastructure through a Green Infrastructure Delivery Plan and the distribution of levy funding.
- Participating in Norfolk-wide monitoring of the effects of new development on designated sites.

**C.17.4** New developments will be expected to meet nationally recognised standards for the provision of open space. The Fields in Trust's Planning and Design for Outdoor Sport and Play suggested standard of 2.4 hectares of outdoor playing space per 1,000 population will be used

## Development Management Policies C

when assessing the level of play space required, comprising 1.6 to 1.8 hectares (2/3 to 3/4 of total) for outdoor sport, including 1.2 hectares (1/2 of total) for pitch sports, and 0.6 - 0.8 hectares (1/4 to 1/3 of total) for children's playing space.

**C.17.5** Negotiations will take place on a site-by-site basis to determine specific provision of space and financial contributions, taking into account the financial viability of any development. For some urban sites it may be inappropriate to provide open space on site.

**C.17.6** The Council will also seek to ensure new allotments are provided, and existing ones retained, where an identified need is presented. Waiting lists, etc., held by town and parish councils can help demonstrate such a need.

### Policy DM 16 – Provision of Recreational Open Space for Residential Developments

All new residential development will be expected to make adequate provision for open space to the following standards:

Schemes of up to 19 units will ensure that their schemes contain sufficient space to ensure a high standard of layout and amenity to the residents of the proposed development and to ensure that the scheme integrates into the wider landscape setting. On windfall sites the requirement to provide open space will apply where the Council considers that the proposed development forms part of a larger site which, if developed, would result in a requirement for a proportion of (or contribution to) open space.

Schemes of 20 units or greater will provide 2.4 hectares of open space per 1000 population comprising approximately:

- 70% for either amenity, outdoor sport, and allotments (see below) and
- 30% for suitably equipped children's play space
- Developments of 20 – 99 dwellings will be expected to meet the requirement for suitably equipped children's play space only;
- Developments of 100 dwellings and above will be expected to meet the whole requirement.
- On sites allocated for residential development through the Local Plan process, and where development of the whole site results in a requirement for a proportion of (or contribution to) open space, the requirement to provide open space will apply to the whole of a single allocated site, even if it is developed incrementally (through sub-division etc).

All proposals involving the provision of publicly accessible areas of open space must include robust arrangements for the management and future maintenance of that open space. The Council may take on and adopt areas of public open space within developments, subject to bringing the scheme up to an appropriate standard and the payment of an appropriate fee.

## C Development Management Policies

The Council will adopt a flexible approach to the types of open space required within a particular scheme only where it can be demonstrated :

- i) that there is excess provision available in the locality, or
- ii) where opportunities exist to enhance existing local schemes, or
- iii) the townscape or other context of the development is such that the provision of open space is not desirable.

The Council will provide full details on the provision and maintenance of open space within Supplementary Planning Guidance.

### **Allotments**

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

## Development Management Policies C

### C.18 DM17 - Parking Provision in New Development

#### Context

**C.18.1** Provision of adequate parking provision with new development is important for accessibility, safety and the amenity of neighbouring occupiers. However, excessive parking provision has its own costs and drawbacks. There is a difficult balance to be made between the various complex issues involved. These include those mentioned by the National Planning Policy Framework for the accessibility of development:

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

#### Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Promoting Sustainable Transport
- National Planning Policy Framework: Delivering a Wide Choice of High Quality Homes
- Core Strategy Policy CS11: Transportation
- Norfolk County Council: Parking Standards for Norfolk 2007 (currently under review)
- National Planning Policy Framework: Promoting Sustainable Transport

#### Policy Approach

**C.18.2** Having a parking standard for new residential dwellings is desirable because this provides certainty for developers and neighbours of how this will be treated. The dwelling standard proposed standard is derived from past practice and experience in the Borough and the advice of Norfolk County Council as local highways authority.

**C.18.3** Dwellings are predominantly travel origins as opposed to destinations. Previously parking standards have attempted to reduce car use by restricting parking spaces at origin and destinations. It is now recognised that providing a reduced number of parking spaces at a travel origin does not discourage people from owning a car. Therefore parking standards for dwellings are treated as a minimum standard.

**C.18.4** Types of development other than dwellings are both less common in the Borough, and more likely to need a tailored approach according to the particularities of the development and its location. Therefore generally the policy supports the practice of having regard to the standards published from time to time by Norfolk County Council.

## C Development Management Policies

### Policy DM 17 – Parking Provision in New Development

#### Residential dwellings

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

- a. One bedroomed unit – 1 space per dwelling;
- b. Two or three bedroomed unit – 2 spaces per dwelling;
- c. Four or more bedroomed unit – 3 spaces per dwelling.

This provision may include under-croft parking and car ports providing these have no other use, but garages under 7m x 3m (internal dimensions) will not be counted.

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

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

#### Other developments

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

## Development Management Policies C

### C.19 DM18 - Coastal Flood Risk Hazard Zone (Hunstanton to Dersingham)

#### Context

**C.19.1** The West Norfolk coastline has seen numerous inundations over the centuries, not least during the floods of 1953. Although defences and emergency arrangements are now much better, continued natural change to the coastline, the deepening challenges to the financial and practical feasibility of maintaining current defences, and the anticipated increased dangers associated with climate change mean that managing coastal flood risk is one of the key challenges for the Borough.

**C.19.2** The Wash Shoreline Management Plan (SMP) identified uncertainties over the future management of the flood defences between Hunstanton and Wolferton Creek (west of Dersingham) beyond 2025. The current intent of the SMP is to maintain the front line “shingle ridge” defence up until 2025. However, this is subject to continued funding and also assumes that no irreparable damage is caused as a result of a storm tide event. The approval for beach recycling in this area expired in 2012, but has been continued until 2016, pending an alternative funding solution.

**C.19.3** Following the SMP the Environment Agency (EA) and the Borough Council introduced a Coastal Flood Risk – Planning Protocol for the area between Wolferton Creek and Hunstanton. The protocol informs those who are submitting planning applications in the area reliant on these defences, about the predicted increase in flood risk. The aim of the protocol is to prevent inappropriate development in this area.

**C.19.4** The EA and Borough Council continue to work together, along with other key partners, to better understand how coastal processes and climate change may affect this coastline in the future and develop a clearer strategy for its future management and funding. The Wash East Coastal Management Strategy is taking this process forward, following on from the SMP (2010) and the Coastal Change Pathfinder study (2011).

**C.19.5** As part of this process it is proposed the protocol is incorporated as a Local Plan Policy and to define it as the 'Coastal Hazard Zone'. The policy seeks to prevent any inappropriate development by adopting a precautionary approach in this area in the same way as the protocol does thus replacing the protocol.

#### Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Meeting the challenge of climate change, flooding and coastal change
- National Planning Practice Guidance
- Core Strategy Policy CS06 Development in Rural Areas
- Core Strategy Policies CS07 Coastal Areas and CS08 Flood Risk.
- Core Strategy Policy CS10 The Economy
- Joint Protocol (2012) on Strategic Flood Risk Assessment and Tidal River Hazard Mapping, Environment Agency and Borough Council of King's Lynn & West Norfolk
- The Wash Shoreline Management Plan (SMP) (Nov 2010)



## C Development Management Policies

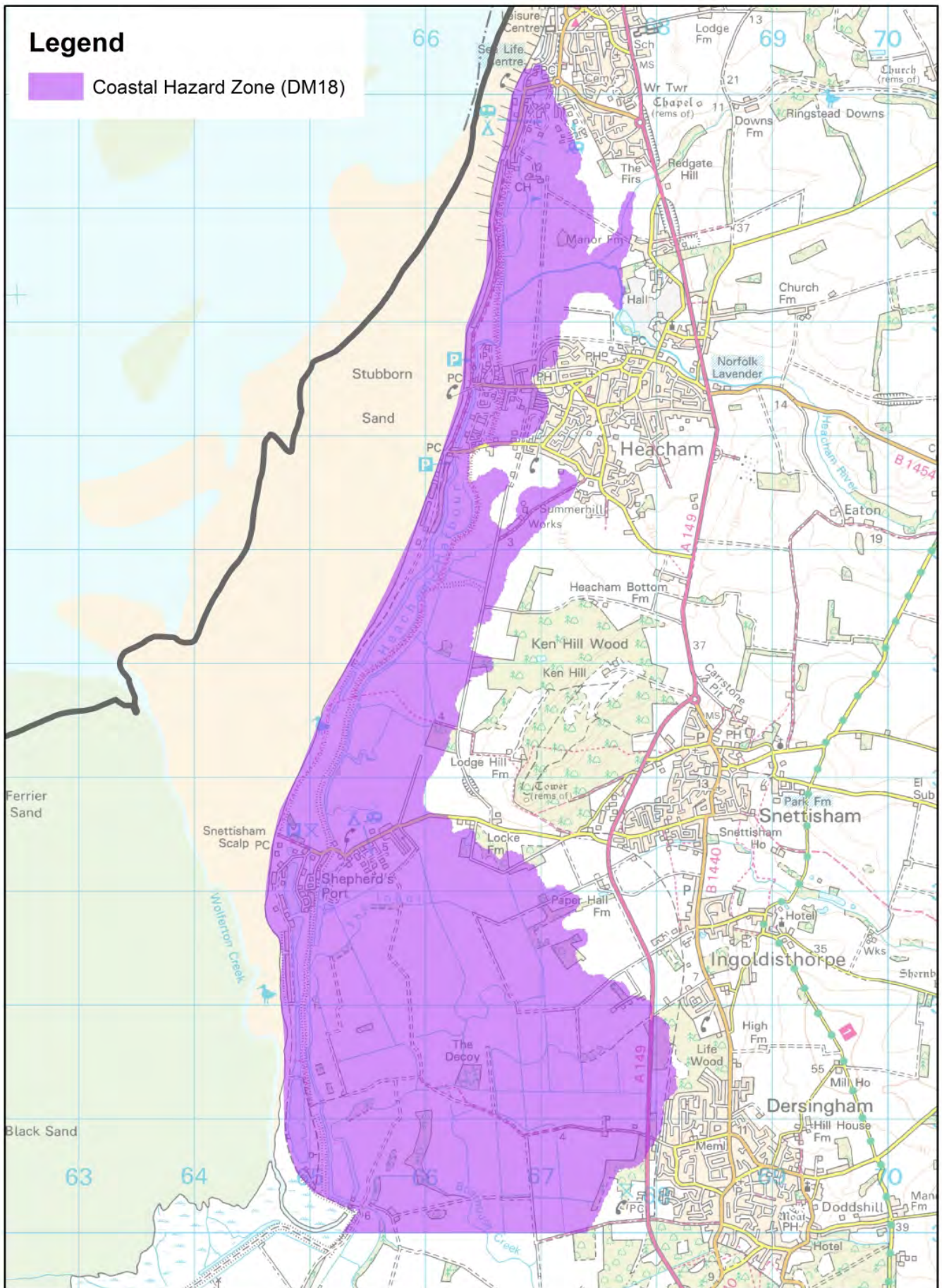
### Policy Approach

**C.19.6** The Shoreline Management Plan identifies that coastal development is likely to be exposed to a much higher risk of flooding within 10 to 15 years, but this could be sooner.

**C.19.7** The Core Strategy aims to ensure that future growth in the Borough is sustainable and that the findings of the Strategic Flood Risk Assessment are used to guide future growth away from areas of high flood risk. This section of the coastline is considered to be at very high risk with only a one in 50 year (2% annual probability) standard of protection. The required standard of protection from tidal flood risk, as stipulated in the National Planning Practice Guidance is one in 200 years (0.5% annual probability).

**C.19.8** Considering the risks associated with the seasonality of each of the highest astronomical tides, the probability of storm surges, and wave action severity, reports undertaken for the Borough Council concluded the only safe period of occupancy was between 1<sup>st</sup> April and 30<sup>th</sup> September each year. Occupation outside these dates at this location could not be considered safe due to flood risk and would therefore be contrary to the National Planning Policy Framework/Practice Guidance.

**C.19.9** A cautious approach will be taken to the renewal of earlier temporary planning permissions for the siting of park/mobile homes and caravans. Regard will be given to the anticipated increase in flood risk associated with rising sea levels, decayed or reduced defences, and climate change. A flood risk assessment will need to be submitted with applications for such renewals (a Flood Risk Assessment form is available from the Borough Council).



## DM18 - Coastal Flood Risk Hazard Zone

## C Development Management Policies

### Policy DM 18 – Coastal Flood Risk Hazard Zone (Hunstanton to Dersingham)

This policy applies within the Coastal Flood Risk Hazard Zone as defined on the Policies Map.

#### New Developments

The following developments will not be permitted within Tidal Flood Zone 3 (including climate change) as designated on the Strategic Flood Risk Assessment (SFRA) Maps:

- New dwellings;
- New or additional park homes/caravans.

#### Replacement Dwellings

Replacement dwellings will only be permitted in Tidal Flood Zone 3 where all of the following seven criteria are satisfied:

- A Flood Risk Assessment (FRA) must be undertaken for the development;
- All habitable accommodation will be provided above ground floor level (habitable accommodation would usually include bedrooms, sitting rooms, dining rooms, kitchens and any other room designed for habitation. Rooms that are not normally used for living in, such as toilets, storerooms, pantries, cellars and garages, are not considered to be habitable);
- The dwelling will only be occupied between 1st April and 30th September in any one year;
- The dwelling will incorporate flood mitigation and resiliency measures in accordance with the Department for Communities and Local Government publication: “Improving the flood performance of new buildings, flood resilient construction” (2007);
- The building must be appropriately designed to withstand and be resilient to hydrostatic pressure resulting from a breach/overtopping of the tidal defences;
- A flood warning and evacuation plan will be prepared for the property and retained on site;
- The level of habitable accommodation provided by the new dwelling would not be materially greater than that provided by the original dwelling. Proposals should not result in an increase in the number of bedrooms over and above the number in the original dwelling.

#### Extensions

Extensions to existing properties (beyond any Permitted Development Rights that could be exercised) should not materially increase the amount of habitable rooms. Significant extensions or those that raise the amount of habitable rooms in the property could lead to an increase in the number of people at risk and will not be permitted.

#### Change of Use

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

## Development Management Policies C

### **Seasonal Occupancy**

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



## C Development Management Policies

### C.20 DM19 Green Infrastructure/Habitats Monitoring and Mitigation

#### Context

**C.20.1** Green Infrastructure is a term that encompasses a wide range of green and blue spaces and other environmental features. Ensuring that there is a network of green infrastructure is important to the health and wellbeing of local people and for biodiversity.

**C.20.2** The Green Infrastructure Study was completed in 2010 and provides a Borough-wide analysis of:

- existing provision,
- deficiencies in provision,
- potential improvements to green infrastructure,
- policies to deliver green infrastructure,
- High, medium and low priority projects in addition to specific policies that will deliver green infrastructure.

**C.20.3** This Study has been supplemented by recent (2013) research identifying existing green infrastructure projects around the Borough being undertaken by a range of agencies. This combined information will aid the Council in developing and targeting further green infrastructure funds and endeavours, particularly in relation to planned development which has been identified by the Habitats Regulations Assessment as having potential adverse impacts on designated nature conservation sites. By supporting existing projects, or filling gaps (geographical or type) in existing or emerging provision, the Council's efforts can be targeted to best effect.

#### Relevant Local and National Policies

- National Planning Policy Framework: Conserving and enhancing the natural environment
- Natural Environment White Paper – The Natural Choice: securing the value of nature (2011)
- Core Strategy Policy CS12 Environmental Assets
- Core Strategy Policy CS13 Community and Culture
- Core Strategy Policy CS14 Infrastructure Provision
- Green Infrastructure Strategy Stage 1 (2009) and Stage 2 (2010)

#### Policy Approach

**C.20.4** Retaining and developing the Borough's green infrastructure network is highly important to the long-term wellbeing of the area. Furthermore the Habitats Regulations Assessment identified potential effects on designated European sites of nature conservation importance from additional recreational pressure. The need for monitoring and, where necessary, a package of mitigation measures, both on and off site, were identified to ensure no adverse effects on European sites.

**C.20.5** The Borough Council seeks to protect existing green infrastructure, deliver new green infrastructure to support new development and mitigate its impacts, and support cross boundary green infrastructure projects in partnerships with neighbouring authorities and other organisations. Green space can perform a number of functions and the historic environment in particular has an

## Development Management Policies C

important contribution to make. Parks and gardens, open spaces within Conservation Areas and the grounds of listed buildings can contribute to the wider objectives and benefits of green infrastructure, for example by enhancing health and well-being and biodiversity, and improving the efficiency of drainage systems.

**C.20.6** The Borough's Green Infrastructure Study is a significant resource on the Borough's natural environment and therefore it is important that it is utilised when considering development applications.

### Policy Policy DM 19 - Green Infrastructure/Habitats Monitoring and Mitigation

#### Policy DM 19 - Green Infrastructure/Habitats Monitoring and Mitigation

Opportunities will be taken to link to wider networks, working with partners both within and beyond the Borough.

The Council supports delivery of the projects detailed in the Green Infrastructure Study including:

- The Fens Waterway Link- Ouse to Nene;
- The King's Lynn Wash/Norfolk Coast Path Link;
- Gaywood Living Landscape Project;
- The former railway route between King's Lynn and Hunstanton; and
- Wissey Living Landscape Project.

The Council will identify, and coordinate strategic delivery, with relevant stakeholders, of an appropriate range of proportionate green infrastructure enhancements to support new housing and other development and mitigate any potential adverse effects on designated sites of nature conservation interest as a result of increased recreational disturbance arising from new development. All new development must ensure there is no adverse effect on a European Protected Site through the provision of appropriate measures. These enhancements will be set out in a Green Infrastructure Delivery Plan.

Major development will contribute to the delivery of green infrastructure, except:

- Where it can be demonstrated the development will not materially add to the demand or need for green infrastructure.

Where such a contribution would make the development unviable, the development will not be permitted unless:

- It helps deliver the Core Strategy; and
- The relevant contribution to that Strategy could not be achieved by alternative development, including in alternative locations or in the same location at a later time; or

## C Development Management Policies

- Unless the wider benefits of the proposed development would offset the need to deliver green infrastructure enhancements .

More detailed local solutions based on the Green Infrastructure Strategy will be developed for Downham Market and Hunstanton, particularly in relation to the main growth areas and King's Lynn and surrounding settlements.

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

- Project level HRA to establish affected areas (SPA, SAC, RAMSAR) and a suite of measures including all/some of:
- Provision of an agreed package of habitat protection measures, to monitor recreational pressure resulting from the new allocations and, if necessary, mitigate adverse impacts before they reach a significant threshold, in order to avoid an adverse effect on the European sites identified in the HRA. This package of measures will require specialist design and assessment, but is anticipated to include provision of:
  - i. A monitoring programme, which will incorporate new and recommended further actions from the Norfolk visitor pressure study (anticipated to be completed in Spring 2016) as well as undertaking any other monitoring not covered by the County-wide study.
  - ii. Enhanced informal recreational provision on (or in close proximity to) the allocated site [Sustainable Accessible Natural Greenspace], to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on nearby relevant nature conservation sites. This provision will be likely to consist of an integrated combination of:
    1. Informal open space (over and above the Council's normal standards for play space);
    2. Landscaping, including landscape planting and maintenance;
    3. A network of attractive pedestrian routes, and car access to these, which provide a variety of terrain, routes and links to the wider public footpath network.
  - iii. Contribution to enhanced management of nearby designated nature conservation sites and/or alternative green space;
  - iv. A programme of publicity to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities .

Notwithstanding the above suite of measures the Borough Council will levy an interim Habitat Mitigation Payment of £50 per house to cover monitoring/small scale mitigation at the European sites. The amount payable will be reviewed following the results of the 'Visitor Surveys at European Sites across Norfolk during 2015 and 2016'.

## Development Management Policies C

- The Borough Council anticipates utilising CIL receipts (should a CIL charge be ultimately adopted) for contributing to green infrastructure provision across the plan area.
- Forming a HRA Monitoring and Mitigation and GI Coordination Panel to oversee monitoring, provision of new green infrastructure through a Green Infrastructure Delivery Plan and the distribution of levy funding.



## C Development Management Policies

### C.21 DM20 - Renewable Energy

#### Context

**C.21.1** The Climate Change Act (2008) introduced a target of reducing greenhouse gas emissions by 80% by the year 2050. In line with government targets there have been increasing applications for development that harness renewable energy in the Borough, particularly in the form of wind turbines and photovoltaic panels.

**C.21.2** The Borough's Core Strategy, Policy CS08 Sustainable Development outlines that the generation of energy from renewable sources will be supported and encouraged. Permission will be given unless there are unacceptable location or other impacts that could not be outweighed by wider environmental, social, economic and other benefits. The National Planning Policy Framework also states that local planning authorities should approve applications for renewable energy development if its impacts are (or can be made) acceptable. This policy aims to balance the need for renewable energy developments and the impact on the local area and local people.

#### Relevant Local and National Policies

- Climate Change Act 2008
- National Planning Policy Framework: Meeting the Challenge of climate change, flooding and coastal change
- National Policy Statement for Energy Infrastructure
- Core Strategy Policy CS08: Sustainable Development
- Borough Council of King's Lynn & West Norfolk: Small-scale wind turbine noise and shadow flicker guidance
- Ministerial Statement of 18 June 2015
- Planning Practice Guidance (Reference ID: 5-001-20140306)

#### Policy Approach

**C.21.3** This policy defines the criteria against which applications for renewable energy will be considered to provide clarity for developers and the wider public. However it does not apply to wind energy proposals. Decisions regarding wind energy will rely on national policy in the Ministerial Statement of 18 June 2015 and guidance in the renewable and low carbon energy section of the Planning Practice Guidance. The approach is to minimise any adverse impact from renewable energy development including that from the decommissioning of any renewable energy technology. The Council will provide a consistent cross boundary approach with neighbouring North Norfolk District Council by affording greater protection from development within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). It details factors that need to be considered so that a judgement can be made on the potential acceptability of impacts.

## Development Management Policies C

### Policy DM 20 – Renewable Energy

Proposals for renewable energy (other than proposals for wind energy development) and associated infrastructure, including the landward infrastructure for offshore renewable schemes, will be assessed to determine whether or not the benefits they bring in terms of the energy generated are outweighed by the impacts, either individually or cumulatively, upon:

- Sites of international, national or local nature or landscape conservation importance, whether directly or indirectly, such as the Norfolk Coast Area of Outstanding Natural Beauty (AONB), Sites of Special Scientific Interest (SSSIs) and Ramsar Sites;
- The surrounding landscape and townscape;
- Designated and un-designated heritage assets, including the setting of assets;
- Ecological interests (species and habitats);
- Amenity (in terms of noise, overbearing relationship, air quality and light pollution);
- Contaminated land;
- Water courses (in terms of pollution);
- Public safety (including footpaths, bridleways and other non-vehicular rights of way in addition to vehicular highways as well as local, informal pathway networks); and
- Tourism and other economic activity.

In addition to the consideration of the above factors, the Borough Council will seek to resist proposals where:

a) There is a significant loss of agricultural land;

or

b) Where land in the best and most versatile grades of agricultural land<sup>(2)</sup> are proposed to be used.

Development may be permitted where any adverse impacts can be satisfactorily mitigated against and such mitigation can be secured either by planning condition or by legal agreement.

2 Using the defra definition of Best and Most Versatile Land (BMV) as grades 1, 2 and 3a of the Agricultural Land Classification.

## C Development Management Policies

### C.22 DM21 - Sites in Areas of Flood Risk

#### Context

**C.22.1** Because of the number and small size of many of the potential allocations, particularly in rural parts of the Borough, it is often not practicable to obtain a site specific flood risk assessment and a detailed examination of its implications in advance of allocation. A Surface Water Management Plan (SWMP) is being prepared by the Lead Local Flood Authority (LLFA), Norfolk County Council, for King's Lynn and West Norfolk Settlements. This will identify areas which are particularly vulnerable to surface water flooding. The SWMP may define Critical Drainage Catchments (catchment areas feeding into these flood-vulnerable areas). Any development within them is likely to increase the risk of flooding in the most vulnerable areas if no mitigation takes place.

#### Policy Approach

**C.22.2** In order to comply with the full requirements for the exceptions test in advance of any development in such areas, such allocations are explicitly made subject to the requirements still outstanding. This is done by linking those allocations to a specific development management policy on the topic, as follows. In relation to surface water flooding the policy provides for the advice of the LLFA and findings of the SWMP to lead to a requirement for appropriate mitigation measures. The Government introduced a requirement in April 2015 for sustainable drainage systems to be provided as part of all major development (i.e. residential developments of 10+ houses; equivalent non-residential and/or mixed developments) with drainage implications.

**C.22.3** Internal Drainage Boards (IDB) are local public authorities that manage water levels. They are an integral part of managing flood risk and land drainage within areas of special drainage need. IDBs input into the planning system by facilitating the drainage of new and existing developments within their districts and advising on planning applications as non-statutory consultees.

#### Policy DM 21 - Sites in Areas of Flood Risk

Where the Borough Council has allocated sites in flood risk Zones 2 and 3 or flood defence breach Hazard Zones identified by the Council's Strategic Flood Risk Assessment or more recent Environment Agency mapping:

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

- a site specific flood risk assessment satisfactorily demonstrating the development will be safe for its lifetime, taking climate change into account, and with regard to the vulnerability of its users, without increasing flood risk elsewhere and, where possible, reducing flood risk overall; and
- satisfactory demonstration that any design or development features necessary to address flood risk issues are compatible with heritage assets in the vicinity (including conservation areas and listed buildings), local visual amenity and (where relevant) the landscape and scenic beauty of the Norfolk Coast Area of Outstanding Natural Beauty.

## Development Management Policies C

2. The sequential test set out in the National Planning Policy Framework (NPPF) policy 101 is deemed to be met by the allocation process, as set out in the Planning Practice Guidance - Flood Risk and Climate Change, so that development is, as far as reasonably possible, located where the risk of flooding (from all sources) is lowest.

3. In relation to the exceptions test set out in the NPPF policy 102:

- the first part (demonstration of wider sustainability benefits) is deemed to be met by the allocation process; and
- the second part (site specific flood risk assessment, etc.) is not deemed to be met by the allocation process, and shall remain the responsibility of the prospective developer. No relevant planning permission shall be granted unless and until this second part of the test is met, as set out in section 1 of this policy, above
- for further information, reference is made to Appendix 3 and Appendix 4

The Borough Council will take into account advice from the Lead Local Flood Authority and the King's Lynn and West Norfolk Settlements Surface Water Management Plan to ensure that where a serious and exceptional risk of surface water flooding exists adequate and appropriate consideration has been given to mitigating the risk. Mitigation measures should minimise the risk of flooding on the development site and within the surrounding area.

4. The design of new dwellings will be in accordance with the Environment Agency/Borough Council Flood Risk Design Guidance (Appendix 5)

The Borough Council will take into account advice from the Lead Local Flood Authority and the King's Lynn and West Norfolk Settlements Surface Water Management Plan to ensure that where a serious and exceptional risk of surface water flooding exists adequate and appropriate consideration has been given to mitigating the risk. Mitigation measures should minimise the risk of flooding on the development site and within the surrounding area.

## C Development Management Policies

### C.23 DM22 - Protection of Local Open Space

#### Context

**C.23.1** It is important to retain valued recreational and amenity open space in towns and villages. Parks, playing fields, ponds, woodlands, informal open spaces and allotments all provide opportunities for sport, recreation, leisure and biodiversity. It is important that people, particularly children and elderly people, should have access to open spaces close to where they live.

**C.23.2** The value of a healthy natural environment as the foundations of sustained economic growth, prospering communities and personal wellbeing is recognised by the National Planning Policy Framework (NPPF).

**C.23.3** It is important that existing green infrastructure and open space is protected and enhanced to support new development in the Borough, particularly in respect of King's Lynn's urban expansion. This is supported by Core Strategy policies CS12, CS13 and CS14. Policy CS12 indicates that it may be necessary to secure biodiversity needs through planning conditions / obligations. CS12 also highlights the crucial role of the historic and built environment in delivering environmental quality and well-being. Policy CS13 indicates that the Borough Council will support proposals that protect, retain and/or enhance sports, leisure and recreation facilities and policy CS14 sets out that obligations from developers will be sought through Section 106 legal agreements for allotments, indoor/outdoor sports facilities and green infrastructure.

#### Relevant Local and National Policies

- National Planning Policy Framework: Promoting healthy communities
- National Planning Policy Framework: Conserving and enhancing the natural environment
- National Planning Policy Framework: Conserving and enhancing the historic environment
- Natural Environment White Paper – The Natural Choice: securing the value of nature (2011)
- Core Strategy Policy CS12 Environmental Assets
- Core Strategy Policy CS13 Community and Culture
- Core Strategy Policy CS14 Infrastructure Provision
- Green Infrastructure Strategy

#### Policy Approach

**C.23.4** The National Planning Policy Framework sets policy designed to avoid the loss of open space, sports and recreational buildings and land, and provides the opportunity for local communities to identify certain types of important local green spaces through a neighbourhood plan.

**C.23.5** Response to the consultation indicated a desire to provide a greater level of protection for locally important open spaces. The policy approach aims to ensure the amenity value of any local open space is fully considered and to maintain a balance between protecting locally important open space and enabling sustainable development within and adjacent to settlements.

## Development Management Policies C

### Policy DM 22 – Protection of Local Open Space

The Council will have careful regard to the value of any area of open space when assessing planning applications for development. In assessing the contribution that an area of open space plays, the Council will consider the following factors:

- Public access;
- Visual amenity;
- Local distinctiveness;
- Landscape character;
- Recreational value;
- Biodiversity, geodiversity
- Cultural value and historic character
- Whether the site has been allocated for development in the local plan.

Proposals that will result in the loss or restriction of access to locally important areas of open space will be refused planning permission unless such loss can be offset by the replacement of equivalent or higher standard of provision or the wider benefits of allowing development to proceed outweigh the value of the site as an area of open space.

The Borough Council will support local communities in designating local green space for protection in neighbourhood plans where this:

- meets the criteria for local green space as detailed in the National Planning Policy Framework; and
- does not conflict with other policies in the Borough's Local Plan.

## Settlements & Sites - Allocations and Policies D



## Settlements & Sites - Allocations and Policies D

### Amount and distribution of housing development

#### Overall Housing Provision

D.1.1 The Borough Council is required to consider the 'objectively assessed housing need' for its area, and make appropriate provision for that figure. (At the time of preparing the Core Strategy there was a requirement to be in conformity with the then Regional Plan, including amounts of housing. The Borough Council did this and worked to a housing requirement of 16500 dwellings for the period to 2026. The Regional Plan was revoked in 2012 and the new requirement to assess housing need brought in through the National Planning Policy Framework in March 2012.)

D.1.2 In order to meet the requirement a Strategic Housing Market Assessment<sup>(3)</sup> was undertaken in 2013 to consider future household formation and therefore housing need, based on Government forecasts. In summary the findings of this study indicate that:

- *'10.4 ...10336 new dwellings are required in the 15 year period between 2013 and 2028, equating to almost 690 new homes per annum. The target is therefore meeting the vast majority (95.7%) of the Objectively Assessed Need.'*
- *'10.7 The Core Strategy target of 660 is similar to the delivery level achieved in all but two years since 2005, which suggests that it is a realistic target. The fact that it is higher than the level achieved in recent years is in line with paragraph 154 of the NPPF that says that. Overall the target of 660 new homes per year remains appropriate in King's Lynn and West Norfolk.'*

D.1.3 Having regard to this assessment the Borough Council considers it can base the provision in this sites document on the broad figures and requirements from the Core Strategy.

D.1.4 The Core Strategy provides for 16,500 new dwellings across the Borough over the period 2001 – 2026. The table below shows that after taking into account completions and commitments (outstanding planning permissions) between 2001 and March 2013 a total of 10,155 dwellings, together with the actual allocations proposed in this document (6,294), we have provided for a total of 16,449 new dwellings. A significant number of dwellings are provided each year from windfall sites, the justifiable windfall allowance of 222 dwellings per year is 75% of dwellings completed on this source of site based upon past completions; this recognises that there may be a reduction in dwellings numbers from this supply in the future. When the windfall allowance is factored in, the total number of dwellings is 19,335. This represents a flexibility of approximately 17.5 % beyond the Core Strategy requirement.

D.1.5 The following table gives an overall summary picture.

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3 King's Lynn and West Norfolk Borough Council – SHMA 2013, prepared by HDH Planning and Development Ltd

## D Settlements &amp; Sites - Allocations and Policies

Place	Core Strategy Provision (CS July 2011)	Total Completions & Commitments Apr 2001-Mar 2013	Allocations	Pre Submission document Total
King's Lynn Area				
King's Lynn		2934	1257	
(West Lynn)			169	
Plus settlements adjacent to KL				
North Wootton		63	0	
Knights Hill			600	
South Wootton	279	300		
West Winch/North Runcton	219	1600		
<b>Sub total</b>	<b>7511</b>	<b>3495</b>	<b>3926</b>	<b>7421</b>
Other main settlements				
Downham Market (incl. Downham W.)	2711	2036	390	
Hunstanton	580	360	333	

## Settlements &amp; Sites - Allocations and Policies D

Place	Core Strategy Provision (CS July 2011)	Total Completions & Commitments Apr 2001-Mar 2013	Allocations	Pre Submission document Total
Wisbech Fringe (inc Walsoken)	550	35	550	585
<b>Main settlements and settlements adjacent to King's Lynn - Sub Total</b>	<b>11352</b>	<b>5926</b>	<b>5199</b>	<b>11125</b>
Key Rural Service Centres (KRSC) (x21)				
KRSC Sub Total	2878	2796	852	3648
Rural Villages (RV) (x34)				
RV Sub Total	1280	1042	243	1285
Other - Smaller Villages and Hamlets (SVH)				
Other/SVH Sub Total	351	391	0	391
<b>Rural Areas - Sub Total</b>	<b>4509</b>	<b>4229</b>	<b>1095</b>	<b>5324</b>
<b>Sub Total</b>		10155	6294	16449
<b>Windfall Allowance</b>			-	<b>2886</b>

## D Settlements & Sites - Allocations and Policies

Place	Core Strategy Provision (CS July 2011)	Total Completions & Commitments Apr 2001-Mar 2013	Allocations	Pre Submission document Total
<b>Total</b>			-	<b>19335</b>

D.1.6 The Core Strategy allocates the largest share of new housing development over the plan period to the King's Lynn area; with lesser amounts going to the Wisbech fringe (the town's centre is in Fenland District, but the town has now expanded to the extent that some of the new growth will occur within West Norfolk); to the second town in the Borough, Downham Market; and a lesser amount to the third town, Hunstanton.

D.1.7 A significant minority, 17.5%, of new housing allocations are allocated to smaller settlements in the rural parts of the Borough.

D.1.8 It is important to note that not all of this planned growth will be delivered through site allocations. Part of the growth will be delivered on sites with existing planning permissions, and others will come forward on unallocated (windfall) sites within development boundaries (especially within the towns).

D.1.9 Part of the role of this Plan is to add detail to the Core Strategy by determining the distribution of housing development between different locations, both within and around the towns, and between rural settlements of the same type. These are dealt with in turn following.

### King's Lynn area

D.1.10 The King's Lynn area is required by Core Strategy Policy CS09 to provide 7,510 new dwellings in the plan period. At March 2013 completions and commitment amounted to some 3,500 units, which leaves some 4,000 to be distributed between the identified areas of:

- King's Lynn town and West Lynn (1,427 now identified)
- West Winch/North Runcton (where the Core Strategy identified 1,600)
- Knight's Hill, South Wootton (600 now identified)
- Hall Lane, South Wootton (300 now identified)

## Settlements & Sites - Allocations and Policies D

D.1.11 A total of 3,927 new allocations are provided for in the King's Lynn area in this document.

### Rural Areas

D.1.12 Around 17.5% of the Borough's new housing is proposed for allocation to the rural parts of the Borough, and divided among the higher level of rural settlements (the 21 identified 'Key Rural Service Centres'), with a lesser amount going to the defined 'Rural Villages' (of which there are 34). No allocations are made in Smaller Villages and Hamlets although the policy on infill development in these areas will allow some modest development.

D.1.13 If the number of dwellings allocated to each type of settlement were divided equally this would result in each settlement being allocated the number shown in the table below.

<b>Settlement Designation</b>	<b>Number of Settlements Type</b>	<b>Combined Core Strategy housing allocation</b>	<b>Average Core Strategy allocation of dwellings per settlement</b>
Key Rural Service Centres	21	660	31
Rural Villages	34	215	6
Smaller Villages and Hamlets	54	0	0

D.1.14 In the Settlement Hierarchy services were considered and then population size was used to determine housing number distribution. This would provide for the amount of development in each settlement to be most closely related to its scale, and hence overall most easily absorbed without great impact on the existing character and social make-up of the settlement. The opportunities and constraints in settlements/sites are set out in the following paragraph D.1.15. The Settlement Hierarchy is set out in Policy CS02 of the Adopted Core Strategy.

D.1.15 However, this general approach is not rigidly applied. Some settlements are more constrained than others, for instance by flood risk, nationally important landscape, limited safe highway access, etc. Conversely, there are other settlements where a slightly higher level of development is advantageous if it can provide social facilities that are particularly needed, or a more satisfactory form of development. The Borough Council has taken particular account of the view of the parish councils and, within the constraints of other factors, sought to provide a lower or higher figure in the direction of the parish council's preferences.

D.1.16 The number of dwellings the Core Strategy provides for each class of settlements is stated as a minimum, and therefore there is the potential for exceeding this. However, it is important that the overall cumulative scale of growth in the rural areas does not grossly exceed the stated figures, as this would weaken the deliverability of the strategic growth areas and other urban sites. This would undermine the overall strategy of concentrating most development in towns, make it difficult to deliver the improvements and infrastructure the Borough needs, and undermine the long term

## D Settlements & Sites - Allocations and Policies

economy and sustainability of the area. Further, although all of the settlements in each group has an equivalent status in terms of their planned function, their ability to accommodate growth, and the sustainability of development in each, does vary significantly.

D.1.17 The tables in Appendix 6 outline how both the guide figure (calculated using proportions in ratio to population size) and the final allocation for each settlement have been derived. These overall figures have been used to calculate the tables above. Further details of the particular allocations, constraints and opportunities are provided for each settlement later in this document. This approach is in line with the Settlement Hierarchy set out in the Adopted Core Strategy Policy CS02.

D.1.18 The BCKLWN approach to density with regard to the SADMP Residential Site Allocations seeks to combine a 'modelled' approach with practical considerations from site based analysis. This approach has been used throughout plan preparation for consistency. The same approach was used in the formulation of SHLAAs and the 2014 HELAA, where further detail of the model elements can be found, and so have informed the SADMP. This approach accords with previous and current Government advice in relation to estimating the capacity of sites. The latest being the PPG ID 3-017-20140306.

D.1.19 The absolute application of this modelled approach would rely on every site chosen for allocation being relatively constraint free. This however, is not the case in the real world where density is required not only to take into account constraints but also the local settlement and density pattern ensuring the development integrates sustainably with its surroundings. Rarely are these factors exactly the same between settlements or even within settlements at similar locations.

D.1.20 The aim is to allow adequate space for the minimum allocated number of dwellings stated within the relevant SADMP policy to be provided for and the associated facilities, services, infrastructure and the other policy requirements to be realised. With the strategic sites there is a degree of uncertainty with the exact space required for specific elements such as new roads or a neighbourhood centre.

D.1.21 This approach can lead to a degree of flexibility, in that some of the sites proposed for allocation maybe capable of providing additional dwellings, above the number stated within the relevant policy. A scheme for higher numbers could potentially be acceptable providing it is broadly compliant with the SADMP policy.

D.1.22 It should be borne in mind that the Core Strategy (Policy CS09) provides for a minimum number of dwellings in the plan period and each sub area requiring at least 'X' number of dwellings. It would therefore not be contrary to the Plan to achieve higher figures on individual sites. The individual allocations in this Plan reflect this aspiration for 'at least' the number of dwellings specified. It should be noted that any proposed development will need to ensure that it is acceptable in terms of normal planning requirements.

## Settlements & Sites - Allocations and Policies D

### Development on Brownfield Sites

D.1.23 It is important to make best use of available sites across the Borough. This Plan needs to allocate land for a variety of uses; residential; employment; retail; open spaces etc. However, there is a need to balance the development of greenfield sites with previously developed land. (See Appendix 1 Glossary for definition of Brownfield Land or Sites). In addition brownfield sites not necessarily in current productive use may still have the right to be used for employment. Policy CS10 The Economy of the adopted Core Strategy seeks to allow the potential change away from employment to residential on an individual site-by-site basis, subject to certain criteria being met:

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

D.1.24 Whilst the Borough Council supports the use of brownfield sites for residential uses the Core Strategy objectives do seek to retain a resource of employment sites across the Borough. Allocations are made within the plan on brownfield sites, with approximately 10% of allocated dwellings being on brownfield sites, but Policy CS10 referred to above will provide an opportunity to bring additional housing sites forward.

D.1.25 The following sections of this Plan positively allocate land for housing, but adventitious sites will continue to come forward, positively from employment sites being reused.



## King's Lynn &amp; Surrounding Area E

## King's Lynn & Surrounding Area E

### 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
- 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 20<sup>th</sup> 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

## E King's Lynn & Surrounding Area

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.







## E King's Lynn & Surrounding Area

### Policies King's Lynn

#### 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 abut 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.

#### 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.

## King's Lynn & Surrounding Area E

- 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.

Development in the vicinity of the Port will be carefully scrutinised to ensure its compatibility with Policy E1.2A.

### Town Centre Retail Extension

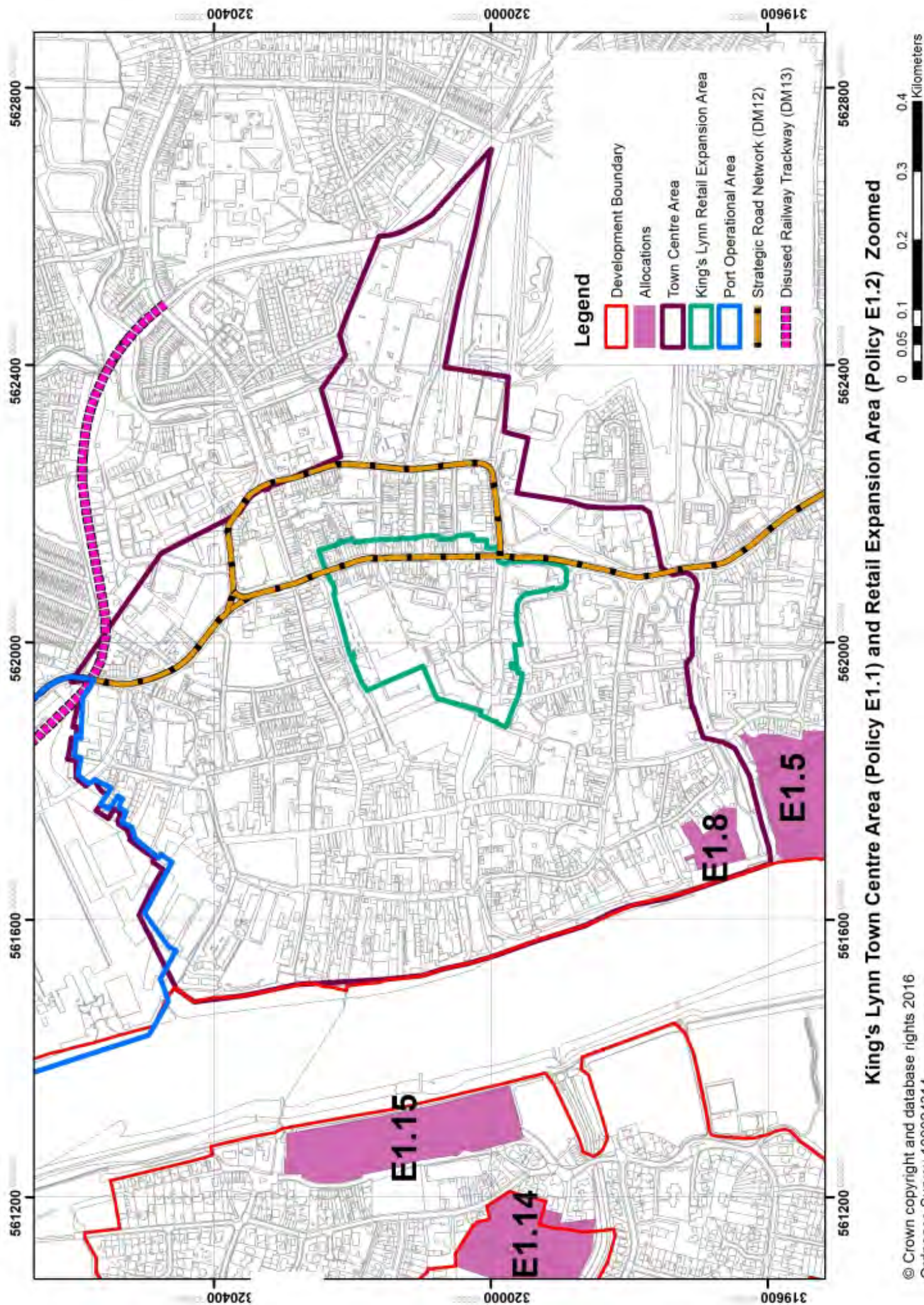
**E.1.11** The Core Strategy (policy CS03) refers to the need to provide at least 20,000 sq. m. of retail floor space as an extension to the existing town centre west of Railway Road in King's Lynn. The King's Lynn Diagram 2 (Page 100, Figure 8 of the Core Strategy) broadly indicates where the Town Centre 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.

### 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 m<sup>2</sup> 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.





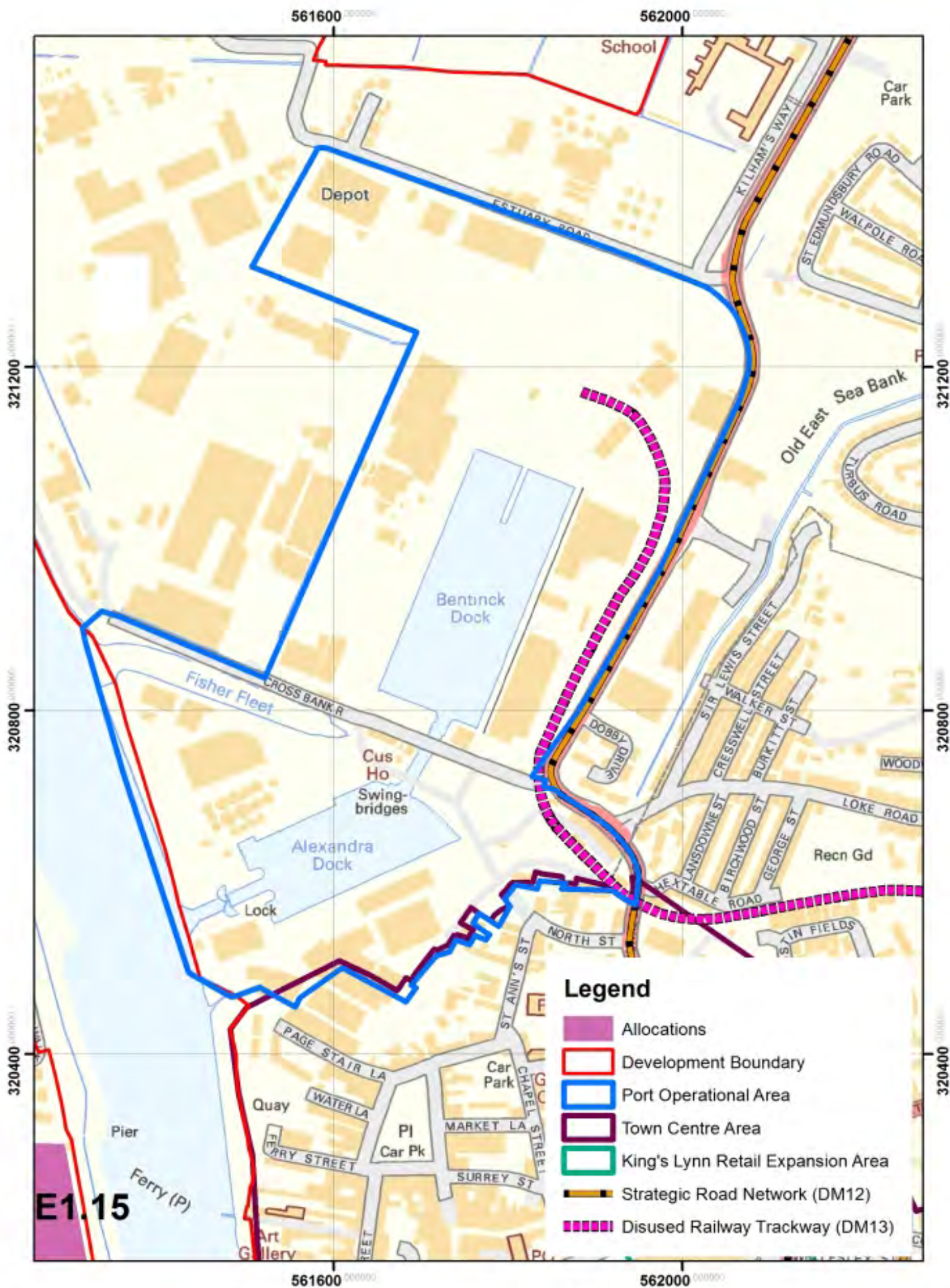
## King's Lynn &amp; Surrounding Area E

**King's Lynn Port****Policy E1.2A King's Lynn - Port**

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

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





King's Lynn Port Policy (Policy E1.2A) Zoomed

## King's Lynn & Surrounding Area E

### 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.

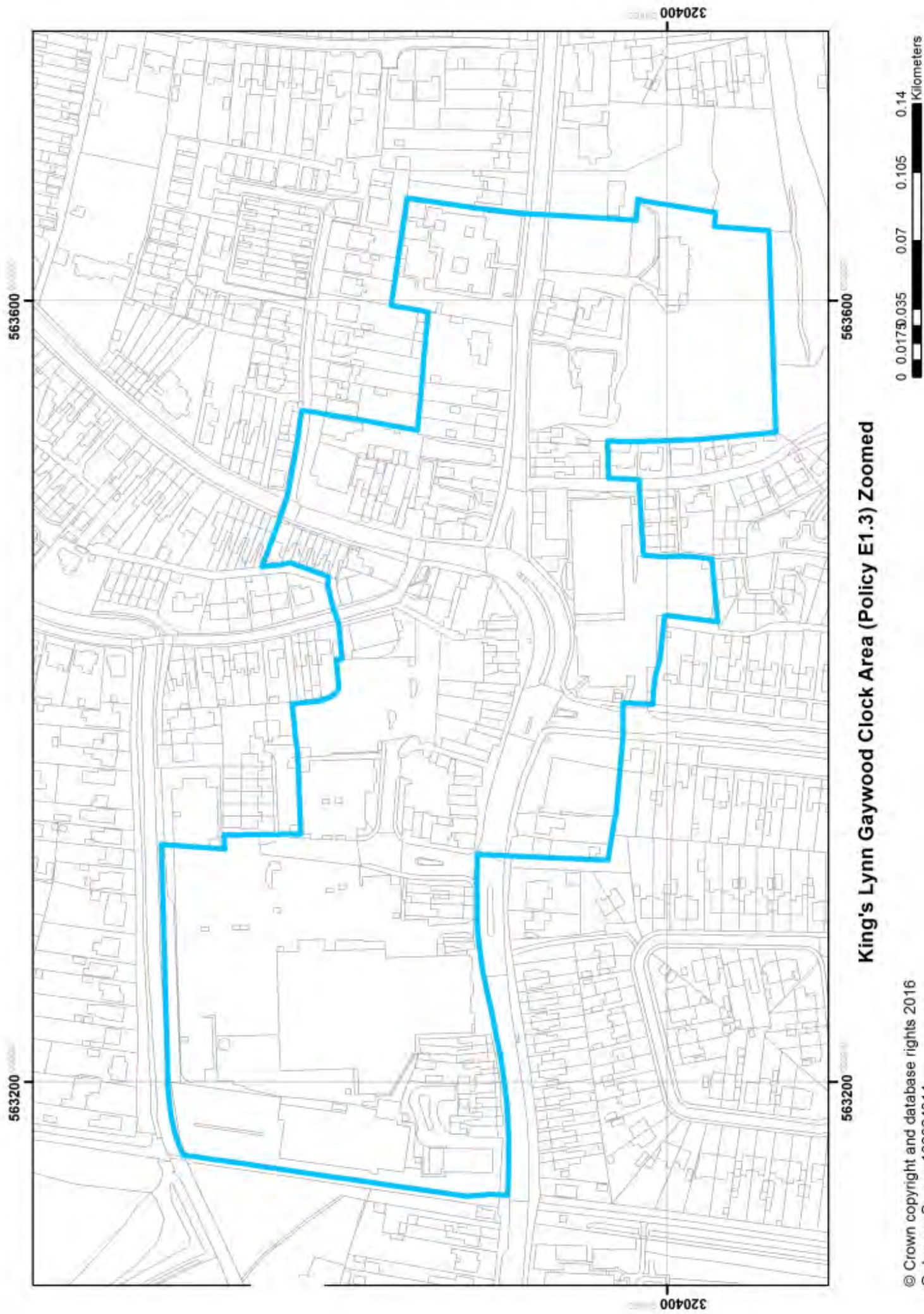
#### Policy E1.3 King's Lynn - Gaywood Clock

Development will be supported in the Gaywood Clock Area (as defined on the Policies Map) where it is:

- a. a retail use (Classes A1, 2, 3, 4, or 5) or otherwise complementary to the neighbourhood retail function of the area; and
- b. of an appropriate scale to serve the population of their catchment without harming the vitality and viability of other centres.

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





## King's Lynn & Surrounding Area E

### Housing Growth

**E.1.13** 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

**E.1.14** 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.)

**E.1.15** The Borough Council has instigated a major public/private sector partnership with developers to deliver housing on several key sites across the town.

**E.1.16** The Habitats Regulations Assessment Report identified a potential for adverse effect on the designated nature conservation Special Area of Conservation at Roydon Common from increased recreation arising from the residents of the housing allocations in King's Lynn (in combination with others). In order to avoid such an effect it is important that these have ample local provision for informal recreation, particularly in relation to dog walking (which is particularly damaging for the designated sites). By ensuring this is provided locally for the larger of these sites (i.e. excluding the small sites at South Quay and Southgates), the likelihood that significant proportions of the residents of these new housing developments will go to the designated sites for such recreation is reduced.

**E.1.17** 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.

**E.1.18** 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.



## E King's Lynn & Surrounding Area

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

**Land amounting to 5.3 hectares is allocated for residential development of some 130 dwellings. Development will be subject to compliance with all of the following:**

1. Provision of a new road linking the site to the A1078 Edward Benefer Way, minimising negative impacts on the existing cycleway;
2. Submission of a site specific Flood Risk Assessment;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. Informal recreation provision on, or in the vicinity of, the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to the exercising of dogs) on Roydon Common Special Area of Conservation. This provision may consist of some combination of:
  - 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 following habitats requirements are met;
6. Provision of a project level habitats regulations assessment, with particular regard to the potential for indirect and cumulative effects through recreational disturbance to the Roydon Common Special Area of Conservation;
7. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
8. Provision of affordable housing in line with the current standards;
9. Submission of an Ecological Study that establishes that either:
  - 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.

## King's Lynn & Surrounding Area E

**E.1.19** 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 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 following 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.

## E King's Lynn & Surrounding Area

**E.1.20** 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;;
  - 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 following 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;

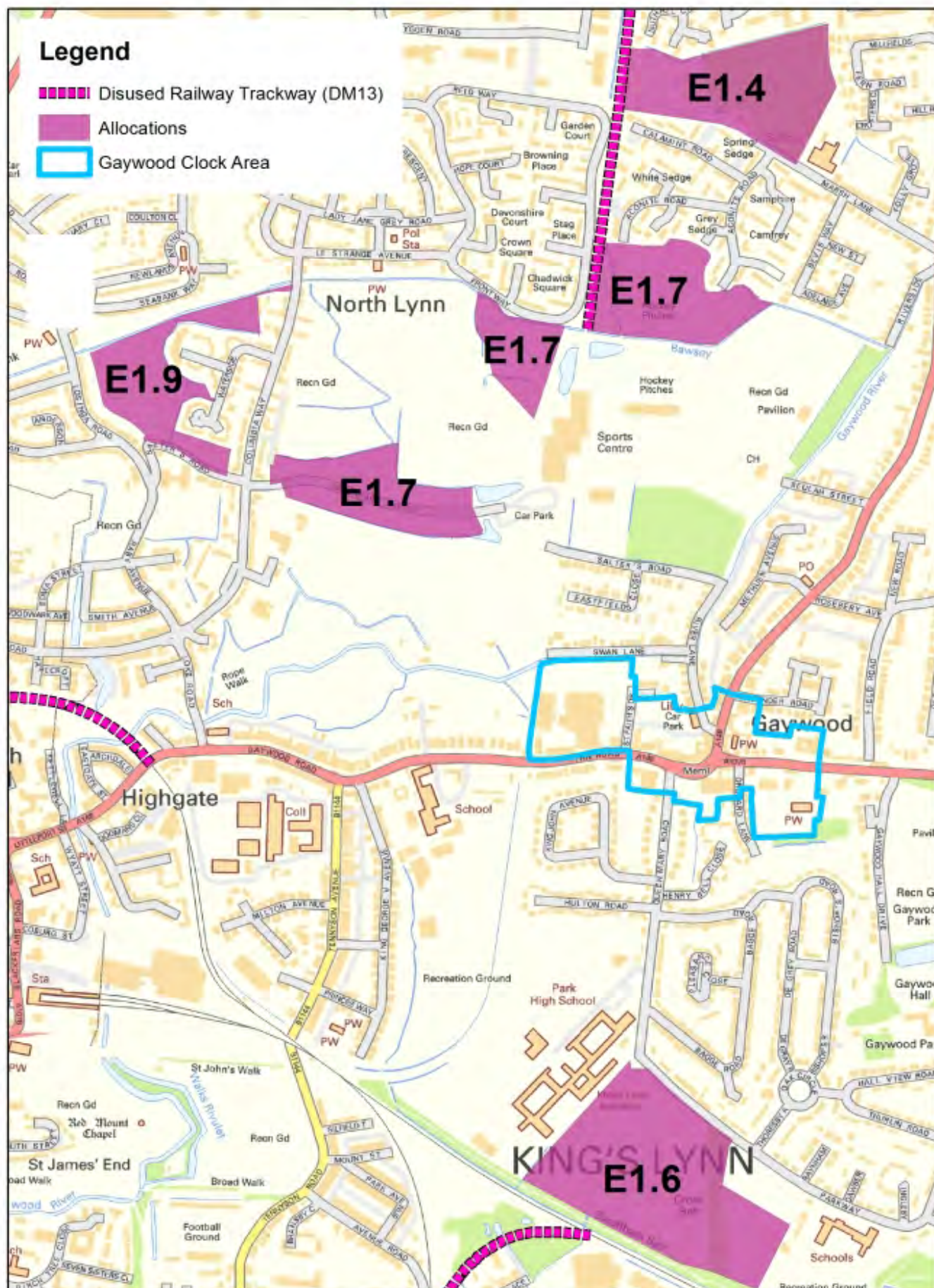
## King's Lynn & Surrounding Area E

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.

**E.1.21** 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 &amp; Surrounding Area E

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

**Land amounting to 9.1 hectares is allocated for residential development at least 297 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 following 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.

**E.1.22** 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.

## E King's Lynn & Surrounding Area

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

**Land amounting to 0.5 hectare is allocated for residential development at least 50 dwellings. Development will be subject to compliance with all of the following:**

1. Retention of Devil's Alley as a Public Right of Way;
2. Creation of a public walkway along the north bank of the Millfleet;
3. Retention of the Grade II listed Sommerfeld and Thomas Warehouse;
4. A design approach that has regard to massing, materials, scale and views in and out of the site and the impact on nearby listed buildings and the King's Lynn Conservation Area;
5. An Arboricultural Assessment in relation to adjoining trees;
6. Submission of an Archaeological Assessment;
7. Submission of a site specific Flood Risk Assessment;
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.

**E.1.23** 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 at least 100 dwellings. Development will be subject to compliance with all of the following:**

1. Provision of a link to the existing cycleway network in the vicinity of the site;
2. Submission of a site specific Flood Risk Assessment;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;

## King's Lynn &amp; Surrounding Area E

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 following habitats requirements are met;

6. Submission of an Ecological Study that establishes that either:

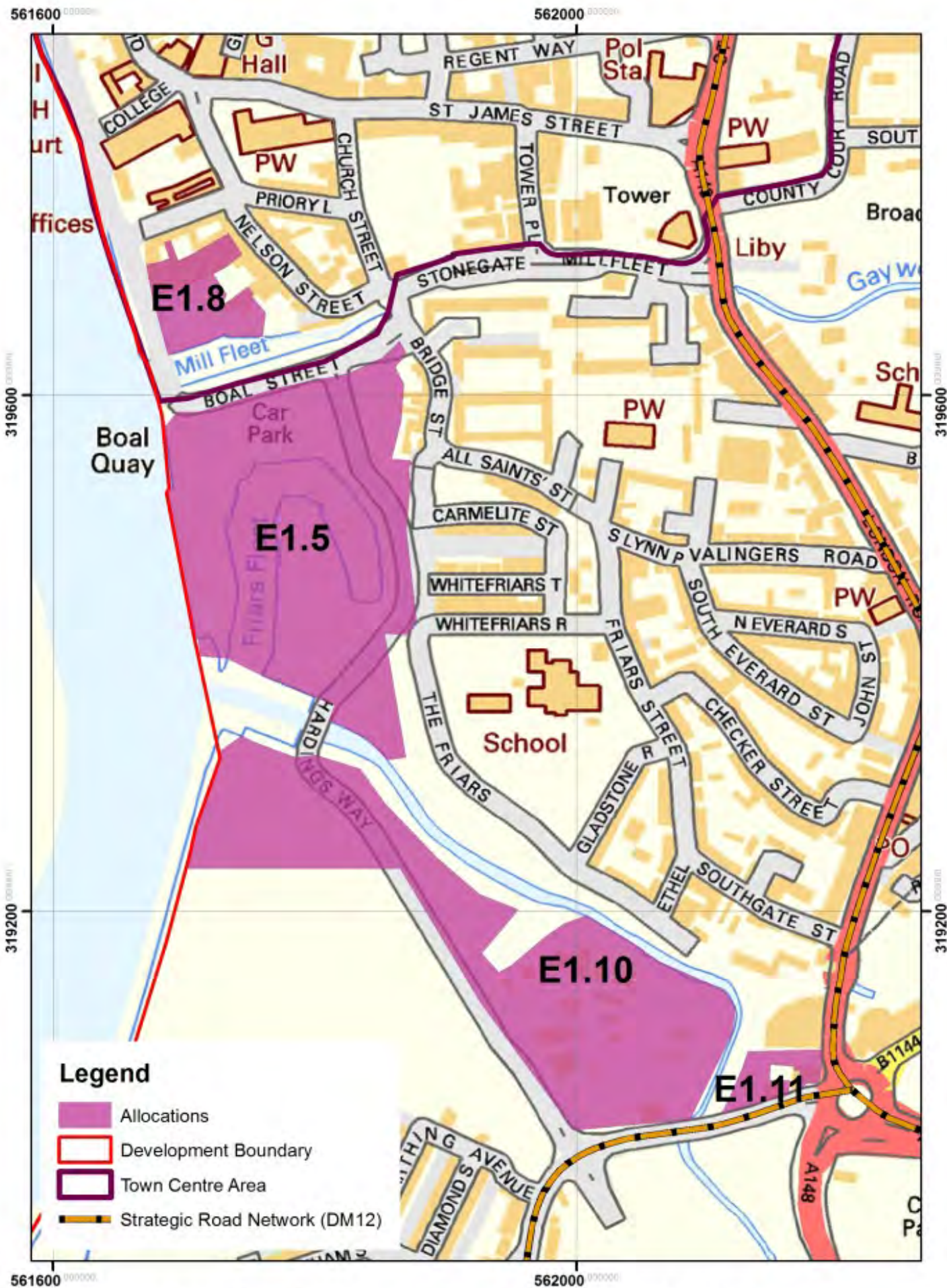
- i) there would be no negative impact on flora and fauna;
- ii) or, if any negative impacts are identified, establishes that these could be suitably mitigated;

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.

**E.1.24** 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

## King's Lynn &amp; Surrounding Area E

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

**Land amounting to 3.8 hectares is allocated for residential development at least 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 following 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.

**E.1.25** 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.



## E King's Lynn & Surrounding Area

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

**Land amounting to 0.2 hectare is allocated for residential development at least 20 dwellings. Development will be subject to compliance with all of the following:**

Submission of a site specific Flood Risk Assessment;

1. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
2. 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;
3. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
4. Provision of affordable housing in line with the current standards.

**E.1.26** This brownfield site is situated to the north of Wisbech Road, adjacent to the Southgates roundabout. The River Nar lies to the west of the site and a retail unit is situated to the north.

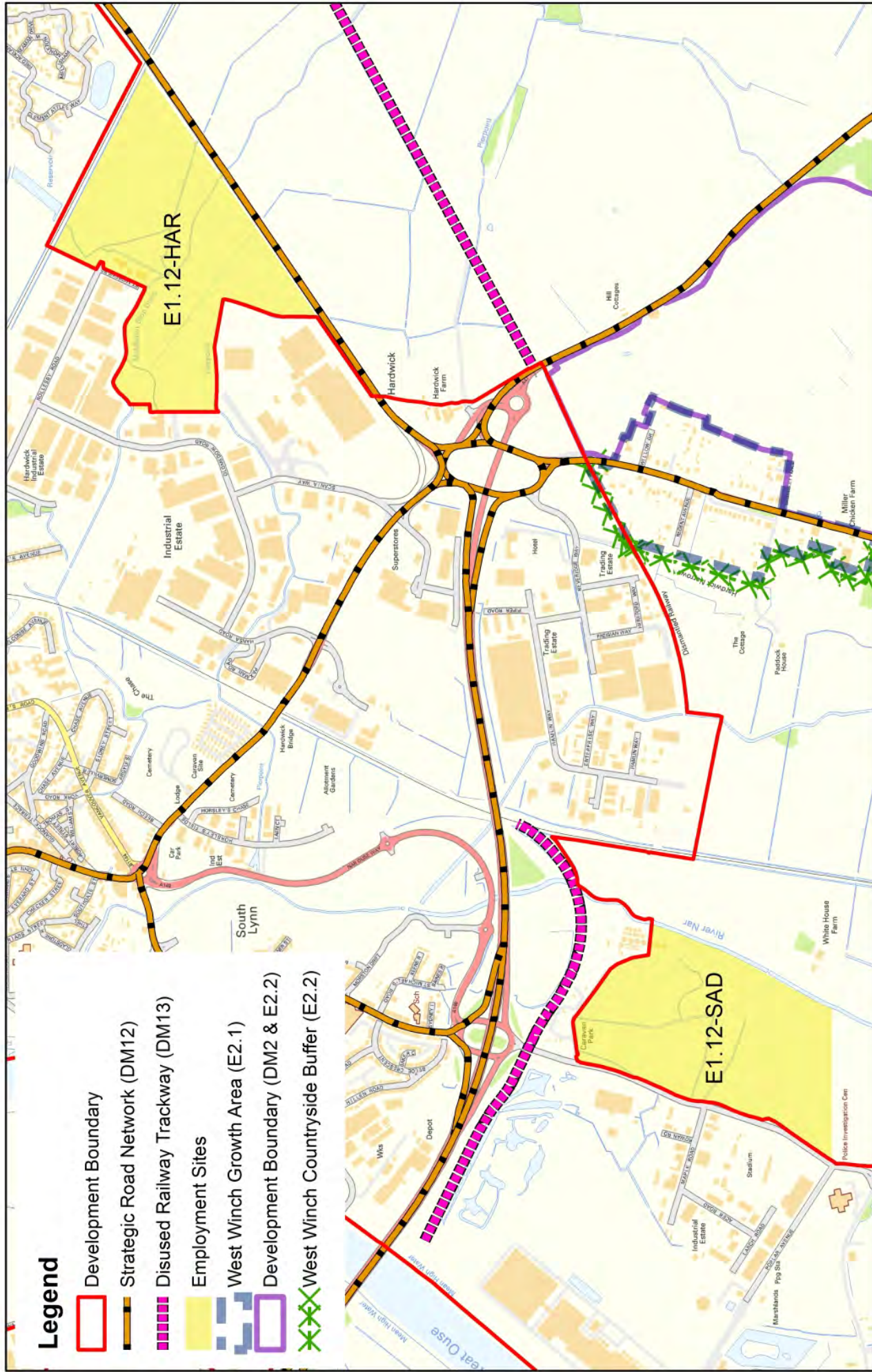
### Economy

**E.1.27** 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.

**E.1.28** 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.

**E.1.29** 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.

**E.1.30** 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.



## E King's Lynn & Surrounding Area

### 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

**E.1.31** 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.'

**E.1.32** 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.

**E.1.33** 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

**E.1.34** 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.



## King's Lynn & Surrounding Area E

**E.1.35** Norfolk's Second Local Transport Plan 2006-2011 (LTP2), adopted in March 2006 identifies a King's Lynn Sub-regional Strategy to 2021. A key influence on that strategy was the need to manage the impacts of emerging plans for large scale growth in King's Lynn of around 11,000 homes to 2021. Following on from the adoption of LTP2 work commenced in 2007 on developing a strategic transport model for King's Lynn to evaluate possible transport interventions. Traffic modelling was undertaken and the strategy was developed through engagement with the Borough Council and local community taking account of the wider implications of planned growth. The outcome of this work was set out in the King's Lynn Area Transportation and Land Use Study Stage 1 Final Report March 2009 (referred to above) and contained six key themes:

- Sustainable transport measures to support large scale growth in the southeast
- Improvements to the central gyratory system to reduce congestion and address air quality issues
- New sustainable transport corridor on the Sandline railway (when it becomes available), or adjacent to it, and links to it from the Fairstead estate
- Dualling or capacity improvements to the A149 eastern bypass
- A new multi storey car park and re-use of existing surface car parks for other town centre uses and consideration of Park and Ride
- Queen Elizabeth hospital access and parking improvements.

**E.1.36** Additional reports were also prepared which developed the strategy further:

- KLATS2 Final Report August 2010 (CIV08)
- KLATS2 Multi Storey Car Park Feasibility Study

**E.1.37** The six key themes were developed further based on this work and distilled into more specific measures and an Implementation Plan was agreed with the Borough Council in autumn 2010. Improvement to the gyratory system was identified as a priority. The six key themes were developed further based on this work and distilled into more specific measures and an Implementation Plan was agreed with the Borough Council in autumn 2010. Improvement to the gyratory system was identified as a priority.

### Green Infrastructure

**E.1.38** 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.

## E King's Lynn & Surrounding Area

**E.1.39** 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.

**E.1.40** 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.

**E.1.41** 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.

**E.1.42** The Policy seeks to protect, as well as enhance and extend, GI in and around King's Lynn; by including wording to say that "An agreed package of habitat protection measures to mitigate the potential adverse effects of additional recreational pressures on Natura 2000 sites will be required"; by including reference to the preparation of more detailed local Green Infrastructure solutions for King's Lynn and to show named areas in the Policy (Gaywood Valley and Bawsey/Leziate) on the Policies Map.

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



## King's Lynn & Surrounding Area E

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

## E King's Lynn & Surrounding Area

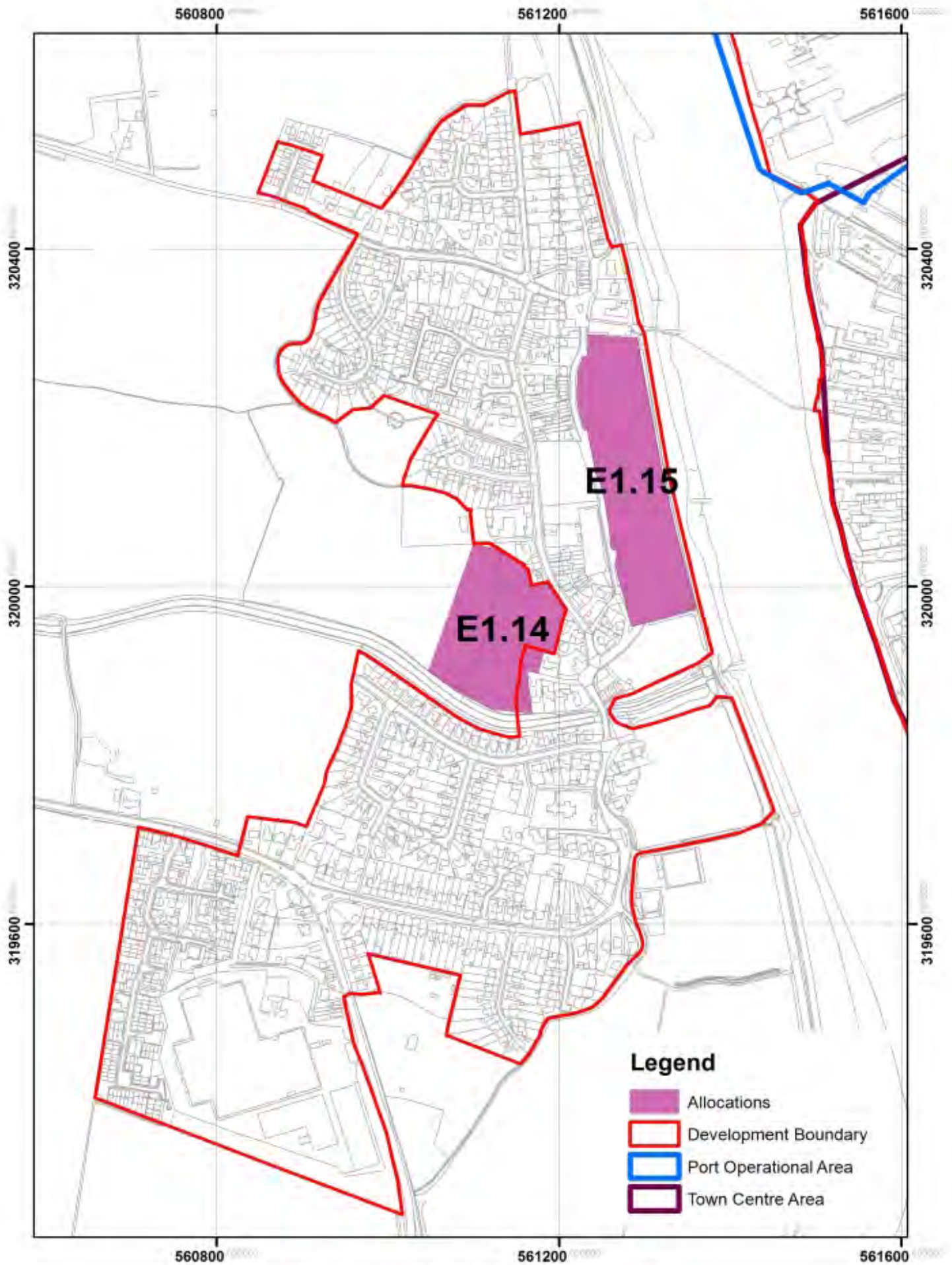
### West Lynn

#### Description

**E.1.43** 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

**E.1.44** 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**

## E King's Lynn & Surrounding Area

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

**Land amounting to 2.0 hectares is allocated for residential development at least 49 dwellings. Development will be subject to compliance with all of the following:**

1. Plans that demonstrate that all land currently used by West Lynn Primary School for the school playing field is excluded from development and that the boundary of the development site is reduced accordingly;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. The precise provision of open space will be considered with regard to the proximity of the development to existing safeguarded facilities (such as the nearby recreational facilities to the south of the site). The Borough Council will consider flexibility of open space provision where this would result in qualitative and quantitative benefits to the community;
4. Submission of details relating to the West Lynn Drain demonstrating that:
  - any development will not obstruct access to the watercourse and;
  - a 9 metre strip of land adjacent to the watercourse is safeguarded from development, to the satisfaction of King's Lynn Internal Drainage Board;
5. Submission of an Ecological Study that establishes that either:
  - 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.
8. Submission of a site specific Flood Risk Assessment.

### Site Description and Justification

**E.1.45** 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.

## King's Lynn & Surrounding Area E

### Sequential Test

**E.1.46** 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

**E.1.47** 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 DM21 Sites in Areas of Flood Risk. It will be for the site owner or prospective developer to provide such an assessment.

**E.1.48** 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.

**E.1.49** 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.

**E.1.50** 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 at least 120 dwellings. Development will be subject to compliance with all of the following:**

1. Provision of additional car parking to serve the West Lynn Ferry;
2. 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



## E King's Lynn & Surrounding Area

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;

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.
7. Submission of a site specific Flood Risk Assessment.

### Site Description and Justification

**E.1.51** 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.

## King's Lynn & Surrounding Area E

### E.2 West Winch

#### *Settlement adjacent to King's Lynn*

##### 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 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.

## E King's Lynn & Surrounding Area

### 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.

**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.

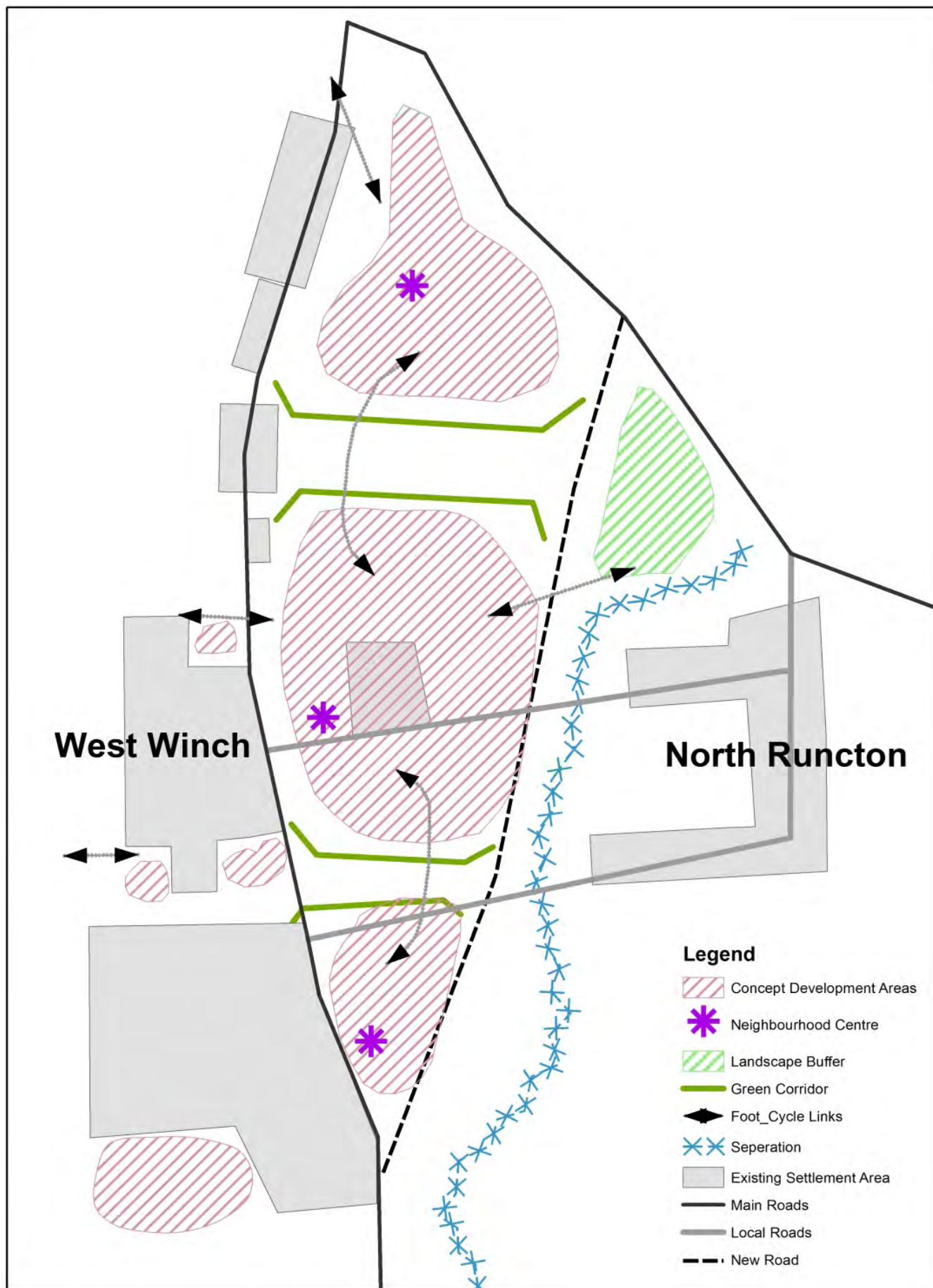
**E.2.15** Detailed explanation and justification of these policies and their various elements are set out after the policies.

### 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.

## King's Lynn & Surrounding Area E

**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.

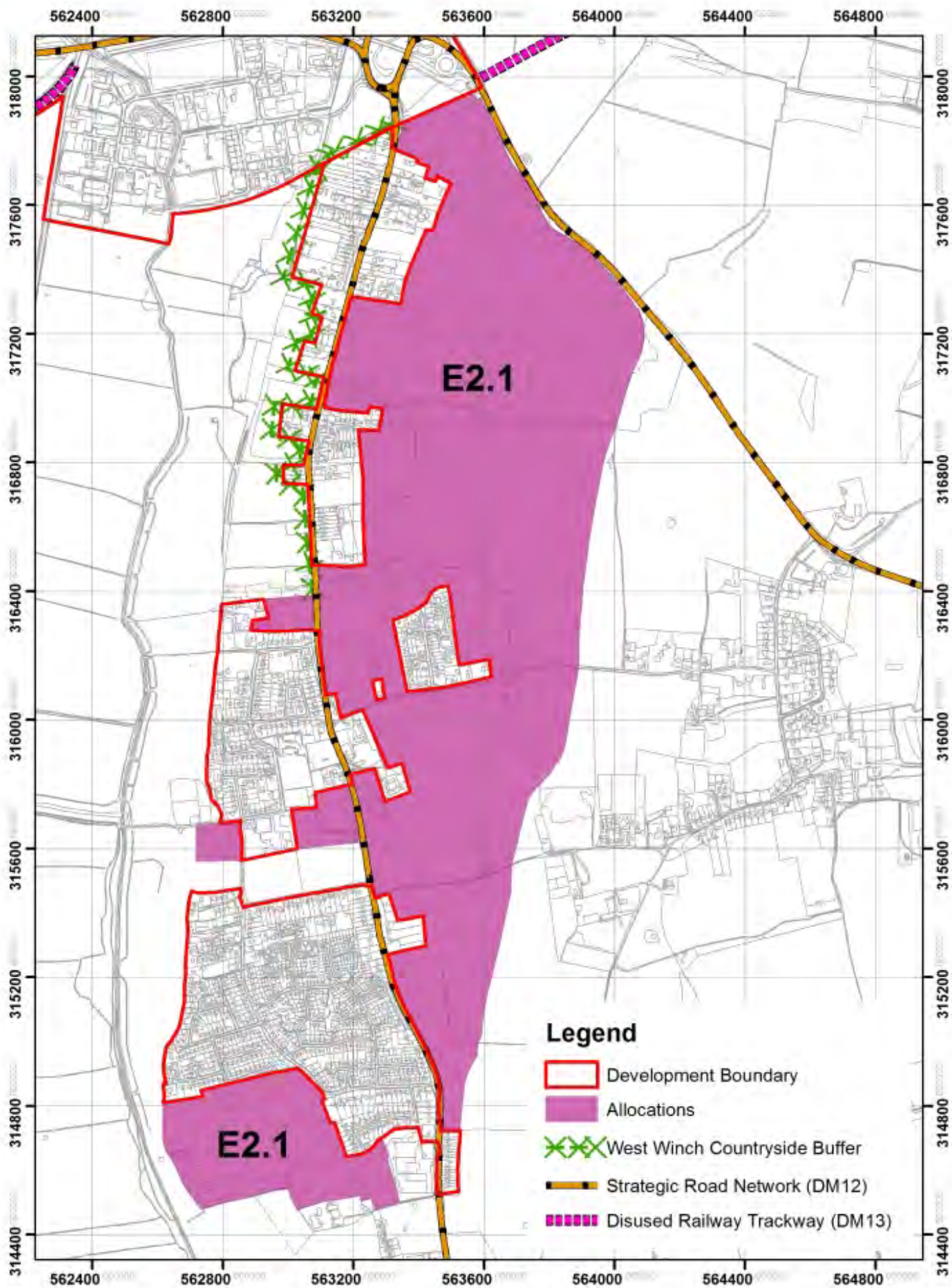


### Strategic Concept (Indicative)

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Ordnance Survey 100024314

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Kilometers





Inset E2 West Winch

## E King's Lynn & Surrounding Area

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

#### PART A - OUTCOMES

Land in the vicinity of West Winch of around 192ha, as shown on the Policies Map, is allocated for development to provide the following strategic outcomes (\*Indicative locations for items marked with an asterisk are represented on the 'West Winch Growth Area Strategic Diagram' accompanying this Policy):

1. At least 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) suitable arrangements for public transport to route through the wider site, and connectivity to main routes to encourage non car modes
  - b) a network of cycle and pedestrian routes (including links to King's Lynn town centre) which would facilitate the level of growth both that planned to 2026 and potential further growth
7. a network of cycle and pedestrian routes (including links to King's Lynn town centre) which would facilitate the level of growth both that planned to 2026 and potential further growth
8. \*Local highway improvements and management measures to fully integrate the development into the surrounding network while avoiding adverse impacts including, in particular, consideration of the capacity of the Hardwick interchange and environmental and amenity impacts of potential additional traffic through North Runcton.
9. \*Three new distinct neighbourhoods to the east of the A10, with some smaller areas of development expanding the existing neighbourhoods to its west.
10. \*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.

## King's Lynn & Surrounding Area E

11. \*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.
12. 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.
13. Significant 'green infrastructure', including (separately and/or combination, as appropriate)
  - 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, SACs, Ramsar) outside the growth area.
14. Incorporation of Sustainable Drainage Systems to address surface water run-off, flood risk, biodiversity and the avoidance of groundwater pollution.
15. 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

## E King's Lynn & Surrounding Area

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. The strategic transportation plan should expressly address the provision of and role in minimising car based traffic of public transport across the wider allocation.
  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.
    - i. Informal open space (potentially over and above the local planning authority's normal standards for play space);
    - ii. A network of attractive pedestrian routes, and car access to these, which provide a variety of terrain, routes and links to the wider public footpath network;
    - (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.



## King's Lynn & Surrounding Area E

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.
6. Submission of a site specific Flood Risk Assessment.

### 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.



## E King's Lynn & Surrounding Area

### 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.

**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.

### Infrastructure Delivery Plan

**E.2.25** Policy E2.1 Part B, b requires the preparation of an Infrastructure Delivery Plan. This is an important mechanism to ensure that an agreed set of infrastructure is identified; costed and; apportioned between respective landowners. However in order to provide certainty about provision the IDP needs to identify and ensure programming of the individual elements. Trigger points and phasing need to be included. With the numbers of units involved and the complexity of the wider growth area to beyond 2026, the IDP will set out monitorable milestones. The IDP will be translated into a legal agreement between the Borough Council and landowners and developers to formalise the provision of infrastructure. The IDP will be published by the Borough Council. The Borough Council will publish monitoring updates through its Annual Monitoring Reports.

**E.2.26** 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.

## King's Lynn & Surrounding Area E

### Neighbourhood centres and the provision of mixed communities

#### Overall growth area and its boundaries.

**E.2.27** 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.2.28** 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.2.29** 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.2.30** 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.

**E.2.31** 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.2.32** 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.2.33** Core Strategy Policy CS09 'Housing Distribution' provides the levels and thresholds for affordable housing within the Growth Area.

## E King's Lynn & Surrounding Area

**E.2.34** 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.2.35** 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.2.36** 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.2.37** 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.2.38** 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.

**E.2.39** 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.2.40** 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.2.41** 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.

## King's Lynn & Surrounding Area E

**E.2.42** 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.2.43** 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.2.44** 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.2.45** 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.2.46** 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.2.47** 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.

### Strategic Transportation Plan (including the treatment of the Hardwick Interchange)

**E.2.48** The A10 is the main King's Lynn to London road and carries very substantial local and long distance traffic north-south. The A47 is a trunk road running east-west, and also carries a high volume of traffic. The Hardwick interchange just north of West Winch collects and distributes the traffic from these and other routes, and is also the main road access point into King's Lynn.

**E.2.49** 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 King's Lynn & Surrounding Area

**E.2.50** 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.2.51** 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.2.52** 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.2.53** 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.2.54** 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.2.55** 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.

### Traffic calming and environmental enhancements

**E.2.56** 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.2.57** Connectivity is vital to achieving accessibility, integration for new residents and businesses and can contribute to a healthy community



## King's Lynn & Surrounding Area E

**E.2.58** 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.2.59** 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.2.60** 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.2.61** 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.2.62** 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.2.63** 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.

**E.2.64** 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.2.65** 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.

## E King's Lynn & Surrounding Area

### Recreational open space

**E.2.66** 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.2.67** The standard for the provision of new recreational space open space is set in the development management policies in this document. This equates to 2.4 hectares of outdoor play space per 1,000 population. Further details can be seen in the Area Wide Policy on recreational space provision in new development.

### Habitat Protection

**E.2.68** Given the potential impacts from the substantial growth envisaged at West Winch / North Ronton 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.2.69** These measures will also contribute to the quality of life for residents of the Growth Area.

**E.2.70** 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.2.71** 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.2.72** 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.

### Sustainable urban drainage systems

**E.2.73** 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.

## King's Lynn & Surrounding Area E

### Silica sand

**E.2.74** The County Council advise that the Growth Area could be underlain by silica sand deposits, and in line with the adopted Minerals Plan these deposits should be investigated for viability and seek to avoid sterilising them if they prove viable. The 'Norfolk Minerals and Waste Development Framework Core Strategy Policy CS16 - Safeguarding mineral and waste sites and mineral resources' is the relevant mechanism for considering how potential mineral resources are treated. The Borough Council is mindful of the policy approach but would wish to take into account the fact that:

- the Growth Area is a long standing proposal contributing to housing provision in the area
- the significant constraints to alternative locations in the area
- the adverse effects likely on the existing built up area
- the likelihood of a resulting unsuitable landform post extraction
- the likely lengthy period of any suggested extraction, and the delay to housing delivery

**E.2.75** 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.2.76** 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.2.77** 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.2.78** 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 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 King's Lynn & Surrounding Area

**E.2.79** 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 development resulting in significant new traffic or accesses onto to the A10 (excepting that provided under growth area Policy E2.1) will be permitted in advance of the new West Winch link road opening. Significance in this instance refers to effect on the capacity and free flow of traffic on the A10 and its ability to accommodate the existing traffic and that arising from the growth area, and both individual and cumulative potential impacts will be considered;
  - b. new development should generally be set back from the road and provide for significant areas of planting adjacent to the road in order to avoid extending the continuous developed edge to the A10;
2. Special care will be taken in the vicinity of the Countryside Buffer indicated on the Policies Map to maintain a soft edge to the countryside beyond and avoid a hard and prominent edge to the developed area when viewed from the West;
3. Areas to the east of the A10 will preferably be associated with the growth area, and accessed through the growth area rather than directly onto the existing A10 road.

## King's Lynn & Surrounding Area E

### E.3 South Wootton

#### *Settlement adjacent to King's Lynn*

##### 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 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** There is a Neighbourhood Development Plan in force for South Wootton Parish, within which this site sits. This has development plan weight, and should be read alongside the policy below. The Plan was prepared by the Parish Council to shape development to address local



## E King's Lynn & Surrounding Area

concerns and aspirations. The Neighbourhood Plan includes a range of policies including those to protect of certain features, influence the design and character 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.

**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** The site is partially underlain by a Mineral Safeguarding Area (Sand and Gravel). Site investigation and assessment of the mineral resource will be required to comply with Norfolk Minerals and Waste Core Strategy policy CS16. The Minerals Planning Authority considers that

## King's Lynn & Surrounding Area E

due to the topography of the site the potential for prior extraction is limited, however the possibility of the re-use of mineral resources recovered from groundworks and SUDS infrastructure should be considered.

**E.3.14** In the event that the site is brought forward for substantially more than 300 dwellings it will be important to ensure that the features and facilities mentioned ~~above~~ in the Policy have been suitably assessed as capable of accommodating the extra development. (See also Section D1 – Distribution of Development.)

### Policy E3.1 - Hall Lane, South Wootton

Land at South Wootton of approximately 40 ha, as shown on the proposed Policies Map, is allocated for a high quality, well landscaped development of at least 300 dwellings and associated facilities, planning permission would subject to the following.

#### 1. **Provide for:**

- a. 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.
- b. A site, or sites, which could be utilised for neighbourhood shops, a doctor's surgery, community facilities, and possibly small scale employment premises.
- c. 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.
- d. 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.
- e. 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:

## E King's Lynn & Surrounding Area

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 provide 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.

f. 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.

g. 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.

h. Additional land (if required) for the expansion of the school on the eastern boundary.

i. Surface water drainage on SUDS principles.

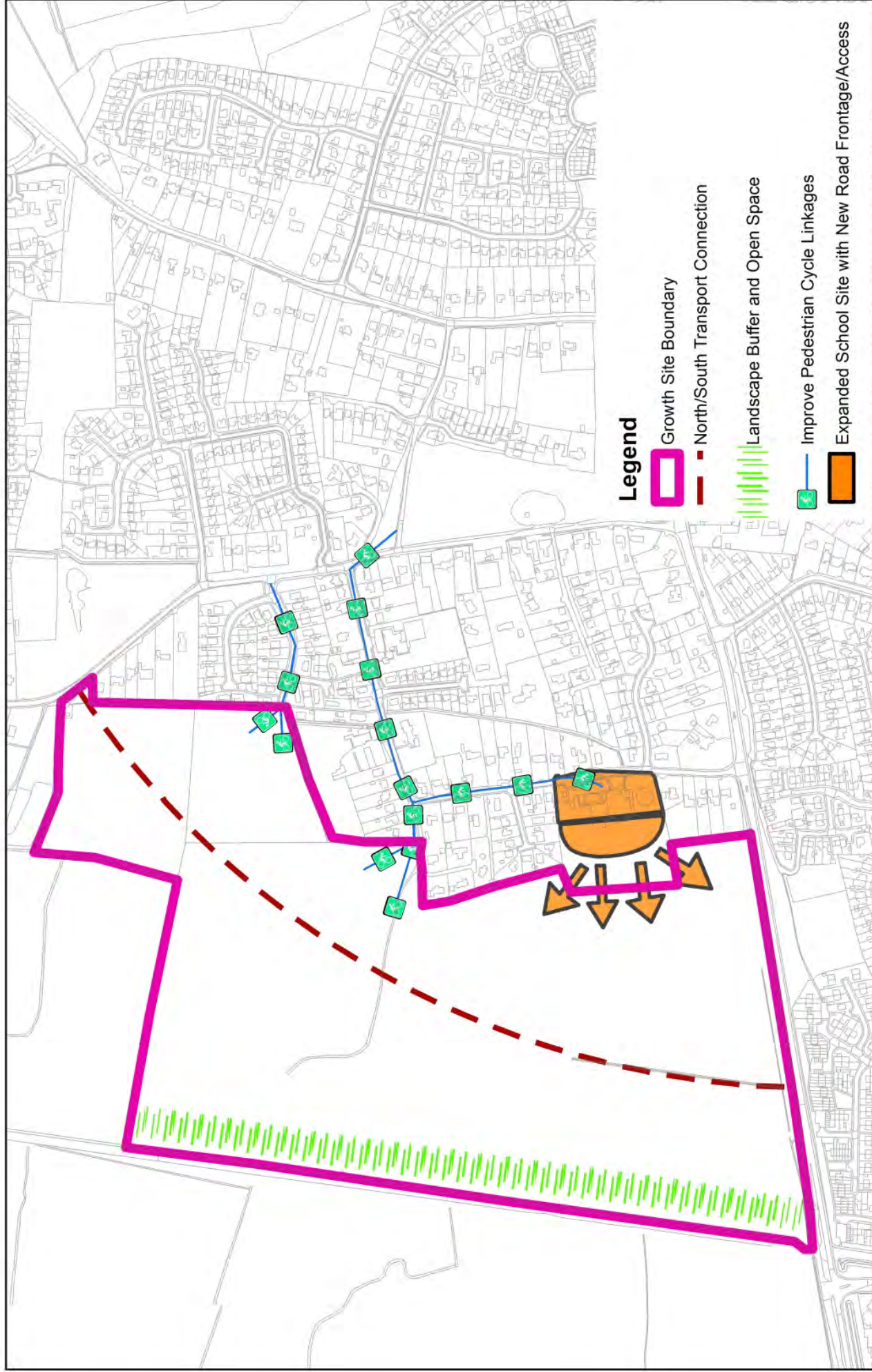
j. Financial contributions towards the provision of infrastructure, including additional primary and secondary school places.

### 2. Be supported by the following studies:

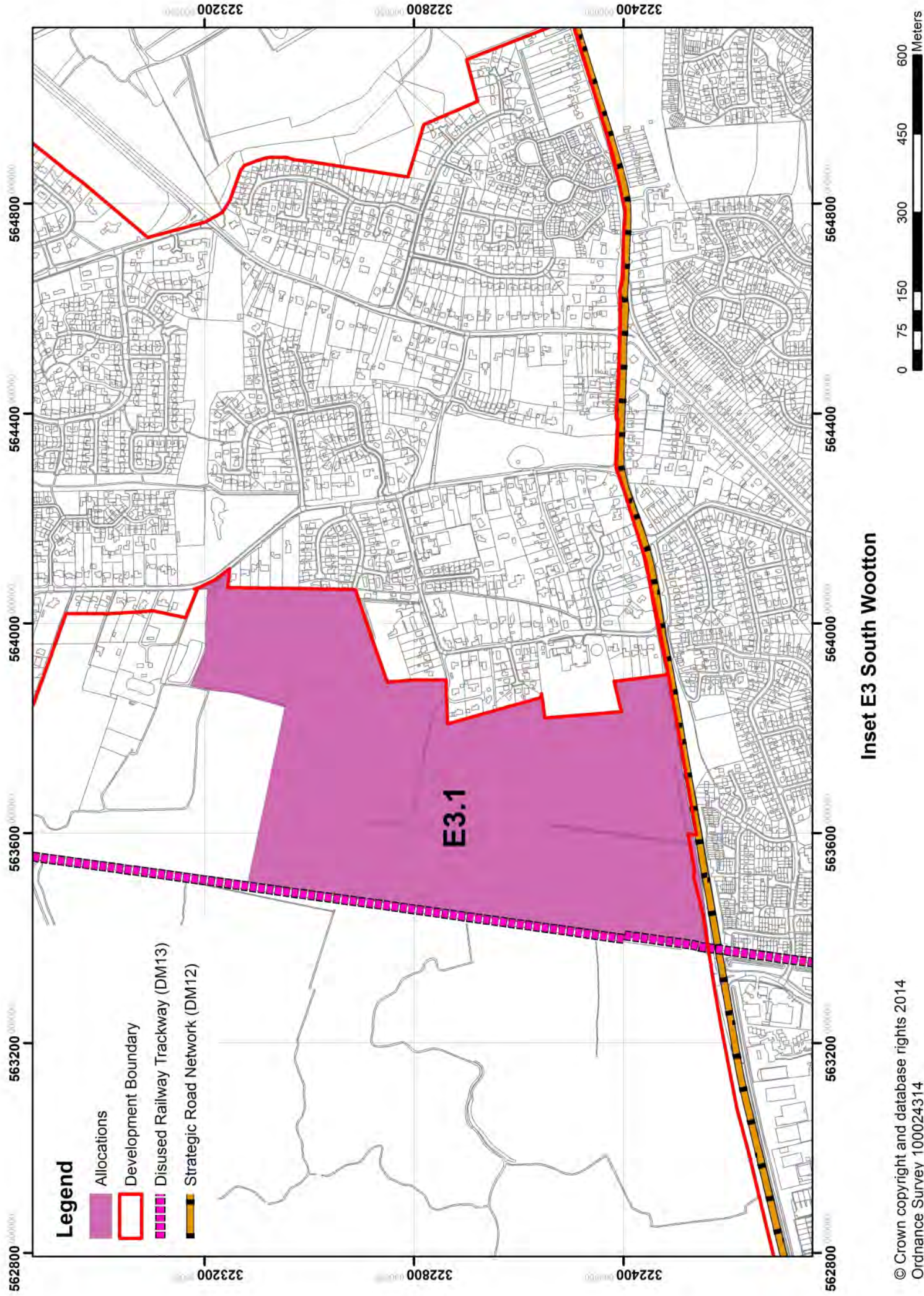
## King's Lynn &amp; Surrounding Area E

- 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.









## E King's Lynn & Surrounding Area

### E.4 Knights Hill

#### *Settlement adjacent to King's Lynn*

##### Locality

**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 and their settings within 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. It is important to consider these assets and their settings, including the historic landscape associated with them and ensure that these are preserved and enhanced.

**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. However precise forms of development on the allocation will be subject to the



## King's Lynn & Surrounding Area E

consideration of constraints. 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.

**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** There is a Neighbourhood Development Plan in force for South Wootton Parish, which includes part of this site. This has development plan weight, and should be read alongside the policy below. The Plan was prepared by the Parish Council to shape development to address local concerns and aspirations. The Neighbourhood Plan includes a range of policies including those to protect certain features, influence the design and character of the development, and to indicate preferred locations for additional facilities and cycle and footway links, etc.

## E King's Lynn & Surrounding Area

### Site Description and Justification

**E.4.12** 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.4.13** 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).

- **Local centre(s)/Retail**

**E.4.14** 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.4.15** Access would be from the A148 Grimston Road. A secondary access point would be required by the Highway Authority.

- **Public transport**

**E.4.16** There are existing (half hourly) bus services on the Grimston Road between King's Lynn town centre and Hunstanton

- **Cycling and Walking**

**E.4.17** 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.4.18** The nearest major main employment areas are the Hospital, Hardwick and North Lynn Industrial Estates and the Town Centre.

- **Protected Habitats**

**E.4.19** The Plan's Habitats Regulations Assessment Report identified the need for measures to ensure that there is no adverse impact on the nearby designated nature conservation areas through exacerbation of existing adverse recreational impacts. These are incorporated in the policy.

## King's Lynn & Surrounding Area E

- **Open Space**

**E.4.20** 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**

**E.4.21** 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, subject to appropriate consideration and response to constraints identified, 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.4.22** 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 important heritage assets, in particular, Castle Rising Castle, the Knights Hill complex and Church of St James and surrounding Saxon/medieval settlement and the impact on historic landscape character. Regard should be had to the statutory duty to preserve or enhance the character and appearance of heritage assets. Regard should also be had to the character and appearance of the former Castle Rising Chase and deer park including the higher ground in the north and east and the open landscape straddling Grimston Road.

- **Sustainable Drainage Systems (SUDS)**

**E.4.23** 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.4.24** Affordable housing provision would be required at the current Council standard for the rural areas.

- **Minerals**

**E.4.25** 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.



## E King's Lynn & Surrounding Area

### 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 at least 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. Site Specific Flood Risk Assessment;
- b. Ecological assessment;
- c. Landscape and arboricultural assessment;
- d. Mineral assessment;
- 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;
- and
- f. Heritage assessment.

The development will provide:

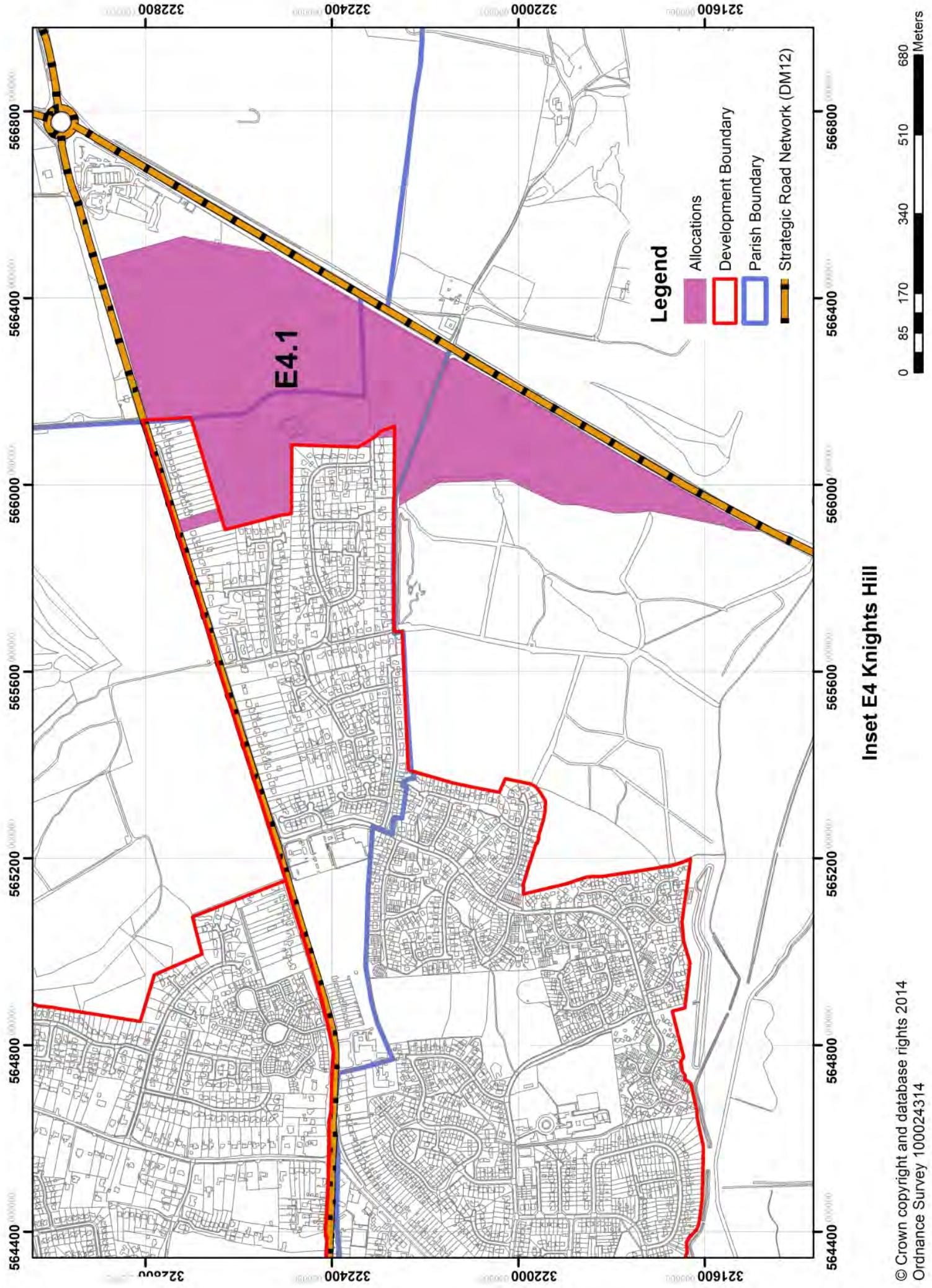
- 1. Residential development of the substantial majority of the land available for development and not precluded by flood risk or other constraints, to include:
  - i. A variety of house sizes, types and tenures;
  - ii. Affordable housing commensurate with the local planning authority's standards at the time.
- 2. A site, or sites, which could be utilised for neighbourhood shops, a doctor's surgery, and community facilities;
- 3. An overall density of around 16 dwellings per hectare, subject to appropriate consideration of constraints identified, 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;
- 4. 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;

## King's Lynn &amp; Surrounding Area E

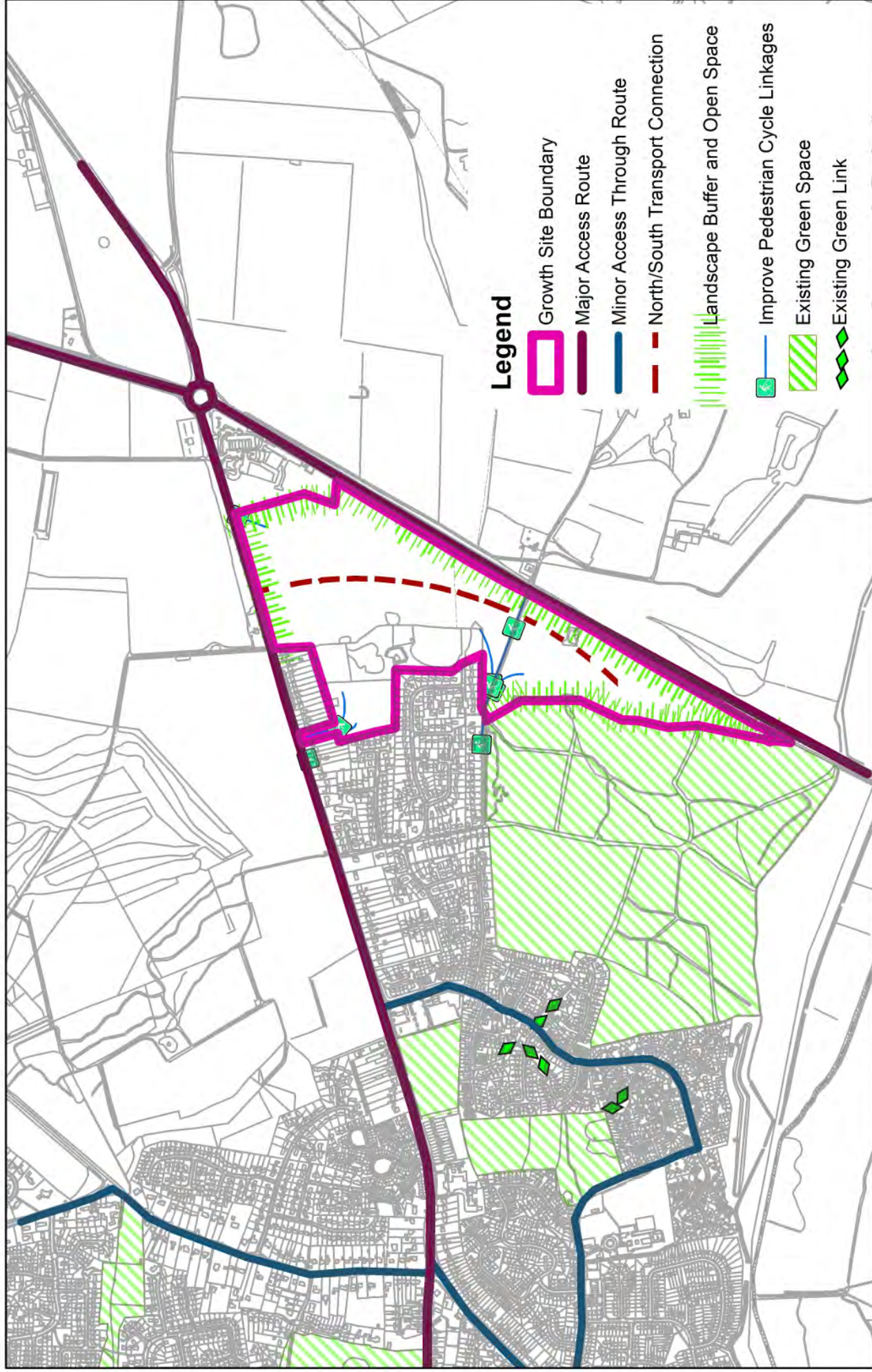
5. Suitable landscape planting to the east and north of the development to provide a degree of screening or other design approach for the development and to protect the setting of heritage assets including the Knights Hill complex, Castle Rising Castle and the remains of the Church of St James and surrounding Saxon/medieval settlement;
6. 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.
7. A layout which facilitates travelling on foot and by bicycle within, and to and from, the new development area;
8. Public open space for recreation and visual amenity and to reduce the pressure on adjoining areas including Castle Rising, Dersingham Bog and Roydon Common;
9. A new doctor's surgery within or close to the site;
10. Upgrades and extensions to the following infrastructure to service the development:
  - a. water supply;
  - b. sewerage;
  - c. electricity;
  - d. telephone.
11. Financial contributions towards the provision of infrastructure including additional primary and secondary school places;
12. 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;
13. 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;

## E King's Lynn & Surrounding Area

- 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

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

0 0.1 0.2 0.4 0.6 0.8  
Kilometers



## King's Lynn & Surrounding Area E

### E.5 North Wootton

#### *Settlement adjacent to King's Lynn*

##### Locality

**E.5.1** The parish of North Wootton has an estimated population of 2,380<sup>(4)</sup>. 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.

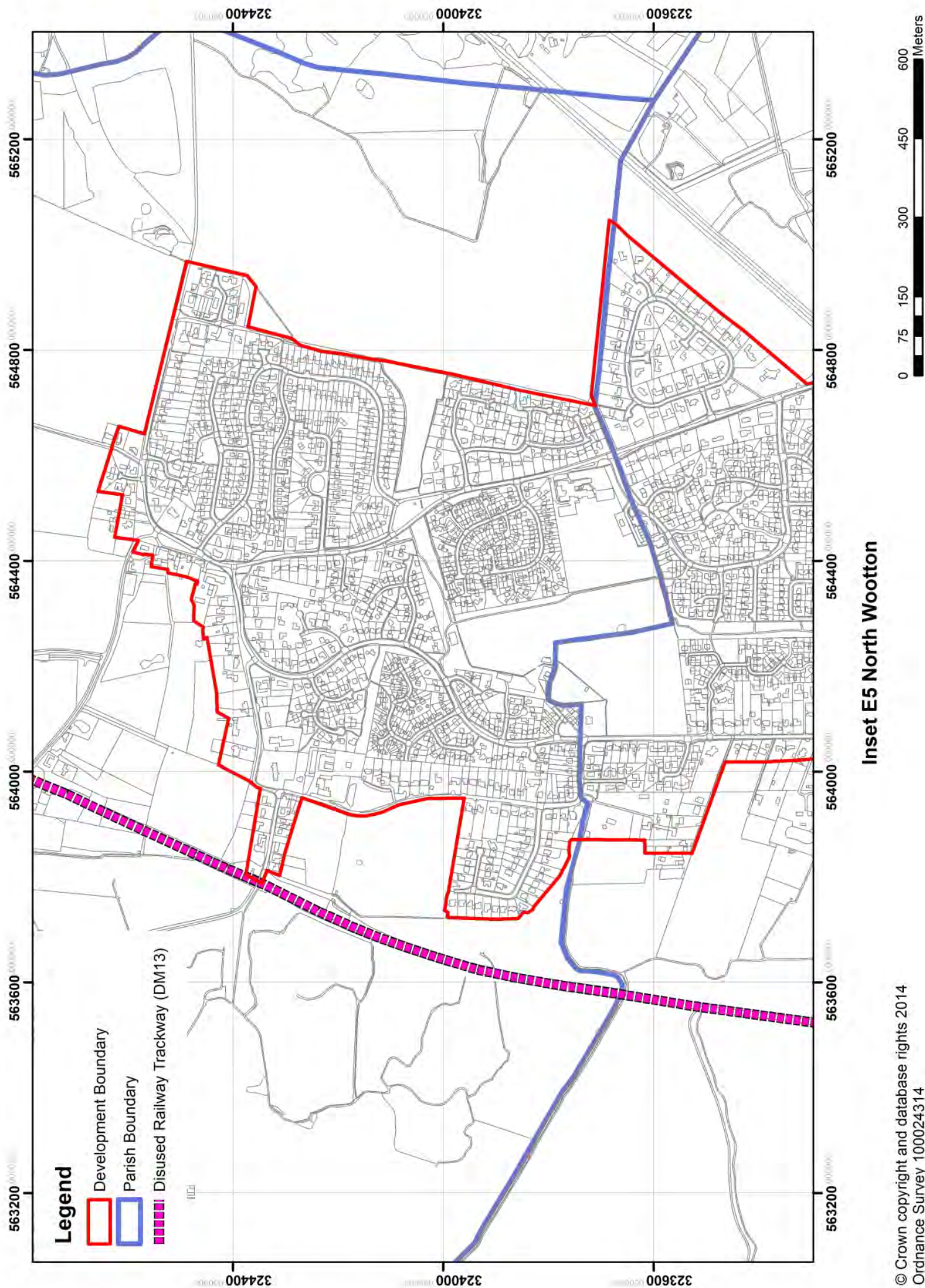
**E.5.2** To the east of North Wootton the landscape encompasses an extensive area of woodland with recreational access including King's Lynn Golf Course within Stony Hangings clearings. To the north, east and west the village adjoins an Area of Outstanding Natural Beauty. The woodland to the north merges 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.



Towns F

## F Towns

### F.1 Downham Market

#### *Main Town*

#### Description

**F.1.1** Downham Market stands on elevated ground on the eastern edge of the Great Ouse valley around 13 miles south of King's Lynn. It is the Borough's second largest town, with a population of around 10,000. The town grew up as an agricultural and trading centre and has a good range of services serving both the local population and a wider rural area.

**F.1.2** Downham Market lies at the junction of the A10 King's Lynn to London road and the A1122 Wisbech to Swaffham road, and has direct railway services to King's Lynn, Cambridge and London with Bus services link to the town to its hinterland and nearby towns.

**F.1.3** There are a range of local employment opportunities. The town's historic industrial and trading links based on the River Great Ouse and the Relief Channel have declined, but now these watercourses support some leisure uses.

**F.1.4** The town has a wealth of historic buildings and other heritage assets, reflected in an extensive Conservation Area and numerous listed buildings. The distinctive Victorian Clock Tower provides a focal point in the handsome Town Square.

**F.1.5** The town lies mainly on the Lower Greensand and Kimmeridge Clay belts which form the western boundary of the chalk upland area of High Norfolk. Many of the town's quality buildings are constructed in the distinctive brown of the local carstone. As this stone is not suited to being dressed into regular blocks it is normally used in conjunction with brick piers, and this contributes to the local building style.

#### Strategic Context

**F.1.6** Downham Market was designated a 'Main Town' in the Core Strategy. Although the general strategy is to locate the bulk of new development and growth in the Borough's towns over the plan period to 2026, recognition has been given to the large scale housing growth Downham Market has accommodated in recent years. A lower proportion of the Borough's new growth over the next decade or so has therefore been allocated to this town, compared to others, in order to provide a slower pace of growth allowing the town to settle and for services and facilities to adjust to the increased population.

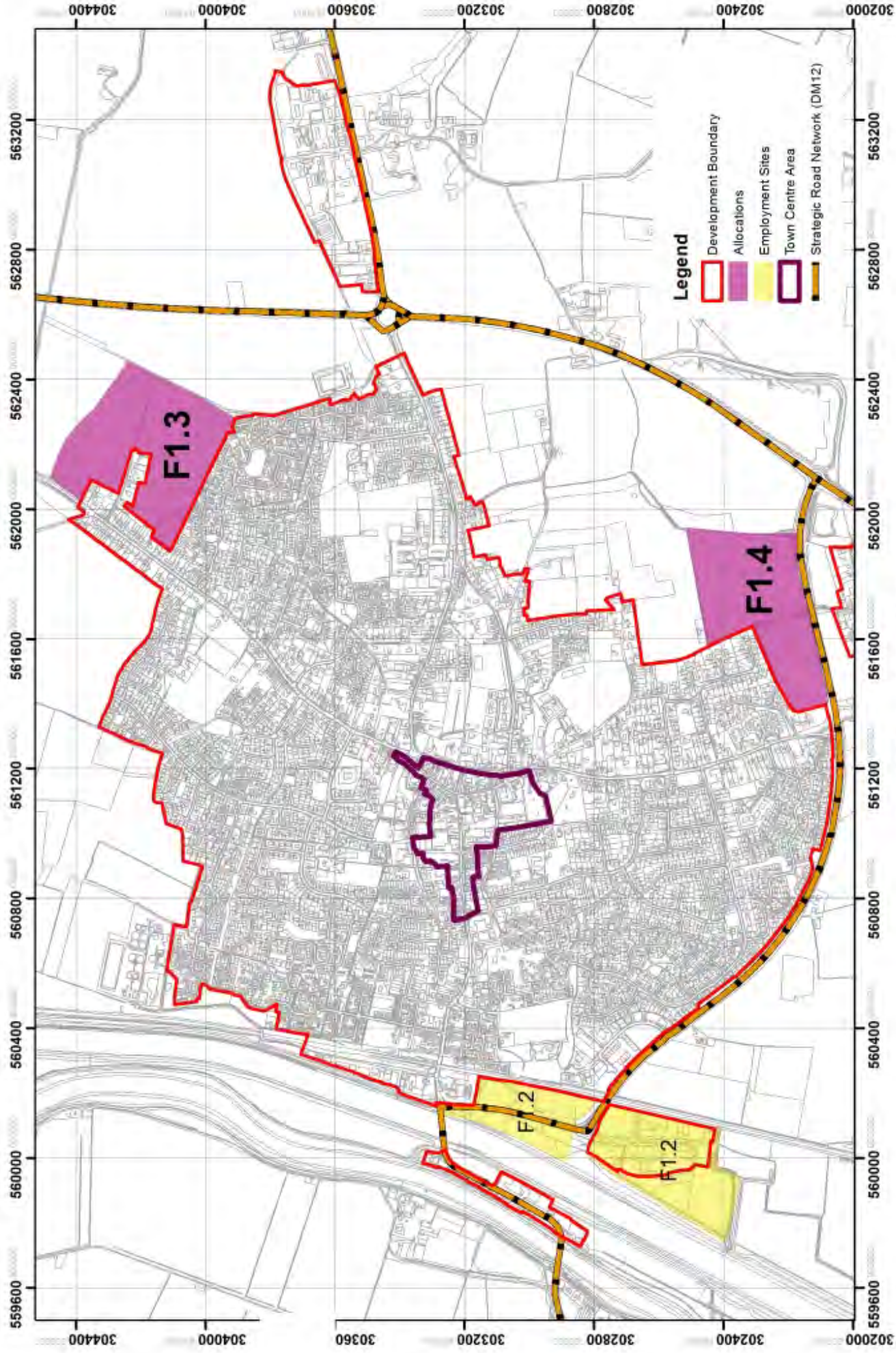
**F.1.7** It is envisaged that growth will still continue, but at a slower pace than in recent times. The Core Strategy planned that the town would receive allocations for at least an additional 390 homes, and 15 hectares of employment land.

**F.1.8** The western side of the town, around the River Great Ouse and the Relief Channel, are constrained by high degrees of flood risk (identified as Flood Risk Zone 3 and Tidal Defence Breach Hazard Zone by the Borough's Strategic Flood Risk Assessment).

## Towns F

**F.1.9** The flood risk to the west, and the A1122 by-pass road to the south, form clear geographical and physical constraints to growth of the town in these directions. The Key Diagram in the Core Strategy indicates broad “areas for urban expansion” around the eastern side of Downham Market.

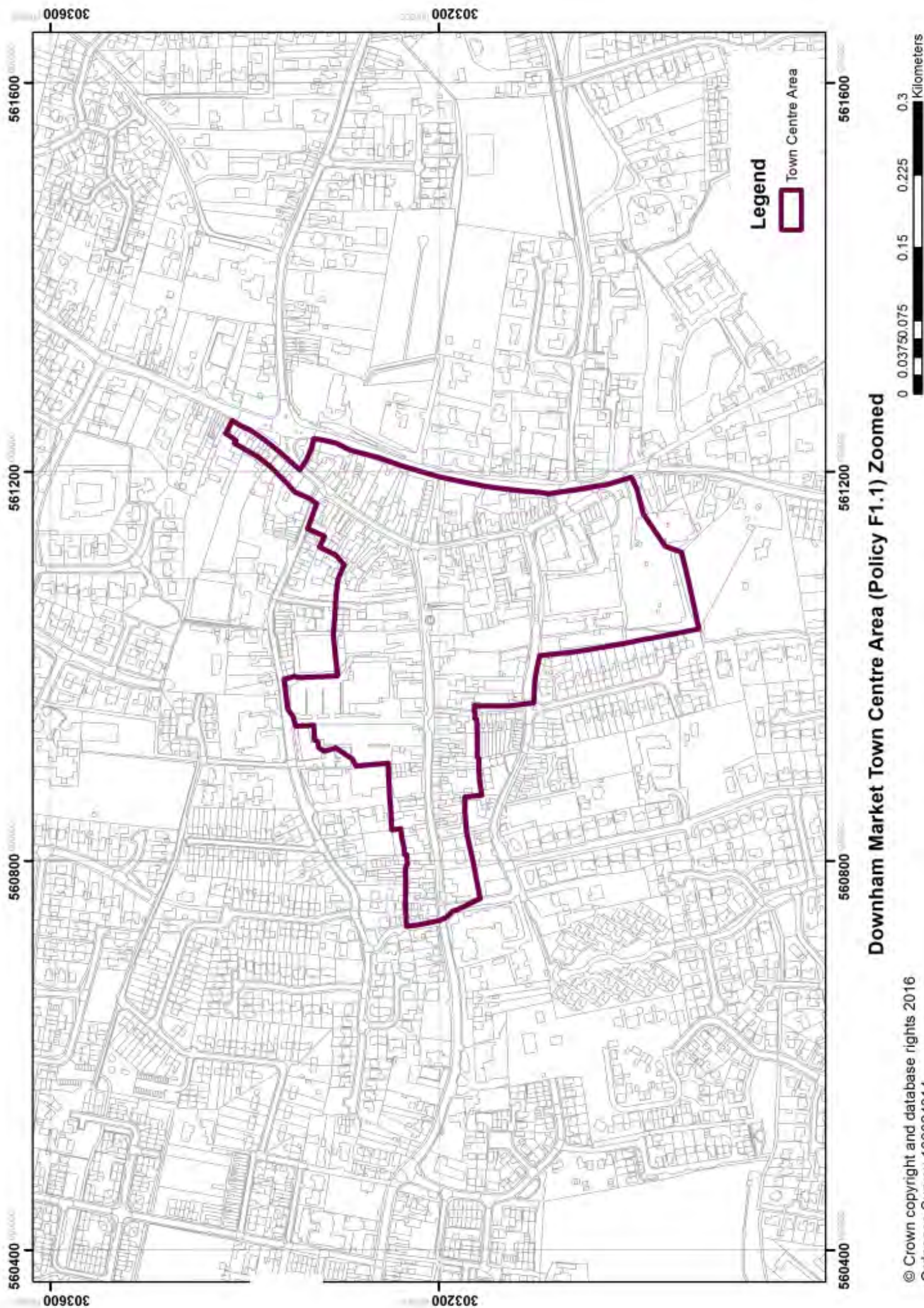




Inset F1 Downham Market







## F Towns

### Policies

#### Town Centre Area and Retailing

##### Policy F1.1 - Downham Market Town Centre Area and Retailing

1. A town centre area for Downham Market is defined on the Policies Map. This will be taken as the town centre for the purposes of retail development in and around Downham Market, and the application of the sequential test in the National Planning Policy framework.
2. The Borough Council will promote this area as the prime focus in the town for retail, community and professional services, leisure, culture and entertainment. The historic character, local distinctiveness, facilities, amenity and vibrancy of the area will be maintained and enhanced, both for their own sake and to strengthen the appeal of the town centre.
3. In order to achieve this, development of retail, offices serving visiting members of the public, hotels, assembly and leisure uses, and community and cultural facilities (e.g. Use Classes A, C1, D1, D2 and sui generis theatres) will be particularly encouraged in the area.
4. Other uses which contribute to the character and vibrancy of the town centre will be encouraged, including residential (C3), and offices/light industry (B1). The development of high quality housing in the town centre would be particularly welcomed for its contribution to its architectural quality, social mix, and economic health.
5. Additional general industrial uses (B2) and warehousing and distribution (B8) will not be permitted in the town centre area unless it can be demonstrated that they will not have adverse impacts on the character, amenity and traffic of the town centre.
6. The retention of active frontages (i.e. window displays, entrances, and views of internal activity, etc.) will be encouraged in the retail heart of the Town Centre, as will the refurbishment or replacement of shop frontages where this secures an active frontage and strengthens the local distinctiveness of the town and its heritage, and the active use of upper storeys of buildings. However, this does not preclude the removal of retail frontages outside the retail heart of the town. The reinstatement of the original ground floor frontages of historic townhouses, for instance, will be particularly welcome for the contribution to the town's historic character, unless this has adverse impacts on the retail function of the town as a whole or on designated heritage assets.

#### Justification

**F.1.10** Town centres are changing, and regaining a richer mix of uses, including leisure uses. The policy is intended to support this mix of uses, and the physical and heritage assets of the town, while retaining the town centre as the primary focus for retailing in the town. The latter is in accordance with, and forms the reference area for, the town centre retail policies of the National Planning Policy Framework.

## Employment Land

**F.1.11** The Core Strategy aims to provide a sufficient and flexible supply of employment land during the plan period (Policy CS10 Economy). This is to include a 16.5ha site allocation in Downham Market.

**F.1.12** There is a range of employment land in use around the town, and there are no plans to reduce any of this by allocation for other uses. There is also an existing planning permission for further employment uses on part of a 24 hectare (60 acre) site at Bexwell, to the east of the town.

**F.1.13** The new allocation and the existing employment land and planning permissions together provide the potential for further strengthening the area's employment base, and for employment within the town to evolve to provide more employment to match the housing growth of recent years and reduce out-commuting.

### Policy F1.2 - Land off St. John's Way, Downham Market

**Land in the vicinity of St. John's Way, as shown on the Policies Map, is allocated for employment uses (classes B1, B2 and B8).**

Notwithstanding the existence of agricultural accesses to various parcels of the allocated employment land there will be a presumption against access direct off the A1122 to protect the strategic function of the Downham Market Bypass. Access to the land west of the A1122 should be taken off the southern roundabout and the land east of the A1122 should be accessed from Station Road. For access to be considered off the A1122 a ghost island right hand turn lane will have to be provided to mitigate the impacts of additional turning traffic on the A1122.

## Justification

**F.1.14** The allocation is in fulfilment of Policy CS04 (Downham Market) of the Core Strategy. This states that 'In supporting the town provision will be made at least 15ha in existing employment areas; combined support for an employment area along the east bank of the Relief Channel south of Hythe Bridge; and as part of a balanced mix of uses within areas of renewal and replacement'. The allocated area is within the broad location indicated by Figure 5 of the Core Strategy Diagram.

**F.1.15** The allocation is just over 16.5 ha, and is a continuation and extension of an existing industrial area.

**F.1.16** The proposed site is located so as to take advantage of accessibility from the A1122 Primary Route (which links directly to the A10 trunk road) and their proximity to the railway (giving the potential to be served by an alternative freight mode). The sites are also within walking distance of the town centre and the railway station, which is advantageous for access to employment by public transport or on foot or cycle.

## F Towns

**F.1.17** Almost the whole of the two areas are at high risk of flooding (Zone 3), but the employment uses allocated are categorized as 'less vulnerable' and compatible with this degree of risk by the National Planning Policy Framework and associated Technical Guidance. The allocated area is also in the flood defence breach Hazard Zone.

### Housing Land

**F.1.18** Two areas to the east of the town are allocated for housing development, one to the south-east and the other to the north-east. The spread of the new housing across two sites will help provide a degree of choice and competition, reduce the impact upon existing residents and businesses in each locality, and mitigate the risk of the development of either area being held up by problems and help ensure timely delivery.

#### Policy F1.3 - Downham Market North-East: Land east of Lynn Road in vicinity of Bridle Lane

**Land north-east of Downham Market of around 16.2 ha, as shown on the Policies Map, is allocated for a high quality, well landscaped development at least 250 dwellings and associated facilities, subject to the following:**

1. Inclusion with any planning application of:
  - a. a masterplan for the whole allocated area showing how the various considerations and requirements (including those below) can be integrated and delivered.
  - b. a transport assessment to demonstrate how adequate road access and improved walking and cycling facilities and connections would be satisfactorily achieved.
  - c. an ecological study that establishes that either:
    - 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.
  - d. A heritage assets assessment to identify such assets (including archaeology) and measures to conserve these as appropriate.
  - e. an assessment of any contamination of land on the site, and how this will be remediated if necessary.
  - f. an assessment of the potential for extracting, either in advance of development or in the course of its development, any viable reserve of carrstone or silica sand on the site.
2. Incorporation in the development of:
  - a. design, layout and landscape planting to form an attractive and firm northern boundary, incorporating a landscape buffer;
  - b. a road access to Lynn Road



- c. roads and layout to facilitate potential future development to the south and east of the site
- d. local highway improvements to fully integrate the development in to the surrounding network;
- e. pedestrian and cycle ways within and beyond the site, including links to Downham Market town centre;
- f. a network of roads, and cycle and pedestrian routes, which would facilitate potential future development beyond the eastern boundary of the site;
- g. a landscape planting scheme to integrate the development within the local landscape, and provide visual amenity and biodiversity within the development;
- h. land for allotments, and path improvements, in line with the Borough's Green Infrastructure Strategy as it relates to Downham Market;
- i. a proportion of affordable housing provision in accordance with the Council's current standards;
- j. upgrading of the water supply and sewerage infrastructure to service the site by agreement with Anglian Water;
- k. financial contributions towards the provision of infrastructure including;
  - additional primary and secondary school places,
  - strategic infrastructure for Downham Market, as set out in the Council's Infrastructure Study;
- l. outdoor play space of at least 1.4 hectares of (based on a population of 582, assuming 2.33 persons per dwelling, and a requirement of 2.4 ha per 1,000 population);
- m. protection and enhancement of public rights of way within or adjacent to the site;
- n. retention of wooded area in the south-west corner of the site for its nature conservation and amenity value;
- o. sustainable drainage systems to address surface-water run-off (including attenuation), flood risk, biodiversity and the avoidance of groundwater pollution;

Inclusion within the development of neighbourhood shops and/or community facilities would be welcomed.

## Justification

**F.1.19** This site is currently mainly un-serviced/agricultural land (Grade 3) bordered by existing farmland and residential development. The site includes part of the former (World War II) Downham Market airfield.

**F.1.20** The site is well located in relation to the main highway network and is within easy reach of the Town Centre. The adjacent main road, Lynn Road, has a bus service and a petrol station/convenience store. The Core Strategy Inspector's Report supported growth to the east of the town, including this area.

## F Towns

**F.1.21** Traffic leaving the area to head out of town has ready access towards King's Lynn, and via A10 to south and east. Potential to link into and extend existing neighbourhood road network. A public bridleway runs along the eastern edge of the site, and another runs east-west through the site.

**F.1.22** The locality is an attractive area of town for future residents, and hence readily marketable for new housing.

**F.1.23** The site is in multiple ownership, but commitment to develop has been expressed and discussions are said to have taken place between owners. The major landowner has undertaken substantial work already to establish development requirements and parameters.

**F.1.24** There appear no fundamental constraints to development, and there is the potential for future expansion to the east and south beyond at some point in the future (subject to future development plans). In the long term this could potentially help link to future employment and leisure development at Bexwell to the east.

**F.1.25** The Council's Green Infrastructure Study (Stage 2: Final Report, 2010) identifies enhancements to the footway network around the town and including through the area of the allocated site. The proposed development is intended both to benefit from and contribute to such enhancements.

**F.1.26** The site is at little risk of flooding (Zone 1).

**F.1.27** The former WWII airfield use of the site gives rise to both archaeological interest and some potential for land contamination (understood to be minor), both of which warrant further examination.

**F.1.28** The allocated site is considered suitable for development of 250 dwellings and any associated neighbourhood facilities. The intention is to provide a firm boundary to the north, preserving a separation between Downham Market and Wimbotsham, with appropriate landscape treatment to that boundary to integrate the development into the landscape and provide an attractive edge to the town. Together with allocation F2.4 (below), the allocation reflects the Town Council's preference for new housing development to be split between different areas around the town.

### Policy F1.4 - Downham Market South-East: Land north of southern bypass in vicinity of Nightingale Lane

**Land to the south east of Downham Market of around 13.9ha, as shown on the Policies Map, is allocated for a high quality, well designed development at least 140 dwellings and associated facilities subject to:**

1. Prior submission of:
  - a. a masterplan for the whole showing how the various considerations and requirements (including those below) can be integrated and delivered.

- b. a transport assessment to demonstrate how adequate road access and improved bus links together with walking and cycling facilities and connections would be satisfactorily achieved.
- c. an ecological Study that establishes that either:
  - 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.
- d. an archaeological assessment, identifying the ;
- e. an assessment of the potential for extracting, either in advance of development or in the course of its development, any viable reserve of carr stone or silica sand on the site.

## 2. Provision of:

- a. high quality local highway improvements to fully integrate the development in to the surrounding network, addressing improved bus links to Downham Market town centre and associated infrastructure, pedestrian and cycle ways within and beyond the site, including links to Downham Market town centre and the existing byway on the site's western boundary, a network of roads, and cycle and pedestrian routes, which would facilitate potential future development beyond the boundaries of the current allocation (including to the north and east);
- b. a landscape planting scheme to integrate the development within the local landscape, and provide visual amenity and biodiversity within the development;
- c. protection of the existing band of trees across the southern part of the site, subject of a Tree Preservation Order, and incorporation into the overall layout in a way that takes advantage of their potential contribution to the amenity of the area, and is likely to facilitate their long term protection and maintenance.
- d. a proportion of affordable housing provision in accordance with the Council's current standards;
- e. land for allotments, and path improvements, in line with the Borough's Green Infrastructure Strategy as it relates to Downham Market;
- f. upgrading of the water supply and sewerage infrastructure to service the site by agreement with Anglian Water;
- g. financial contributions towards the provision of infrastructure including, additional primary and secondary school places, strategic infrastructure for Downham Market, as set out in the Council's Infrastructure Study;
- h. outdoor play space of at least 0.78 hectares of (based on a population of 326, assuming 2.33 persons per dwelling, and a requirement of 2.4 ha per 1,000 population);
- i. protection and enhancement of public rights of way within the site;
- j. sustainable drainage systems to address surface-water run-off (including attenuation), flood risk, biodiversity and the avoidance of groundwater pollution;

## F Towns

Inclusion within the development of neighbourhood shops and/or community facilities would be welcomed.

### Justification

**F.1.29** The site is currently agricultural land (and a single dwelling), bordered by existing residential development to the west, farmland to the east, and the A1122 road to the south.

**F.1.30** The Core Strategy Inspector's Report supported growth to the east of the town, which includes this general area. The specific allocated site is within easy reach of the town centre. The site is well related to the town's main highway network. A new access will be required onto the town's southern bypass (A1122). The site has cycling and pedestrian access, and this would provide a more direct route to the town centre, thus helping encourage non-car journeys. A restricted byway, Nightingale Lane, runs down the western edge of the site, giving access to a bridge across the A1122 and beyond to the south, and into the residential road network to the north-west.

**F.1.31** The Council's Green Infrastructure Study (Stage 2: Final Report, 2010) identifies enhancements to the footway network around the town and including through the area of the allocated site. The proposed development is intended both to benefit from and contribute to such enhancements.

**F.1.32** The allocated land has been actively promoted by the owner's agent, and is said to be readily available for development.

**F.1.33** There is the potential for further development beyond the allocated site boundaries at some point in the future (subject to future development plans), but the Council considers that 140 dwellings are an appropriate allocation during the current plan period, and together with allocation F1.3 (above), reflects the Town Council's preference for new housing development to be split between different areas around the town.

## F.2 Hunstanton

### *Main Town*

### Description

**F.2.1** Hunstanton is the smallest of the three towns in the Borough with a population of 4,229. The town acts as a service centre for the surrounding rural area, a local employment centre and is also a successful seaside resort. It is situated on the Norfolk coast some 16 miles from King's Lynn and, to the east, the town of Wells-next-the-Sea is 17 miles away. Hunstanton is situated on the west coast of Norfolk at the mouth of The Wash and stands at the highest point on this geological shelf as the land slopes gently downwards to the north, east and south of the town.

**F.2.2** Hunstanton evolved from the vision of Henry Styleman Le Strange for a planned coastal holiday village to be built on his own land, with the focal point to be a triangular green sloping down to the sea. The Golden Lion Hotel was the first building (1846) but development remained slow until the Great Eastern Counties Railway decided to build the line from King's Lynn to Hunstanton in 1862. Under the patronage of his son Hamon Le Strange, and spurred on by the investment boom between 1850 and 1870, Hunstanton soon expanded beyond the original planned coastal village to become a fully fledged Victorian seaside resort. Its main buildings are substantial but not over grand; its squares and open spaces are elegant yet informal. It is a comfortable, modest place, small in architectural scale with well-defined boundaries. Its character is spacious, breezy and green, where the effect of the open sea and sky has a strong impact on the light, views and settings of the buildings. The Hunstanton Conservation Area was first designated in 1984 and its boundaries were extended in 2009.

**F.2.3** The Wash is recognised internationally, nationally and locally as a critically important site for wildlife. A summary of relevant statutory designations on The Wash includes; National Nature Reserve (NNR), Ramsar Site, Site of Special Scientific Interest (SSSI), Special Protection Area, Special Area of Conservation, and European Marine Site.

**F.2.4** The Strategic Flood Risk Assessment identifies that broadly the town is not constrained by flood risk, except for an area to the south of the town which is subject to tidal flood zones 2 and 3 (medium and high risk).

**F.2.5** The town has limited transport links, with road access to the town from the A149. However there is a regular bus service to King's Lynn, surrounding villages, and also along the Norfolk coast.

**F.2.6** The Core Strategy states that the town will provide for at least 580 new homes by the end of plan period, with allocations of at least 220 new dwellings and approximately 1 ha of employment land. The policies below go beyond this and allocates for 330 dwellings in total. It identifies directions of urban expansion for the town and a broad location for employment expansion (Core Strategy, p102, Figure 10). The Core Strategy set general directions of growth for urban expansion to the east of the A149, and immediately south of the town. Research and consultation since that time

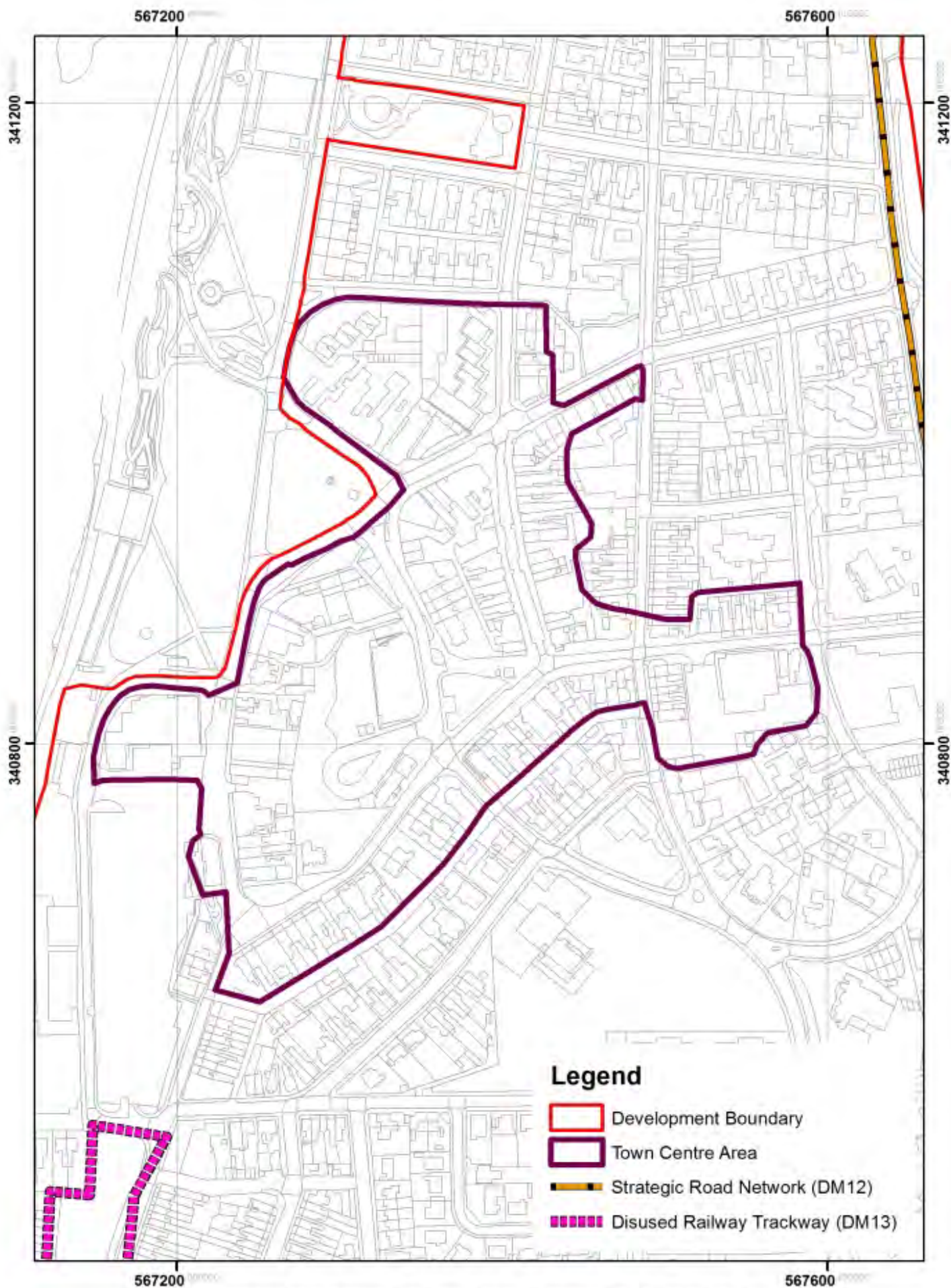


## F Towns

has clarified the key infrastructure requirements, impact on the environment (natural and historic), and the preferences for growth areas from key stakeholders including Hunstanton Town Council. This has aided the Council in determining the development allocations and policy details.

### Policies

**F.2.7** Policy CS05 (in the Cores Strategy) outlines our policy approach for the town, providing further information and guidance on its role as a service hub for the local area, and a tourist destination with a range of facilities / activities. The following pages detail the policies for Hunstanton town centre area and retailing, and proposed site allocations including housing and employment land.



**Hunstanton Town Centre Area (Policy F2.1) Zoomed**

## F Towns

### Town Centre Area and Retailing

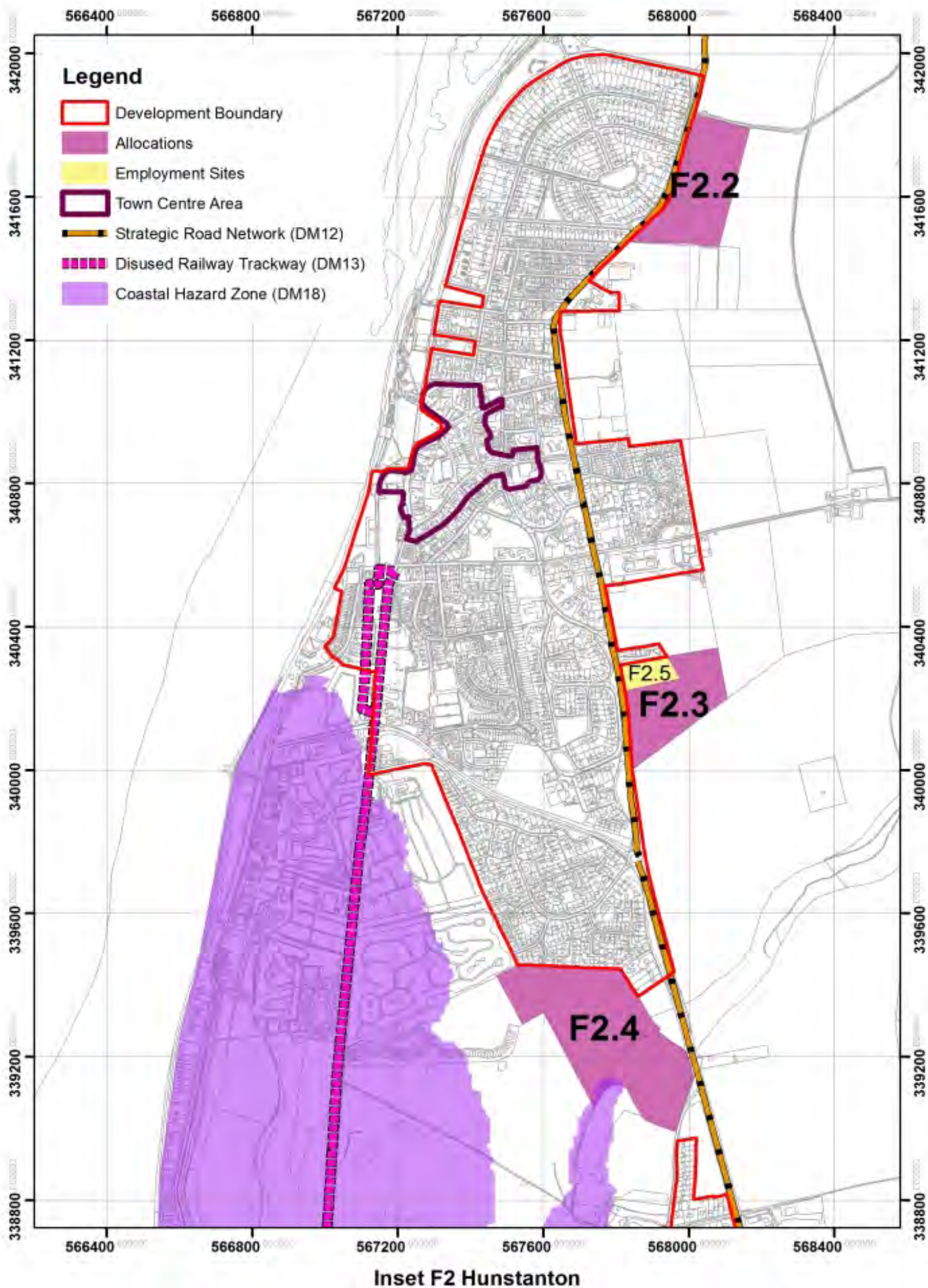
#### Policy F2.1 Hunstanton - Town Centre Area and Retailing

1. A town centre area for Hunstanton is defined on the Policies Map. This will be taken as the town centre for the purposes of retail development in and around Hunstanton, and the application of the sequential test in the National Planning Policy Framework.
2. The Borough Council will promote this area as the prime focus in the town for retail, community and professional services, leisure, culture and entertainment. The historic character, local distinctiveness, facilities, amenity and vibrancy of the area will be maintained and enhanced, to strengthen the appeal of the town centre.
3. In order to achieve this, proposals for retail, offices serving visiting members of the public, hotels, assembly and leisure uses, and community and cultural facilities (e.g. Use Classes A, C1, D1, D2 and sui generis theatres ) will be particularly encouraged in the area and will be assessed against their compliance with Policy CS13.
4. Other uses which contribute to the character and vibrancy of the town centre will be encouraged, including residential (C3), and offices/light industry (B1). The development of high quality housing in the town centre would be particularly welcomed for its contribution to its architectural quality, social mix, and economic health.
5. Additional general industrial uses (B2) and warehousing and distribution (B8) will not be permitted in the town centre area unless it can be demonstrated that they will not have adverse impacts on the character, amenity and traffic of the town centre.
6. The retention of active frontages (i.e. window displays, entrances, and views of internal activity, etc.) will be encouraged in the main streets of the Town Centre, as will the refurbishment or replacement of shop frontages where this secures an active frontage and strengthens the local distinctiveness of the town and its heritage, and the active use of upper storeys of buildings. However, this does not preclude the removal of retail frontages outside the main retail streets of the town.

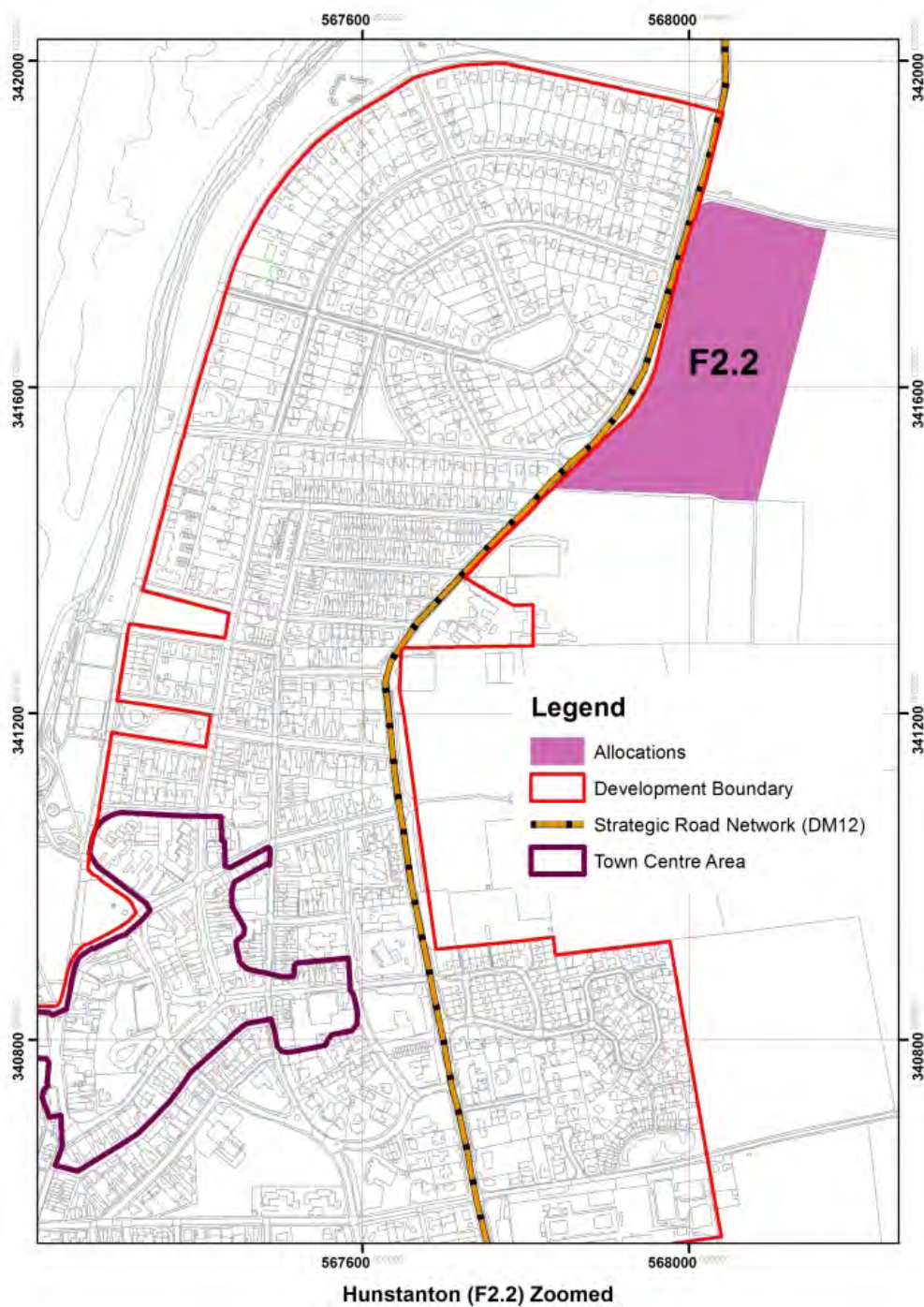
#### Justification

**F.2.8** Ensuring the vitality of town centres is a fundamental part of national planning policy. In order to remain competitive, and to avoid 'dead' shop fronts, it is desirable to promote a range of different uses in addition to retail in town centres. This policy should help to promote a year round economy in Hunstanton as a coastal resort and enhance its role as a market town offering a range of services within a rural hinterland. The defined town centre is the prime focus for services and amenities. A mixture of uses is also desirable in the surrounding seafront area to complement the town centre and to provide facilities for residents and tourists visiting the sea front.





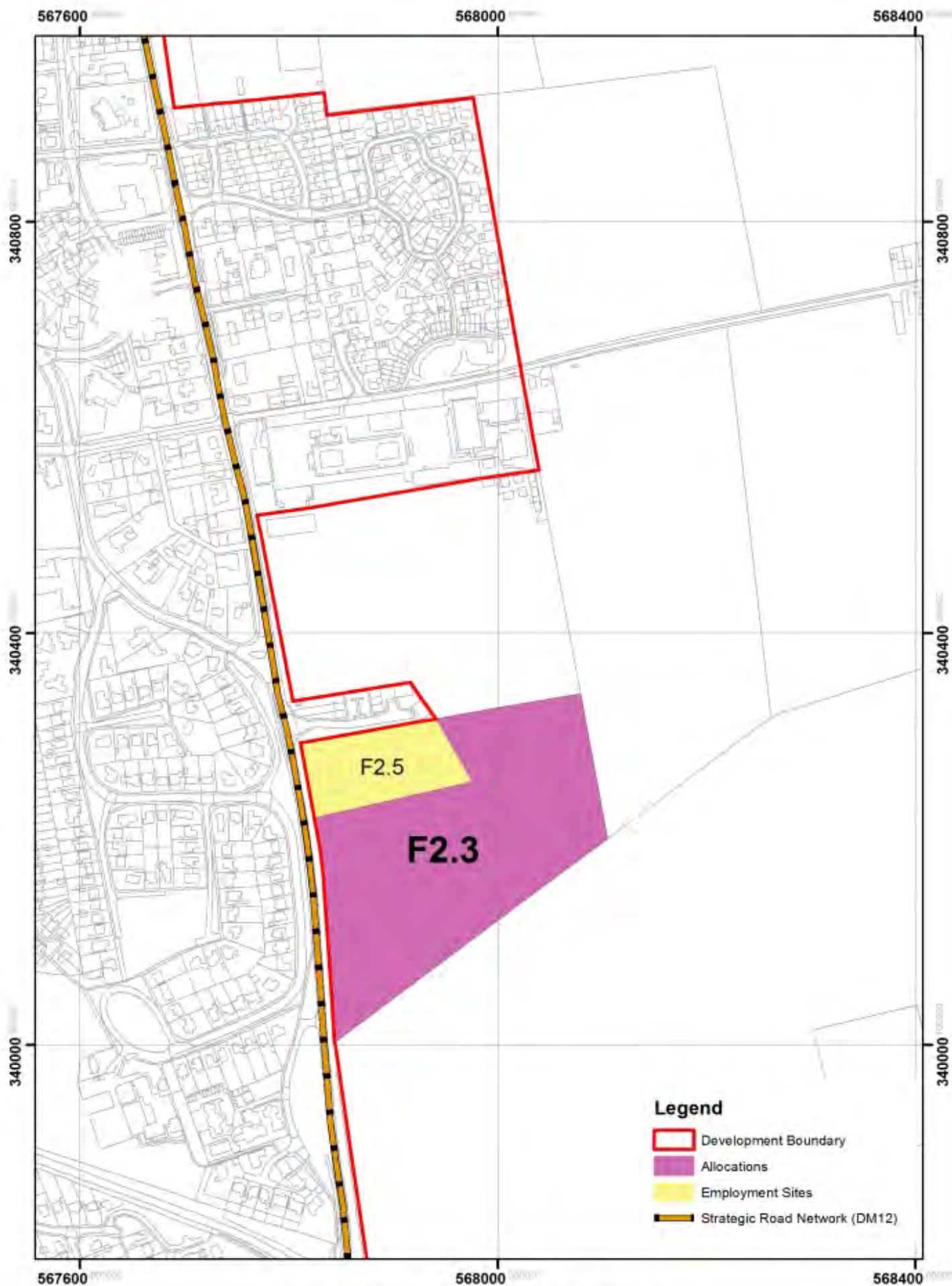
## F Towns



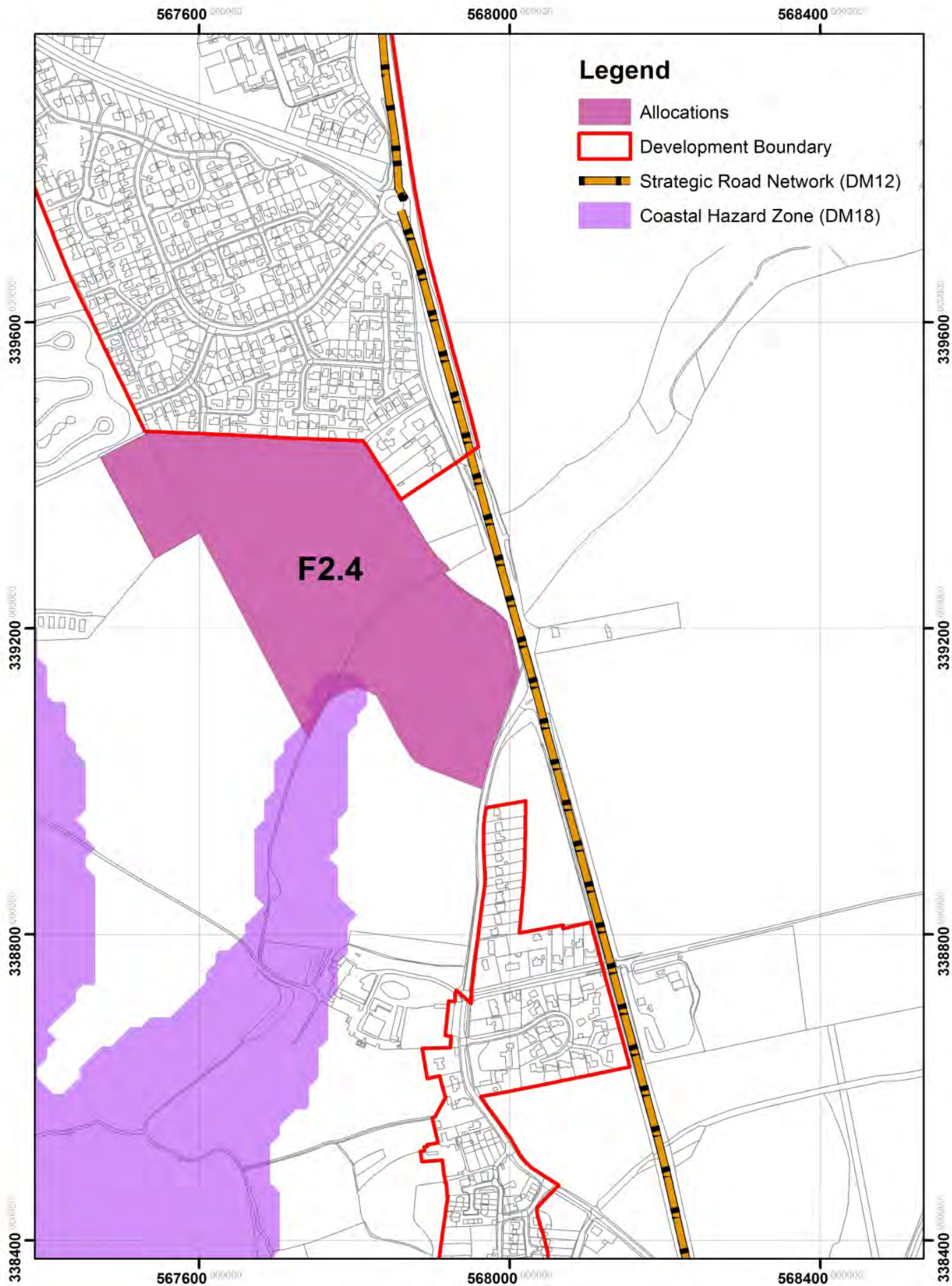
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 Ordnance Survey 100024314

0 0.0325 0.065 0.13 0.195 0.26  
 Kilometers





Hunstanton (F2.3 & F2.5) Zoomed



Hunstanton (F2.4) Zoomed



## Site Allocations

### Policy F2.2 Hunstanton - Land to the east of Cromer Road

**Land amounting to 6.2 hectares is allocated for residential development at least 120 dwellings. Development will be subject to compliance with all of the following:**

1. Provision of safe vehicular and pedestrian access (to be from the A149) including a new crossing point and access to sustainable transport links,
2. Provision of affordable housing in line with current standards;
3. Submission of details of layout, phasing, and appearance;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
5. Incorporation of a high quality landscaping scheme including the retention and enhancement of established hedgerow and the planting of new shelter belts and woodland to the north and east boundaries to minimise the impact of the development on the setting of Old Hunstanton Conservation Area, the Grade I Listed Hunstanton Hall as well as the Hall's park and gardens which are listed as Grade II and the Norfolk Coast Area of Outstanding Natural Beauty (AONB);
6. Submission of a Heritage Asset Statement that establishes that there will be no negative impact on Heritage Assets in the locality, accompanied by an Archaeological Field Evaluation of the site;
7. Outdoor play/recreation space of at least 0.67 ha (based on a population of 280, assuming 2.33 persons per dwelling, and a requirement of 2.4ha per 1,000 persons);
8. Enhanced informal recreational provision on, or in the vicinity of the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on Habitats Regulations protected nature conservation sites in the wider area. This may require open space provision over and above the Council's normal standards for play space detailed in the previous clause, and may consist of some combination of
  - informal open space (over and above the Council's normal standards for play space);
  - pedestrian routes which provide a variety of terrain, routes and links to greenspace and/or the wider footpath network;
  - a contribution to implementation of the Borough's Green Infrastructure Strategy as it relates to Hunstanton, or other greenspace provision or management in the wider area within which the site is located.
9. Provision of a programme of publicity aimed at both occupants of the development and other residents of Hunstanton, highlighting the opportunities for recreation (especially dog walking) in the vicinity avoiding areas within the Wash Special Protection Area and the North Norfolk Coast Protection Area, and the sensitivity of those areas to dog walking and other recreation.

## F Towns

10. Submission of a project level habitats regulations assessment, with particular regard to the potential for indirect impacts through recreational disturbance on the Wash Special Protection Area and the North Norfolk Coast Special Protection Area.
11. The site overlies a Groundwater Vulnerability Zone. Accordingly, the developer should address any risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework (NPPF) and the Environment Agency's 'Guiding Principles for Land Contamination';
12. A financial contribution for any upgrades or additional provision in terms of water supply, sewerage, schools, highways etc. necessary to serve the development.

### Justification

**F.2.9** This site together with allocations F2.3 and F2.4 (see below) provide the most sustainable opportunities, of the available options, to deliver the additional housing needed in the town. Site F2.2 is in reasonable proximity to the town centre and other facilities of the town, and avoids the adverse landscape impacts of the alternative potential development sites to the south of the town. H1 alone, however, is insufficient to meet the full amount of development identified as needed in Hunstanton by the adopted Core Strategy at a density commensurate with the character of the town and the site's surroundings.

**F.2.10** The site is flat, meaning it could be fairly easily screened from the wider countryside, in comparison to land to the south of the settlement which is highly visible on the approach to Hunstanton from the A149 due to the topography of the site. The flat topography of the site makes it easy to develop and will encourage new residents to walk and cycle from their homes.

**F.2.11** The built extent of Old Hunstanton is approximately 400m north of the site, and is a designated Conservation Area. Undeveloped agricultural land separates the two settlements, and distant views of the southern extent of Old Hunstanton can be seen from the northern boundary of the site. However, any new development on the site would not extend beyond the northern built extent of Hunstanton, situated to the west of the A149. Additionally, a significant 400m belt of agricultural land would maintain the gap between the settlements. The policy contains a clause to ensure that a significant, high quality landscaping scheme will be delivered on the northern and eastern boundaries. This will help screen new development from the wider countryside and reduce the visual impact on the setting of Old Hunstanton Conservation Area to the north, the setting of Hunstanton Hall and Listed Buildings to the north east and the Area of Outstanding Natural Beauty to the east.

**F.2.12** The site comprises agricultural land (Grade 3) with some established hedgerow/trees forming the site boundary. There are no major landscape features of importance within the site boundary. Whilst the Council will seek to retain established trees and hedgerow, new development will result in the loss of productive agricultural land. It is not possible to allocate the level of growth sought for Hunstanton on previously developed land, therefore the Council considers that a balance should be struck to enable some growth in Hunstanton whilst ensuring the remaining surrounding agricultural land can remain productive and accessible to agricultural vehicles.

**F.2.13** The Plan's Habitats Regulations Assessment Report identified the need for a range of measures to ensure no adverse impact on the nearby designated nature conservation areas through exacerbation of existing adverse recreational impacts. These measures are set out in the policy.

**F.2.14** The Council's Green Infrastructure Study (Stages 1 & 2, 2009 & 2010) identifies enhancements to the footway network around the town and including the vicinity of the allocated site. The proposed development is intended both to benefit from and contribute to such enhancements, and this ties in with the desire to ensure high standards of amenity and quality of life for residents of the new development, and the need for additional green infrastructure mentioned in relation to habitat protection.

**F.2.15** There are Historic Environment Records relating to some archaeological finds such as Iron Age pottery and potential evidence of post-medieval banks. Therefore, the policy requires the developer to submit a Heritage Asset Statement and conduct an Archaeological Field Evaluation to understand the potential archaeological impact of new development.

**F.2.16** Anglian Water has indicated the presence of a water mains crossing the site. Further discussion would be required between the Council, Anglian Water and the developer to identify whether this would affect the layout or construction of development if this site is allocated for housing.

### **Policy F2.3 Hunstanton - Land south of Hunstanton Commercial Park (Housing uses)**

Land south of Hunstanton Commercial Park amounting to 5 hectares, as identified on the Policies Map, is allocated principally for housing with care, with a supplementary allocation of general purpose market housing to aid viability.<sup>(5)</sup>

The mixed uses comprising –

- At least 60 housing with care units ;
- Approximately 50 general housing units;
- Affordable housing requirements as per policy CS09 of the Core Strategy. This will apply across the whole site.<sup>(6)</sup>

- 5 Housing with care is purpose built self-contained housing with facilities and services such as 24/7 on site care and facilities, that assists residents to live independently. There is an expectation that in line with good practice the scheme will include the provision of community facilities i.e. restaurant, retail (hairdressers/corner shop) and opportunities for social interaction.
- 6 The affordable housing requirement will apply to the housing with care and the general purpose market housing, all dwellings that fall within the C3 use class of the Town and Country Planning (Use Classes) Order 1987.



## F Towns

Development of the site must be as part of a comprehensive scheme, which must be shown to bring forward the housing with care units. The final housing numbers are to be determined at the planning application stage and be informed by a design-led master planned approach.

The proximity of the employment allocation F2.5, and the potential for a care home on part (or all) of that allocation could support an interdependency between this and the housing with care element.

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

1. Provision of safe vehicular and pedestrian access (to be from the A149) including a new crossing point (to serve proposals F2.3 and F2.5) and access to sustainable transport links;
2. Submission of details of layout, phasing, and appearance;
3. Incorporation of a high quality landscaping scheme including the retention and enhancement of established hedgerow and the planting of new shelter belts to the north, east and southern boundaries to minimise the impact of the development on the setting of Grade II\* listed Smithdon High School and gym, Grade II\* listed and scheduled remains of St Andrew's Chapel and the Norfolk Coast Area of Outstanding Natural Beauty;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
5. Submission of a Heritage Asset Statement that establishes that there will be no negative impact on Heritage Assets in the locality, accompanied by an Archaeological Field Evaluation of the site, if required;
6. Provision of affordable housing on site, or an equivalent financial contribution, to meet current standards.
7. Outdoor play/recreation space of at least 0.28 ha (based on a population of 233, assuming 2.33 persons per dwelling, and a requirement of 2.4ha per 1,000 persons);
8. Enhanced informal recreational provision on, or in the vicinity of the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on Habitats Regulations protected nature conservation sites in the wider area. This provision may consist of some combination of
  - informal open space (over and above the Council's normal standards for play space);
  - pedestrian routes which provide a variety of terrain, routes and links to greenspace and/or the wider footpath network;
  - a contribution to implementation of the Borough's Green Infrastructure Strategy as it relates to Hunstanton, or other greenspace provision or management in the wider area within which the site is located.
9. Provision of a programme of publicity aimed at both occupants of the development and other residents of Hunstanton, highlighting the opportunities for recreation (especially dog walking) in the vicinity avoiding areas within the Wash Special Protection Area and

the North Norfolk Coast Special Protection Area, and the sensitivity of those areas to dog walking and other recreation.

10. Submission of a project level habitats regulations assessment, with particular regard to the potential for indirect impacts through recreational disturbance on the Wash Special Protection Area and the North Norfolk Coast Special Protection Area.
11. A financial contribution for any upgrades or additional provision in terms of water supply, sewerage, schools, highways etc. necessary to serve the development.

## Justification

**F.2.17** The topography of the site is relatively flat and the site is surrounded by development on two sides (adjacent to industrial estate and secondary school to the north, and residential development to the west). The site is a smaller and more enclosed field than most of the agricultural land to the east of Hunstanton. All of these factors will aid visual screening of the site from the wider countryside, reducing any potential detrimental impact on the Area of Outstanding Natural Beauty. The policy includes a clause to ensure that the existing hedgerow on the southern and eastern border is improved to help screen development from the wider area.

**F.2.18** The option of new development on land to the south of Hunstanton Commercial Park has received the greatest level of positive response from infrastructure providers, key stakeholders, local interest groups, Hunstanton Parish Council and the public. This site is located closer to the town centre and local services of all the potential options for development outside the proposed development boundary. The site therefore offers the greatest opportunity for new residents to walk and cycle to local services. Norfolk County Council Highways Authority has indicated this land as their preferred option for housing. They have specified that local highway improvements would be required including a crossing point for the A149 and extension to the 30mph limit to deliver this allocation.

**F.2.19** The Council would prefer to allocate a mix of specialist residential development (defined as accommodation which has been specifically designed and built to meet the needs of the elderly which could be of varying tenure), market dwellings and affordable housing to complement the proposed Care Home on F2.5. Such proposals will offer a wider choice of residential accommodation for local people and new residents in an area which is characterised by an ageing population.

**F.2.20** Development in this location would not compromise the strategic gap between Hunstanton and adjacent settlements. The site is adjacent to Smithdon High School Development and the Grade II\* listed and scheduled remains of St Andrew's Chapel to the south-east. The policy includes a clause to give emphasis to the importance of addressing impacts upon heritage assets and their settings in the design of the proposed housing.

**F.2.21** Whilst the site is currently in productive agricultural use (grade 3) as previously stated, it is not possible to allocate the level of growth sought for Hunstanton on previously developed land. The Council considers that a balance should be struck to enable some growth in Hunstanton whilst ensuring the remaining surrounding agricultural land can remain productive and accessible to agricultural vehicles.

## F Towns

**F.2.22** The Plan's Habitats Regulations Assessment Report identified the need for a range of measures to ensure no adverse impact on the nearby designated nature conservation areas through exacerbation of existing adverse recreational impacts. These measures are set out in the policy.

**F.2.23** The Council's Green Infrastructure Study (Stages 1 & 2, 2009 & 2010) identifies enhancements to the footway network around the town and including the vicinity of the allocated site. The proposed development is intended both to benefit from and contribute to such enhancements, and this ties in with the desire to ensure high standards of amenity and quality of life for residents of the new development, and the need for additional green infrastructure mentioned in relation to habitat protection.

**F.2.24** Anglian Water have indicated the presence of a water mains crossing the site. Further discussion would be required between the Council, Anglian Water and the developer to identify whether this would affect the layout or construction of development if this site is allocated for housing.

### Policy F2.4 Hunstanton - Land north of Hunstanton Road

**Land north of Hunstanton Road amounting to 12.6 hectares is allocated for development of 163 dwellings on 6.2 ha of the site, and open space on 6.4 ha of the site subject to:**

1. Submission of a final masterplan for the site incorporating details of layout, phasing and conceptual appearance;
2. Provision of affordable housing in line with current standards;
3. Provision of safe vehicular and pedestrian access;
4. Local highway improvements to fully integrate the development into the surrounding network.
5. Details of plans for the proposed open space with regards to public access, recreational and ecological opportunities, potential hard and soft landscaping including play space(s) and arrangements for the ongoing management of the space;
6. Enhanced informal recreational provision on, or in the vicinity of the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on Habitats Regulations protected nature conservation sites in the wider area.

This provision may consist of some combination of:

- informal open space (over and above the Council's normal standards for play space);
- pedestrian routes which provide a variety of terrain, routes and links to greenspace and/or the wider footpath network;
- a contribution to implementation of the Borough's Green Infrastructure Strategy as it relates to Hunstanton, or other greenspace provision or management in the wider area within which the site is located.

7. Provision of a programme of publicity aimed at both occupants of the development and other residents of Hunstanton, highlighting the opportunities for recreation (especially dog walking) in the vicinity avoiding areas within the Wash Special Protection Area and the North Norfolk Coast Protection Area, and the sensitivity of those areas to dog walking and other recreation;
8. Submission of a project level habitats regulations assessment, with particular regard to the potential for indirect impacts through recreational disturbance on the Wash Special Protection Area and the North Norfolk Coast Special Protection Area;
9. Submission of a site specific Flood Risk Assessment, and accompanying topographical information, to be prepared in order to ensure that development is designed appropriately and built in those areas of the site least at risk of flooding.
10. Incorporation of a high quality landscaping scheme to limit the visual impact of proposed development on the countryside and on the southern approach to Hunstanton;
11. Submission of details of sustainable drainage measures and how they will integrate with the design of the development and how they will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
12. An Archaeological Field Evaluation of the site should be undertaken following on from the results of the desk based Archaeological Assessment. This should be undertaken prior to consideration of extraction of minerals from the site;
13. Submission of an Environmental Statement that satisfies Norfolk County Council that: the applicant has carried out investigations to identify whether the resource (sand, gravel, carr stone) is viable for mineral extraction; and if the mineral resource is viable, that: the applicant has considered whether it could be extracted economically prior to development taking place; and if the mineral resource can be extracted economically, whether (or not): there are opportunities to use the onsite resource during the construction phase of development.
14. A financial contribution to existing infrastructure and/or services or provision of new infrastructure necessary to serve the development to be determined upon submission of the planning application.

## Justification

**F.2.25** The site is grade 3 agricultural land surrounded by a golf course to the west, a residential estate to the north, the A149 to the east and agricultural fields to the south. The topography of the site rises from a low point in the south east corner to higher ground on the northern boundary and the site is therefore open to view, particularly when approaching the town from the south. Technical reports submitted relating to Ecological Feasibility, Archaeology Assessment and Visual Assessment suggest that land be left undeveloped to the south, thereby reducing the potential for

## F Towns

landscape intrusion and also allowing for enhanced ecological and recreational benefit. The policy contains provision for archaeological investigation. The existing tree belt to the west provide a degree of screening which should be reflected in detailed layouts.

**F.2.26** The majority of the site is not at high risk of flooding and the housing development itself should not be affected by flooding. There are some general infrastructure issues relating to the capacity of the Waste Water Treatment Works which apply to all allocations in Hunstanton. The principle of access from the A149 has been established to the satisfaction of the Highway Authority. The junction details can be determined at application stage. Provision needs to be made for pedestrian and cycle access to Hunstanton town through existing development to the north. Any new road would need to cross a tributary of the Heacham River; consent would be required from the Lead Flood Authority.

**F.2.27** The maintenance of a strategic gap between Heacham and Hunstanton is of great importance. It is acknowledged that part of the allocation site falls in Heacham Parish, however the proposed housing does not. In addition, although the site is not in the Norfolk Coast AONB, it forms part of its setting and any development on the site should address views in and out of the AONB.

**F.2.28** The Plan's Habitats Regulations Assessment Report identified the need for a range of measures to ensure no adverse impact on the nearby designated nature conservation areas through exacerbation of existing adverse recreational impacts. These measures are set out in the policy.

**F.2.29** The Council's Green Infrastructure Study (Stages 1 & 2, 2009 & 2010) identifies enhancements to the footway network around the town and including the vicinity of the allocated site. The proposed development is intended both to benefit from and contribute to such enhancements, and this ties in with the desire to ensure high standards of amenity and quality of life for residents of the new development, and the need for additional green infrastructure mentioned in relation to habitat protection.

## Employment Land

### Policy F2.5 Hunstanton - Land south of Hunstanton Commercial Park (Employment uses)

**Land south of Hunstanton Commercial Park Land amounting to 1 hectare is and identified on the Polices Map is allocated for employment use, subject to the following:**

1. A financial contribution for any upgrades or additional provision in terms of water supply, sewerage, highways etc. necessary to serve the development;
2. The site overlies a Groundwater Vulnerability Zone. Accordingly, the developer should address any risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework (NPPF) and the Environment Agency's 'Guiding Principles for Land Contamination'.



## Justification

**F.2.30** The Core Strategy sought to renew an allocation for employment of 1 hectare in size to the east of the A149 which had originally been identified in the 1998 Local Plan.

**F.2.31** The site is a smaller part of submitted site 833, currently the north-west corner of an agricultural field immediately south of Hunstanton Commercial Park and Smithdon High School. As detailed in the justification for F2.3, the site is chosen for a number of factors but mainly because it is a sustainable location for growth adjacent to existing development and it's the closest of all options to Hunstanton Town Centre and associated services and facilities. There is an established access to the commercial area from the A149, however, depending on the nature of the employment use it may be preferable to develop the site in conjunction with allocation F2.3 which will require a new access point onto the A149. Linking these developments may optimise the viability of the development enabling a greater contribution to new infrastructure.

**F.2.32** Hunstanton Town Council has promoted the use of the site for a care home. The Borough Council would accept such a use on this site having regard to the employment opportunities associated with such development and the level of identified need for such accommodation in Hunstanton and the nearby villages of Heacham and Dersingham. Hunstanton is one of relatively few settlements in the northern coastal area of Norfolk that have a sufficient population to sustain a high level of services and facilities and therefore this site comprises an ideal location to situate a new Care Home.

**F.2.33** It would also offer the potential for the integration of the development of this site with housing allocation F2.3 adjacent. The Borough Council is keen to further explore this potential, invites comments on the possibility, and would be happy to discuss with prospective developers and service providers the potential for development of a residential care home on this site.

## F Towns

### F.3 Wisbech Fringe (inc.Walsoken)

#### Settlements adjacent to Wisbech

#### Description

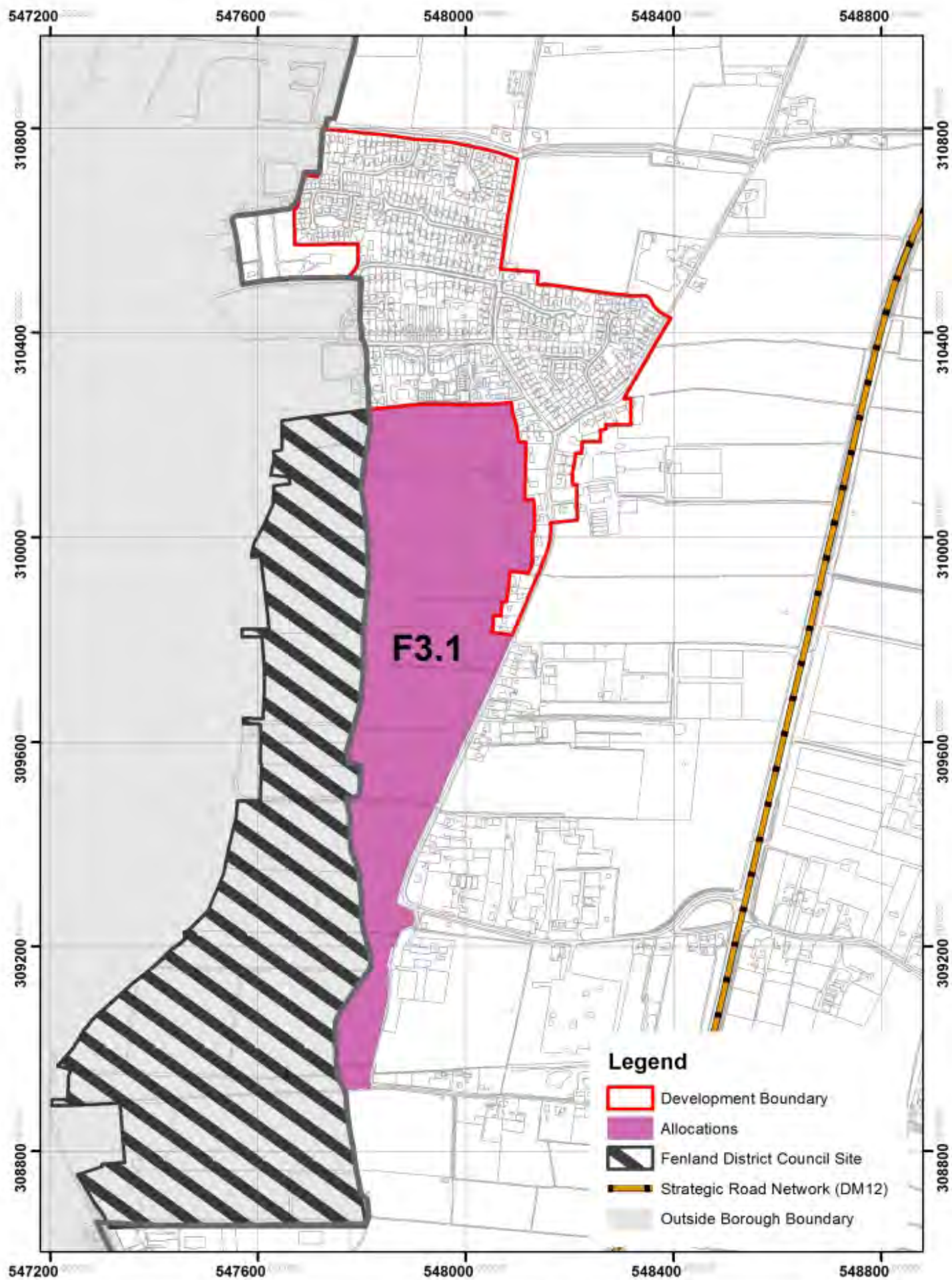
**F.3.1** The Core Strategy acknowledges the fact that for Wisbech (which is in the Fenland District Council Area) to cater for growth within its catchment some of the growth would likely need to take place in the adjacent district of West Norfolk. Wisbech is located at the edge of West Norfolk, and taking into account constraints to development in other parts of the Wisbech area it is likely that some development would need to be accommodated in West Norfolk. Wisbech, with a population of some 22,840 people is the largest settlement in Fenland district and has a significant range of services and facilities. It is an important destination for the surrounding rural settlements (including some of those in West Norfolk). However, the growth of Wisbech is constrained by the capacity of the highway network both internal (i.e. within the town) and external (i.e. the A47) and flood risk issues in some sectors. This makes the area adjacent to the town in West Norfolk a significant opportunity for sustainable growth.

#### Strategic Background

**F.3.2** The boundary with Fenland District Council is close or adjacent to the north and east of the town. Development in these areas is subject to continuing joint working with Fenland District Council, Cambridgeshire County Council and Norfolk County Council. Of particular importance in this regard is the need to ensure that development proposed for Wisbech in the Fenland Local Plan successfully complements existing and/or new development proposed at Wisbech which falls within the Borough Council area.

**F.3.3** The Borough Council's Core Strategy makes provision for a minimum of 550 houses for the edge of Wisbech in the period to 2026. Strategic directions of growth are indicated in the Core Strategy towards Walsoken and West Walton as well as towards Emneth. The area to the edge of Wisbech is a suitable and sustainable location for growth in West Norfolk, but joint planning with Fenland District Council is necessary to establish the ultimate form of planned expansion for Wisbech.

**F.3.4** The resulting development will comprise (in Fenland) the whole of the land to the east of Wisbech as identified in the Fenland Local Plan and shown on the accompanying plan, plus additional adjoining land to the east and/or south of that land as falling in King's Lynn and West Norfolk Borough Council's administrative area. The precise boundaries for this additional land is considered below.



**Inset F3 Wisbech Fringe**

## F Towns

### Wisbech Fringe

#### Policy F3.1 Wisbech Fringe - Land east of Wisbech (west of Burrowgate Road)

**Land to the east of Wisbech (approximately 25.3 hectares), as shown on the Policies Map, is allocated for 550 dwellings, subject to:**

1. Prior to the submission of a detailed planning application, the applicant should provide:
  - a. an ecological study that establishes either:
    - i. there would be no negative impact on flora and fauna; or
    - ii. if any negative impacts are identified, establishes that these could be suitably mitigated.
  - b. an archaeological assessment;
  - c. a landscape assessment to determine whether or not existing areas of mature orchards, could be retained and enhanced to serve as multi functional public open space areas with amenity and biodiversity value;
  - d. Submission of a site specific Flood Risk Assessment, and accompanying topographical information, to be prepared in order to ensure that development is designed appropriately and built in those areas of the site least at risk of flooding.
  - e. A broad concept plan / masterplan for the wider development area (including the adjacent Fenland allocations) showing how the various considerations and requirements (including those below) can be integrated and delivered. This is to be agreed jointly by both Fenland District Council and the Borough Council.
2. An application should include the provision of:
  - a. The proposed access(es) to serve the development must ensure that there is no unacceptably net adverse impact on the local and strategic highway network and on existing residential amenity. Access towards the A47 will probably be in the form of a new junction, with the arrangements for delivering such upgrade being agreed as part of the comprehensive delivery scheme for the allocation;
  - b. Local highway improvements to fully integrate the development into the surrounding network;
  - c. Improved bus links to Wisbech town centre and associated infrastructure;
  - d. Pedestrian and cycle ways within and beyond the site, including links to Wisbech town centre;
  - e. Additional primary and secondary school places, and if required the provision of a site for a new primary school;
  - f. Strategic infrastructure for the wider area proportionate to the size of the development;

- g. the provision of a site (either within KLWN or FDC allocations) for a new local centre/ community focus to serve the wider allocation, at a location to be determined in the masterplan.
- h. Protection and enhancement of public rights of way within the site;
- i. Sustainable drainage systems to address surface-water run-off, flood risk, biodiversity and the avoidance of groundwater pollution.
- j. Provision of affordable housing in line with current standards.
- k. the provision of a site (either within KLWN or FDC allocations) for a new local centre/ community focus to serve the wider allocation, at a location to be determined in the masterplan.

### Site Justification and factors to be considered in the wider expansion

#### F.3.5 Transportation

- The Highways Authorities in Cambridgeshire and Norfolk together with the Highways Agency consider that adequate arrangements for the scale of traffic likely to be generated can be designed:
  - The adjacent development and road network on the edge of Wisbech provides opportunity to link to already established routes.
  - Suitable improvements to local connectivity for public transport; cycle and pedestrian linkages into Wisbech town primarily through the Fenland area proposals which abut the town itself.
  - Improvements to the Broadend Road junction with the A47.
- As part of the planning for the expansion of Wisbech Fenland District Council are preparing a transport strategy for the town.
- Increased traffic – Design and Access Statements will be required considering safety and cumulative impact on the existing network.

#### F.3.6 Design

- The site is contained in the local context by Broadend Road and to the north by the development fronting on to Chapall Road. Further to the west it adjoins open land abutting Wisbech and Stow Road. There will be a need to screen development from the wider countryside (particularly to the east towards the A47 by retaining/improving existing hedgerows and creating new green areas for potential wildlife habitat.
- The distance and intervening landscape and fragmented views provides some of this screening.
- The boundary between Fenland and West Norfolk is an administrative boundary, but physically on the ground it is difficult to see any obvious dividing line or feature.
- It is important that there is a comprehensive approach to the wider development which will straddle the administrative boundary. The wider context of the expansion as part of the growth



## F Towns

of Wisbech is the determining factor. Hence the policy requirement for a co-ordinated and comprehensive layout.

- Careful consideration of the historic landscape is needed using local factors to influence new designs, but also ensuring recorded and unrecorded finds are protected.
- Incorporation of Sustainable Drainage Systems is needed but reflecting the existing drainage patterns.

### F.3.7 Infrastructure

- Further development will need to fund improvements to existing infrastructure, particularly expansion to existing schools. In this regard a joint approach with Cambridgeshire has been initiated as the majority of children are like to attend Wisbech schools.
- Green Infrastructure – There is capacity to create new publicly accessible green space with reference to existing local features. Suitable linkages offsite are required as appropriate.
- Electricity – electrical supply capacity is tight, the area is likely to require its power infrastructure to be upgraded in response to growth, but again as part of wider Wisbech considerations. The Adopted Fenland Local Plan addresses the wider infrastructure situation..

### F.3.8 Community facilities

- Integrating the new community with the existing community will be required, but there are existing structures in Wisbech to build on and enhance. There is potential to have community involvement in the planning and design process and to promote long term community cohesion.
- Health – All options require expansion of facilities especially when the total scale of development in Wisbech is taken into account.
- In considering the total allocation (for 1450 dwellings) there is a necessity for a community focus / neighbourhood centre. A suitable site should be identified for provision within this site, or as part of the wider allocation, depending on locational imperatives.

### F.3.9 Affordable Housing

- Provision of new housing will increase the local housing stock which should improve local choice and affordability (in addition to the provision of some affordable housing).

### F.3.10 Flood Risk

- A small portion of the site falls in flood zone 2, and a smaller portion in flood zone 3. It should be possible to avoid this land (in the extreme south east of the site) or use it for less vulnerable uses.

### F.3.1 Walsoken

**F.3.1.1** The village of Walsoken is situated on the outskirts of Wisbech to the northeast of the town. There is little, if any, visible separation between Wisbech and Walsoken. The population of Walsoken is approximately 1,540.

**F.3.1.2** The area within the borough is characterised by a uniform residential pattern, apart from the open space around the Church of All Saints. The buildings are predominantly modern in character and the material is mainly brick with interlocking tile roofs.

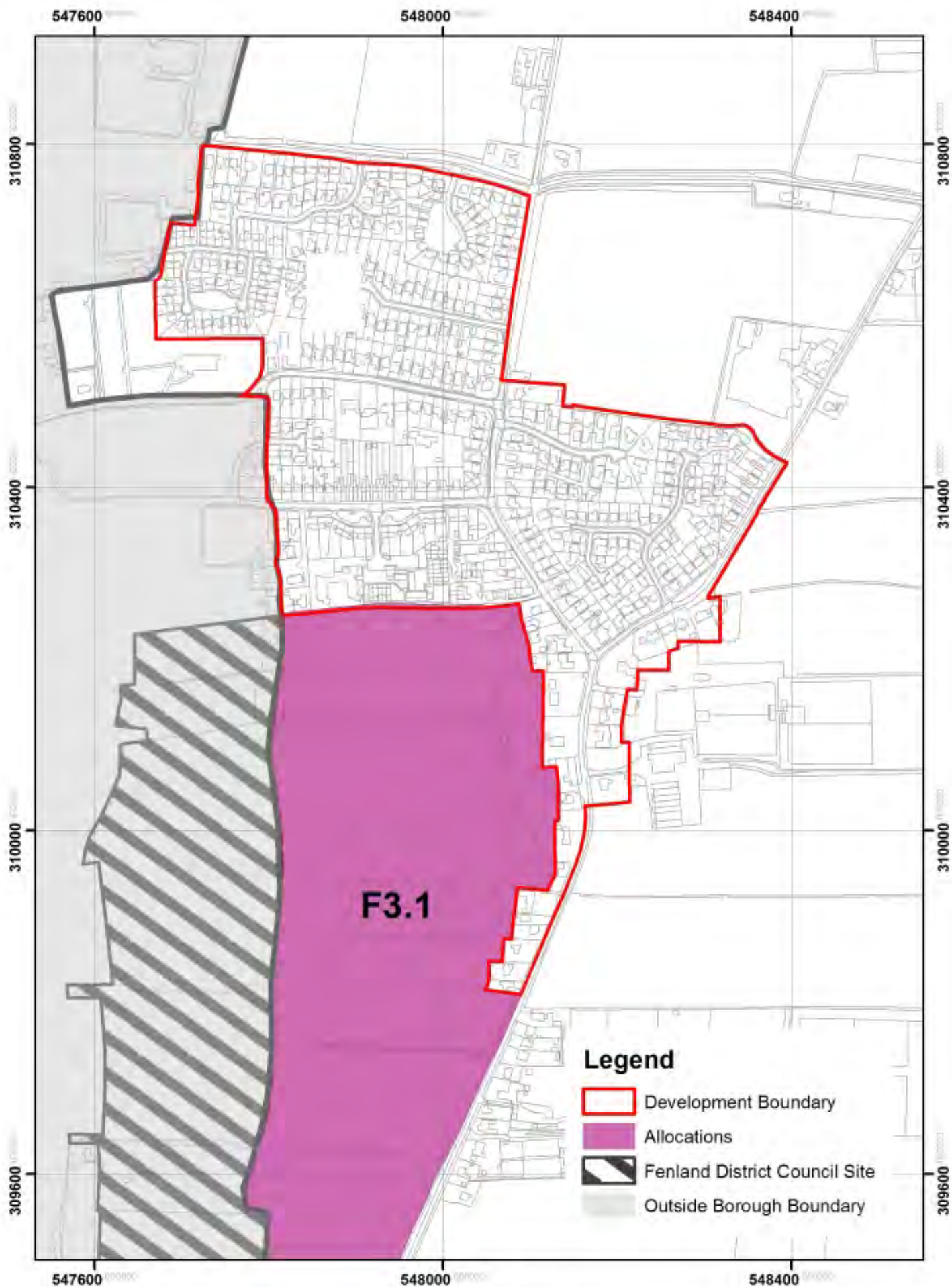
**F.3.1.3** The Infrastructure Study (2010) identifies a number of issues which would need to be addressed as part of any new development within the area around the village. This includes the expansion of schools and healthcare, and potential improvements to the capacity of utilities. These are considered further below.

**F.3.1.4** The Landscape Character Assessment (2007) refers to Walsoken bordering the 'Open Inland Fens' to the east and encompassing a rich mix of arable fields, fruit orchards, plantations and pasture. It has an intact mature landscape structure including the rows of poplars and large concentration of fruit orchards with panoramic views across the area, frequently framed by the orchards. There is a historic drainage network, and a strong sense of tranquillity throughout the area.

**F.3.1.5** In terms of flood risk only a small part of the built area of the village is constrained and this is at low to medium risk (category 2).

**F.3.1.6** The Core Strategy identifies Walsoken as a 'Settlement Adjacent to a Main Town', because although it has a range of services within the village itself, its proximity to Wisbech means that the settlement benefits from the range of services, facilities and employment opportunities in the town.

**F.3.1.7** A development boundary has been defined for Walsoken as shown on the next page.



**Walsoken Zoomed**

## Rural West Norfolk G

## G Rural West Norfolk

### Rural West Norfolk Settlements

**G.0.1** The following list of designated settlements is presented in alphabetical order. The type of place as designated in the Core Strategy Policy CS02 is given following the name of the settlement.

#### G.1 Anmer (SVAH)

##### *Smaller Village and Hamlet*

**G.1.1** Anmer is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.1.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

#### G.2 Ashwicken (RV)

##### *Rural Village*

##### **Description**

**G.2.1** Ashwicken is a small village that falls within Leziate Parish five miles east of King's Lynn. The village has a scattered form with part falling south of the B1145 road along East Winch Road and part along the B1145 itself. Leziate Parish has a population of 592<sup>(7)</sup>. (Ashwicken itself is estimated at 467). The services in the village include a primary school, a church and bus service.

**G.2.2** In relation to landscape, Ashwicken is situated within the 'Farmland with Woodland and Wetland'. This is defined in the Landscape Character Assessment<sup>(8)</sup> as mixed agricultural fields, interspersed with woodland and areas of open water creating a medium scale landscape with a varied sense of enclosure. The landscape is flat to gently undulating, relatively undeveloped and largely contributes to the distinctive character of the settlement.

**G.2.3** Ashwicken is designated a Rural Village in the Core Strategy capable of accommodating modest growth to support essential rural services. On a population pro-rotas basis, the Council's preferred distribution of development (see Distribution of Development section) Ashwicken would receive an allocation of 5 new dwellings (including, at current standards, 1 affordable dwelling).

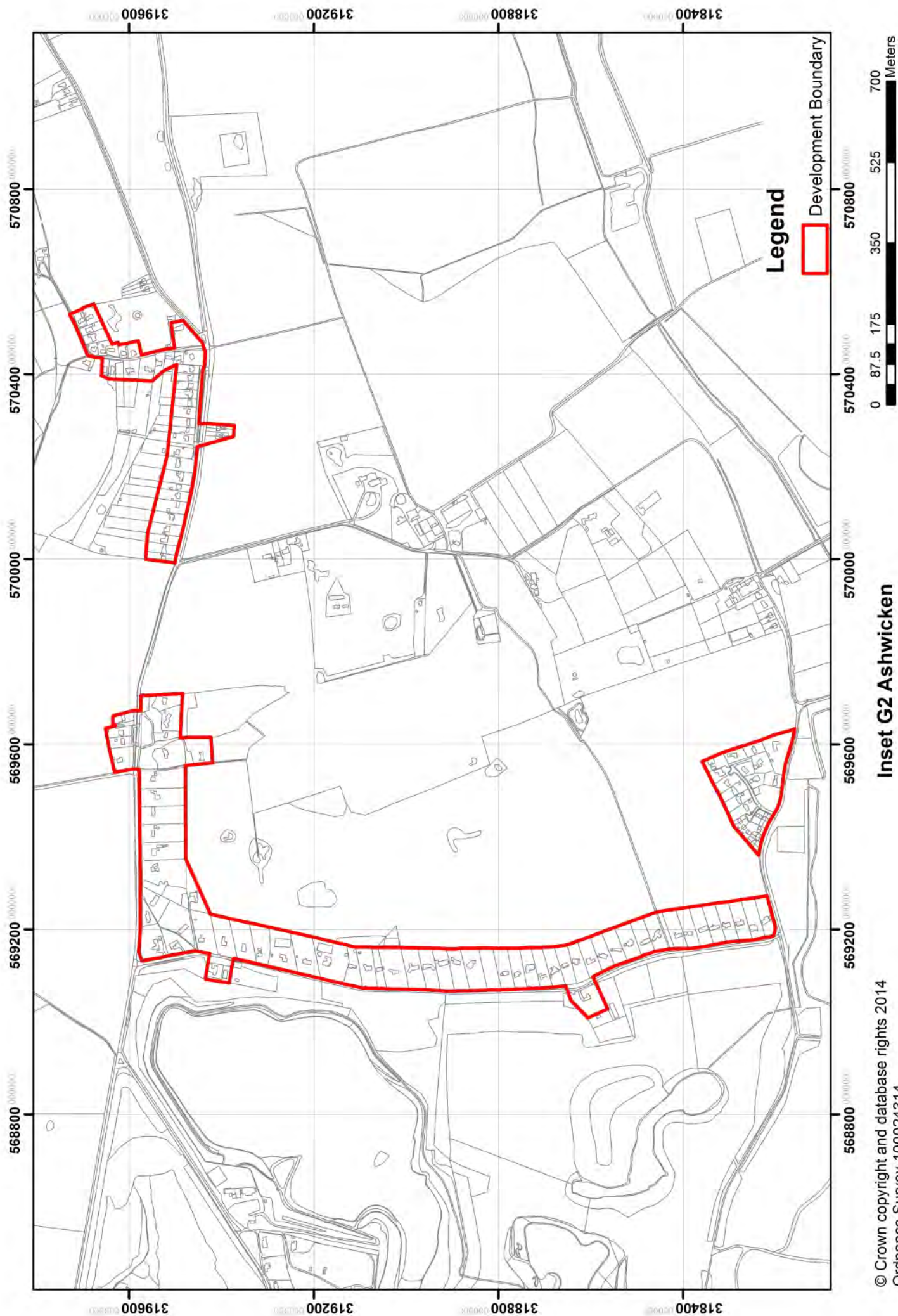
**G.2.4** No suitable development site was identified in Ashwicken in terms of form, character and highway constraints, and results of consultation. Therefore no allocations are made in this settlement.

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7 2011 Population Census Data

8 King's Lynn & West Norfolk Landscape Character Assessment 2007





## G Rural West Norfolk

### G.3 Bagthorpe with Barmer (SVAH)

#### ***Smaller Village and Hamlet***

**G.3.1** Bagthorpe with Barmer is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.3.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### G.4 Barmer - See Bagthorpe

**G.4.1** Barmer is designated part of a joint 'Smaller Village and Hamlet' by the 2011 Core Strategy. Allocations and policies for this location can be found under Bagthorpe.

### G.5 Barroway Drove (SVAH)

#### ***Smaller Village and Hamlet***

**G.5.1** Barroway Drove is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.5.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### G.6 Barton Bendish (SVAH)

#### ***Smaller Village and Hamlet***

**G.6.1** Barton Bendish is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.6.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### G.7 Barwick (SVAH)

#### ***Smaller Village and Hamlet***

**G.7.1** Barwick is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

## Rural West Norfolk G

**G.7.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Infill Development in the Smaller Villages and Hamlets).

## **G.8 Bawsey (SVAH)**

### ***Smaller Village and Hamlet***

**G.8.1** Bawsey is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.8.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

## **G.9 Bircham Newton (SVAH)**

### ***Smaller Village and Hamlet***

**G.9.1** Bircham Newton is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.9.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and Development Management policies in this document. The exception to this is outlined in DM13 as this relates to development associated with the National Construction College at Bircham Newton.

## **G.10 Bircham Tofts - See Great Bircham**

**G.10.1** Bircham Tofts is designated part of a joint 'Rural Village' by the 2011 Core Strategy. Allocations and policies for this location can be found under Great Bircham.

## **G.11 Blackborough End (SVAH)**

### ***Smaller Village and Hamlet***

**G.11.1** As a result of the Minor Amendments to the Core Strategy, (see earlier Section B in the document) Blackborough End is designated a 'Smaller Village and Hamlet'. As such it does not have any specific site allocations or a development boundary.

**G.11.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

## G Rural West Norfolk

### G.12 Boughton (SVAH)

#### ***Smaller Village and Hamlet***

**G.12.1** Boughton is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.12.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### G.13 Brancaster / Brancaster Staithe / Burnham Deepdale (KRSC)

#### ***Key Rural Service Centre***

#### **Description**

**G.13.1** Brancaster, Brancaster Staithe and Burnham Deepdale are coastal settlements within the Norfolk Coast Area of Outstanding Natural Beauty which have developed in a linear pattern along the A149. The settlement hierarchy designated the settlements as a joint Key Rural Service Centre, according to their proximity to each other providing the opportunity for mutual support, with a combined population of 797<sup>(9)</sup>.

**G.13.2** The highest concentration of local services is in Burnham Deepdale which contains a local centre focused around a set of small business and retail outlets adjacent to a petrol station and convenience store and a tourist information centre and camping business. Additionally the settlements also contain pubs, a school, churches, a village hall and other businesses associated largely with tourism. The villages are connected via the Coasthopper bus route along the A149 which interchanges in Hunstanton and Wells-next-the-Sea.

**G.13.3** The settlements contain a mix of traditional buildings constructed of local materials; knapped pebble flint with red brick quoin, some clunch and pitched roofs with pantiles. The use of local / traditional building materials is striking and provides a strong recognisable sense of place. Part of Brancaster has been designated a Conservation Area for its historic interest. The settlements are interspersed with small-scale infilling of modern development.

**G.13.4** The Landscape Character Assessment<sup>(10)</sup> characterises the area from Holme-next-the-Sea to Brancaster as 'Coastal Slopes'. The area encompasses gently sloping landform (from higher plateau to the south towards the coast). This higher, mainly arable landscape to the south facilitates extensive, uninterrupted and often panoramic views towards the coast with an intricate network of saltmarshes and creeks visible in the distant foreground.

**G.13.5** The area is rich in natural and historic assets including:

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9 Census data 2011

10 [1] Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates

## Rural West Norfolk G

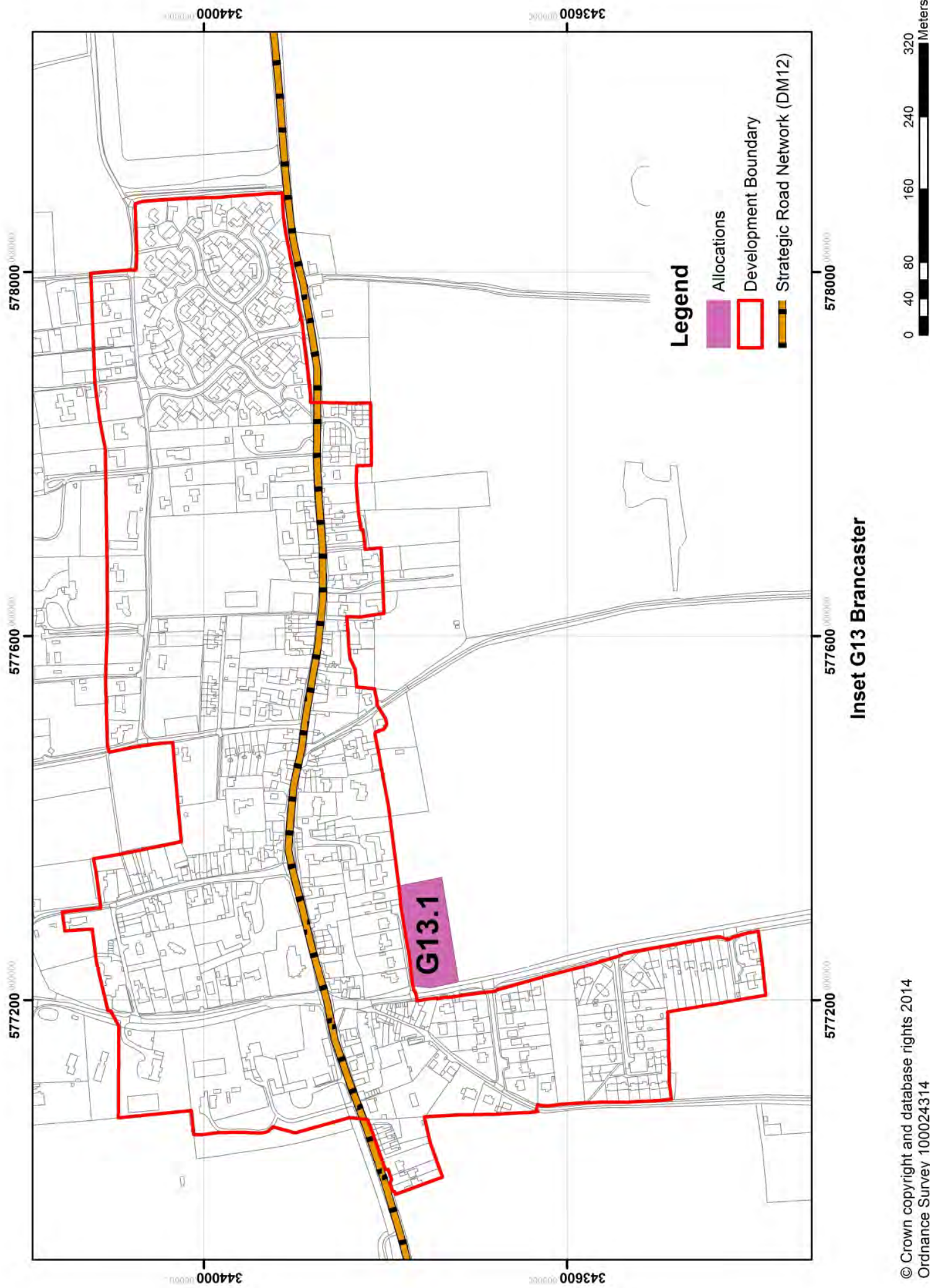
- Remains of roman fort: Branodunum in Brancaster
- Peddars Way and the Norfolk Coast Footpath
- Titchwell Marsh RSPB Reserve
- Tidal creeks which are navigated for sailing
- Salt marsh.

**G.13.6** Brancaster, Brancaster Staithe and Burnham Deepdale are located next to the undeveloped coast which is protected by national and international designations for its natural, environmental and historic significance. Further development in these settlements must be particularly sensitive in terms of visual impact and the impact new residents could have on the immediate surroundings. For this reason, the Council considers only a modest level of development would be appropriate in these settlements. The potential impact of development on the Area of Outstanding Natural Beauty designation, the Designated Ancient Monument of Branodunum Fort and on the protected Conservation Area in Brancaster has been key considerations in the Sustainability Appraisal of all sites.

**G.13.7** The policies below allocate fifteen houses altogether; five houses in Brancaster and ten houses in Brancaster Staithe. This provides the opportunity to deliver three affordable dwellings.

**G.13.8** There is a Neighbourhood Development Plan in force for Brancaster Parish. This has development plan weight, and should be read alongside the policy below. The Plan was prepared by the Parish Council to shape the development to address local concerns and aspirations. The Neighbourhood Plan includes a range of policies, including those to limit the size of new dwellings, influence design and layout, and conserve the character of the area.





## Site Allocation

### Policy G13.1 Brancaster - Land to the east of Mill Road

**Land amounting to 0.5 hectares, as shown on the Policies Map, is allocated for residential development of at least 5 dwellings. Development will be subject to compliance with all of the following:**

1. Provision of a new road to access the site from the B1153;
2. Submission of an ecological study that establishes that either:
  - 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;
3. The design of development, and in particular its massing and materials, shall have regard to its potential impact on the scenic beauty of the Norfolk Coast Area of Outstanding Natural Beauty and the setting of Brancaster Conservation Area;
4. Incorporation of a high quality landscaping scheme to integrate the development into the landscape of the Area of Outstanding Natural Beauty, and minimise its impact of the development on the wider countryside, with particular attention to the south and east boundaries, including incorporating existing planting here as far as practicable;
5. Provision of affordable housing in line with the current standards;
6. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission.

## Site Description and Justification

**G.13.9** The site is one of the Council's allocated sites for development following the comparative assessment in the Sustainability Appraisal. The site offers the opportunity to create a small development on land which is currently unused to the south of the A149 away from more sensitive locations near the coast or the remains of the Roman Fort. Vehicular access to the B1153 could be achieved through creating a new separate access road, this is supported by the local highways agency. The location of the site offers safe walking and cycling access to nearby local services and Brancaster Primary School. Whilst the site is classified as agricultural land (Grade 2) the site is situated immediately adjacent to existing residential development and remains unused, therefore development would not in practice result in the loss of productive agricultural land.

**G.13.10** Whilst the site is within the Area of Outstanding Natural Beauty, the site is bordered by existing development to the south and east which provides a semi-urban backdrop reducing the visual impact on the wider countryside. The site is currently heavily overgrown with flora and

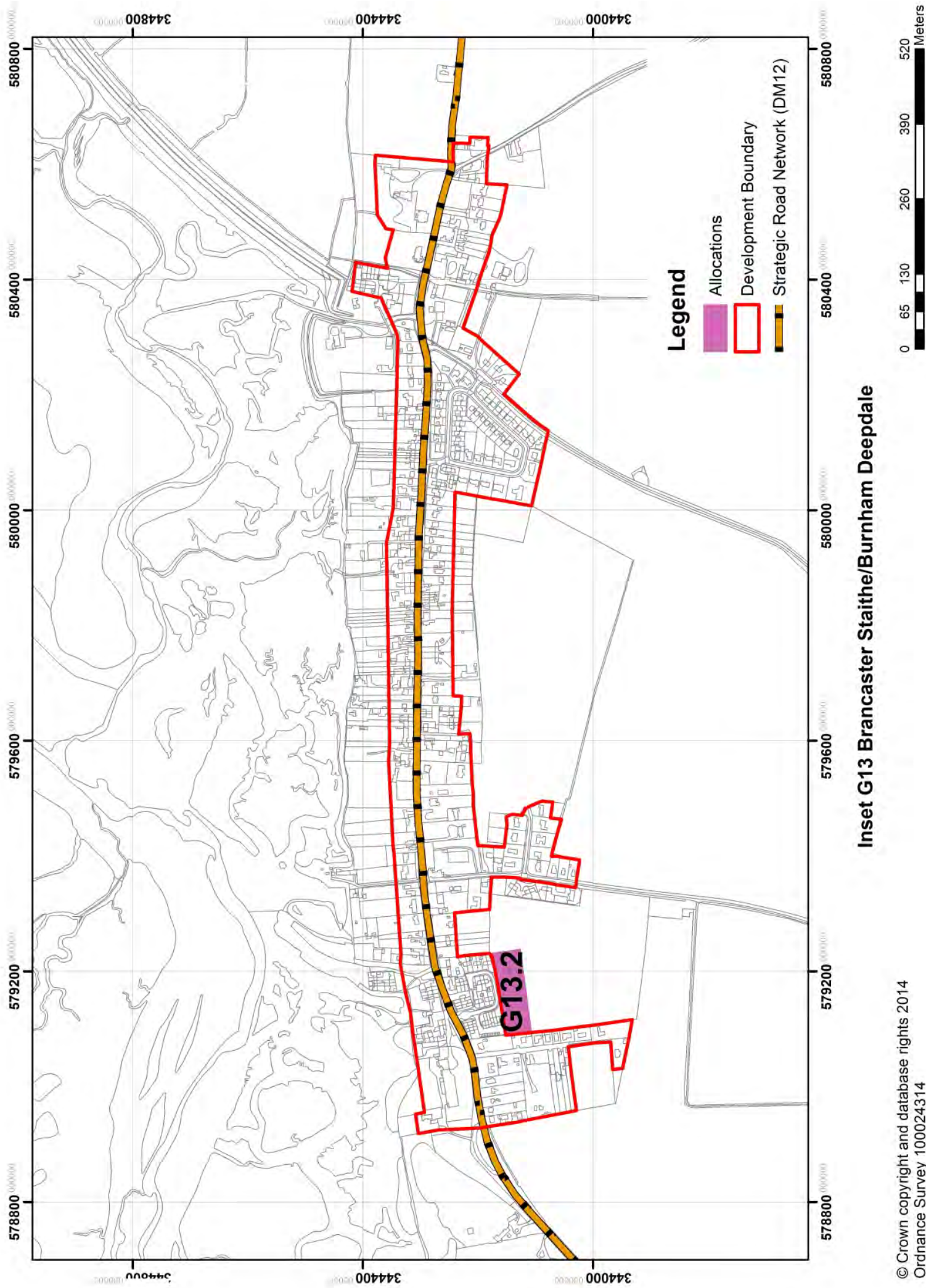
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bounded by hedgerows, some of which could be utilised to provide natural screening from the wider countryside. However, an ecological survey is to be undertaken to determine the potential impact on biodiversity and identify necessary mitigation strategies.

**G.13.11** The majority of views of the site are limited to the near distance from adjacent roads, properties and public rights of way. The Conservation Area extends to the opposite side of Mill Road (to the north west of the site). It is possible to view the Grade 1 Listed Church above the existing properties to the north of the site. It is not considered that development of the site would have a material impact on the setting of this Heritage Asset. The policy contains a clause to ensure that new development would not have an adverse impact on the setting of the Conservation Area and on the Area of Outstanding Natural Beauty designation.

**G.13.12** Housing affordability is a key issue for local people within settlements in the Area of Outstanding Natural Beauty. Cumulatively, new allocations will increase choice in the market and enable some new affordable housing to benefit local residents. An allocation of five houses on the preferred site would enable the delivery of one affordable home (at current standards).





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### Site Allocation

#### Policy G13.2 Brancaster Staithe and Burnham Deepdale - Land off The Close

**Land amounting to 0.7 hectares, as shown on the Policies Map, is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of details demonstrating safe access provision onto The Close;
2. The design of development, and in particular its massing and materials, shall have regard to its potential impact on the scenic beauty of the Norfolk Coast Area of Outstanding Natural Beauty;
3. Incorporation of a high quality landscaping scheme to the south and east boundaries to minimise the impact of the development on the wider countryside;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
5. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.13.13** The Council considers that the site is considered to have the least impact on the visual amenity of the Area of Outstanding Natural Beauty than any other suggested options. The site is largely surrounded by development (on three of its four sides), with undeveloped arable farmland to the south and a small portion of open space to the north. Norfolk County Council, as Highways Authority have indicated the site is one of their preferred options for development in the settlement providing safe access can be obtained onto The Close. The site has the advantage of being well related to other built development and safe pedestrian access is achievable to the village services. The site is currently used for agriculture (Grade 2) and development would result in a loss of productive agricultural land. However, there are no alternative options for development on previously developed land and the remainder of the field could still be farmed.

**G.13.14** Views of the site are limited but it would have some impact on adjacent properties and the site can be partly seen from Common Lane. However, the site would present a continuation of existing development around The Close and therefore it is not considered to have a significant detrimental impact on the wider scenery as existing housing can already be seen from Common Lane. Effective natural screening will be sought to reduce the wider visual impact on the countryside. The policy contains a clause to ensure the form of development will be designed with special regard to the potential impact on the Area of Outstanding Natural Beauty.



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**G.13.15** Housing affordability is a key issue for local people within settlements in the Area of Outstanding Natural Beauty. Cumulatively, new allocations will increase choice in the market and enable some new affordable housing to benefit local residents. An allocation of ten houses on the preferred site would enable the delivery of two affordable homes at current standards.

**G.14 Brancaster Staithe - See Brancaster**

**G.14.1** Brancaster Staithe is designated part of a joint 'Key Rural Service Centre' by the 2011 Core Strategy. Allocations and policies for this location can be found under Brancaster.

**G.15 Brookville (SVAH)**

***Smaller Village and Hamlet***

**G.15.1** Brookville is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.15.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

**G.16 Burnham Deepdale - See Brancaster**

**G.16.1** Burnham Deepdale is designated part of a joint 'Key Rural Service Centre' by the 2011 Core Strategy. Allocations and policies for this location can be found under Brancaster.

## G Rural West Norfolk

### G.17 Burnham Market (KRSC)

#### Description

**G.17.1** Burnham Market is situated close to the coast within the Norfolk Coast Area of Outstanding Natural Beauty and has a traditional village form consisting of a high street occupied by small independent retailers and a pub fronting the village green. Built character within the village comprises a mixture of colour-washed buildings, interspersed with brick, which provide strong definition to the streets. There is a high concentration of Listed Buildings surrounding the village green which is part of a Conservation Area.

**G.17.2** The parish of Burnham Market has a population of 877<sup>(11)</sup>. As with the surrounding coastal villages, the area has long been popular with local people, retirees, and tourists which has led to limited affordability of the local housing stock. Burnham Market is one of few rural settlements which does not suffer from declining services, managing to retain and attract small businesses and therefore provide a sustainable service offer to surrounding villages and hamlets. Burnham Market is connected to coastal villages via the Coasthopper bus route along the A149 which interchanges in Hunstanton and Wells-next-the-Sea.

**G.17.3** The Landscape Character Assessment<sup>(12)</sup> highlights that the settlement has spread along a valley following the course of the Goose Beck, a short tributary of the River Burn. The village falls within the 'Rolling Farmland' landscape character type and the area surrounding the village has a mature landscape structure including belts and copses, woodland, mature trees and patches of intact hedgerow.

**G.17.4** Burnham Market has a lower than average population size but has a good range of services in comparison to other settlements designated as Key Rural Service Centres by the Core Strategy. Tourists help to sustain the village services but there is no dedicated parking facility for visitors. The Parish Council and Norfolk Green, the local bus service provider have identified that parking is a key issue in the village centre, particular in the peak tourist season.

**G.17.5** The village is in a scenic location within the Area of Outstanding Natural Beauty and the central part of the village is designated a Conservation Area. In assessing sites for development the Council have considered the potential impact of development on the rural and historic character of the village and surrounding scenic countryside.

**G.17.6** Based on the Council's preferred method of distributing new development (as outlined in the first section), Burnham Market would receive an allocation of twelve new houses including two affordable homes. However, one central development site could deliver an exceptional benefit to the village by providing a public car park and toilet facility if the level of housing allocation was increased to thirty two new homes. This would also increase the total affordable housing contribution

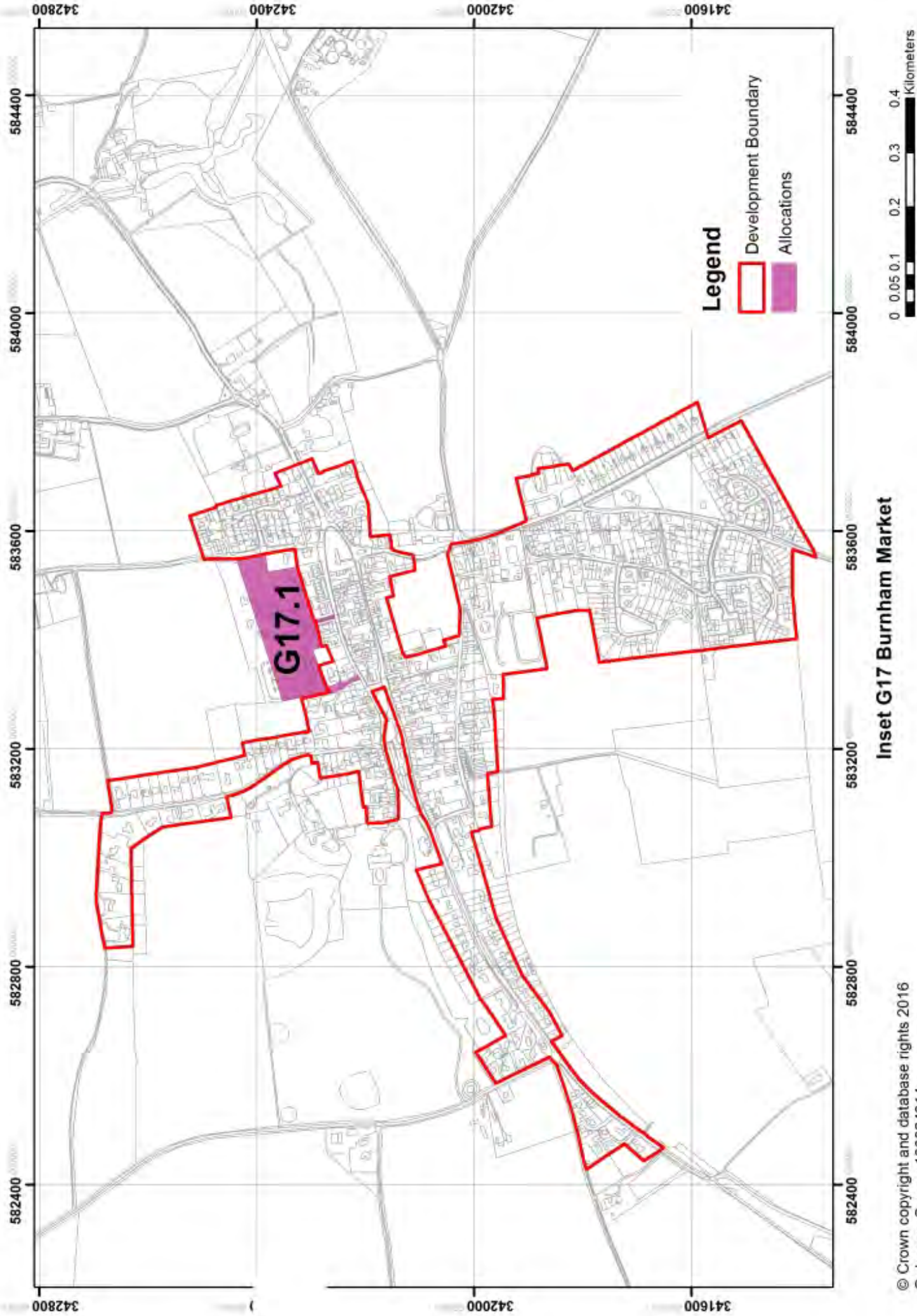
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11 Census data 2011

12 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates

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to at least six houses. The Council considers this is a unique opportunity which is supported by the Parish Council and therefore the allocation provides for this. This is further explained below (see Justification section).



## Site Allocations

### Policy G17.1 Burnham Market - Land at Foundry Field

**Land amounting to 2.7 hectares, as shown on the Policies Map, is allocated for residential development of 32 dwellings. A minimum of 1.2 hectares of public car parking space will be provided on site along with related landscaping and public toilets. Development will be subject to compliance with all of the following:**

1. Subject to suitable improvements to pedestrian links from the site to the village green and a safe access and local improvements being made to the satisfaction of the local highways authority;
2. Submission of an Environmental Statement that satisfies Norfolk County Council that:
  - i) the applicant has carried out investigations to identify whether the resource (sand and gravel) is viable for mineral extraction;
  - and if the mineral resource is viable, that:
  - ii) the applicant has considered whether it could be extracted economically prior to development taking place;
  - and if the mineral resource can be extracted economically, whether (or not):
  - iii) there are opportunities to use the on-site resource during the construction phases of the development;
3. Submission of details relating to the sewer that crosses the site together with mitigation (easement / diversion) to the satisfaction of Anglian Water;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
5. Development will be subject to the submission of an archaeological field evaluation prior to development, in accordance with paragraph 128 of the NPPF;
6. A programme of publicity aimed at occupants of the development and other residents in Burnham Market highlighting the opportunities for recreation (especially dog-walking) in the vicinity avoiding areas within the Wash Special Protection Area and the North Norfolk Coast Special Protection Area. This will highlight the sensitivity of those protected areas to dog-walking and other recreation;
7. Submission of a suitable plan for the future management and maintenance of the car park and public facilities;
8. The design of development, and in particular its massing and materials, shall have regard to its potential impact on the setting of Burnham Market Conservation Area and the scenic beauty of the Norfolk Coast Area of Outstanding Natural Beauty;



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9. Incorporation of a high quality landscaping scheme to the northern boundary to minimise the impact of the development on the wider countryside;
10. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.17.7** The allocation site scores well in the Sustainability Appraisal, and has support from Burnham Market Parish Council and members of the public, primarily because the site is centrally located and will provide a much needed car park facility. The amount of housing involved is greater than would normally be considered appropriate within the Area of Outstanding Natural Beauty (AONB). However, this is an exceptional circumstance where the Council considers that the benefit to the amenity of existing residents and local businesses through the creation of a public car park and toilet facilities, justifies the increase in the level of development proposed in this case. Enabling a greater level of development will generate the finance required for the developer to provide these, which will become a lasting public facility for the village.

**G.17.8** The site is currently used for agriculture, although is not classified as the highest quality (Grade 4). Whilst development would result in the loss of productive agricultural land, this applies to all potential development options located outside the village boundary and the remainder of the field could still be farmed.

**G.17.9** The site is bordered by development on three sides and is therefore viewed in large measure against a semi-urban backdrop. The natural topography of the site, being in a dip, would help to lessen the impact of development on the surrounding area therefore limiting the impact on the visual amenity of the Area of Outstanding Natural Beauty (AONB). Comments from Natural England and the Norfolk Coast Partnership on the options for development indicated a preference for development on this site over other options at the edge of the settlement in relation to the potential impact on the AONB.

**G.17.10** In August 2014, during the preparation of this plan, planning permission was granted for development along these lines: Ref. No. 13/01810/FM Land at Foundry Field Burnham Market: Construction of 32 new dwellings, the provision of a public car park (186 spaces), retail units (Class A1, A2 or A3), public toilets and public open space and proposed Pedestrian Works and the demolition of the former day care centre and replacement with dwelling (previously approved under planning reference 10/01582/F). It is considered that this allocation should stand in order to provide policy in the event that any variations or alternatives to the permitted development are sought.

**G.17.11** The Borough Council considers that easing parking around the Green and other areas within the settlement would improve the visual appearance of the locality. Whilst English Heritage have expressed concerns regarding the impact of development of the site on the adjacent Conservation Area, the Council considers, due to the site's natural topography outlined above, that sensitive planning and quality design, layout and materials could address these concerns.

**G.17.12** This allocation is Norfolk County Council Highways Authority's preferred site for this settlement. Subject to safe access, that should be made to Bellamy's Lane or North Street, local improvements and appropriate pedestrian links.

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**G.17.13** The Plan's Habitats Regulations Assessment Report identified the need for a programme of publicity measure, as set out in the policy, to ensure no adverse impact on the nearby designated nature conservation area through exacerbation of existing adverse recreational impacts.

**G.17.14** Sand and gravel deposits have been identified in this part of the village. Norfolk County Council, as minerals planning authority, have indicated they would object to development on sites containing mineral deposits above 1 hectare in size, unless supported by an Environmental Statement. The statement determines whether the resource is viable for mineral extraction. If extraction is viable, the applicant would need to consider whether this could be done prior to development taking place or whether the mineral can be used in the construction phase.

**G.17.15** The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

**G.17.16** The site is identified as having archaeological potential, therefore an archaeological field evaluation must be submitted with any planning permission, in accordance with paragraph 128 of the NPPF.

**G.17.17** The site lies to the north of the village immediately adjacent to the proposed development boundary. The area currently comprises the lower slopes of the valley and is currently in arable use with vegetation confined to the site margins. Apart from the hedgerows there are no other landscape features of importance within the site boundary, although the Conservation Area and a number of Listed and locally important buildings lie in proximity of the site to the south and north.

**G.17.18** The majority of views of the site are limited to the near distance from adjacent roads, properties and public rights of way. Medium and long distance views from the wider landscape are possible from across the valley to the south and south east. In these views the site is seen in the context of the existing village.

## **G.18 Burnham Norton**

### **Smaller Village and Hamlet**

**G.18.1** Burnham Norton is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.18.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

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### G.19 Burnham Overy Staithe (RV)

#### *Rural Village*

#### Description

**G.19.1** The small-nucleated village of Burnham Overy Staithe in the Norfolk Coast AONB nestles at the edge of Overy Creek and Marshes. The village lacks convenience facilities and a school but does have a pub, a small harbour and facilities related to recreational sailing.

**G.19.2** The diverse mixture of orange brick and pantile traditional buildings, with contrasting chalk clunch, flint and pebble facings are distinctive characteristics of buildings in the village which is designated a Conservation Area. Burnham Overy Parish has a population of 134 <sup>(13)</sup>.

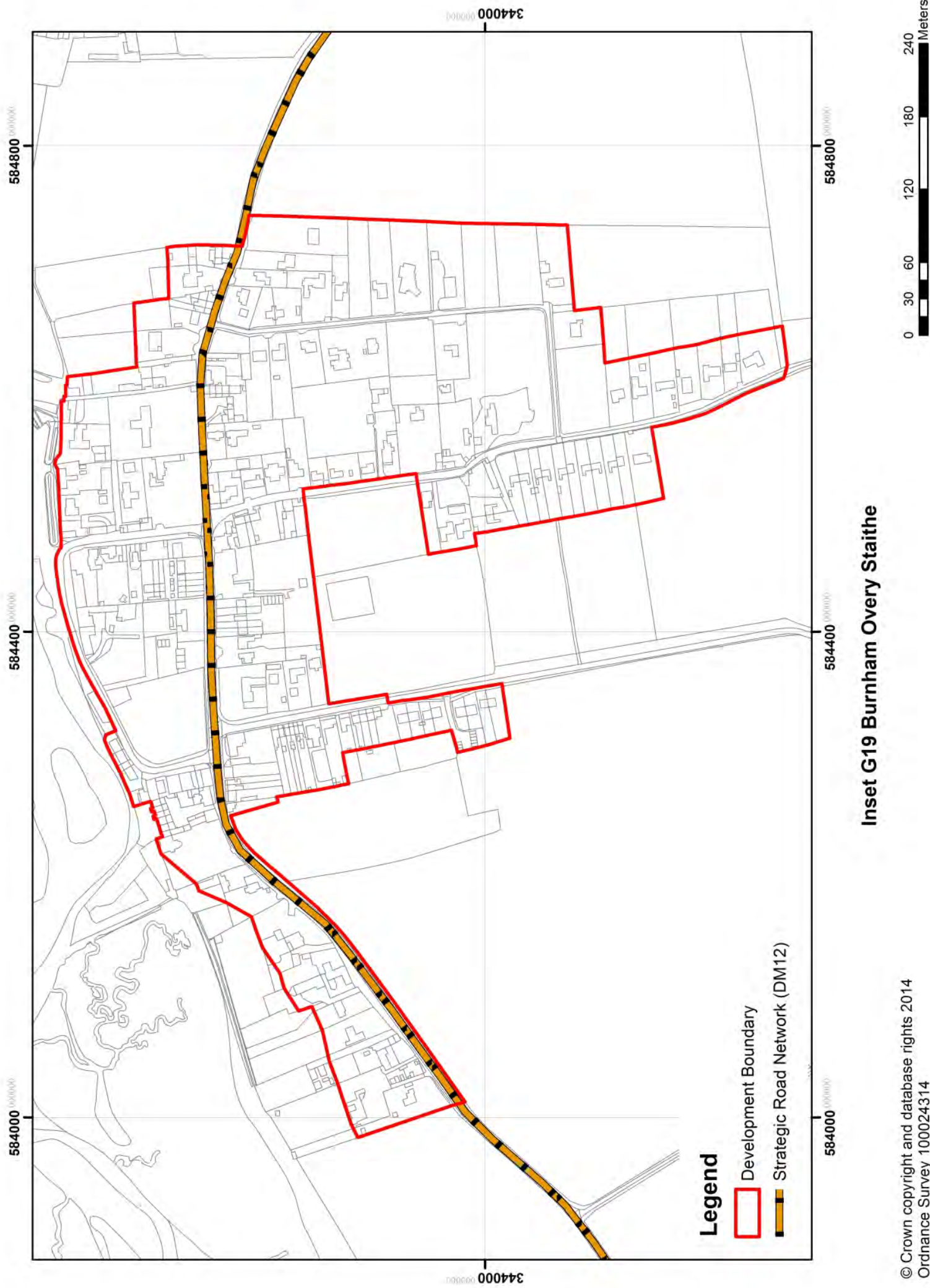
**G.19.3** The Landscape Character Assessment<sup>(14)</sup> characterises the area as ‘Coastal Slopes’ due to the topography which slopes gently from south (rolling farmland) to north. The assessment notes that woodland associated with Holkham Park provides a sense of enclosure within views eastwards. Views north and westwards from the village across the expanse of saltmarshes present a tranquil setting and contribute to a recognisable sense of place.

**G.19.4** Burnham Overy Staithe has the smallest parish population of all designated ‘Rural Villages’ in the settlement hierarchy. It is in a particularly sensitive location, within the Area of Outstanding Natural Beauty, on the edge of the undeveloped coastline subject to a number of national and international designations for its environmental and heritage significance. Based on the Council’s preferred method of distributing new development (as outlined in the first section), Burnham Overy Staithe would receive an allocation of one new house. Due to the minimal level of housing sought in the settlement and the level of constraints to development identified on the one proposed site for housing, the Council has not allocated any new houses in Burnham Overy Staithe. This decision is supported by Burnham Overy Parish Council and the Norfolk Coast Partnership.

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13 Census data 2011

14 Borough Council of King’s Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates



## G Rural West Norfolk

### G.20 Burnham Overy Town (SVAH)

#### *Smaller Village or Hamlet*

**G.20.1** Burnham Overy Town is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.20.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### G.21 Burnham Thorpe (SVAH)

#### *Smaller Village and Hamlet*

**G.21.1** Burnham Thorpe is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.21.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### G.22 Castle Acre (KRSC)

#### *Key Rural Service Centre*

#### **Description**

**G.22.1** Castle Acre is a considerable rural settlement that is situated along the upper northern slope of the Nar valley to the west of the A1065, 15 miles east of Kings Lynn and 5 miles south of Swaffham. The origin of the form of the settlement lies in the Norman Castle. The High Street, Bailey Street and Stocks Green have a strong urban character and these linear spaces also have a strong sense of enclosure. The rest of the village is more rural in character, and generally new dwellings have been incorporated well into the village.

**G.22.2** Castle Acre has a number of historic character buildings and a large part of the village is designated a Conservation Area to preserve and enhance its special historic and architectural quality. In the main the older buildings are of two storeys with pitched roofs, and the predominant building material is rough knapped flint with orange / red brick quoin and also red brick itself. Roofs are normally in orange / red clay pantiles.

**G.22.3** Castle Acre benefits from a range of services including a school, good bus service, a shop, pub, employment, etc. The population was recorded as 848 in the 2011 Census<sup>(15)</sup>.



## Rural West Norfolk G

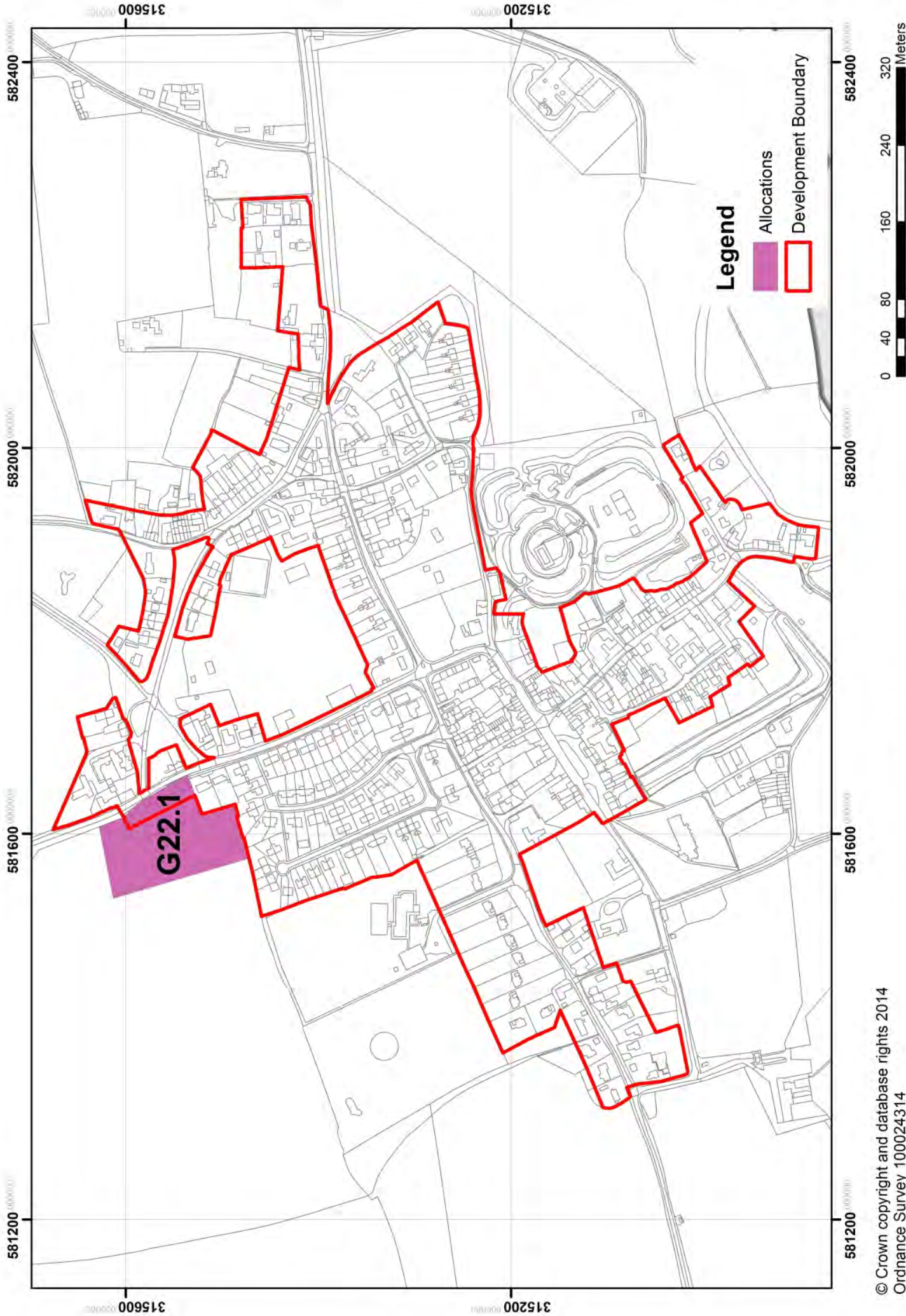
**G.22.4** The Landscape Character Assessment<sup>(16)</sup> groups Castle Acre with Little Massingham and a wider area of surrounding countryside. It is characterised by a mature landscape structure including belts and copses, woodland, mature trees and patches of intact hedgerow. Landscape is important both within and outside the village, there is a strong sense of tranquillity and isolation throughout the area and a strong sense of openness, with open views over the farmland and this openness makes a valuable contribution to the unique character of the settlement.

**G.22.5** Castle Acre is designated a Key Rural Service Centre in the adopted Core Strategy, identified as having potential to accommodate growth to sustain the wider rural community. On a population pro-rotas basis (see Distribution of Development section) Castle Acre would be allocated 11 new dwellings including 2.2 (at current standards) affordable housing dwellings or the equivalent financial contribution.

**G.22.6** The entire area is allocated for development of 15 dwellings to ensure a comprehensive scheme' Replace with sentence: 'The council considers a marginal increase in the number of dwellings in this location from 11 to 15 would enable a comprehensive scheme

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16 King's Lynn & West Norfolk Landscape Character Assessment (2007)



## Site Allocation

### Policy G22.1 Castle Acre - Land west of Massingham Road

**Land amounting to 1.1 hectares to the west of Massingham Road, as shown on the Policies Map, is allocated for residential development of at least 15 dwellings.**

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

1. Submission of a Heritage Asset Statement that establishes that development would enhance and preserve the setting of the Conservation Area and the setting of the adjacent Grade II Listed Building.
2. The design and layout of the development, and in particular its massing and materials, shall preserve and enhance Castle Acre Conservation Area;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. In order to achieve development that preserves and enhances the character of this part of the village, the Council requires a coordinated scheme on the entire site and the incorporation of a significant landscaping belt along the northern and western site boundaries to soften any impact of development on the wider landscape. Details of this shall be agreed by the LPA prior to use of the land taking place;
5. Development is subject to the demonstration of safe highway access and provision of appropriate footway improvements that meets the satisfaction of the local highway authority;
6. Provision of affordable housing in line with the current standards.

## Site Description and Justification

**G.22.7** The allocated site is situated on the northern part of Castle Acre, adjacent the proposed development boundary. The site is partly developed although the majority of the site is currently agricultural land (grade 3). The site boundary includes three cottages fronting Massingham Road which have been derelict for some time. The properties and gardens appear neglected and do not enhance the local setting. This area is within the development boundary but has been included in the site boundary to ensure that a comprehensive scheme is delivered which improves the setting of Castle Acre Conservation Area. In order to achieve a development which responds well to the local setting and provides access and footway improvements it is necessary to remove the buildings on site and to replace these with high quality new residential dwellings built using local materials. Other than the boundary hedgerows there are no landscape features of importance on the site.

**G.22.8** The site is located in a fairly built up part of the settlement with housing development to the east and south and mature planting mostly screening the site from the wider landscape on the northern and western sides. Views of the site are limited to near distance from adjacent roads, properties and public rights of way. Medium and long distance views are possible from the north and west however in this view development would mainly be seen in the context of the existing

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settlement. It is considered that development on the site would not be visually intrusive in the landscape. In addition, a policy is included to ensure that any potential conflict of built development with the landscape when viewed from the north-west would be mitigated using appropriate and high quality landscaping.

**G.22.9** The Council considers that the site is capable of accommodating the dwellings sought in the settlement at a density consistent with its surrounding without detriment to the form and character of the locality. It would form a continuation to the established residential development to the south. Castle Acre Parish Council supports the site over other options in the settlement.

**G.22.10** The site is well located to services scoring positively in the sustainability appraisal in terms of proximity and access to services. Site access and egress is obtainable from Massingham Road as supported by Norfolk County Council Highway Authority subject to local footway improvements and demonstration of safe access.

**G.22.11** The eastern site boundary immediately abuts Castle Acre Conservation Area. Three Grade II Listed Buildings are also to be found close to the eastern part of the site. The sensitivity of the site will require careful design to ensure that the site makes a positive contribution to the Conservation Area and the setting of the nearby Listed Buildings. Standard housing designs are unlikely to achieve this.

### G.23 Castle Rising (RV)

#### *Rural Village*

#### **Description**

**G.23.1** Castle Rising is a small, historic village with a population of just 216<sup>(17)</sup> and is approximately five miles northeast of King's Lynn. The settlement contains a small number of services including tea rooms, a furniture shop, a pub and the Church of St. Lawrence. A greater number of services are located nearby in North Wootton and South Wootton. Older buildings in the village have been constructed using local materials including local bricks, Carrstone and Silver Carr. Castle Rising contains a significant 12<sup>th</sup> Century Castle which is a Scheduled Ancient Monument and is a visitor attraction in the village.

**G.23.2** The area surrounding Castle Rising is characterised by 'Wooded Slopes with Estate Land' as defined in the Landscape Character Assessment<sup>(18)</sup>. The area is dominated by the presence of coniferous and mixed plantation woodlands and mixed estate woods in addition to land used for arable farming.

**G.23.3** Castle Rising has a small population size and an average level of services for its designation as a Rural Village by the Core Strategy, except for a lack of a primary school.

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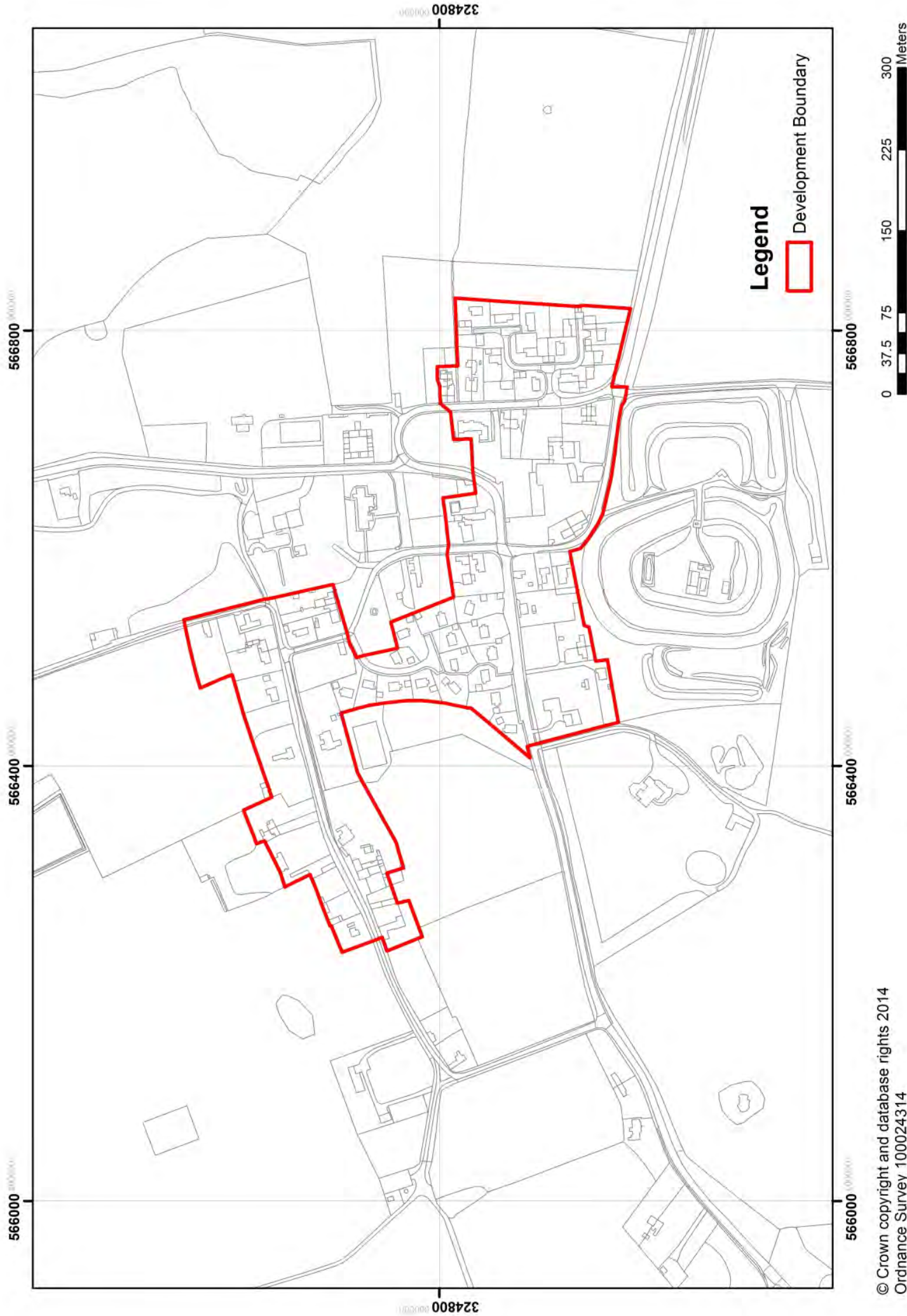
17 Census Data 2011

18 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates

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**G.23.4** Based on the Council's preferred method of distributing new development (as outlined in the earlier section of the Plan) Castle Rising would receive an allocation of 2 new houses. However, the Council has been unable to identify any sites suitable for development within the constraints of the area.





**G.24 Choseley (SVAH)*****Smaller Village and Hamlet***

**G.24.1** Choseley is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.24.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

**G.25 Clenchwarton (KRSC)*****Key Rural Service Centre*****Description**

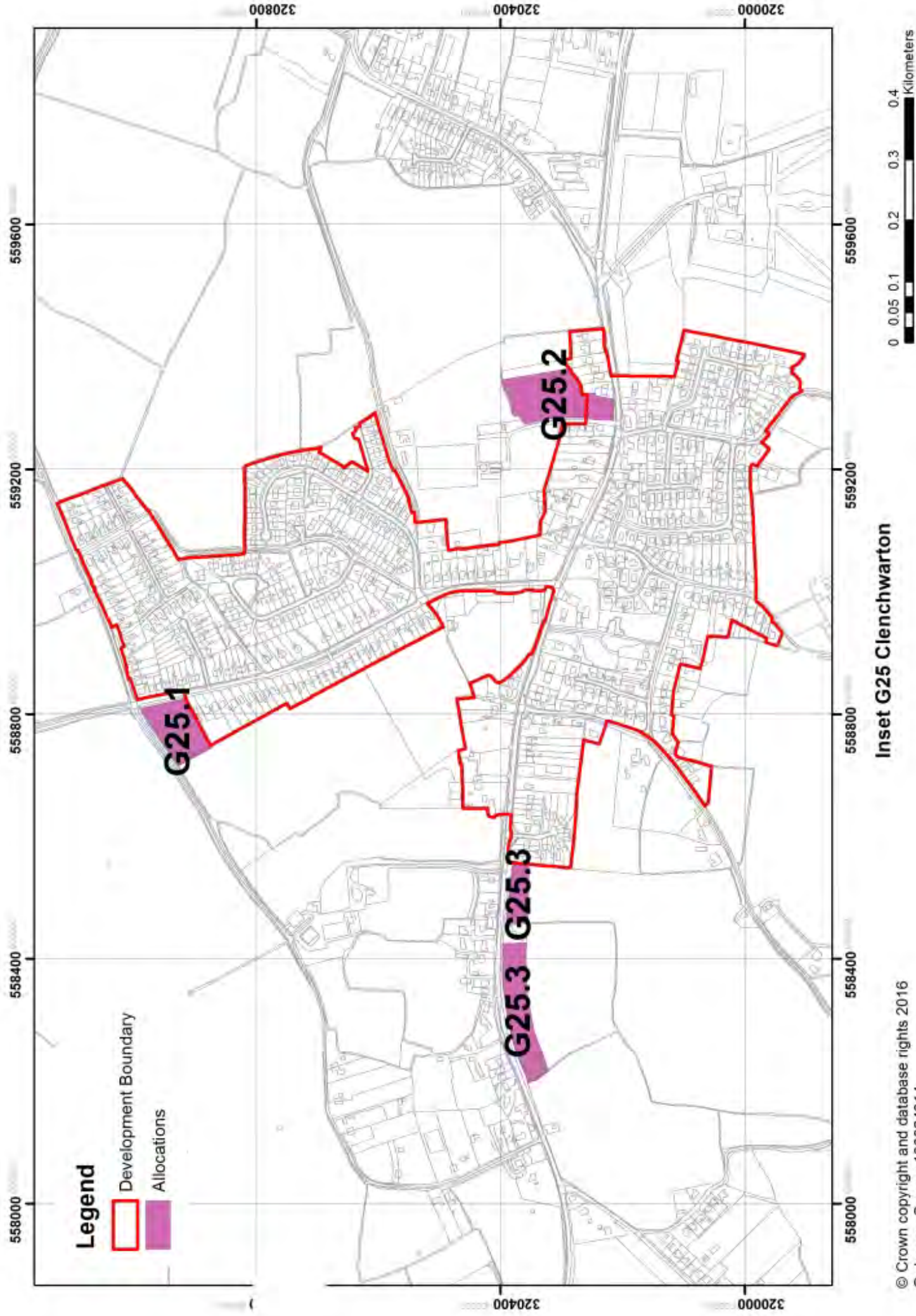
**G.25.1** Clenchwarton is a large, scattered village situated on the old A17 (now by-passed) on the west side of the River Great Ouse about two miles west of King's Lynn. There is a high proportion of single storey developments in the village particularly amongst the newer development. The majority of the buildings in Clenchwarton are constructed from red or yellow brick with plain or interlocking roof tiles. The settlement has a population of 2171<sup>(19)</sup>. Clenchwarton benefits from a range of facilities including surgery, school, bus route, post office, pub, church and other employment and retail uses.

**G.25.2** In relation to landscape, Clenchwarton is situated within "The Fens – Settled Inland Marshes". This is described in the Landscape Character Assessment<sup>(20)</sup> as having panoramic views across the area and beyond, over the adjacent fen landscape, a strong historic integrity and a historic drainage network, with a moderate to strong sense of tranquillity throughout the area.

**G.25.3** Clenchwarton is designated a Key Rural Service Centre in the Core Strategy, identified as having the potential to accommodate growth to sustain the wider rural community. On a population pro-rotas basis (see Distribution of Development section), Clenchwarton should receive an allocation of 29 new dwellings. However it was considered that Clenchwarton could accommodate development above the guideline due to the range of services available and the large number of sites submitted. Therefore in order to maximise development potential and affordable housing delivery Clenchwarton has an allocation of 50 new dwellings (including at current standards 10 affordable housing units or the equivalent financial contribution). The entire settlement falls within the highest flood risk area and is largely within a tidal hazard risk area, identified by the Environment Agency. Appropriate site mitigation measures will be required as advised by site specific flood risk assessments.

19 Parish Population Census Data 2011

20 King's Lynn & West Norfolk Landscape Character Assessment (2007)





## Site Allocations

### Policy G25.1 Clenchwarton - Land between Wildfields Road and Hall Road

**Land amounting to 0.7 hectare to the south of Wildfields Road as shown on the Policies Map is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Suitable improvements to pedestrian links from the site to existing highway infrastructure;
3. Submission of details relating to the sewer that crosses the site together with mitigation if required (i.e. easement/diversion) to the satisfaction of Anglian Water;
4. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SUDS) should be included with the submission;
5. Provision of affordable housing in line with the current standards.

## Site Description and Justification

**G.25.4** The allocated site is situated north of Clenchwarton in a built up part of the village, with its southern and eastern boundaries immediately abutting the proposed development boundary. The site comprises Grade 2 (good quality) agricultural land. Whilst development on the site would result in the loss of good quality agricultural land, majority of the site options in the settlement fall within the same category and the need to allocate additional housing to sustain existing services outweigh this constraint.

**G.25.5** The site is considered to be suitably located for residential development. It is situated on the edge of a built up area with established residential development on the east and south. Development would form a natural continuation of housing along Hall Road without detriment to the form and character of the surrounding area. The site is relatively close to village services and provides some opportunity for residents to walk or cycle to these services. The local Highway Authority identifies the site to be well located and has no objections to the allocation of the site subject to a safe access and provision of the appropriate footway links.

**G.25.6** Landscape features within the site include boundary hedgerows and trees, a ditch along the northern boundary, and a number of trees within the site but these are not subject to any tree preservation orders. The site is well integrated with its surrounding and it is considered that

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development would not be visually intrusive in the landscape as the site is well screened and the mature planting along the western site boundary forms a natural boundary with existing line of development. Views are limited to near distance from adjacent roads and properties.

**G.25.7** The site falls within flood zone 3 (high flood risk area) and the flood hazard zone, but this applies to the majority of the settlement. As such development is subject to the appropriate flood mitigation measures as set out in the policy above.

### Policy G25.2 Clenchwarton - Land north of Main Road

**Land amounting to 1.07 hectares to the north of Main Road as shown on the Policies Map is allocated for residential development of at least 20 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SUDS) should be included with the submission;
3. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.25.8** The allocated site is located on the eastern part of Clenchwarton in a built up part of the settlement. The site comprises Grade 2 agricultural land but is not currently in agricultural production. The site is bordered by mature trees and hedgerows but there are no identified biodiversity constraints.

**G.25.9** The site is well located within the built-up area of the village and is mostly surrounded by existing residential development. It is well screened and views are limited to long distance from the wider landscape, but in this view the site is seen in context of the existing built environment. Near distance views are limited to glimpses from adjacent roads and from neighbouring properties.

**G.25.10** The site is identified as the highest scoring site in terms of proximity to services. Clenchwarton is well serviced and the central location of the site makes it easily accessible to a number of local services including the school, bus route, shop and Post Office. Thus providing an opportunity for residents to walk and cycle to these services. Safe access into the site can be



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achieved from the existing access to the south of the site from Main Road. Norfolk County Council Highways has no objections to the allocation of the site provided safe access is delivered and has shown a preference to the allocation of the site over some other sites in the settlement.

**G.25.11** The Council considers that the site is of a suitable scale to accommodate 20 dwellings at a density consistent with its surrounding area and without detriment to the form and landscape character of the locality.

**G.25.12** The site falls within a high flood risk area and hazard zone, but this applies to the majority of the settlement. As such development is subject to the appropriate flood mitigation measures as set out in the policy above.

### Policy G25.3 Clenchwarton - Land south of Main Road

**Land amounting to 1.2 hectares to the south of Main Road as shown on the Policies Map is allocated for residential development of at least 20 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SUDS) should be included with the submission;
3. Development is subject to demonstration of safe access and visibility to the satisfaction of the local Highway Authority and the provision of the appropriate footway links;
4. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.25.13** The allocated site is situated on the western edge of Clenchwarton south of Main Road. The eastern site boundary immediately abuts the proposed development boundary. The site, classed as grade 2 agricultural land, comprises of two separate sections with a detached two storey dwelling between the two sections. There are no landscape features of note within the site.

**G.25.14** The surrounding area comprises of existing development to the north and east with open fields to the south and west. The site scores positively in terms of proximity and access to services; it is situated on Main Road where majority of the local services in the settlement are

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located with a public house immediately opposite. Safe site access and egress is obtainable off Main Road as supported by the Local Highway Authority subject to provision of adequate footpath links.

**G.25.15** The site is on the edge of a line of established development. It is considered that in comparison to some other site options, development on the site would have minimal impacts on the form and character of the locality but would form a natural continuation of existing housing along Main Road. The site is capable of accommodating 20 dwellings at a density consistent with its surrounding area.

**G.25.16** The site falls within a high flood risk area and hazard zone, but this applies to the majority of the settlement. As such development is subject to the appropriate flood mitigation measures as set out in the policy above.

### G.26 Congham (SVAH)

#### ***Smaller Village and Hamlet***

**G.26.1** Congham is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.26.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### G.27 Crimplesham (SVAH)

#### ***Smaller Village and Hamlet***

**G.27.1** Crimplesham is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.27.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

## G.28 Denver (RV)

### *Rural Village*

#### Introduction

**G.28.1** Denver is situated one mile south of Downham Market and has a range of facilities and services that serve the local community including a primary school, bus route, Post Office and other retail and employment uses. The village has a linear form although the centre focuses on the Church of St Mary at the crossroads between Sluice Road, Ryston Road and Ely Road. The approach to the centre is characterised by a gently curving village street. The Grade II\* Denver Windmill is a key landmark situated within the village. The older buildings within the village comprise of Cambridge yellow brick and carstone with pitched roofs of Welsh slate or Norfolk clay pantiles. The Parish of Denver has a population of 890 <sup>(21)</sup>.

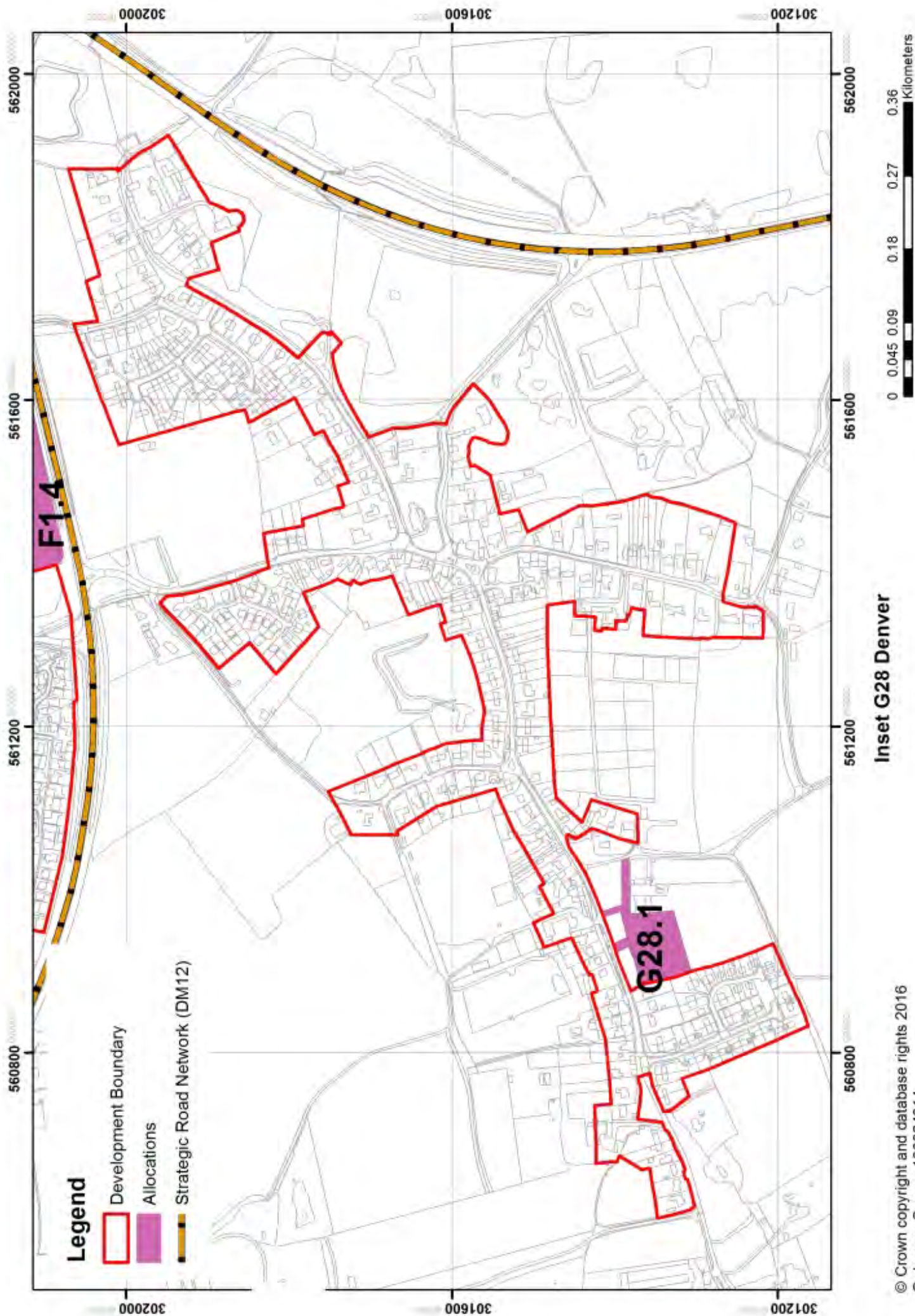
**G.28.2** The village is situated in the 'Settled Farmland with Plantations' landscape character type<sup>(22)</sup>. This is defined as having a strong landscape structure apparent in places including intact, mature field boundaries, strong historic integrity with historic features including the landmark church, windmill, hall, two moated sites and areas of common land.

**G.28.3** Denver is designated as a Rural Village by the Core Strategy and is considered to have a good range of services and facilities. Based on the Council's preferred method of distributing new development (see Distribution of Development Section) Denver is to receive an allocation of 8 new dwellings.

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21 2011 Census Data

22 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates





## Site Allocation

### Policy G28.1 Denver - Land to the south of Sluice Road

**Land of around 0.6 hectares, as shown on the Policies Map, is allocated for residential development of at least 8 dwellings. Development will be subject to compliance with all of the following:**

1. Provision of safe access and visibility to the satisfaction of the local highways authority;
2. The layout of the development should preserve the area in the north east of the site that is subject to a Tree Preservation Order;
3. Submission of an Ecological Survey Report and Mitigation Plan, to the satisfaction of Natural England;
4. Submission of a Heritage Asset Statement that establishes that development would enhance and preserve the setting of the adjacent Grade II Listed Manor Farm House;
5. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
6. Provision of affordable housing in line with the current standards.

## Site Description and Justification

**G.28.4** The allocated site is situated in the southern area of the settlement immediately south of Sluice Road. Between the site and Sluice Road there is a thin strip of common land, the site owner has provided information that an agreement with the common land owner in relation to rights across this land has been agreed in principle and the local highways authority state the site is considered appropriate for inclusion within the plan with this access point. The site is considered capable of accommodating the 8 residential units required in settlement at a density reflecting that of the surrounding area.

**G.28.5** The site lies immediately adjacent to the existing settlement boundary. The site is located a short distance from a bus stop and relatively close to other village services including the school. The site is classified as Grade 3 agricultural land but is currently uncultivated. Whilst development would result in the loss of undeveloped land, this applies to all potential development options located outside the village boundary, some of which are used more intensively for arable crop production.

**G.28.6** There are some protected trees located towards north east of the site, however the size of the site allows for these to be incorporated into the design of the development. A pond occupies a relatively central position within the site and there is documentary evidence of Great Crested Newts, the policy includes a clause to ensure that an ecological survey report and mitigation plan is submitted. The survey needs to show whether protected species are present in the area or nearby, and how they use the site. The mitigation plan needs to show how the development will avoid, reduce or manage any negative effects to protected species.



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**G.28.7** The site is well integrated with the village and development will be well screened on the west by the existing development at Brady Gardens. The majority of the views into the site are limited to near distance from School Road and adjacent properties. There are few opportunities for long distance views due to the site being located within a developed area. In the limited views that are available the site is seen in the context of the existing settlement.

**G.28.8** In close proximity to the eastern boundary of the site there is a Grade II Listed building, Manor Farm House. The sensitivity of its location requires careful design to ensure that the site makes a positive contribution to the setting of the nearby Listed Building. Standard housing designs are unlikely to achieve this. The design and layout of the scheme must be sympathetic to the historic character of the area

**G.28.9** Submission of details showing how sustainable drainage measures will integrate with the design of the development, and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission

**G.28.10** The allocated site is identified in the Sustainability Appraisal as the least constrained of all the other options to accommodate the required growth in the village. It is of a scale to allow flexibility in the layout and respond to the specific characteristics of the locality.

### G.29 Dersingham (KRSC)

#### **Key Rural Service Centre**

##### **Description**

**G.29.1** The village of Dersingham is well served by a range of local amenities including a Post Office, supermarket, library, fire station, pubs, churches and schools. The parish of Dersingham has a population of 4,640<sup>(23)</sup>. In addition, the village has a health centre and range of small business premises. Dersingham is approximately eight miles from King's Lynn and seven miles from Hunstanton and benefits from a regular bus service between the settlements along the A149. The level of services and facilities as well as the good accessibility to larger towns qualifies Dersingham as a Key Rural Service Centre.

**G.29.2** Dersingham is a historic settlement which has some traditionally constructed buildings of carrstone and flint, a designated Ancient Monument and the Grade I Listed Church of St. Nicholas. Dersingham has undergone a few phases of expansion, having tripled in size since 1961, and maintains its appeal as a popular place to live today with its own distinctive rural character.

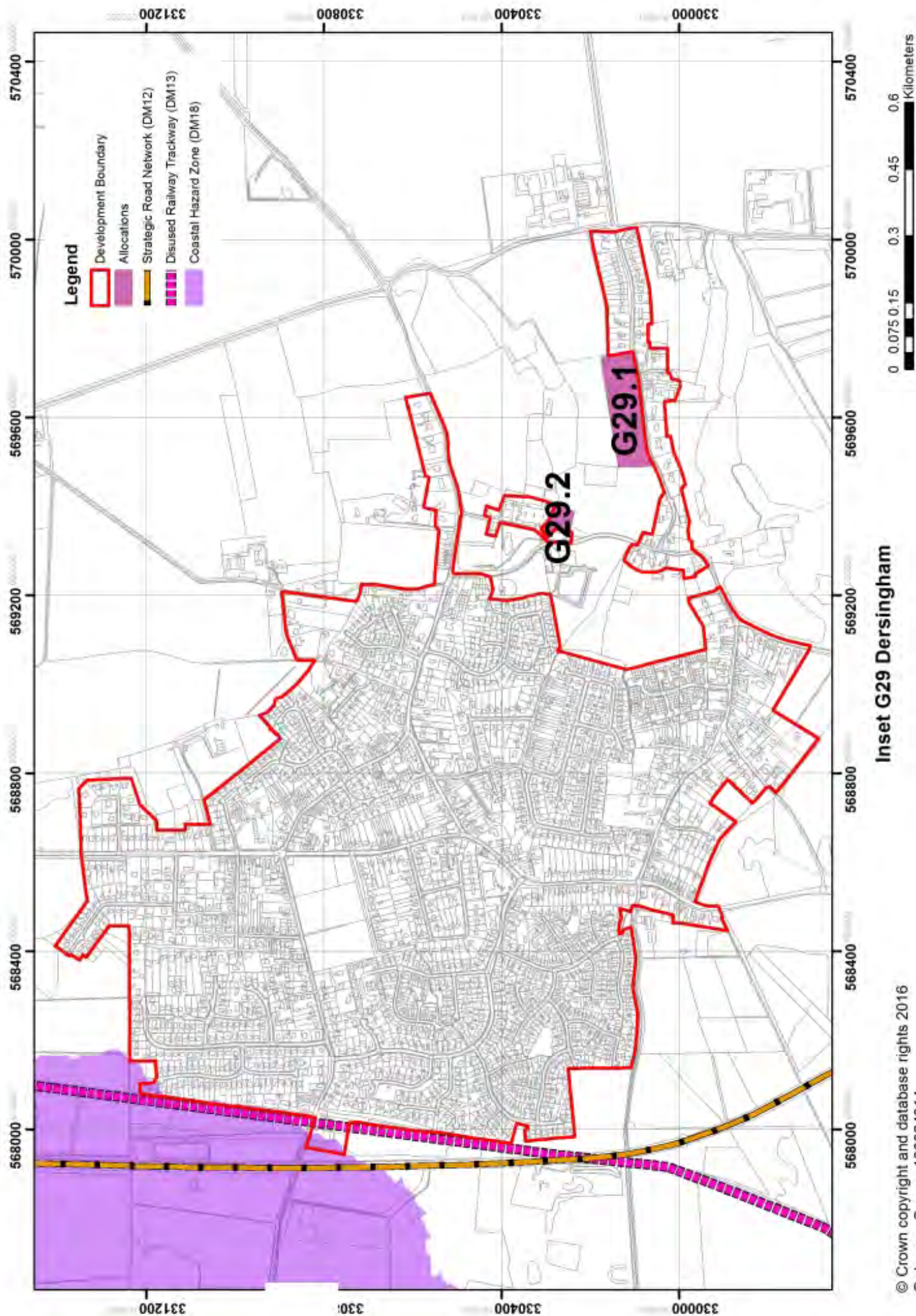
## Rural West Norfolk G

**G.29.3** The Landscape Character Assessment<sup>(24)</sup> characterises the local area as ‘Wooded Slopes with Estate Land’. In terms of distinctive local landscape features; Dersingham is adjacent to Sandringham House and Country Park to the south, and Dersingham Bog designated Site of Special Scientific Interest to the west of the village. Both are significant recreational areas.

**G.29.4** Dersingham has seen a high level of housing development in the last century, and benefits from a high proportion of services and facilities which relate to the population size. Based on the Council's preferred method of distributing new development (as outlined in the Distribution of Development section), Dersingham would receive an allocation of 62 new houses. However, insufficient suitable land has been identified to accommodate this level of housing and consequently the Council have allocated a total of 30 houses across two sites.

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24 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates



**Inset G29 Dersingham**

## Site Allocations

### Policy G29.1 Dersingham - Land north of Doddshill Road

**Land amounting to 1.8 hectares, as shown on the Policies Map, is allocated for residential development of at least 20 dwellings. Development will be subject to compliance with all of the following:**

1. Provision of safe access following improvement works to the local highways network including footpath extensions, junction improvements and road widening, to the satisfaction of Norfolk County Council Highways Authority;
2. Incorporation of a high quality landscaping scheme including the retention of established hedgerow, where possible, to the site boundaries to minimise the impact of the development on the Conservation Area and the wider countryside;
3. The design of development, and in particular its massing and materials, shall have regard to its potential impact on the setting of Dersingham Conservation Area;
4. Submission of a Heritage Asset Statement that establishes that there will be no negative impact on Heritage Assets in the locality, accompanied by an Archaeological Field Evaluation of the site;
5. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
6. Submission of a project level Habitats Regulation Assessment to ascertain the effects of growth in Dersingham on the Dersingham Bog National Nature Reserve, (designated Special Area of Conservation, Site of Special Scientific Interest and Ramsar), and provide suitable mitigation where necessary.
7. Provision of affordable housing in line with the current standards.
8. Submission of an Environmental Statement that satisfies Norfolk County Council that:
  - i) the applicant has carried out investigations to identify whether the resource (Carr Stone) is viable for mineral extraction;
 

*and if the mineral resource is viable, that:*
  - ii) the applicant has considered whether it could be extracted economically prior to development taking place;
 

*and if the mineral resource can be extracted economically, whether (or not):*
  - iii) there are opportunities to use the onsite resource during the



## G Rural West Norfolk

construction phases of the development;

### Site Description and Justification

**G.29.5** The allocated site provides the opportunity to create a development which is located alongside existing housing and is close to some local services and the Junior School. In comparison to alternative site options, the proposed allocation site is in a less sensitive location, outside of the Conservation Area and is not subject to an objection by Norfolk County Council Highways Authority. The site is also of a suitable scale to accommodate 20 dwellings at a density that is consistent with the surrounding area.

**G.29.6** The site lies to the east of the village immediately adjacent to the existing settlement boundary. The site has previously been used for horse paddocks and smallholdings and is classified as Grade 4 agricultural land which is not the highest quality. The site is bordered by a hedge fronting Doddshill Road. The policy contains a clause to ensure the existing hedgerow is retained, where possible in the new development.

**G.29.7** While the site is on higher ground to the north and east, the majority of views of the site are limited to the near distance from adjacent roads and properties. The slope and the wood beyond in the north-west corner afford some natural screening from the wider landscape. For medium and long distance views from the wider landscape and the village, these views of the site are seen in the context of the existing built environment. There are no significant landscape features of importance within the site boundary other than the hedgerow.

**G.29.8** The impact of potential growth on Dersingham Bog National Nature Reserve which, amongst other designations is a Special Area of Conservation, needs to be established before development is commenced. A project level Habitats Regulation Assessment would be required to establish the impact of growth and potential mitigation strategies.

**G.29.9** Areas to the west and north of the site have been marked by Historic Environment Records relating to probable medieval and post medieval earthworks. To the west of the site there are possible Late Iron Age and Roman cropmarks. The western boundary of the site abuts the newly designated Conservation Area. It is likely the site could contain further historical finds therefore further work is necessary to assess the archaeological significance of the site.

**G.29.10** The policy includes a clause to give emphasis to the importance of addressing heritage impacts in the design of the proposed housing. The policy also requires a Heritage Asset Statement and Archaeological Field Evaluation to be undertaken prior to development. A high quality development incorporating natural landscaping would reduce the visual impact of the development on the surrounding area, minimising the impact on the setting of the Conservation Area.

**G.29.11** The Council considers that a modest development, designed sensitively in response to the location, including appropriate screening, would not have a significant adverse impact on the historic character of the surrounding area. The new development would enable the settlement to grow over the plan period at a modest scale and also improve connectivity to the eastern part of the settlement.



### Policy G29.2 Dersingham - Land at Manor Road

**Land amounting to 0.3 hectares, as shown on the Policies Map, is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with all of the following:**

1. Provision of safe access via Church Lane following the removal of part of the wall and the closure of existing access onto Manor Road/Church Lane junction. Details of this shall be submitted and agreed by Norfolk County Council Highways Authority as part of the planning application.
2. Retention of the wall which encloses the site other than a new opening to enable safe vehicular access to the site on the northern boundary. Any potential necessary improvements or alterations to the wall should not alter the visual appearance of the wall and should be outlined in the planning application;
3. The design of development, and in particular its massing and materials, shall preserve and enhance Dersingham Conservation Area. Development will be limited to single storey dwellings with a restricted roof height to minimise the visual impact on the setting of Dersingham Conservation Area and the Grade 1 Listed Church of St. Nicholas;
4. Submission of a Heritage Asset Statement that establishes that there will be no negative impact on Heritage Assets in the locality, accompanied by an Archaeological Field Evaluation of the site;
5. Provision of affordable housing in line with the current standards;
6. Submission of a project level Habitats Regulation Assessment to ascertain the effects of growth in Dersingham on the Dersingham Bog National Nature Reserve, (designated Special Area of Conservation, Site of Special Scientific Interest and Ramsar) and provide suitable mitigation where necessary.

### Site Description and Justification

**G.29.12** The allocated site (submitted site ref. No. 455) lies east of Dersingham, adjacent the development boundary. The site is situated in a less built up part of the settlement with the surrounding area consisting of mixed uses. Opposite the site, on the north-western side is the Grade 1 Listed Church of St Nicholas, to the west is a detached residential dwelling and on the north is a small complex of businesses including the doctor's surgery. Open fields borders the eastern and southern site boundaries. The site is enclosed by an attractive low old brick wall and currently houses a few outbuildings and a grass area used as pasture land. A policy is included above to ensure retention of the attractive low brick wall which is considered to be of heritage and amenity value. There are no other landscape features of note within the site.

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**G.29.13** In terms of views, existing development screens the site from the north and partly from the west. The majority of views of the site are limited to those from adjacent roads and properties. There are opportunities for medium and long distance views from the wider landscape particularly from the east and south but in these views, development on the site would be seen in the context of the existing built environment.

**G.29.14** The site scores averagely in the sustainability appraisal in terms of proximity and access to services, this is mainly because it is not in the central part of the village where majority of the local amenities are situated. It is however within walking distance to the doctor's surgery, some business uses, a place of worship, bus stops, and a public house with good vehicular and pedestrian links to other local amenities. Site access is obtainable through St Nicholas Court to the north. The access point would be gained through removal of two parking spaces and the removal of part of the wall. Norfolk County Council Highway Authority has no objections to the proposed access arrangements but this is subject to its implementation.

**G.29.15** The site enjoys a fairly prominent position within Dersingham Conservation Area. In addition, it is opposite the Grade 1 Listed Church of St Nicholas, and its walled yard is also referred to in the accompanying character statement suggesting some heritage value. Therefore, given its sensitive location, the development would require careful design and layout that would enhance and preserve the character of the Conservation Area and the setting of the Listed Building. The scale, height and layout of the scheme is crucial in determining the impact on heritage and landscape.

**G.29.16** The site is promoted by the landowner for development of retirement dwellings. The Council considers that modest scale development of 10 sensitively designed single storey housing for a specific identified need in the area, makes the best use of the otherwise fairly untidy plot, without detriment to the form and character of the locality.

### G.30 Docking (KRSC)

#### **Key Rural Service Centre**

#### **Description**

**G.30.1** Docking is a large rural village centred around the Church of St. Mary with a landmark tower, Docking Hall and its associated mature parkland landscape and a village pond. The settlement has a Conservation Area and contains a mix of older buildings constructed with traditional materials and interspersed with pockets of more modern development. Docking has a high level of services for a rural settlement including a GP surgery, school, convenience store, pub and small retail and business premises. The parish of Docking has a population of 1,200<sup>(25)</sup>.

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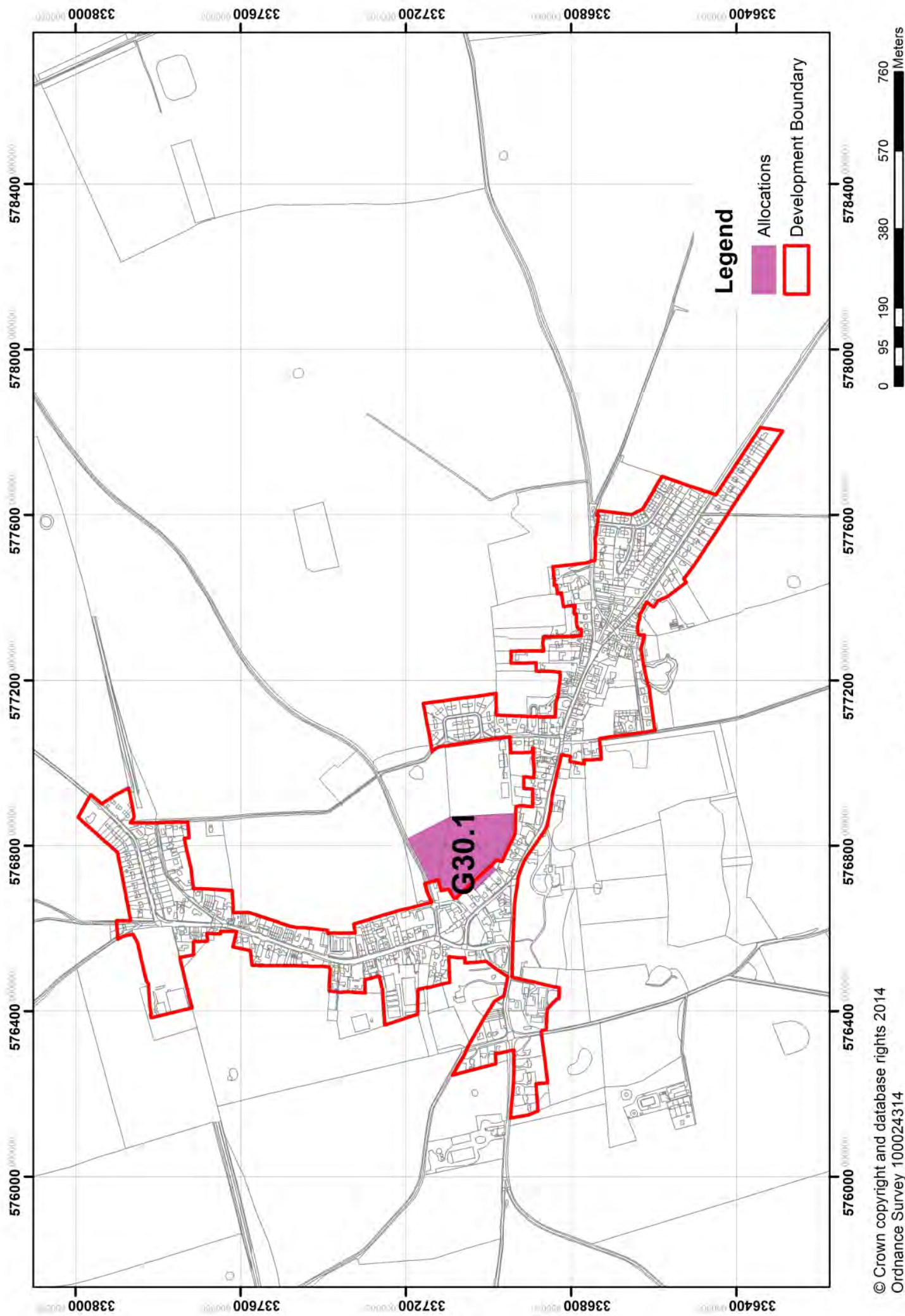
**G.30.2** Docking, at around 85m AOD, is the highest point in West Norfolk. The Landscape Character Assessment<sup>(26)</sup> characterises the area as 'Plateau Farmland' which radiates from the village of Docking. Long distance, panoramic and open views across farmland are characteristic of the area.

**G.30.3** Whilst Docking currently has a good level of facilities within the village, there are some infrastructure constraints to further growth of the settlement. Additionally Docking is not served by public transport links, and therefore currently lacks any sustainable means of commuting to King's Lynn or the borough's other main towns.

**G.30.4** Based on the Council's preferred method of distributing new development (as outlined in the earlier chapter), Docking would receive an allocation of 16 new houses including 3 affordable houses. However, the Council considers the provisionally chosen site could satisfactorily accommodate more, and that 20 dwellings would be an appropriate number (at current standards 4 of these would be affordable dwellings).

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26 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates



## Site Allocation

### Policy G30.1 Docking - Land situated off Pound Lane (Manor Pasture)

**Land amounting to 3.4 hectares, as shown on the Policies Map, is allocated for residential development of at least 20 dwellings. Development is subject to compliance with all of the following:**

1. Suitable provision / improvements to pedestrian links including road widening and links to footways on Pound Lane from the site to Station Road and / or Chequers Street;
2. Submission of a Heritage Asset Statement that establishes that there will be no negative impact on Heritage Assets in the locality;
3. Incorporation of a high quality landscaping scheme including the retention of established hedgerow, where possible, to the west and south boundaries to minimise the impact of the development on the Conservation Area;
4. Retention of the existing pond at the centre of the site to form an integral part of the development scheme. Opportunities for ecological enhancement should be implemented, as identified in the Ecological Study;
5. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
6. Submission of an Ecological Study that establishes that either:
  - 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;
7. Provision of affordable housing in line with the current standards.

## Site Description and Justification

**G.30.5** The site lies in a central village location and is therefore well integrated with the services and facilities that address the daily needs of residents. In comparison to alternative options for development which are situated on the outskirts of the settlement, the preferred site will not encroach on the surrounding countryside and provides the greatest opportunity for new residents to walk to existing services and the school.

**G.30.6** The site is classified as grade 3 agricultural land, and appears to be used for grazing. Whilst development would result in the loss of undeveloped land, this applies to all potential development options located outside the village boundary, most of which are used more intensively for arable crop production.



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**G.30.7** The south west border of the site abuts Docking Conservation Area. Views from and to the Conservation Area are obscured as the site is bordered by significant trees along its eastern, south-eastern, southern, and south-western boundaries. The policy includes a clause to give emphasis to the importance of addressing heritage impacts in the design of the proposed housing.

**G.30.8** The majority of views of the site are limited to the near distance from adjacent roads to the north and north-east of the site (where established hedgerows are sporadic in places) and nearby properties and public rights of way. Medium and long distance views are limited to the diagonal trajectory that may be glimpsed through the break in development between Sandy Lane and Bradmere Lane. These glimpses of the site are read in the settlement's semi-urban character. In this context it is considered that development in this location would have would have minimal visual impact on the wider countryside.

**G.30.9** The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

**G.30.10** The policy includes a clause to establish the importance of the sites ecology and a clause to ensure that identified ecological enhancements are implemented.

**G.30.11** A pond occupies a relatively central position within the site. The site presents the opportunity to create a high quality, low density development that makes use of this natural environmental feature as part of the design of the development.

### G.31 East Rudham (KRSC)

#### **Key Rural Service Centre**

#### **Description**

**G.31.1** East Rudham is situated on the A148 road between King's Lynn and Fakenham (seven miles west of Fakenham) and has a population of 541<sup>(27)</sup>. The village centre is characterised by the attractive village green, enclosed with buildings and mature trees. Buildings are mainly two storey with pitched roofs. The main building material is white flint nodules and orange / red brick. There is also a significant number of colour washed buildings.

**G.31.2** In terms of landscape character East Rudham is situated in the "Rolling Open Farmland" as defined in the Borough's Landscape Character Area Assessment<sup>(28)</sup>. This landscape has an overriding sense of openness, wide open skies, medium to large field units, and the presence of large features such as linear Scots Pine shelterbelts. It has shallow river valleys and dry tributary valleys which cut through the Middle and Upper Chalk geology to give rise to a gently rolling landform. It is dominated by intensive arable crop production contained within a network of regular shaped fields that form a strong geometric landscape pattern. Hawthorn hedgerows demarcate field boundaries and align rural roads.

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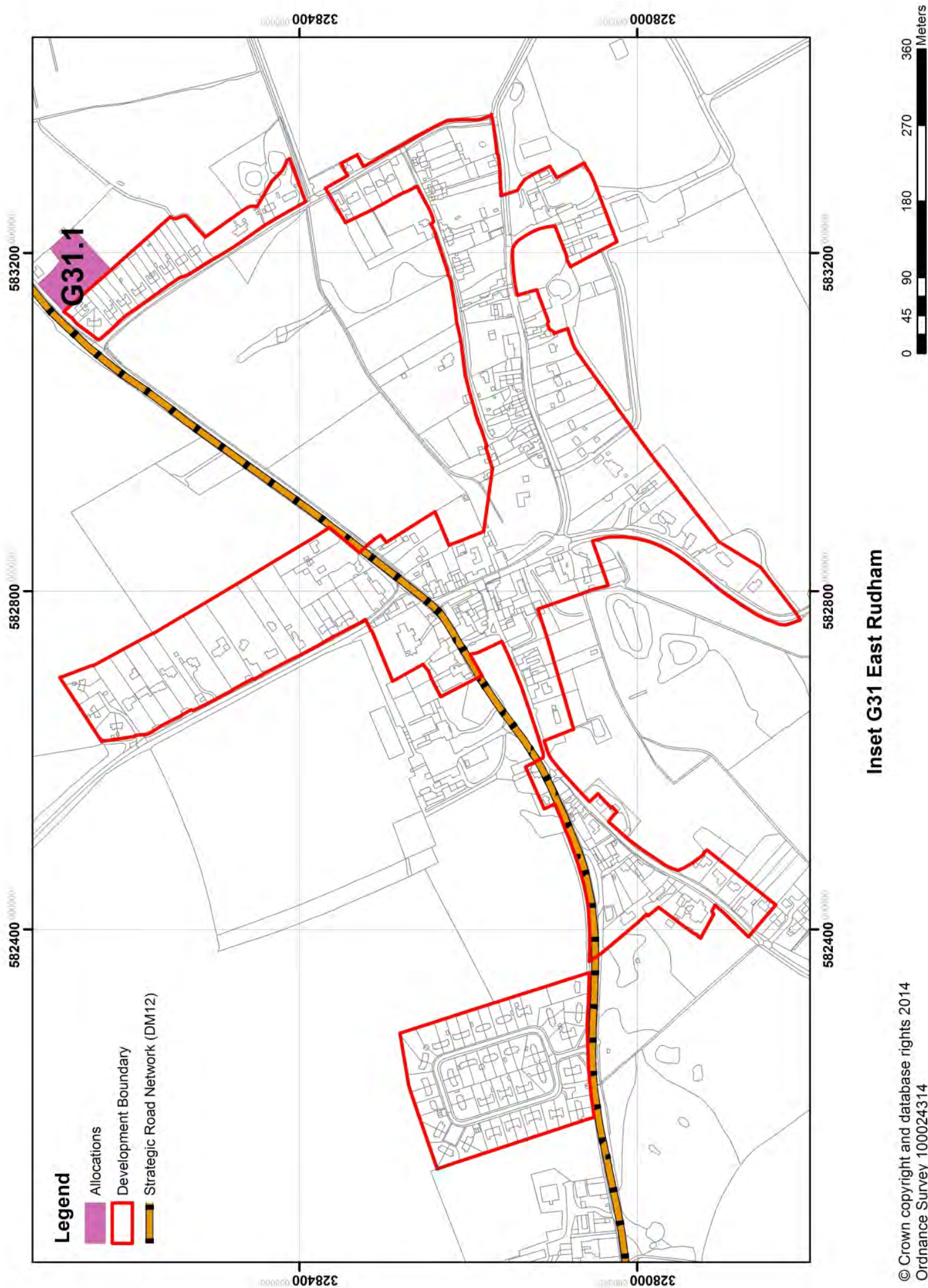
27 Census data 2011

28 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates

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**G.31.3** The approved northern route for the A148 East and West Rudham Bypass (Norfolk County Council 1 October 1992) will continue to be protected. The route can be seen on the Policies Map.

**G.31.4** East Rudham acts as a centre for the surrounding rural area. It has a range of facilities including a primary school, bus service, pub, shop and Post Office. This role is reflected in the designation of Key Rural Service Centre in the Core Strategy. Based on the Council's preferred method of distributing new development (as outlined in the initial section), East Rudham would receive an allocation of 7 new houses including 1 affordable home. However, the Council considers that it is appropriate to marginally increase the level of new housing to 10 dwellings in order to optimise the development potential of the allocated site and increase contributions of affordable housing to 2.



## Site Allocation

### Policy G31.1 East Rudham - Land off Fakenham Road

**Land amounting to 0.4 hectares, as identified on the Proposals Map, is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with the following:**

1. No construction shall commence before sewerage arrangements and confirmation of sewerage capacity have been submitted to and approved by the local planning authority (Given the concerns identified in the HRA).
2. Provision of safe vehicular and pedestrian access connecting the site to Fakenham Road (A148), to the satisfaction of the local highway authority;
3. Retention of existing hedgerows on the site boundaries;
4. Provision of affordable housing in line with the current standards.

## Site Description and Justification

**G.31.5** The allocated site is situated towards the north east of the settlement, along Fakenham Road (A148) and adjacent to residential development in the form of semi-detached houses on Eye Lane. The site is located next to bus stops and whilst in a peripheral location, the site is immediately adjacent to the existing development boundary and is therefore considered to be a relatively sustainable location for development in the context of this settlement, which is characterised by outlying pockets of development. Development here provides the opportunity for safe walking access to village services and the local primary school via Fakenham Road, which is paved.

**G.31.6** The site is classified as grade 3 agricultural land and bounded by hedgerows. The policy contains a clause to retain the existing site boundary hedgerows, in order to minimise the impact of development on the wider countryside. Apart from these hedgerows there are no other landscape features of importance within the site boundary. The western boundary of the site is adjacent to existing development on Eye Lane and would connect a lone single story property to the east but otherwise is surrounded by agricultural land. Whilst the development would result in the loss of undeveloped land the Council considers due to the modest scale of development and the need to allocate new dwellings, development on this land is justified.

**G.31.7** The Council considers the site suitable to accommodate the 10 residential units required in the settlement at a density consistent with the surrounding area. The site as submitted was slightly larger and has been reduced in size, in order to create a development that would be less visually intrusive in the countryside to the south. Given that the site is bordered by semi-detached housing to the west and a detached bungalow to the east it would represent an infill plot.

**G.31.8** The Plan's Habitats Regulations Assessment Report identified the need for a measure to ensure suitable sewerage capacity, to avoid adverse impact on the nearby Wensum Special Area of Conservation, as included in the policy.



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**G.31.9** The majority of views in to the site are limited to near distance from adjacent roads and properties. There are few opportunities for long distance views due to the site being located close to a developed area. The site is completely screened by housing to the western boundary. In the limited views that are available the site is seen in context of the existing settlement.

**G.31.10** The Strategic Flood Risk Assessment identifies that an area of flood zone 3 (fluvial) runs through the centre of East Rudham and along Station Road constraining development in those parts of the village. This site, in the north east of the settlement, is however identified as being within an area of low risk to flooding, flood zone 1 (fluvial).

**G.31.11** Norfolk County Council as local highways authority support the allocation as there is a continuous footpath into the centre of the settlement, a bus stop adjacent to the site and access from the site to the Fakenham Road (A148) could meet highway requirements.

**G.31.12** The Council considers this option for growth to be favourable, as the site scored the highest of those available in the village in terms of sustainability and is supported by East Rudham Parish Council. The site has the benefit of being connected to local services, helping reduce the need for residents to use cars to access key services and maximising the potential to walk, cycle and utilise public transport.

### G.32 East Walton (SVAH)

#### ***Smaller Village and Hamlet***

**G.32.1** East Walton is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.32.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### G.33 East Winch (RV)

#### ***Rural Village***

#### **Description**

**G.33.1** The village of East Winch is situated to the east of the Borough on the A47, seven miles east of King's Lynn and eleven miles west of Swaffham. The village consists of three parts; East Winch Hall to the east, development around the junction of the A47 and stretching along School Road in a linear pattern; and the largest part of the village is around the junction of the A47 and then follows Gayton Road north and east containing estate development. The materials of the older buildings are mainly carstone for walls and red clay pantiles or Welsh slate for roofs. The modern development has both buff and red brick, with red/brown plain tiles.



## Rural West Norfolk G

**G.33.2** The Parish of East Winch has a population of 779<sup>(29)</sup>. The village benefits from services including a school, regular bus service, Post Office, pub and local employment.

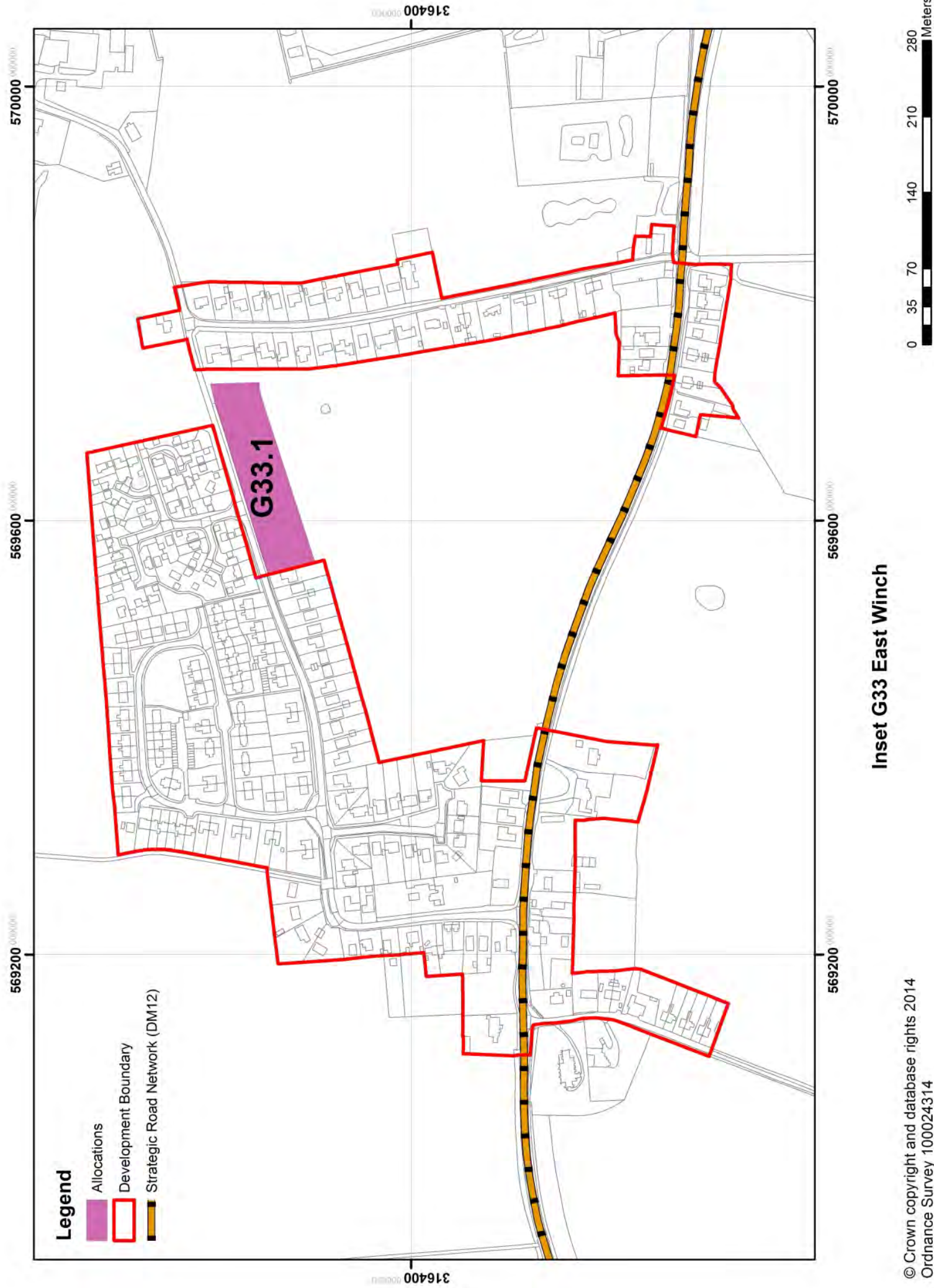
**G.33.3** The Landscape Character Assessment<sup>(30)</sup> explains this area encompasses a small-scale landscape exhibiting a variety of different habitats, mainly agricultural fields. Farmland is interspersed with fairly large (plantation) woodland and areas of open water are also an important feature, associated with the valley of the River Nar to the south. Settlement is relatively scarce and consists of a number of small villages and hamlets, including East Winch.

**G.33.4** East Winch is designated a Rural Village in the Core Strategy. On a population pro-rata basis, the Council's preferred distribution of development between Rural Villages, East Winch is to receive an allocation of 8 additional dwellings. However, the Council considers the allocated site could satisfactorily accommodate slightly above the guideline and that 10 dwellings (including, at current standards, 2 affordable dwellings). This is considered to be the appropriate level of housing, allowing modest growth which fits within the existing form and character of the village.

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29 2011 Census Data

30 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates



## Site Allocation

### Policy G33.1 East Winch - Land south of Gayton Road

**Land south of Gayton Road amounting to 0.8 hectares, as identified on the Policies Map, is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of details relating to the sewer that crosses the site together with mitigation (easement/ diversion) to the satisfaction of Anglian Water;
2. Provision of affordable housing in line with the current standards.

## Site Description and Justification

**G.33.5** The allocated site is centrally located in the village, surrounded by existing housing on the north, east and west. The site comprises of Grade 4 (poor quality) agricultural land and other than boundary hedgerows there are no landscape features of note within the site.

**G.33.6** The site is well integrated with built development and does not encroach into surrounding countryside in comparison to other considered site options. The site is well screened by existing housing and boundary planting, as such it is considered that development on the site is likely to have minimal impacts on the visual amenity of the area but would be mainly viewed in the context of the existing settlement. Its central position in the village means that is well located to the available local services, providing some opportunity for residents to walk and cycle to these services. The site fronts directly onto Gayton Road. The local Highway Authority indicates that the road network can adequately accommodate the proposed development.

**G.33.7** Development on the site would constitute a continuation of housing along Gayton Road, infilling the gap between existing housing rather than extending the settlement further. In addition the site is considered favourable by the Council as it lends itself to development that is consistent with the existing form and character of the surrounding area. The allocated site is also supported by the local Parish Council.

**G.33.8** Whilst the site is identified as a mineral safeguarded area for silica sand and gravel, this is not considered a constraint as the proposed scale of development is less than 1 hectare. The developer is however encouraged to explore the potential to extract the minerals and utilise them on site in the development.

## G Rural West Norfolk

### G.34 Emneth (KRSC)

#### ***Key Rural Service Centre***

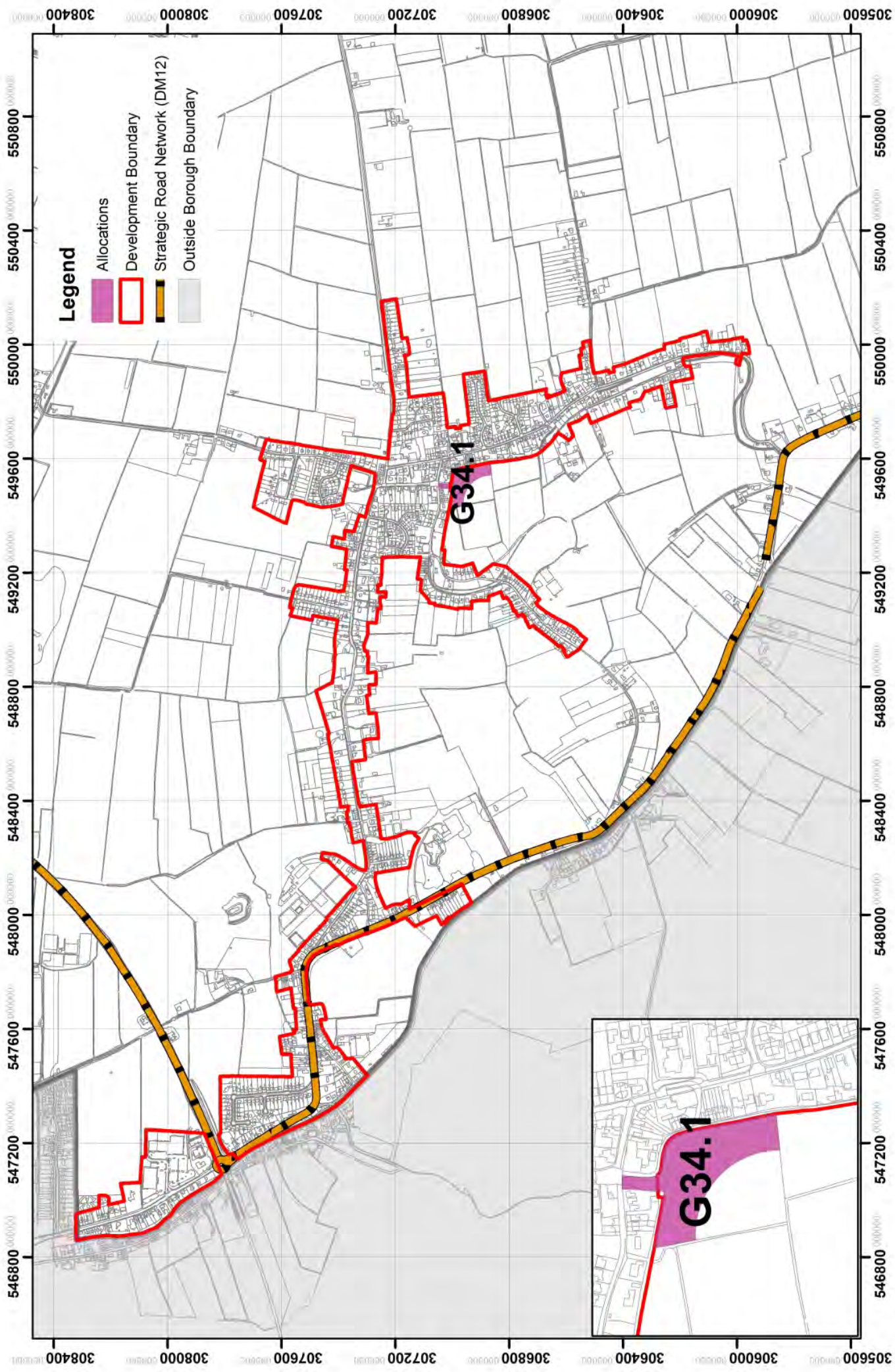
#### **Description**

**G.34.1** Emneth is a large village which is closely related to the neighbouring town of Wisbech to the west. It is to the south west of King's Lynn and adjacent to the A47. In the east the village has a distinct form centred on Gaultree Square and then a smaller part of the village is to the west along the A1101 road. The eastern part of the village consists of a central core with spurs of development radiating outwards along the highways, while the form of the western part of the village is linear. The Parish of Emneth has a population of 2,617, and a range of services including a school, shops, bus services and employment uses.

**G.34.2** The Landscape Character Assessment refers to Emneth bordering the 'Open Inland Fens' to the east and encompassing a rich mix of arable fields, fruit orchards, plantations and pasture. It has an intact mature landscape structure including the rows of poplars and large concentration of fruit orchards with panoramic views across the area, frequently framed by the orchards. There is an historic drainage network, and a strong sense of tranquillity throughout the area.

**G.34.3** Emneth is designated in the Core Strategy, as amended by this Plan (see Section B), as a Key Rural Service Centre.





Inset G34 Emneth



## G Rural West Norfolk

### Site Allocation

#### Policy G34.1 Emneth - Land on south of The Wroe

**Land amounting to 1.1 hectares, as identified on the Policies Map, is allocated for the residential development of at least 36 dwellings. Development will be subject to compliance with all of the following:**

1. Provision of safe access and visibility to the satisfaction of the Highways Authority.
2. Provision of affordable housing in line with the current standards.
3. A Public Right of Way crosses through the site and this should be appropriately integrated within the design of the scheme.

### Site Description and Justification

**G.34.4** The site is located in the central area of the settlement in close proximity to the village services. The development boundary immediately abuts the sites northern and eastern boundaries and part of the western boundary. The Council considers the site is capable of achieving the 36 residential units required in the settlement at a density consistent with that of the surrounding area.

**G.34.5** To the north of the site there is a residential property, and the remaining site is in agricultural use (Grade 1). There is a public right of way crossing the site, however there are no important landscape features and the Council considers due to the proximity to services and the size of the development it is appropriate to develop on this high quality agricultural land. The site is well integrated into the surroundings and development would conserve the local character. Norfolk County Council as the Highways Authority support development of the site.

**G.34.6** The majority of views of the site are limited to the near distance from adjacent roads, properties and public rights of way. Medium and long distance views from the wider landscape are possible from the north. However, in these views the site is seen in the context of the existing settlement.

**G.34.7** This site is allocated by the Council for housing development due to its proximity to services and facilities, and limited impact on the character of the settlement.

#### G.35 Feltwell & Hockwold cum Wilton (KRSC)

### Key Rural Service Centre

#### Description

**G.35.1** Feltwell and Hockwold cum Wilton are situated to the far southeast of the Borough. The villages are respectively 13 and 16 miles to the north of Downham Market and 5 and 7 miles to the east of Brandon. The villages benefit from a full range of services and facilities including a

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school, GP surgery, bus route, shop, pub and local employment. Feltwell is also home to an RAF station (currently used by the United States Air Forces, Europe). The Parish of Feltwell has a population of 2,825<sup>(31)</sup>

**G.35.2** Feltwell has developed around the B1112 and B1386 crossroads. The core of the village has an urban character with approach roads to the village being more rural in character with views across open countryside. The older buildings in the village are built with a range of materials including knapped flint and Norfolk orange/ red clay pantiles.

**G.35.3** Hockwold cum Wilton is a compact village which was linear in its basic form, with more recent development taking place on backland areas. There is a Conservation Area to the east of the village. There is a wide range of materials used in the older buildings including red brick, cobbled or knapped flint and brick walls with roofs made of clay pantiles.

**G.35.4** In relation to landscape character the villages are situated in the 'Settled Farmland with Plantations'. This is defined as being flat to very gently undulating landscape, with an underlying geology of chalk and limestone encompasses a number of villages, large farms and estates, set within a backdrop of farmland and plantation woodland<sup>(32)</sup>. The plantation woodland in the area strongly influences the views across the villages and contributes to a sense of enclosure.

**G.35.5** Feltwell and Hockwold cum Wilton were grouped together by the Core Strategy to collectively form a Key Rural Service Centre as they have a good range of services and facilities to serve the existing community. The Council's preferred distribution of development between Key Rural Service Centres on a population pro-rata approach (see Distribution of Development Section) would indicate 54 additional dwellings between Feltwell and Hockwold. The Council has split the development between 4 sites and increased the level of new housing in order to optimise the development potential of the preferred sites and increase contributions towards affordable housing. The Council has allocated 105 houses, with 100 in Feltwell and 5 in Hockwold cum Wilton.

**G.35.6** Feltwell and Hockwold are within 1500 metres of the Breckland Special Protection Area (SPA). Stone curlews are sensitive to human presence, and nightjar and woodlark for recreational impacts. These bird populations are qualifying features of this SPA and protected by law. The areas around the designated SPA in the vicinity of Feltwell and Hockwold are important to the stone curlew population within the SPA. Great care therefore needs to be taken to ensure that no harm results to this bird population from any development in the locality, and in law the onus is on the promoters of development to demonstrate no harm, rather than harm having to be proven to resist development.

**G.35.7** The understanding of the potential effects of additional development and human population in the vicinity of these bird populations is incomplete but developing. It is now believed that where new housing is limited in scale and screened by existing development the direct impact of the new housing itself and activities around it are unlikely to be problematic.

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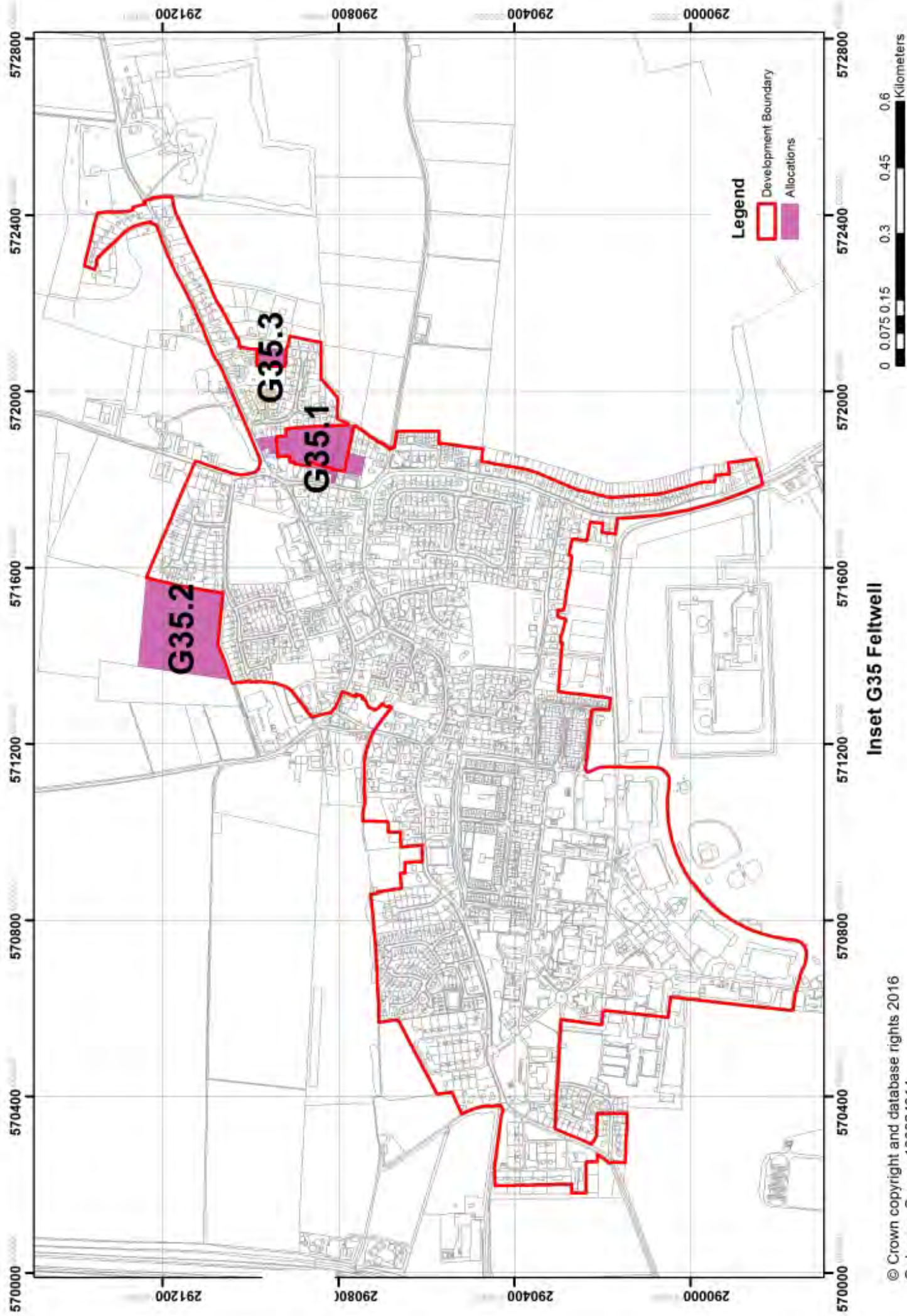
31 2011 Census Data

32 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates

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**G.35.8** However, the Habitats Regulations Assessment for the Site Allocations and Development Management Policies Pre -Submission Document identifies potential for disturbance of the protected bird populations from recreational impacts from daily activities of local people, such as dog walking in the forest, associated with the additional human population in new development. The recreational impacts arising from the proposed allocations in Feltwell and Hockwold are thought unlikely to alone cause significant effects, but they may do so in combination with other developments in neighbouring districts.

**G.35.9** In order to address this issue the site allocations for development in these settlements are each subject to a project level habitats regulations assessment to consider this in more detail in relation to the specific development proposals and the up-to-date situation in the neighbouring districts.



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### Site Allocations

#### Policy G35.1 Feltwell - Land to the rear of Chocolate Cottage, 24 Oak Street

**Land of around 1.78 hectares to the rear of Chocolate Cottage, 24 Oak Street, as shown on the Policies Map, is allocated for residential development of at least 50 dwellings, subject to compliance with all of the following:**

1. Submission of a project level habitats regulations assessment demonstrating no likely significant adverse effect on Natura 2000 Sites (in particular the Breckland SPA) and their qualifying features;
2. Provision of access from Lodge Road to the satisfaction of the local highways authority;
3. The site overlies a Groundwater Vulnerability Zone. Accordingly, the developer should address any risks to controlled waters from contamination at the site, following the requirements of the NPPF and the Environment Agency Guiding Principles for Land Contamination;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
5. Submission of an archaeological field evaluation prior to development, in accordance with paragraph 128 of the NPPF;
6. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.35.10** The allocated site is located a short distance to the east of the centre of Feltwell, within close proximity to village services and facilities. Development at this location provides the greatest opportunity for new residents to walk to existing services, in particular the local school. The Council considers the site suitable to accommodate 50 residential units at a density consistent with that of the surrounding area.

**G.35.11** The local highway authority has no objection to the site providing safe access is achieved from Lodge Road. The site is in multiple ownership, with all the owners agreeing to promote the site for a comprehensive scheme including the provision for additional car-parking for the Alms Houses situated on Oak Street.

**G.35.12** The site is classified as grade 3 agricultural land, currently being used to keep horses and includes paddocks, a menéage and stables. Trees and hedgerows form the site boundaries, and this could potentially be incorporated into the design of the development. The site is situated within the Special Protection Area “buffer zone,” for stone curlews but it is well screened on all sides by single and two storey development and therefore development at this location is likely to have minimal impact on the visual amenity of the surrounding landscape and the SPA, although a project level habitats regulations assessment will be required.



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**G.35.13** The majority of views of the site are limited to the near distance from adjacent roads, properties and public rights of way. Medium and long distance views from the wider landscape are possible from the south east. However, in these views the site is seen in the context of the existing settlement.

**G.35.14** The site lies partially within Fluvial Flood Zone 1 (low risk).

**G.35.15** The Historic Environment Services have identified the site as having considerable archaeological potential, as it is adjacent to a medieval cross, which may indicate a former focal point for the settlement. Therefore an archaeological field evaluation must be submitted with any planning permission, in accordance with paragraph 128 of the NPPF.

### Policy G35.2 Feltwell - Land north of Munson's Lane

**Land of around 3.6 hectares, as shown on the Policies Map, is allocated for the residential development of at least 40 dwellings, subject to compliance with the following:**

1. Submission of a project level habitats regulations assessment demonstrating no likely significant adverse effect on Natura 2000 Sites (in particular the Breckland SPA) and their qualifying features;
2. Submission of details showing how the water main crossing the site can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water;
3. Provision of highway improvements including footways and safe access to the satisfaction of the local highways authority;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
5. Submission of an archaeological field evaluation prior to development, in accordance with paragraph 128 of the NPPF;
6. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.35.16** The allocated site (submitted site Ref. No. 548) is situated to the north of the settlement within walking distance to the local services and facilities. The site abuts the development boundary to the south and east. The Council considers the site of suitable scale to accommodate 40 residential units at a density consistent with that of the surrounding area.

**G.35.17** The site scored positively overall in the sustainability appraisal, particularly in relation to access to services as the site is located within close proximity to the school and contains good pedestrian links which will potentially encourage new residents to walk to existing services. The site is the local highways authority's preferred location for growth within the settlement.

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**G.35.18** Furthermore, with housing development to the east and south of the site, the site form provides the opportunity for a continuation to existing housing development to the north of the settlement.

**G.35.19** Existing development to the east and south of the site screens it from the Special Protection Area, however a project level habitats regulation assessment will nonetheless be required.

**G.35.20** The site is a mixture of grade 2 and grade 3 agricultural land and is bounded by hedgerows to the north and west. Whilst development would result in the loss of undeveloped land, the Council considers due to the scale of development and the ideal location of the site the benefits of allocating the site outweighs this constraint.

**G.35.21** Views are available from the north and west but these are seen in the context of the existing settlement. Existing development surrounding the site, particularly to the east, are mostly two storey dwellings, one plot in depth with gardens to the front and rear. This site could potentially be developed in the same way.

**G.35.22** A policy is included above to ensure that prior to development taking place, advice is sought from Anglian Water and appropriate measures agreed in relation to the water main(s) that crosses the site.

**G.35.23** The Historic Environment Services have identified the site as having considerable archaeological potential, as it is adjacent to the excavated remains of a Roman villa, which may extend into the proposed development area. Therefore an archaeological field evaluation must be submitted with any planning permission, in accordance with paragraph 128 of the NPPF.

### Policy G35.3 Feltwell - Land at 40 Lodge Lane / Skye Gardens

**Land of around 0.3 hectares, as shown on the Policies Map, is allocated for the residential development of at least 10 dwellings, subject to compliance with the following:**

1. Submission of a project level habitats regulations assessment demonstrating no likely significant adverse effect on Natura 2000 Sites (in particular the Breckland SPA) and their qualifying features;
2. Provision of highway improvements including an access road of adoptable standard, to the satisfaction of the local highways authority;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. Provision of affordable housing in line with the current standards.

## Site Description and Justification

**G.35.24** The allocated site (part of submitted site Ref. No. 263) lies north-east of the settlement within walking distance to the local services and facilities. The site abuts the development boundary to the south. The Council considers the site is of suitable scale to accommodate 10 residential units at a density consistent with that of the surrounding area.

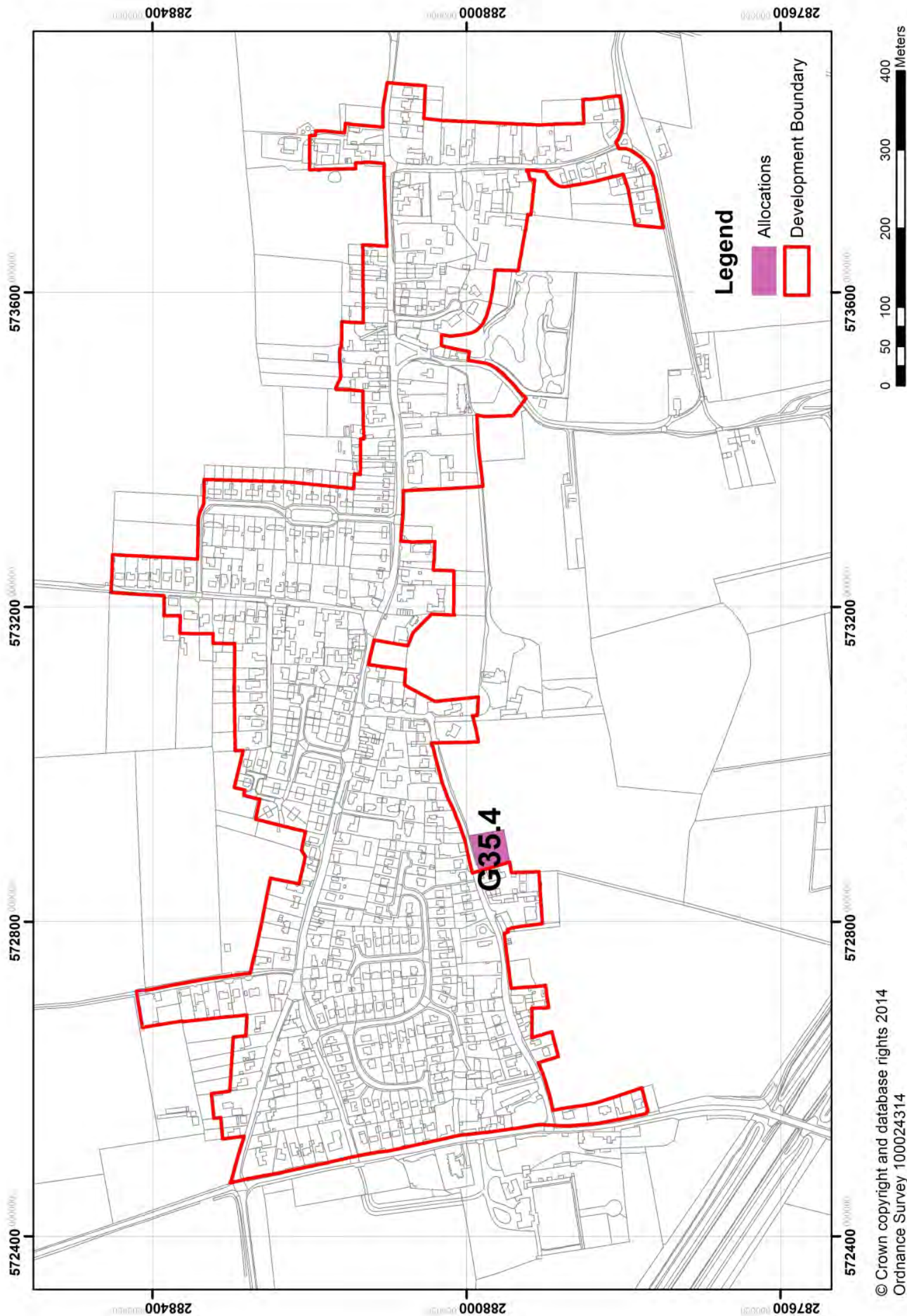
**G.35.25** The site scored highly in terms of sustainability and contains good pedestrian links to services which will encourage new residents to walk to existing services. Furthermore, with housing development to the immediate north, development of the site would form an acceptable continuation of this residential estate development. The local highways authority have stipulated that the current access road from Lodge Road (Skye Gardens) must be of adoptable standard for the site to be developed.

**G.35.26** The site is identified as grade 3 agricultural land, although not currently in agricultural usage. Whilst development would result in the loss of undeveloped land, the Council considers due to the scale of development and the benefits of the site it is appropriate to develop on this grade of agricultural land.

**G.35.27** Whilst the site is located within the Breckland Special Protection Area buffer zone, it is enclosed by existing development to all four aspects. However a project level habitats regulation assessment will have to be provided.

**G.35.28** Short distance views into the site are available and these are seen in the context of the existing settlement. Existing development surrounding the site, particularly immediately to the north, are two storey dwellings in an estate style arrangement, one plot in depth with gardens to the rear of the dwelling, this site could potentially be developed in a similar way.

**G.35.29** The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.





## Site Allocation

### Policy G35.4 Hockwold cum Wilton - Land south of South Street

**Land of around 0.2 hectares, as shown on the Policies Map, is allocated for the residential development of at least 5 dwellings, subject to compliance with the following:**

1. Submission of a project level habitats regulations assessment demonstrating no likely significant adverse effect on Natura 2000 Sites (in particular the Breckland SPA) and their qualifying features;
2. Provision of safe access to South Street to the satisfaction of the local highways authority;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. Submission of an archaeological field evaluation prior to development, in accordance with paragraph 128 of the NPPF;
5. Provision of affordable housing in line with the current standards.
6. Submission of a Heritage Asset Statement that establishes that development will conserve the significance of the scheduled monument.
7. The design and layout of the development, in particular it's massing and materials, shall conserve the significance of the scheduled monument.

## Site Description and Justification

**G.35.30** The allocated site (submitted site Ref. No. 379) is located to the south west of Hockwold cum Wilton, outside of the Conservation Area and fairly close to existing services therefore scoring fairly highly in terms of sustainability. The Council considers the site is suitable to accommodate 5 residential units at a density consistent with that of the surrounding area.

**G.35.31** The site relates well to the existing settlement. Development would form a natural continuation of the existing housing development along South Street. The Conservation Area sits a good distance from the site and therefore development would not be of detriment to the character and appearance of Hockwold Conservation Area, as indicated by the sustainability appraisal. Hockwold Parish Council support this site.

**G.35.32** The site is classified as grade 4 agricultural land, therefore development will not result in the loss of high quality agricultural land. There are trees scattered throughout the site which provide natural screening and have the potential to be incorporated in the design where possible. Views are available from the east and south of the site but these are seen in the context of the existing settlement so development is likely to have minimal visual impact. The local highways authority have raised no objection to this site being developed providing safe access can be achieved on South Street.



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**G.35.33** The site is situated within the Breckland Special Protection Area buffer zone, but it is masked from the SPA by existing development, however there will be a requirement to provide a project level habitats regulations assessment.

**G.35.34** The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

**G.35.35** The Historic Environment Services have identified the site as having considerable archaeological potential, as it is adjacent to an area of extensive medieval earthworks representing the former extent of the village, which may extend into the proposed development area. Therefore an archaeological field evaluation must be submitted with any planning permission, in accordance with paragraph 128 of the NPPF.

**G.35.36** The Council considers these sites as advantageous over other sites in the settlement due to the lesser likelihood of impact on the Stone Curlew buffer zone, the lower flood risk and the proximity to local services and facilities.

### G.36 Fincham (RV)

#### *Rural Village*

#### **Description**

**G.36.1** Fincham is located on the A1122, 12 miles south of King's Lynn. It is set in a mature landscape which gives the village an enclosed character, in contrast to the wide, open nature of the surrounding countryside. The centre of Fincham is designated a Conservation Area with attractive buildings and a strong sense of local character. Fincham is linear in form, being contained between the junctions of two minor roads and the A1122. The materials of the older buildings include unknapped flint, Norfolk red brick and Cambridge yellow brick. Roofs are mainly pitched and of orange/red pantiles and Welsh slate. The Parish of Fincham has a population of 496<sup>(33)</sup>. There are some employment opportunities and few services which include a shop, pub and church in the village.

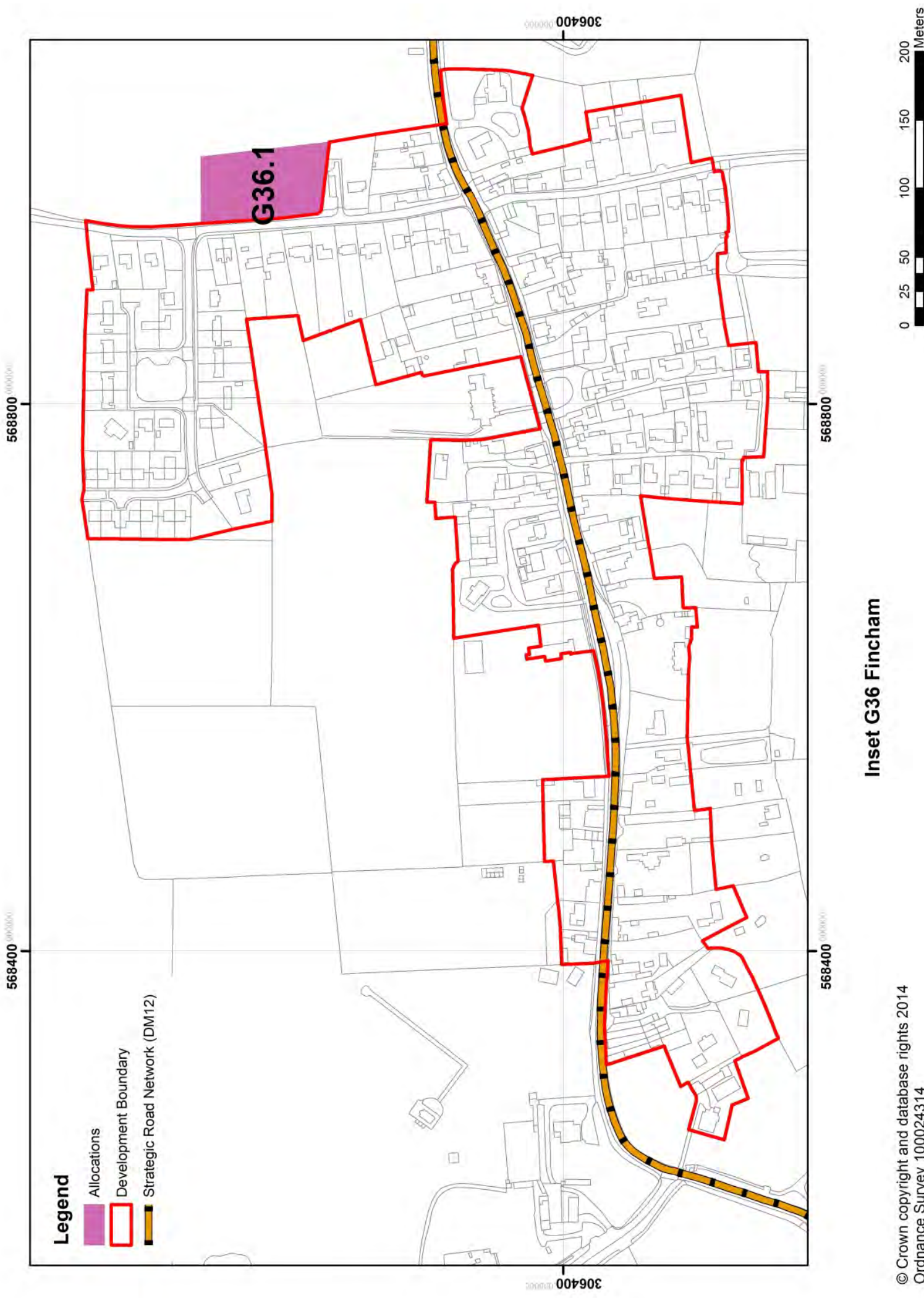
**G.36.2** The village is situated within the 'Settled Farmland with Plantations' landscape character type<sup>(34)</sup>. This is defined as having intact mature landscape structure including intact hedgerows and woodland plantations. There is a contrast between open and enclosed views and a relatively strong sense of tranquillity throughout the area.

**G.36.3** Fincham is designated a Rural Village by the Core Strategy. The Council's preferred distribution of development between Rural Villages on a population pro-rata approach would indicate 5 additional dwellings for Fincham. This modest level of growth is considered appropriate given the existing population and limited services in the settlement.

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33 Census Data 2011

34 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates



Inset G36 Fincham

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### Site Allocation

#### Policy G36.1 Fincham - Land east of Marham Road

**Land amounting to 0.5 hectares, as shown on the Policies Map, is allocated for residential development of at least 5 dwellings. Development will be subject to compliance with all of the following:**

1. Demonstration of safe highways access that meets the satisfaction of the Highway Authority;
2. Submission of an Odour Assessment, to the satisfaction of Anglian Water, in relation to any impacts on residents of the site from the nearby sewage treatment works;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.36.4** The allocated site is situated towards the north east edge of the settlement. The current proposed development boundary immediately abuts the site's southern and western boundaries. The Council considers the site is capable of providing 5 dwellings at a density appropriate to its location. The Highway Authority has no objection to small scale development on this site.

**G.36.5** The site runs parallel to frontage development on the western side of Marham Road, it is considered that development could take place without detriment to the form and character of the settlement by reflecting this linear frontage development. The site would form a natural extension to the settlement and is ideally located, being within walking distance to village services and facilities.

**G.36.6** The Conservation Area is a short distance from the site, therefore any development should protect and enhance the character and appearance of Fincham Conservation Area.

**G.36.7** The site is classified as grade 3 agricultural land.

**G.36.8** The majority of the views in to the site are limited to near distance from adjacent roads and properties. Medium and long distance views from the wider landscape are possible from the north and there are limited views from the east. However, in these views the site is seen in the context of the existing settlement.

**G.36.9** Most of the village is within a cordon sanitaire for a sewage treatment works. This indicates there may be an amenity issue relating to odour for new residents. Any application for development would need to provide an odour assessment to demonstrate this will not be a problem.

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**G.36.10** The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

**G.36.11** No alternative sites considered in Fincham, in terms of the form, character and servicing constraints of the village, are suitable to allocate for residential development.

### G.37 Flitcham (RV)

#### *Rural Village*

#### **Description**

**G.37.1** Flitcham is a small linear settlement which spreads from the Church of St. Mary towards Flitcham Abbey and is situated seven miles northeast of King's Lynn. Flitcham is low in overall service provision but the village does support a small school. The main access road from Flitcham is the B1153 but the village is not served by public transport links. Flitcham with Appleton parish has a population of 276<sup>(35)</sup>.

**G.37.2** The local vernacular consists mainly of red brick but flint and chalk faced walls are also present. The village contains a Conservation Area. Flitcham is characterised as 'Rolling Open Farmland' in the Landscape Character Assessment<sup>(36)</sup>. The area contains a mature landscape structure including belts and copses, woodland, mature trees and patches of intact hedgerow.

**G.37.3** Flitcham has a small population size and a lower than average level of services for its designation as a Rural Village by the Core Strategy.

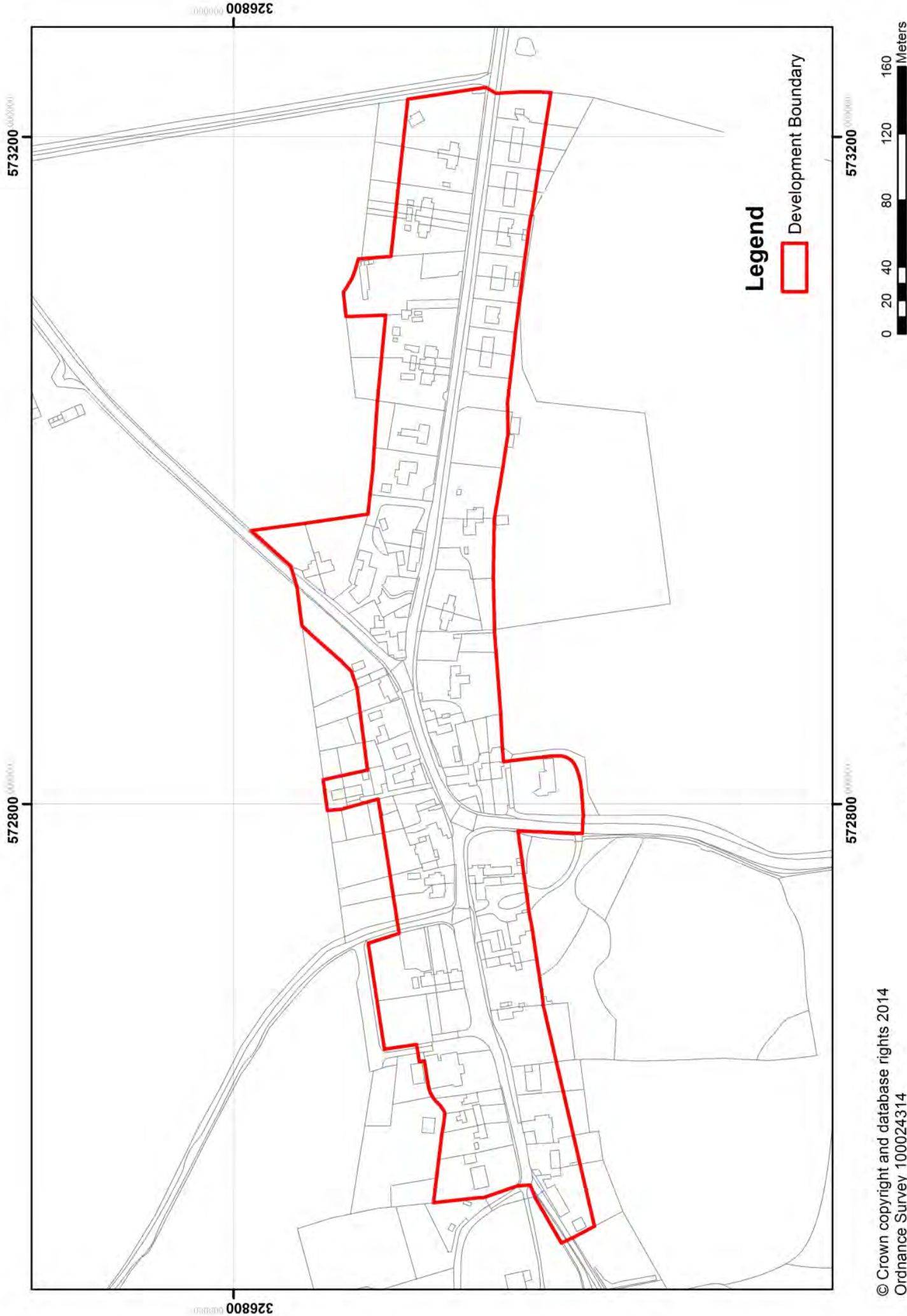
**G.37.4** Based on the Council's preferred method of distributing new development (as outlined in Section D), Flitcham would receive an allocation of three new houses. However, no sites were identified which were acceptable in terms of heritage, landscape and highways issues. Therefore no sites have been allocated in Flitcham in this Plan.

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35 Census data 2011

36 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates







**G.38 Fordham (SVAH)*****Smaller Village and Hamlet***

**G.38.1** Fordham is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.38.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

**G.39 Fring (SVAH)*****Smaller Village and Hamlet***

**G.39.1** Fring is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.39.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

**G.40 Gayton Thorpe (SVAH)*****Smaller Village and Hamlet***

**G.40.1** Gayton Thorpe is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.40.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Area-Wide Policies in this Plan (including, in particular, Policy POAW 3 'Development in the Smaller Villages and Hamlets').

**G.41 Gayton, Grimston and Pott Row (KRSC)*****Key Rural Service Centre*****Description**

**G.41.1** Gayton is a large, fairly compact village situated astride the B1145 road, seven miles east of King's Lynn, close to the source of the Gaywood River. The village consists of two older parts, around the junction of the B1145 and the B1153 near to the Church of St. Nicholas and about half a mile further west around the Rampant Horse Public House. The older buildings are mostly two storeys with pitched roofs. The building materials of the older buildings are mostly clunch or red brick with pantiles or slates for the roofs. Some of the buildings are rendered or colourwashed. The population of Gayton was recorded as 1,432 in the 2011 Population Census.<sup>(37)</sup>

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**G.41.2** Gayton falls within the “Farmland with Woodland and Wetland” landscape. This is described in the Landscape Character Assessment<sup>(38)</sup> as having mixed agricultural fields, interspersed with woodland and areas of open water. This creates a medium scale landscape with a varied sense of enclosure that is flat to gently undulating.

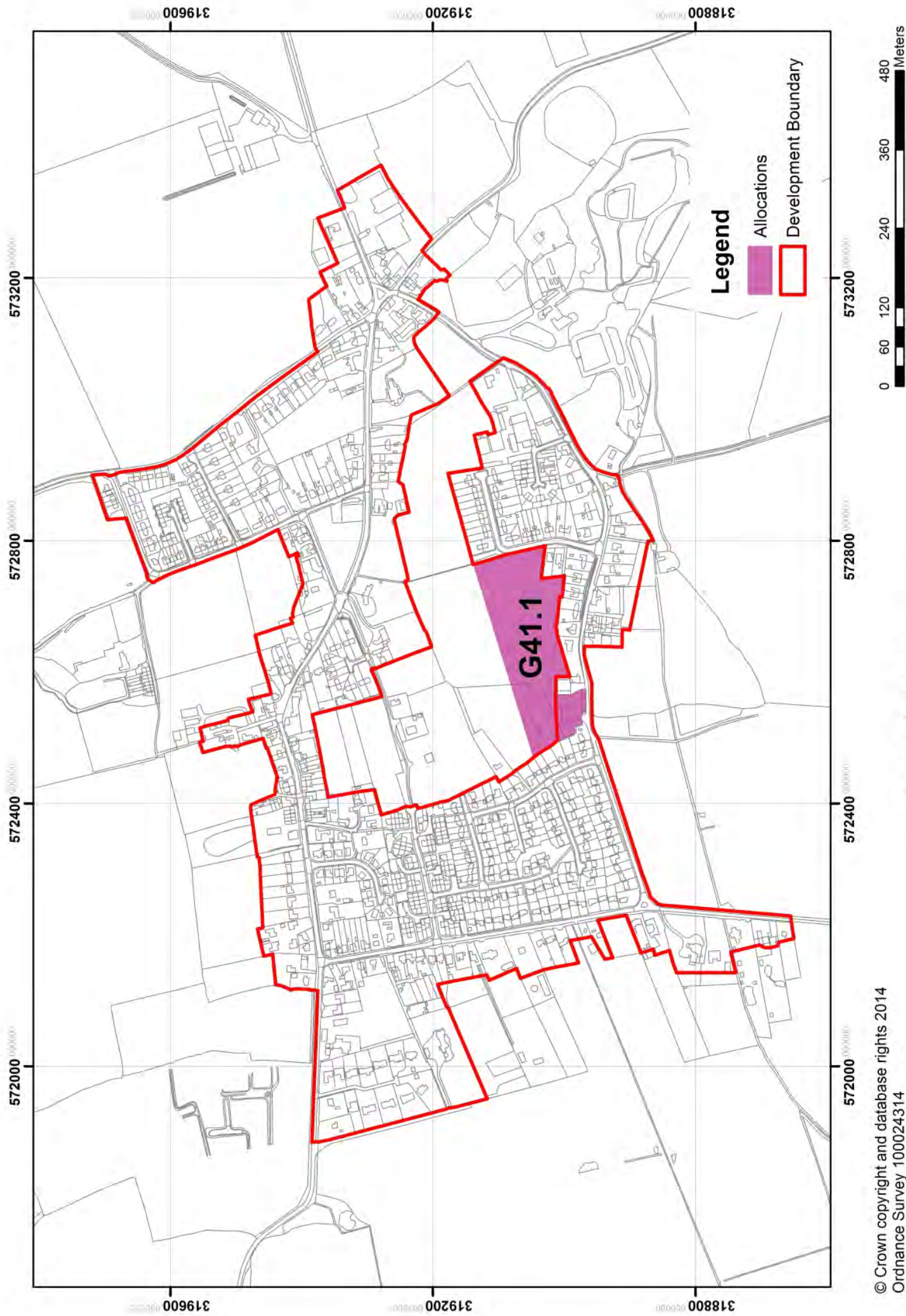
**G.41.3** Grimston is a large village seven miles east of King’s Lynn, centred around the Old Bell Guest House. The form of the older part of the village is linear, extending from the Church of St. Botolph in the south to Ivy Farm in the north. Newer development has mostly been located to the west, on Low Road, Lynn Road and on Vong Lane.

**G.41.4** The village of Pott Row is located within Grimston Parish, to the west of Grimston village. Its original linear form has been altered by newer, estate-style development. The limits of the village are not generally well-defined except in the north where Roydon Common effectively defines the extent of the village.

**G.41.5** Together Grimston and Pott Row have a range of facilities including a church, doctor’s surgery, primary schools, bus route, pubs, shops and a Post Office. Gayton has a similar range of facilities, with the exception of a doctor’s surgery. The population of the villages of Grimston and Pott Row together was recorded as 1,980 in the 2011 Population Census.

**G.41.6** Grimston and Pott Row fall within the “Wooded Slopes with Estate Land” landscape type. This is characterised by the presence of coniferous and mixed plantation woodlands and mixed estate woods but with substantial areas of land given over to arable farming, this is a medium scale landscape with contrasting degrees of enclosure. The small villages bring an intimate quality to the landscape.

**G.41.7** Gayton, Grimston, and Pott Row are designated a joint Key Rural Service Centre in the Core Strategy, and together have the potential to accommodate growth to sustain the wider rural community. On a population pro-rotta basis (see Distribution of Development section) Gayton, Grimston and Pott Row would be allocated a total of 46 new dwellings. The Council has decided these should be split between Gayton (23) and Grimston and Pott Row (23).



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### Site Allocation

#### Policy G41.1 Gayton - Land north of Back Street

**Land amounting to 2.8 hectares north of Back Street as shown on the Policies Map, is allocated for residential development of at least 23 dwellings. Development will be subject to compliance with all of the following:**

1. Suitable improvements and integration with the Public Right of Way east of the site;
2. Demonstration of safe access onto Back Lane and a continuous footpath linked to Back Lane and to the existing School;
3. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. Development is subject to prior submission of details showing a suitable and deliverable scheme that would create the required capacity at Grimston Water Recycling Centre;
5. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.41.8** The allocated site is situated south of Gayton, in a built up part of the village. Its south, east and western boundaries abut the proposed development boundary. The site comprises of undeveloped Grade 3 (moderate quality) agricultural land. The land is flat with no landscape features of particular note.

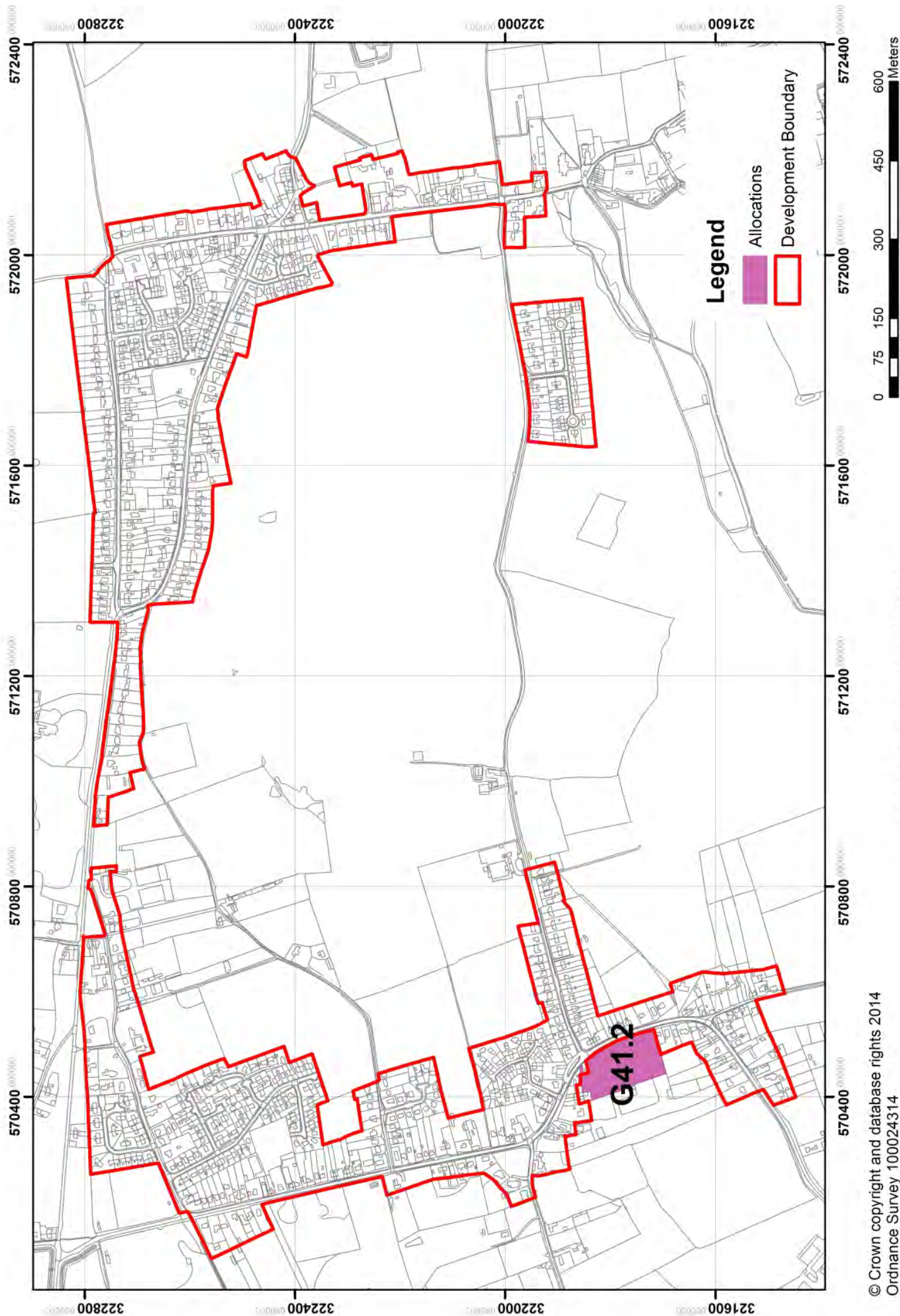
**G.41.9** The site is well integrated with the village, with the surrounding area mostly consisting of existing housing. Views are limited to glimpses from adjacent roads and properties. There are few opportunities for long distance views from the wider landscape but in these views, development would be seen in the context of the existing built environment. The location of the site in a built up area, at the rear of existing housing means that development would not be visually prominent in the landscape and the beauty of the surrounding countryside would remain unaffected by the proposed growth in the village. The site is considered capable of accommodating 23 units at a density consistent with the surrounding area, without detriment to the form and character of the locality.

**G.41.10** The central location of the site means that it is in close proximity and accessible to a number of services in the village. A public right of way runs along the eastern site boundary. The site is of a sufficient scale for development to take place without any substantial detriment to this public amenity. Also walking and cycling access to services particularly the school can be facilitated by connection to this public footpath. Safe site access is obtainable from Back Street as supported by Norfolk County Council Highway Authority.

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**G.41.11** Anglian Water identifies that Grimston Water Recycling Centre (WRC) which also serves Gayton, needs additional capacity for the planned growth in Grimston and Gayton. A clause is included above to ensure that prior to the development taking place the developer, together with Anglian Water, agree a suitable scheme to accommodate the planned growth.





### **Policy G41.2 Grimston and Pott Row - Land adjacent Stave Farm, west of Ashwicken Road**

**Land amounting to 1.3 hectares south of Stave Farm, as shown on the Policies Map, is allocated for residential development of at least 23 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of a plan identifying the location of the pumping station and the provision of a 15m cordon sanitaire with appropriate screening around it;
2. Submission of details showing how the water main and sewer crossing the site can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water;
3. Details showing a suitable and deliverable scheme that would create the required capacity at Grimston Water Recycling Centre;
4. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
5. Delivery of a safe access that meets the satisfaction of the local Highway Authority;
6. Provision of affordable housing in line with the current standards.

#### **Site Description and Justification**

**G.41.12** The allocated site is situated south of Pott Row village along Ashwicken Road, adjacent the development boundary. The site comprises of Grade 4 (fairly poor) agricultural land and currently consists of two flat, open fields, split by hedgerows, with other trees and vegetation along the borders.

**G.41.13** The surrounding area comprises of residential (mainly frontage) development to the north, south and east with the western boundary of the site leading into undeveloped countryside.

**G.41.14** Views are limited to near distance from adjacent roads and properties. Development on the site would be screened in terms of wider views by existing hedgerows. The location of the site within a built-up area means that the site is viewed in large measure against the backdrop of the existing settlement and that allocation would not encroach into surrounding countryside but would simply close up the gap between the existing developments. The Council considers that development on the site is unlikely to have any significant detrimental visual impacts on the landscape.

**G.41.15** The site is well located, and lies adjacent the road which links the village of Pott Row with Grimston and surrounding towns and villages. It was the highest scoring of all sites under consideration in terms of proximity to services. Its closeness to village services enhances the propensity for residents to walk and cycle. The local Highway Authority considers the site well located and appropriate for development but this is subject to the delivery of a safe access.

## G Rural West Norfolk

**G.41.16** A pumping station is located within 15 metres of parts of the site and Anglian Water has also indicated that a water mains and a sewer cross the site. These constraints are addressed in the policy above.

**G.41.17** The site is identified as a mineral safeguarded site for carstone, sand and silica but this is not likely to prevent development as the proposed scale of development is less than 1 hectare, however the developer is encouraged to explore the potential to extract the minerals and utilise them on site in the development.

**G.41.18** The size of the site is sufficiently large to help address any possible issues surrounding road frontage, access, loss of hedgerows, pumping station cordon sanitaire and sterilisation of part of the site by water main and sewer.

**G.41.19** Anglian Water identifies that Grimston Water Recycling Centre (WRC) which also serves Gayton, needs additional capacity for the planned growth in Grimston and Gayton. A clause is included above to ensure that prior to the development taking place the developer, together with Anglian Water, agree a suitable scheme to accommodate the planned growth.

### G.42 Great Bircham / Bircham Tofts (RV)

#### *Rural Village*

#### **Description**

**G.42.1** Great Bircham and Bircham Tofts comprise three original settlements along the B1153 and B1155: buildings clustered around Lower and Pond Farms to the east, buildings around the Church in the middle, and buildings around Church Farm and Town Farm and the inn to the south. Subsequent small scale developments during the 1930s, 1980s and 1990s has led to the villages present form. Since then, new dwellings have mostly been by the “conversion” of, or building in traditional styles in the vicinity of, former farm barns and outbuildings.

**G.42.2** Great Bircham and Bircham Tofts have some key services such as a convenience shop, an inn, a licensed social and sports club, and a church; but it has no regular public transport service and the Post Office and school have recently closed

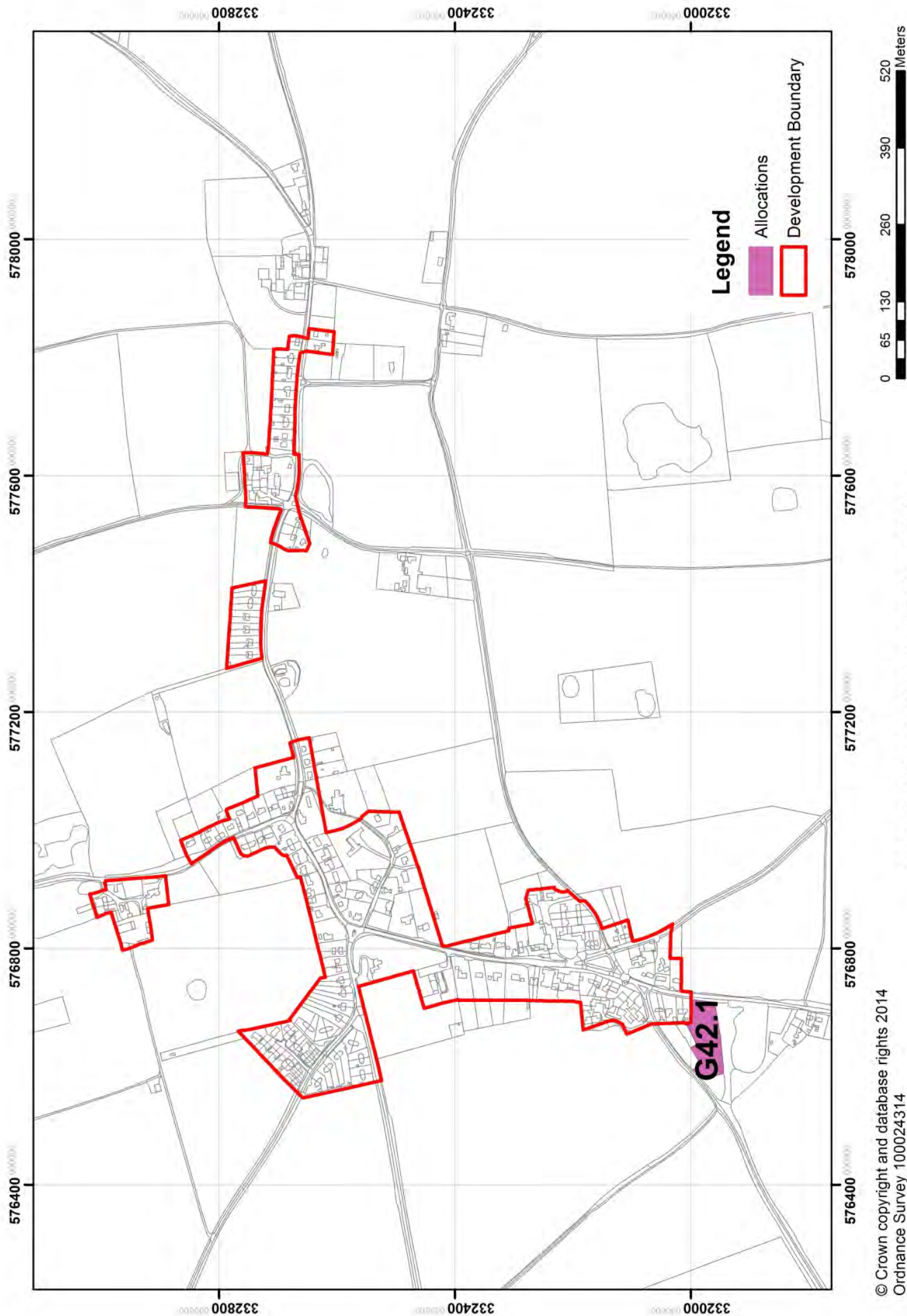
**G.42.3** The settlements are on a mainly chalk ridge, with little flood risk, and above a large natural aquifer. They are surrounded by a landscape of gently undulating mainly arable farmland with the Peddars Way lying to the west. A prominent local landmark west of the village is the Windmill set in open farmland.

**G.42.4** Great Bircham and Bircham Tofts has a combined population size and level of services fairly typical for a designated Rural Village. These settlements are rural in character and are fairly distant from King’s Lynn and other large towns, but do have the advantage of having a major employer nearby.

## Rural West Norfolk G

**G.42.5** In considering the appropriate level of development in each settlement (as outlined in the Distribution of Development section), Great Bircham and Bircham Tofts would receive an allocation of four new houses. In response to Bircham Parish Council's request for a greater level of new housing, and in order to optimise the use of land on the site, the Council would prefer to allocate ten houses including, at current standards, two affordable homes.







## Site Allocation

### Policy G42.1 Great Bircham and Bircham Tofts - Land adjacent to 16 Lynn Road

**Land amounting to 0.58 hectares, as shown on the Policies Map is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with adopted Core Strategy Policies and all of the following:**

1. Provision of safe access onto Lynn Road;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how 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. Implementation of mitigation measures identified in the Ecological Appraisal undertaken by Wild Frontier Ecology (April 2012);
4. Provision of affordable housing in line with the current standards.

## Site Description and Justification

**G.42.6** The allocated site is relatively free of constraints. The site is not within the cordon sanitaire relating to odour issues, it has received no objection from the Highways Authority and development would not compromise the landscape separation between Great Bircham and Bircham Tofts.

**G.42.7** In comparison to alternative options, the majority of views of the site are limited to the near distance from adjacent properties; however there are wider views when entering the village from the south. New development will be partially screened by existing vegetation and hedgerows to the south of the site which will help to reduce the visual impact on the wider countryside. The Council considers that development on this site would have the lowest visual impact on the wider countryside in comparison to other alternative site options.

**G.42.8** The site lies to the south of the village, largely adjacent to the proposed settlement boundary with a small portion of the site to the north within it. The site is currently heavily vegetated, with a number of mature trees and hedgerows within the site itself as well as on the boundaries. An Ecological Appraisal has been undertaken by the developer which has identified mitigation strategies to minimise the impact of development on local species and native habitats. The policy wording requires the developer to implement the identified mitigation strategies.

**G.42.9** It is considered that the site is of a sufficient scale to accommodate the 10 dwellings sought in the village at a density consistent with the surrounding area and without detriment to the form and character of the locality.

## G Rural West Norfolk

### G.43 Great Massingham (KRSC)

#### **Key Rural Service Centre**

#### **Description**

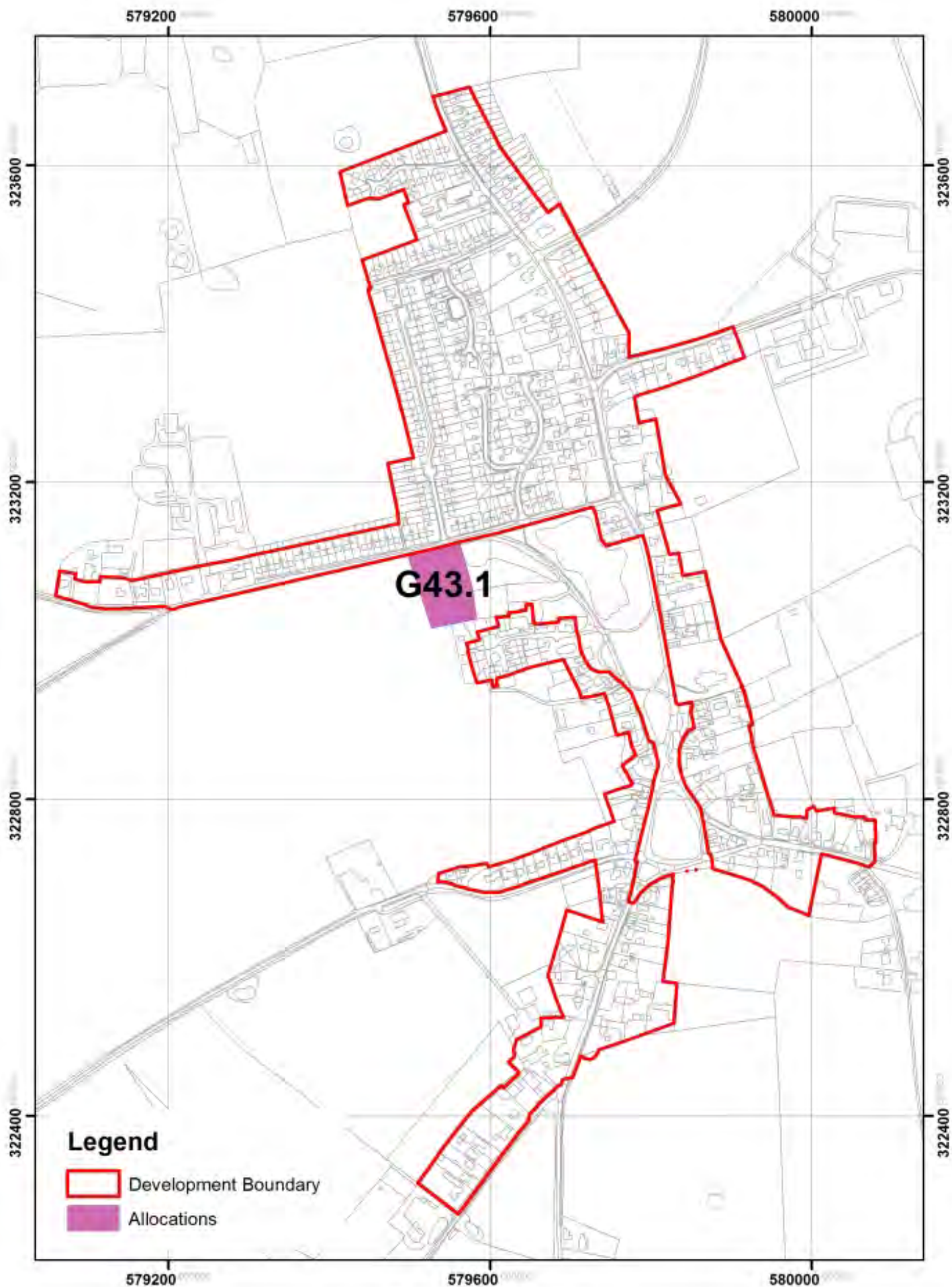
**G.43.1** Great Massingham is a large village situated 12 miles east of King's Lynn. Existing development extends out along most of the roads leaving the village.

**G.43.2** The village is focused on the very attractive village green which extends over a large area between two large ponds. The ponds are important landmarks and contribute significantly to the character of the village. Around the Green are the village shop, pub and church, together with most of the village's older buildings. A large portion of the village is designated a Conservation Area for its historic and architectural value.

**G.43.3** Great Massingham is a thriving community and acts as a centre for the surrounding rural area. It has a range of facilities including a doctor's surgery, primary school, sports and social club, retained fire station, bus route, pub, shop, post office and church. The Parish population was recorded as 902 in the 2011 Population Census.

**G.43.4** In relation to landscape, Great Massingham is situated in the "Plateau Farmland". The Landscape Character Assessment<sup>(39)</sup> describes this as having flat, medium to large, mainly regular, arable fields, generally separated by mature, generally intact, hedgerows with mature oak hedgerow trees. Woodland copses and tree belts intersperse the arable farmland and in places limit views across the area. Hedgerows with mature oak hedgerow trees also line the narrow single-lane roads.

**G.43.5** Great Massingham is designated a Key Rural Service Centre in the Core Strategy for its range of facilities and its potential to accommodate growth to sustain existing rural services and the wider rural community. On a population pro-rotas basis (see Distribution of Development section), Great Massingham is to receive an allocation of 12 new dwellings (including at current standards, 2.4 affordable dwellings and/or equivalent financial contribution).



**Inset G43 Great Massingham**

## G Rural West Norfolk

### Site Allocation

#### Policy G43.1 Great Massingham - Land south of Walcup's Lane

**Land amounting to 0.6 hectares on Walcup's Lane, adjacent to Abbey Farm as shown on the Policies Map, is allocated for residential development of at least 12 dwellings. Development will be subject to compliance with all of the following:**

1. Provision of appropriate new hard and soft landscaping particularly along the western site boundary to alleviate and soften the visual impact of built development on the surrounding landscape;
2. Submission of a Heritage Asset Statement that establishes that development would enhance and preserve the setting of the Conservation Area and the setting of the adjacent Grade II Listed Abbey Farm.
3. Prior submission of a full archaeological assessment as set out in paragraph 128 of the NPPF;
4. The design and layout of the proposed scheme will demonstrate special regard to the character and setting of the heavily treed area (including the TPO area) east of the site and west of the village pond;
5. Suitable improvements and integration with the Public Right of Way on the western site boundary;
6. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
7. Demonstration of safe highway access that meets the satisfaction of the local Highway Authority and adequate local improvements to the footway network;
8. Provision of affordable housing in line with the current standards.
9. Submission of an Ecological Study that establishes that either:
  - i. There would be no negative impact on flora and fauna; Or, if any negative impacts are identified, establishes that:
  - ii. These negative impacts could be suitably mitigated against.

### Site Description and Justification

**G.43.6** The allocated site is situated west of the centre of the village along Walcup's Lane. The site consists of flat arable land classed as Grade 3 (moderate quality) agricultural land not currently in agricultural production.

## Rural West Norfolk G

**G.43.7** The eastern site boundary is bordered by an overgrown and heavily treed area, with a number of mature trees that are subject to a Tree Preservation Order. This area is of landscape value and is considered to contribute to the amenity of the area. As such, a policy is included above, to ensure that the proposed development has special regard to this area in terms of its design and layout. The mature planting within this area, also provides a natural screening of development when viewed from Abbey Road and the notable village pond immediately opposite.

**G.43.8** Other surrounding features consists of built development to the north and partly to the south, and open fields to the west. The western site boundary is bordered by a public right of way. The site is sufficiently large for development to take place without any substantial detriment to this public amenity.

**G.43.9** The site is situated in a fairly built-up part of the village and is considered to be well-contained within its surroundings without encroaching into open countryside. In the medium and long distance views that are available from the wider landscape, particularly from the west, development would be seen in the context of the existing village.

**G.43.10** The site is well located in terms of proximity to services and is within reasonable walking distance to a number of local amenities that address the day-to-day needs of the local population. Safe access and egress can be achieved through Walcups Lane. The Highways Authority would not object to the allocation of the site subject to evidence demonstrating a safe and deliverable access and local improvements being made to the footpath network.

**G.43.11** The eastern site boundary immediately abuts Great Massingham Conservation Area, and the Grade II Listed Abbey House adjacent the south-east boundary. The sensitivity of its location requires careful design to ensure that the site makes a positive contribution to the character and distinctiveness of the Conservation Area and the setting of the nearby Listed Building. Standard housing designs are unlikely to achieve this. The design and layout of the scheme must be sympathetic to the historic character of the area.

**G.43.12** The allocated site is identified in the Sustainability Appraisal as the least constrained of all other options to accommodate the required growth in the village. It is of a suitable scale to allow flexibility in layout and could potentially accommodate different forms of development. This is considered to facilitate a development which contributes successfully to the Conservation Area and the site's surroundings.

#### **G.44 Grimston & Pott Row - See Gayton**

**G.44.1** Grimston and Pott Row is designated part of a joint 'Key Rural Service Centre' by the 2011 Core Strategy. Allocations and policies for this location can be found under Gayton.



## G Rural West Norfolk

### G.45 Harpley (RV)

#### *Rural Village*

#### **Description**

**G.45.1** Harpley is a small rural village consisting of three distinct parts, two of which are grouped around farms. The settlement pattern is generally linear and development is surrounded by mature trees and the wider countryside. The parish of Harpley has a population of 338<sup>(40)</sup>. The level of services has declined in recent years but still has a village hall, primary school, church and pub. Harpley is in a relatively elevated position in comparison to most rural villages within the Borough, which affords good views. The traditional local vernacular consists of two storey buildings of red brick and clunch with pitched roofs of pantiles or slate.

**G.45.2** The Landscape Character Assessment<sup>(41)</sup> characterises Harpley as ‘Rolling Open Farmland’. The assessment notes that Harpley is a smaller village with a relatively hard urban edge, very visible from the surrounding landscape.

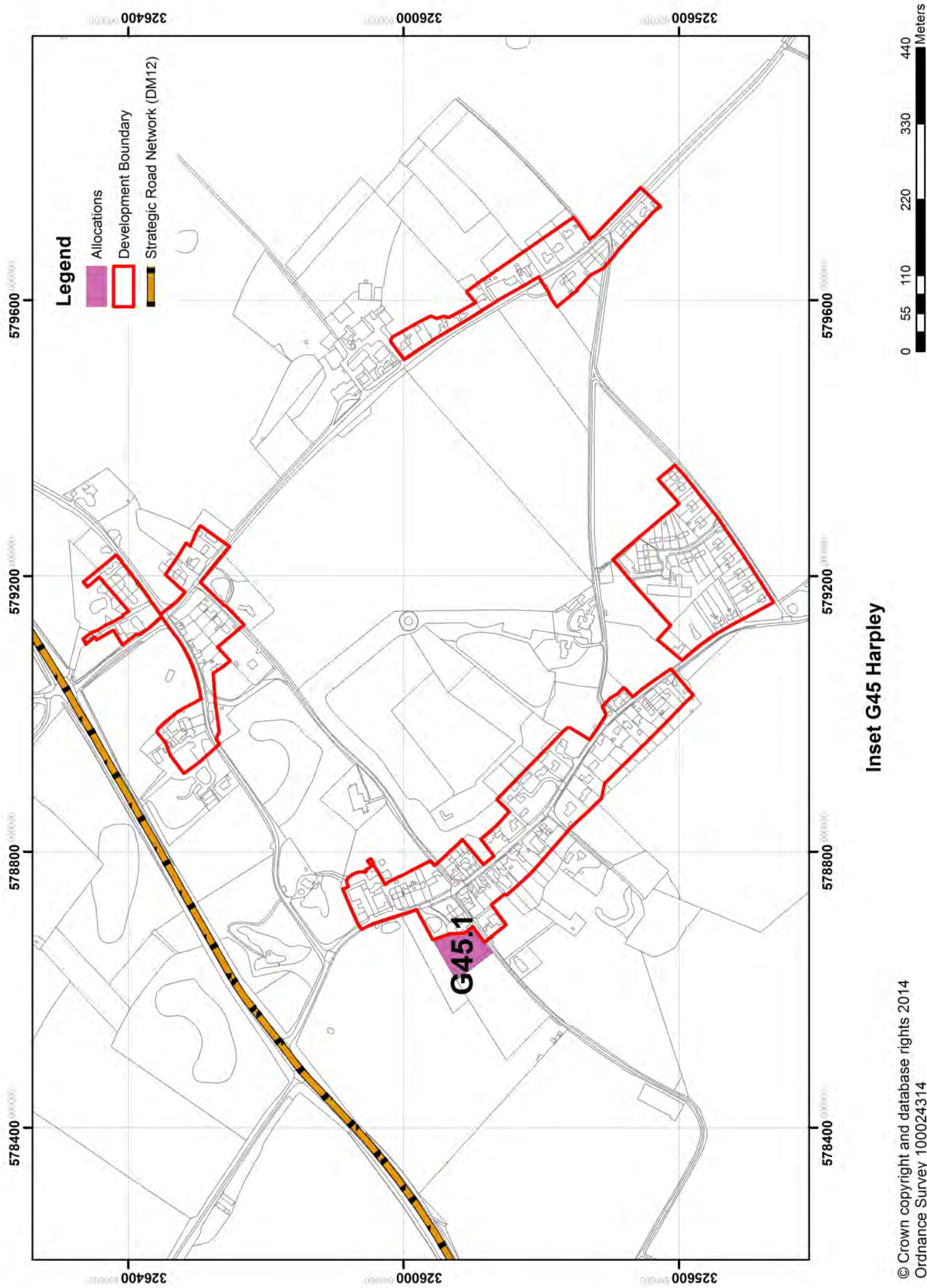
**G.45.3** Harpley is adjacent to the A148, a well used road link between the larger settlements of King’s Lynn and Fakenham. The village is served by a bus stop although services are infrequent.

**G.45.4** Harpley is one of the smaller designated Rural Villages in population size and is very rural in nature. Therefore, the Council seeks limited growth to support essential services. Based on the Council's preferred method of distributing new development (as outlined in the Distribution of Development section), Harpley would receive an allocation of three new houses. In order to trigger the threshold for delivering affordable housing, the Council has allocated five houses including one affordable home.

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40 Census data 2011

41 Borough Council of King’s Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates



## G Rural West Norfolk

### Site Allocation

#### Policy G45.1 Harpley - Land at Nethergate Street/School Lane

**Land amounting to 0.35 hectare, as shown on the Policies Map, is allocated for residential development of at least 5 dwellings. Development is subject to compliance with all of the following:**

1. Suitable provision / improvements to pedestrian links to Nethergate Street;
2. Retention of the existing pond adjacent to the access point at the north east corner of the site and retention of the hedgerow which bound the site;
3. Submission of an Archaeological Field Evaluation based on the potential for findings in relation to medieval findings which should be used to inform the planning application;
4. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.45.5** The allocated site is ideally located close to the school and offers a number of options for development. Whilst a grain store occupies the site, evidence has satisfied the Borough Council that it cannot be used for this purpose due to its proximity to the school and the amenity issues when using the dryer. It is considered that an appropriate scheme of development could result in an improvement on the visual amenity of the site that is currently dominated by the grain store.

**G.45.6** The site lies to the west of the settlement just north of the village school. The area currently comprises a non-operational grain store, a small area of uncultivated arable land (grade 3), a redundant barn, a pond, and an access onto Nethergate Street. A mature and established hedgerow bounds the site to the south. Other than the pond and hedgerow there are no other landscape features of importance within the site boundary.

**G.45.7** Views of the site consist of medium distance views from the A148 to the north of the site and near distance views from adjacent roads, properties and public rights of way. Medium and long distance views from the wider landscape are possible from across the valley to the south and south east.

**G.45.8** The Historic Environment Service have indicated that the site is within a deserted section of Harpley. They recommend any development in this location be informed by an archaeological field evaluation by trial trenching, and that any development takes into account the result of the field evaluation. A large undeveloped area adjacent to the north and west boundaries of the site have been found to contain earthworks of a former medieval settlement within parkland belonging to Harpley Hall. Norfolk Wildlife Trust have indicated the applicant should seek retention of, or mitigate against the loss of hedge and pond. The Council seek to retain these features on the site.

## G.46 Hay Green (SVAH)

### *Smaller Village and Hamlet*

**G.46.1** Hay Green is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.46.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

## G.47 Heacham (KRSC)

### *Key Rural Service Centre*

#### **Description**

**G.47.1** Heacham is a large village which functions as a service centre and coastal resort. The area immediately adjacent to the Wash on the western edge of the village is dominated by caravans and the village is bounded to the east by the A149 road. Due to its popularity, particularly with tourists and retirees, Heacham has undergone several phases of major growth since the nineteenth century. The Parish of Heacham has population of 4,750<sup>(42)</sup> making it one of the largest parishes in the Borough. The village has two shopping areas, a small parade along Station Road and the High Street, a nursery/infant school and a primary school, a GP surgery, a church and has strong public transport links to King's Lynn and Hunstanton. More extensive retail and service provision is available in the adjacent town of Hunstanton, to the north.

**G.47.2** The Landscape Character Assessment<sup>(43)</sup> defines the Heacham area as 'Drained Coastal Marshes' and identifies that the built character of traditional buildings within the village is dominated by carstone (from the nearby Snettisham quarries), interspersed with chalk clunch and orange bricks roofed with pantiles and slate. The assessment notes that the striking contrast between the orange carstone and white/grey patches of clunch contributes to a distinctive and recognisable sense of place. However, the majority of the housing stock constructed in the 20<sup>th</sup> century does not utilise local, traditional materials.

**G.47.3** A Conservation Area is designated around the Church and older part of the village, adjacent to Heacham Hall and grounds. In addition to the coast itself, Norfolk Lavender, situated to the east of Heacham, is a significant visitor attraction.

**G.47.4** Heacham has one of the largest parish population sizes of all designated Key Rural Service Centres, second only to the combined parish population of Upwell and Outwell. Heacham benefits from a high proportion of services and facilities, and therefore is considered to be a sustainable location to accommodate new residents. However, additions and upgrades to infrastructure will be required to serve an expanded population. The Council proposes what it

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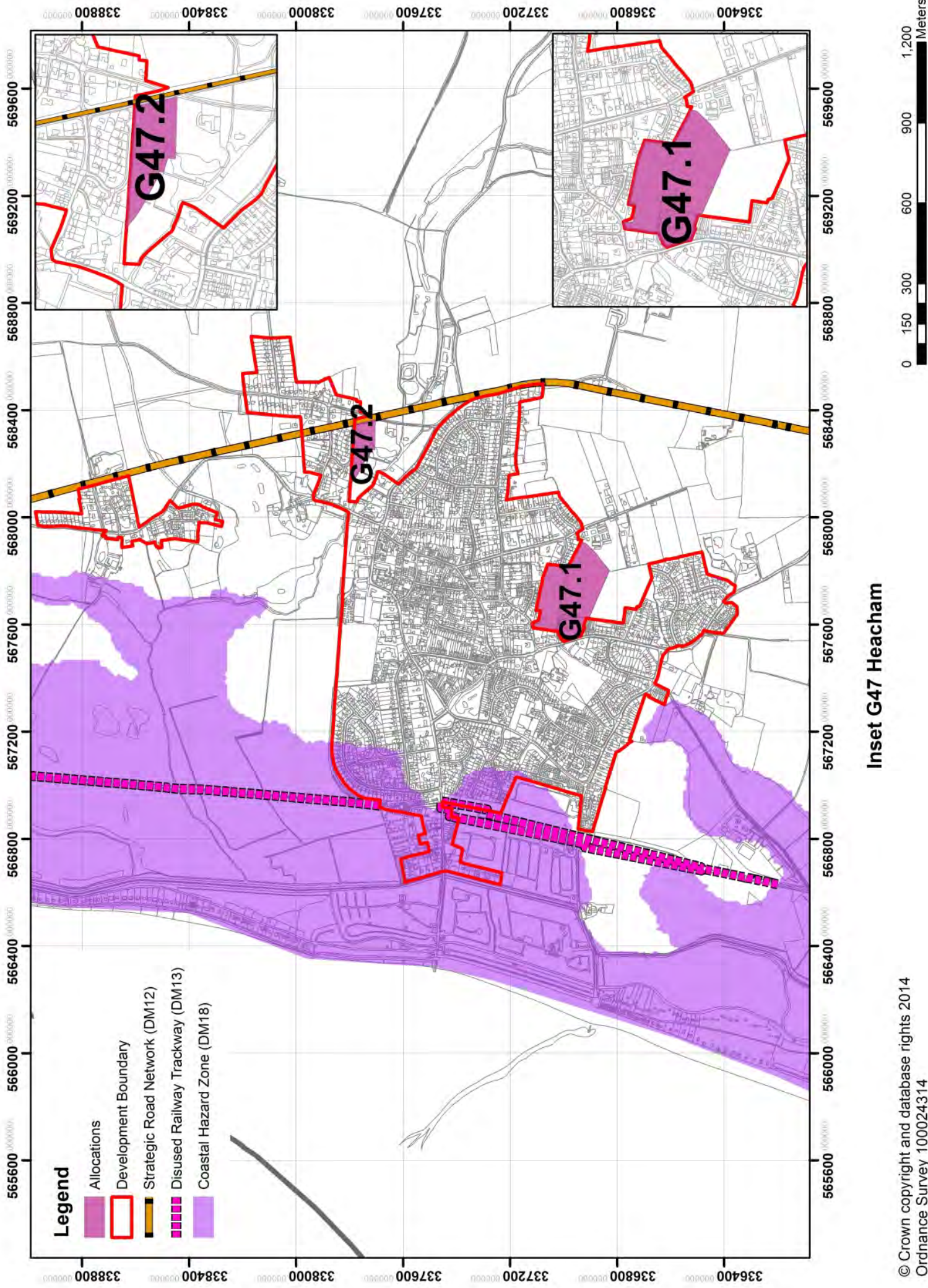
42 Census data 2011

43 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates

## G Rural West Norfolk

considers to be the appropriate scale of development based on the population size (as outlined in Section D). Based on the Council's preferred method of distributing new development, Heacham would receive an allocation of 63 new houses. The Council has marginally increased this to 66 homes in order to optimise the development potential of the identified sites and increase the provision of affordable housing.





## G Rural West Norfolk

### Site Allocations

#### Policy G47.1 Heacham - Land off Cheney Hill

**Land amounting to 6 hectares, as shown on the Policies Map, is allocated for residential development of at least 60 dwellings. Development will be subject to compliance with all of the following:**

1. Establishment of safe pedestrian and vehicular access to the site with primary access from Cheney Hill. Opportunities for increasing connectivity to the surrounding secondary road network for pedestrian/cycle access should be explored;
2. Submission of details of layout, phasing, and conceptual appearance;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. A financial contribution for any upgrades or additional provision in terms of water supply, sewerage, schools, highways etc. necessary to serve the development;
5. Enhanced informal recreational provision on, or in the vicinity of the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on Habitats Regulations protected nature conservation sites in the wider area. This provision may consist of some combination of
  1. informal open space (over and above the Council's normal standards for play space)
  2. pedestrian routes which provide a variety of terrain, routes and links to greenspace and/or the wider footpath network;
  3. a contribution to greenspace provision or management in the wider area within which the site is located;
6. Provision of a programme of publicity aimed at both occupants of the development and other residents of Heacham, highlighting the opportunities for recreation (especially dog walking) in the vicinity avoiding areas within the Wash Special Protection Area and the North Norfolk Coast Protection Area and the North Norfolk Coast Special Protection Area, and the sensitivity of those areas to dog walking and other recreation.
7. A project level habitats regulations assessment, with particular regard to the potential for indirect and cumulative impacts through recreational disturbance to the Wash Special Protection Area and the North Norfolk Coast Protection Area.
8. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.47.5** The allocated site offers the greatest potential to integrate new housing with existing development as the site is surrounded on three sides by existing development. The site is located close to the village centre and local services, which enables new residents to easily access village



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facilities by walking or cycling. There are several potential access points to the surrounding road network, which provides the opportunity to improve the connectivity of the surrounding area. Norfolk County Council Highways Authority have indicated that this area of land is favourable for development in terms of access.

**G.47.6** The site is currently used as arable agricultural land (grade 3) and is split into four fields divided by drainage ditches and some hedgerow in places. Other than the hedgerow and a few trees there are no other significant landscape features on the site. Whilst development would result in the loss of productive agricultural land, it is not possible to provide this level of housing on previously developed land in Heacham and development in this location would not encroach on the wider countryside.

**G.47.7** The Plan's Habitats Regulations Assessment Report identified the need for measures, as included in the policy, to ensure no adverse impact on the nearby designated nature conservation areas through exacerbation of existing adverse recreational impacts.

**G.47.8** The Surface Water Network has been identified as being at capacity meaning a Sustainable Drainage System (SUDS) would be sought to serve the new development.

**G.47.9** The potential impact on the wider countryside to the east of Heacham is somewhat limited due to the site being screened by existing industrial/agricultural buildings to the east of the site surrounding School Road. A further network of fields separates the site from the Area of Outstanding Natural Beauty, and the Norfolk Coast Partnership and Natural England have expressed a preference for development at this location above alternative options.

**G.47.10** Notwithstanding this, the design of the development should have regard to the potential visual impact on the wider countryside and to existing residents in the surrounding area.

### Policy G47.2 Heacham - Land to the south of St. Mary's Close

**Land amounting to 1.3 hectares, as shown on the Policies Map, is allocated for residential development of at least 6 dwellings. Development will be subject to compliance with all of the following:**

1. Establish a safe vehicular and pedestrian access point from St. Mary's Close;
2. Submission of a Tree Survey to establish the significance of the trees on site and identify trees which must be retained;
3. Submission of an Ecological Study that establishes that either:
  - 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;
4. Submission of an archaeological assessment.

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5. The design of development, and in particular its massing and materials, shall have regard to its potential impact on the setting of Heacham Conservation Area and the Area of Outstanding Natural Beauty. Established trees and vegetation should be retained on the south-west boundary of the site to provide natural screening from Heacham Conservation Area. The hedgerow should be retained on the eastern boundary of the site to provide natural screening from the Area of Outstanding Natural Beauty;
6. Enhanced informal recreational provision on, or in the vicinity of the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on Habitats Regulations protected nature conservation sites in the wider area. This could be in the form of a contribution to greenspace provision or management in the wider area within which the site is located, or provision may consist of some combination of informal recreational open space (over and above the Council's normal standards for play space) and/or pedestrian routes which help provide a variety of terrain, routes and links to greenspace and/or the wider footpath network.
7. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
8. Provision of a financial contribution towards affordable housing commensurate with the current standards.

### Site Description and Justification

**G.47.11** The site lies to the south of St Mary's Close, which is a small cul-de-sac of large detached properties. The site currently comprises a private landscaped garden with some established trees within the site. The site provides the opportunity to create a low density development of detached properties which take advantage of the setting of the site. The site is well integrated with existing development to the north and new development would not encroach on the wider countryside. Views of the site are limited to the near distance from adjacent roads/ footpaths and properties. The site is well connected to the more historic part of Heacham within close proximity of the A149 strategic road link and within walking distance of bus stops connected to the village centre and on the A149.

**G.47.12** There is a Historic Environment Record for the vicinity of a post medieval system of drainage ditches acting as water meadows along the Heacham River valley, which is identified through earthworks and crop-marks. An archaeological assessment is therefore required, and discussion of this with Norfolk Historic Environment Service is recommended.

**G.47.13** The Surface Water Network has been identified as being at capacity meaning a Sustainable Drainage System (SUDS) would be sought to serve new development.

## Rural West Norfolk G

**G.47.14** The west and south west boundary of the site abuts Heacham Conservation Area and is close to Historic Park and Gardens. A line of trees and shrubs provides a natural visual screen from the Conservation Area to the site and the policy contains a clause to retain this vegetation. The site does contain further areas of dense vegetation and established trees in addition to a pond to the south. The policy requires an ecological survey to be undertaken to establish the significance of flora and fauna on the site. Where possible, the Council will seek to retain established vegetation but will need to consider detailed design and layout configurations at the planning application stage.

**G.47.15** To the east of the site lies the Area of Outstanding Natural Beauty (AONB). The site is currently well screened from the AONB by established trees and hedgerow which bound the east of the A149 road. An immature hedgerow, bank and fence exists on the eastern boundary of the site and these should be retained and enhanced to provide further screening from the site.

**G.47.16** A proportion of affordable housing would normally be expected to be included in the development, however in this particular case in view of the nature of the site and the anticipated character of the development an equivalent contribution to affordable housing elsewhere will be acceptable.

## G.48 Hilgay (RV)

### *Rural Village*

#### Description

**G.48.1** Hilgay is situated four miles south of Downham Market, to the east of the A10. The village is built on elevated land which rises from the River Wissey in the north and the surrounding fenland to the west. There is a bridge over the river. This was a former section of the A10. The village was once linear in form, but estate development has since rounded out its form. The materials of the older buildings include Norfolk red brick and Cambridge yellow brick. Roofs are mainly pitched and of orange/red pantiles and Welsh slate. There are some employment opportunities in the village but few services. The Parish of Hilgay has a population of 1,341<sup>(44)</sup>.

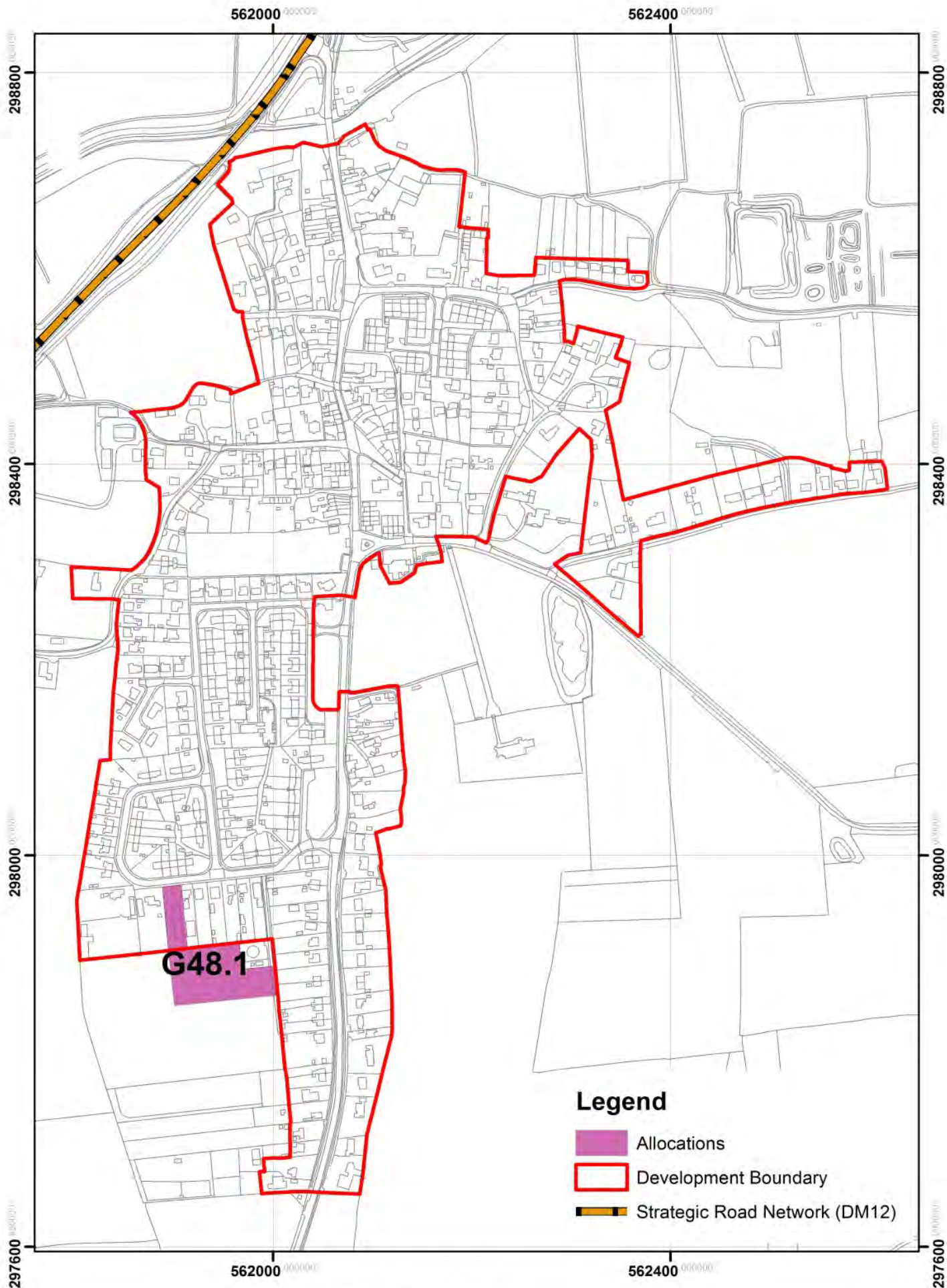
**G.48.2** The village is situated within the 'Settled Farmland with Plantations' landscape character type<sup>(45)</sup>. This is defined as having a mature landscape structure including mature trees and patches of intact hedgerows, views onto the fen landscapes and a moderate to strong sense of tranquillity.

**G.48.3** Hilgay is designated as a Rural Village by the Core Strategy. The Council's preferred distribution of development between Rural Villages based on a population pro-rata approach (see Distribution of Development Section) would indicate 12 additional dwellings including (at current standards) 2 affordable dwellings, in Hilgay.

44 Census Data 2011

45 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates





**Inset G48 Hilgay**

## Site Allocation

### Policy G48.1 Hilgay - Land south of Foresters Avenue

**Land amounting to 0.6 hectare, as identified on the Policies Map, is allocated for residential development of at least 12 dwellings. Development will be subject to compliance with the following:**

1. Submission of details showing how the water main and sewer crossing the site can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water;
2. Improvements to the footway network and safe access to the site from Foresters Avenue to the satisfaction of the local highways authority;
3. Prior submission of a desk based archaeological assessment of the site and proposed developed;
4. Provision of affordable housing in line with the current standards.

## Site Description and Justification

**G.48.4** The allocated site is situated towards the south west of the settlement, south of Forester's Avenue. The development boundary immediately abuts the northern and eastern site boundaries. The site is located close to a bus stop and within a relatively short distance of the local school. The Council considers the site capable of accommodating the 12 residential units required in the settlement at a density reflecting that of the surrounding area. Development on this site is supported by Hilgay Parish Council.

**G.48.5** The site is currently agricultural land (grade 3) and there is a water tower located towards the north east corner of the site. There are no important landscape features on the site (e.g hedgerows or trees) and development would be well screened in the context of the existing settlement.

**G.48.6** Norfolk County Council as the local highway authority have no objection to this site being developed providing local improvements to the footway network are made. Access would be achieved from Forester's Avenue.

**G.48.7** The Historic Environment Service have identified the site as an area of archaeological interest and therefore the allocation policy requires a desk based archaeological assessment prior to development.

**G.48.8** The following constraints must be resolved prior to development, a sewer and water mains crosses the site and therefore easement/ diversion may be required in consultation with Anglian Water.

## G Rural West Norfolk

### G.49 Hillington (RV)

#### *Rural Village*

#### **Description**

**G.49.1** Hillington is essentially a linear village straddling the A148 King's Lynn to Cromer road. Aside from this road, the village is very rural in character and is centred around the historic entrance to Hillington Hall, on the edge of the Sandringham Estate. Development also stretches along the B1153 near to St. Mary's Church. Buildings are mainly two-storey with pitched roofs. Hillington has many character buildings adjacent to the A148 which are constructed of local materials; generally shelled carstone and red brick, with plain tiles being the dominating roofing material. Hillington has a shop / petrol station, pub, and bus services. The level of services generally relate to the position of the settlement on the A148, as the parish has a population of only 400<sup>(46)</sup> making it one of the smaller rural villages. It lies seven miles north east of King's Lynn.

**G.49.2** The village is situated in the "Wooded Slopes with Estate Land" landscape character type. This is defined in the Landscape Character Assessment<sup>(47)</sup> as an area dominated by the presence of coniferous and mixed plantation woodlands and mixed estate woods but with substantial areas of land given over to arable farming. It is a medium scale landscape with contrasting degrees of enclosure. The small villages bring an intimate quality to the landscape.

**G.49.3** Hillington is designated as a Rural Village, capable of accommodating modest growth to support essential rural services. The Council considers that the level of development in each rural village should generally be based on the population size as outlined in the distribution of development section. Based on this approach, Hillington would receive an allocation of four new houses. In order to trigger the threshold for delivering affordable housing, the Council would prefer to allocate five houses including one affordable home.

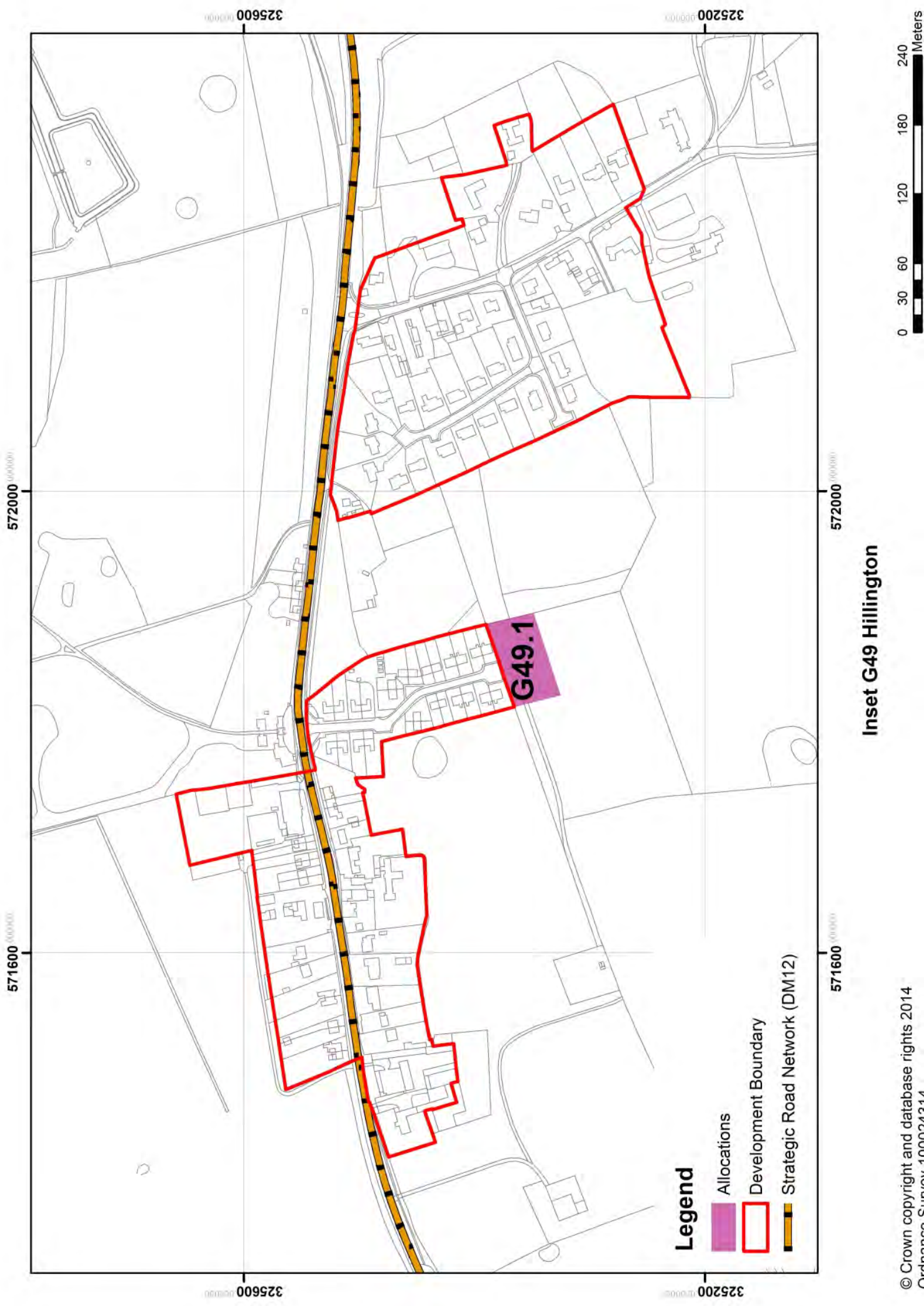
**G.49.4** Land within the development boundary has generally been developed and therefore there is little scope for growth in Hillington without a new housing allocation. The surrounding landscape comprises a gently rolling landform and is dominated by intensive arable production and medium to large open generally arable fields bordered by hedges forming a strong geometric field pattern. The landscape is relatively undeveloped, although clearly in this context Hillington is a distinctive settlement. Any new development will encroach to some degree on the countryside but effective screening could minimise the adverse impact on views to and from the settlement. The area surrounding Hillington has also been identified as containing mineral deposits of carstone, used as a local building material. However, this does not preclude small scale new development.

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46 Census data 2011

47 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates





## G Rural West Norfolk

### Site Allocation

#### Policy G49.1 Hillington - Land to the south of Pasture Close

**Land amounting to 0.3 hectare , as shown on the Policies Map, is allocated for residential development of at least 5 dwellings. Development will be subject to compliance with development plan policies and all of the following:**

1. Provision of new hard and soft landscaping. The landscaping plan should show retention of trees wherever possible and clearly show those trees that are to be felled with a clear explanation as to why they cannot be retained;
2. Incorporation of a landscaping scheme to the south, east and west boundaries to minimise the impact of the development on the wider countryside;
3. Submission of an Archaeological Field Evaluation based on the potential for Early Medieval and Medieval occupation deposits which should be used to inform the planning application;
4. Consultation with the Environment Agency and the Council to establish sewage treatment in the absence of a public facility and whether an Odour Assessment would be required;
5. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
6. Submission of details relating to the sewer that crosses the site together with mitigation (easement/ diversion) to the satisfaction of Anglian Water;
7. Retention of the existing access to the sewage pumping station;
8. Subject to the provision of appropriate site access and footways improvements, to the satisfaction of the local highways authority.
9. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.49.5** The allocated site provides an opportunity to create a small development which is easily accessible, close to facilities and is already well screened to the east from wider countryside views. The new development would form a well connected extension to the existing housing on Pasture Close.

**G.49.6** The site is close to the facilities that serve the settlement minimising the need for residents to use their cars to access key services. The site can be safely accessed from Pasture Close which joins directly onto the A148 minimising the need to develop additional road infrastructure. Some significant trees, that constitute part of Pasture Close's southern boundary, are able to be retained and would afford natural protection and screening from the new development to the existing single storey dwellings that occupy this end of Pasture Close.



## Rural West Norfolk G

**G.49.7** The settlement is not served by a public Waste Water Treatment Works and therefore provision of a private sewerage will require further investigation. Most of the village is within a cordon sanitaire for a sewage treatment works. This indicates there may be an amenity issue relating to odour for new residents. Any application for development may need to provide an odour assessment to determine the extent of any such issue.

**G.49.8** The Historic Environment Service has indicated that the undeveloped area to the south of the site is adjacent to a number of findspots of Early Medieval and Medieval occupation deposits as well as a burial ground. They have recommended an archaeological field evaluation by trial trenching prior to development in this area.

**G.49.9** The site is agricultural grade 3 land and therefore would result in some loss of productive agricultural land. However, only a small amount of land would be required due to the modest amount of housing sought. There is a belt of significant trees running along the east of the site. Other than boundary trees / hedgerows there are no other landscape features of importance within the site boundary. Long and medium views would be limited to glimpses with the only real views being from adjacent properties.

**G.49.10** The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

**G.49.11** The site provides access to a small sewerage pumping station which would need to be retained. Norfolk County Council as the local highways authority have no objections, subject to the provision of appropriate site access and footways improvements.

#### **G.50 Hockwold cum Wilton - See Feltwell**

**G.50.1** Hockwold cum Wilton is designated part of a joint 'Key Rural Service Centre' by the 2011 Core Strategy. Allocations and policies for this location can be found under Feltwell.

#### **G.51 Holme next the Sea - (SVAH)**

##### ***Smaller Village and Hamlet***

**G.51.1** Holme next the Sea is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.51.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

## G Rural West Norfolk

### G.52 Ingoldisthorpe (RV)

#### *Rural Village*

#### Description

**G.52.1** Ingoldisthorpe Parish has a population of 849<sup>(48)</sup>. The central part of the village contains a convenience store and school. The village is served by good public transport links and is well connected to King's Lynn, Hunstanton and the nearby larger villages of Heacham and Dersingham via the Lynn Road (B1440). Ingoldisthorpe village currently consists of three distinct parts, the largest being centred around the junction of Hill Road with Lynn Road.

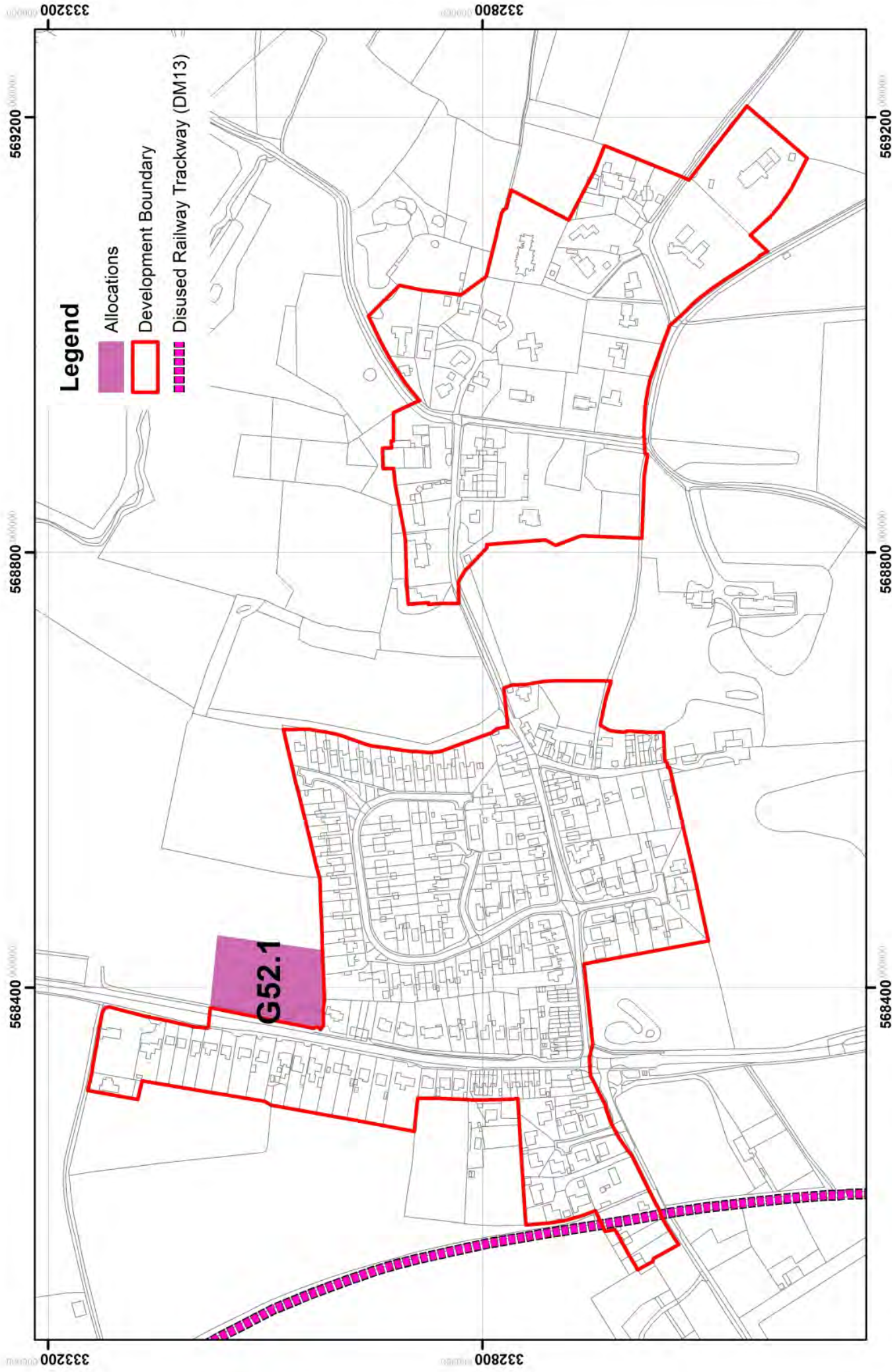
**G.52.2** The western part of the village is characterised as 'Wooded Slope with Estate Land' whereas the eastern part of the village is characterised as 'Rolling Open Farmland' in the Landscape Character Assessment<sup>(49)</sup>. The eastern part of the village feels more enclosed with notable traditional buildings interspersed with mature trees and hedgerows.

**G.52.3** Ingoldisthorpe has a medium population in comparison to other settlements designated as Rural Villages by the Core Strategy, but has a limited range of facilities in the village itself. However, the village lies between the Key Rural Service Centres of Dersingham and Snettisham, meaning residents can access a greater range of services in these settlements, which are at a distance of around one mile. Based on the Councils preferred method of distributing new development (as outlined in the Distribution of Development section), Ingoldisthorpe would receive an allocation of eight new houses. However, in order to maximise the development potential of the preferred site and maximise affordable housing delivery, the number of dwellings allocated in Ingoldisthorpe is marginally increased to 10 dwellings.

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48 Census data 2011

49 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates



**Inset G52 Ingoldisthorpe**

## G Rural West Norfolk

### Site Allocation

#### Policy G52.1 Ingoldisthorpe - Land opposite 143-161 Lynn Road

**Land amounting to 0.7 hectare, as shown on the Policies Map, is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with all of the following:**

1. Provision of a new footway which would join the site with the village services and the existing footway on Lynn Road;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Provision of affordable housing in line with current standards.

### Site Description and Justification

**G.52.4** The allocated site lies to the north of the village adjacent the proposed development boundary on its south and west sides. The site is situated in a fairly built up part of the settlement with the surrounding area consisting of road frontage residential developments to the west and south, and undeveloped agricultural land on the remaining two sides to the north and east.

**G.52.5** The site itself is currently flat, undeveloped agricultural land (grade 3), bordered by trees and hedgerows on all sides. Whilst development would result in the loss of undeveloped land, the limited land required for the development of ten houses would enable the remainder of the field to continue to be used for arable farming.

**G.52.6** Views of the site from the existing properties and the rest of the village are fairly near distance, as it is largely screened by the vegetation surrounding the site. Wider views exist when entering the village from the north, however the site is again hidden somewhat by trees and hedgerows.

**G.52.7** The site presents the opportunity to develop 10 dwellings fronting onto the B1440 road, mirroring existing housing on the opposite (western) side of the road. The site is well located to some local amenities; it is directly opposite the village post office, shop and bus stops. Norfolk County Council, as highway authority, have expressed concern about pedestrian access to the school from the proposed site. To address this issue, the Council would require a new footway from the proposed site to be joined up with the village services and the existing footway on Lynn Road.

**G.52.8** The Council considers that development on the site would have limited negative impact on form, character, visual amenity and accessibility.

**G.53 Lakesend (SVAH)*****Smaller Village and Hamlet***

**G.53.1** Lakesend is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.53.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

**G.54 Leziate (SVAH)*****Smaller Village and Hamlet***

**G.54.1** Leziate is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.54.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

**G.55 Little Massingham (SVAH)*****Smaller Village and Hamlet***

**G.55.1** Little Massingham is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.55.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

**G.56 Marham (KRSC)*****Key Rural Service Centre*****Description**

**G.56.1** Marham is situated to the southeast of King's Lynn, and is almost equidistant between King's Lynn, Downham Market (to the southwest) and Swaffham (to the east). The settlement of Marham is spread over a large area, comprising both Marham village and RAF Marham. A proportion of the village services and facilities are located on the RAF base but available for all residents to use, these include a school, GP surgery, bus routes, retail and employment uses. The Parish of Marham has a population of 3,531. <sup>(50)</sup>



## G Rural West Norfolk

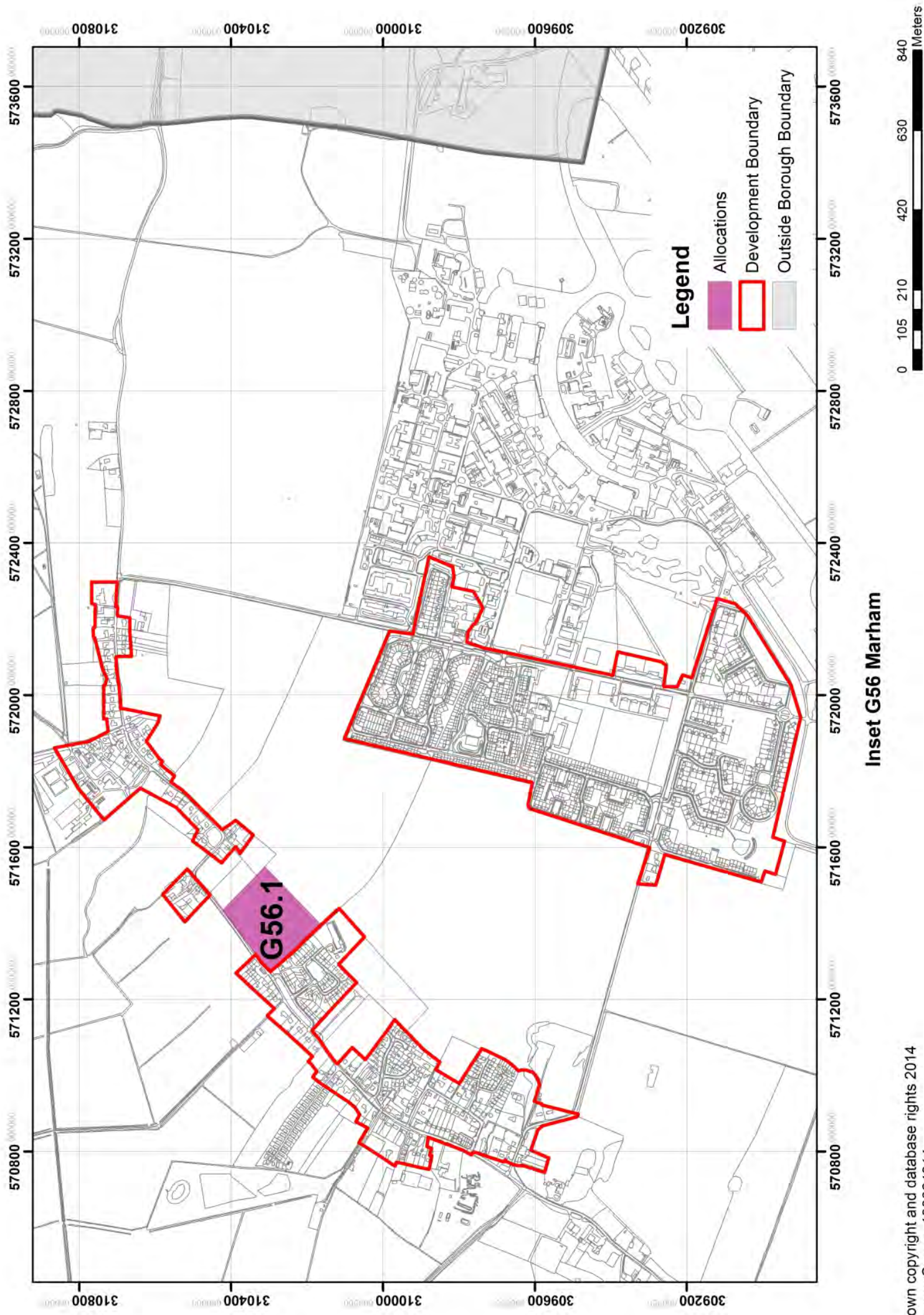
**G.56.2** RAF Marham is currently the largest operational front-line base of the RAF. It is currently home to a major part of the RAF Tornado GR4 Force and has been designated the sole operating base for the Lightning II aircraft which will replace the Tornado. It is the largest single-site employer in the Borough by a considerable margin, representing the equivalent of around 1 in 12 of employed jobs in the Borough. With dependants the RAF Marham 'community' is over 8,000 people; some living on the base itself and others in local towns and settlements. This figure is expected to rise, if the major role of the base is maintained, towards 10,000. Overall, the base is estimated to contribute in excess of £130 million per annum into the local economy through salaries and payments to local businesses. In turn the base community is a significant user of local services.

**G.56.3** The old village of Marham has a linear form of development along 'The Street'. The village is distinct from the RAF base and with landmarks including The Church of the Holy Trinity and the Cistercian Abbey Ruins. The village-scape consists of mainly modern development, and there are views across from landscape from the edges of the village. The older buildings consist of yellow and red brick walls, often painted and red clay pantiles and Welsh slate for the roofs.

**G.56.4** The Landscape Character Assessment<sup>(51)</sup> highlights that the area is bordered to the north by 'The Fens- Open Inland Marshes', whilst 'Settled Farmland with Plantations' flank the area to the south and west. Views across the settlement are generally open and dominated by wide, open skies and the RAF settlement conveys a strong sense of place. Landscape and settlement pattern is greatly influenced by the presence of RAF base, much of which has modern red-brick buildings, with the Marham Airfield and associated structures, in the northeast corner of the area.

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51 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates



## G Rural West Norfolk

### Site Allocation

#### Policy G56.1 - Marham - Land at The Street

**Land amounting to 3.6 Hectares as identified on the Policies Map, is allocated for at least 50 dwellings, together with a range of community benefits. Development is subject to:**

1. Provision of a new road access to the school; new bus pull-in on The Street, improvements to the footpath between the old village and the airbase; a new footpath avoiding the double bends in The Street; and a community area including open space and a play area.
2. Safe access being achieved to the satisfaction of the local highway authority;
3. Provision of a proportion of affordable housing in line with the current standards;
4. Financial contributions to the provision of education and other infrastructure.

### Site Description and Justification

**G.56.5** The allocated site is well located adjacent to the school, provides for an appropriate scale of housing for the village, and offers of a range of benefits to the local community along with 50 dwellings.

**G.56.6** The scale of development is in line with Marham's status as a Key Rural Service Centre. In addition to the community facilities identified in the policy there is also, subject to negotiation, the potential for an additional school parking/drop off area.

**G.56.7** The community benefits involved were offered by the owners as a package of measures that justified allocation of this site in preference to others, and were important in influencing support for the development. This proposal received the support of the Parish Council and a number of members of the public. The Parish Council says that this proposal has the advantages ( joining up the village as identified in the 2008 Parish Plan); provides direct access from The Street removing any problems which would be caused by traffic accessing a site through a minor roadway; would alleviate all the traffic problem currently present at the School; increase safety for children attending the school; and provide 'open space', footpaths and possibly other community facilities. The owners of the site have confirmed their intention to proceed with the development.

#### **G.57 Marshland St. James / St. John's Fen End / Tilney Fen End (RV)**

### ***Rural Village***

#### **Description**

**G.57.1** Marshland St James is a linear settlement, 11 miles southwest of King's Lynn, extending along Smeeth Road, the central part being south of its junction with Walton Road to the cemetery and north to the village hall. Although set in flat, open countryside the presence of mature trees and hedgerows gives a pleasant enclosed character to certain parts of the settlement such as the

## Rural West Norfolk G

areas around the primary school and cemetery. The older buildings vary in both built form, some being single and others two-storeys high, and in materials of construction which include timber and rendered finishes as well as the more common red brick. Most of the roofs of these older houses have slate coverings. Newer buildings are mainly bungalows, usually red, buff or brown brick with interlocking like roofs. The village has a modest range of services including a school and pub but no public transport service. The population of Marshland St James is 1,336<sup>(52)</sup>. The other villages form part of other parishes.

**G.57.2** St John's Fen End is situated around the bridge over the Smeeth Lode Drain, but the major part of the village stretches north along the western side of School Road. The village is linear in nature. Mature trees help to define the edge of the village along Low Road and behind School Farm. Most of the buildings are pre 1900 and are of two storey construction with red brick or in a few cases rendered or whitewashed brick walls, with mainly slate or pantile roofs.

**G.57.3** In considering landscape character Marshland St James falls within "The Fens- Settled Inland Marshes" character type<sup>(53)</sup>. This is defined as a large scale, low lying landscape offering distant, panoramic views that evoke a sense of openness. This open character is less evident where settlements, shelterbelts and orchards occur. It has a simple terrain characterised by a distinctly flat landform providing wide horizons. Earthworks in the form of rivers and creek embankments bring topographic change and strong, straight lines of contrast. It is an intensively farmed arable landscape comprising predominantly geometric fields divided by straight drainage channels and dykes and underlain predominantly by silts.

**G.57.4** Field size is variable in places with small units defining settlement edges. Fruit orchards are a relatively common (yet declining) feature with rectangular plots ordered into rows. These rows often channel views and where orchards occur alongside roads, views across the landscape are more restricted. Conifer planting is also a relatively common feature. Buildings and storage associated with horticulture and food production industries, as well as power stations, pumping stations and sluices, provide visible human built elements. The area is well served by a network of rural roads that follow an irregular path.

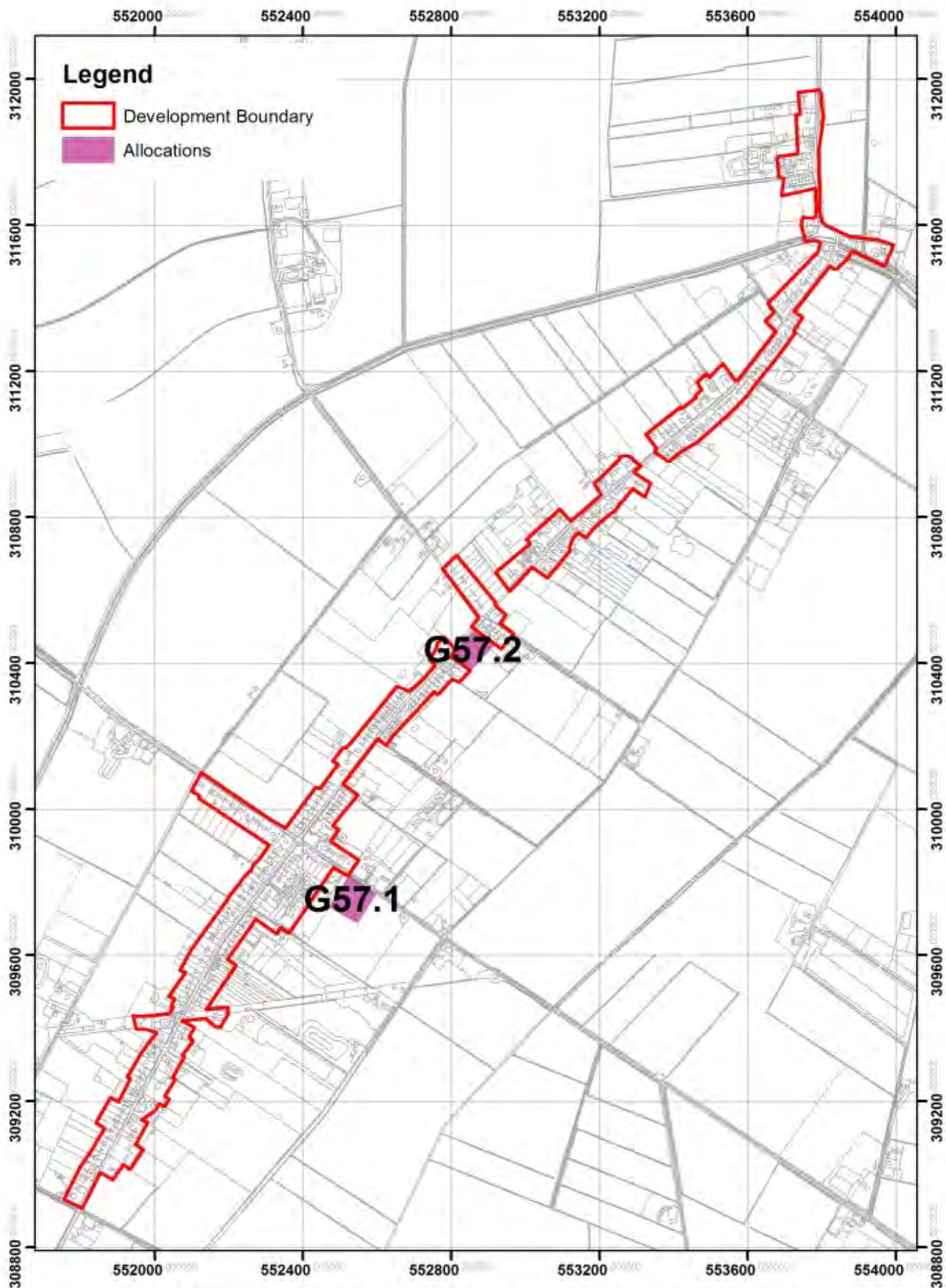
**G.57.5** Marshland St James, St John's Fen End & Tilney Fen End are jointly designated as a Rural Village by the Core Strategy, and together have a moderate range of services and facilities to serve the existing community. The approach to the distribution of development (see earlier section of this document) suggests 12 additional dwellings are sought here. However, the Council considers the chosen sites could accommodate a number of dwellings above the guideline, and that 25 dwellings including at current standards, 5 affordable dwellings, would be appropriate to maximise development potential of the allocated sites.

**G.57.6** The two allocated sites are considered to have a less negative impact upon the landscape and form of the settlement than the potential alternatives, and are well located within close proximity to services and facilities in comparison to alternative options.

52 Census Data 2011

53 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates





**Inset G57 Marshland St James / St John's Fen End / Tilney Fen End**



## Site Allocations

### Policy G57.1 Marshland Saint James - Land adjacent to Marshland Saint James Primary School

**Land adjacent Marshland Saint James Primary School amounting to 0.8 hectares, as identified on the Policies Map, is allocated for residential development of at least 15 dwellings. Development will be subject to compliance with all of the following:**

1. Achievement of suitable access to the site and local improvements being made to the footway network to the satisfaction of the Highways Authority;
2. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should suggest appropriate mitigation (flood resiliency measures);
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. Provision of affordable housing in line with the current standards.

## Site Description and Justification

**G.57.7** The allocated site is situated towards the south of the settlement, adjacent to the local primary school. The recommended development boundary immediately abuts the site's north west boundary. The Council considers the site is suitable to accommodate 15 residential units at a density consistent with that of the surrounding area.

**G.57.8** The site scored highly in terms of sustainability particularly in relation to its proximity to services as it is located next to the primary school, therefore helping minimise the need for new residents to use cars in the settlement.

**G.57.9** The site is currently classed as high quality agricultural land (grade 2), bound to the north by hedgerows. Whilst development would result in the loss of undeveloped land, this applies to all potential development options located outside the village boundary. Whilst development at this site would not create a linear frontage as seen along Smeeth Road, it would be in keeping with the immediate form and surrounding landscape in the settlement, as an estate style development is seen on the opposite side of the school at Hickathrift Field.

**G.57.10** The local highway authority has no objection to this site being allocated providing safe access can be achieved and improvement to pavements to link the site to the services.

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**G.57.11** The site lies within Flood Zone 3 (high risk of flooding) identified by the Borough's Strategic Flood Risk Assessment. None of the available sites in the settlement is at a lower risk of flooding as the whole of the settlement is in Flood Zone 3. Therefore the sequential test set by the National Planning Policy is met. A site specific flood risk assessment has not yet been carried out. This would be required before this site could pass the exceptions test set by the National Planning Policy Framework and be developed. This site could only be granted permission if such an assessment demonstrates that housing development on this site would be safe, and it can be shown that this can be achieved in a way compatible with the site's surroundings. It will be for the site owner or prospective developer to provide such an assessment. The detailed requirements for this are set out in DM21: sites in areas of flood risk (see earlier in this document).

**G.57.12** The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

**G.57.13** The majority of the views in to the site are limited to near distance from adjacent roads, properties and school. There are few opportunities for long distance views due to the site being located within a developed area. The site is completely screened by housing on the north-west boundary; the remainder of the site abuts open countryside. In the limited views that are available the site is seen in the context of the existing settlement.

### Policy G57.2 Marshland Saint James - Land adjacent 145 Smeeth Road, Marshland Saint James

**Land adjacent 145 Smeeth Road, Marshland Saint James amounting to 0.75 hectares, as identified on the Policies Map, is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Provision of affordable housing in line with the current standards.

## Site Description and Justification

**G.57.14** The allocated site is situated towards the centre of the settlement, south of the Smeeth Road and Bonnets Lane junction. The current proposed development boundary immediately abuts the site's north east and south west boundaries. The Council considers the site is suitable to accommodate 10 residential units at a density consistent with that of the surrounding area.

**G.57.15** The site scored highly in terms of sustainability particularly in relation to its proximity to services as it is located near to the village playing field and village hall. The school is within walking distance and an existing footpath runs along the site's frontage, therefore minimising the need for new residents to use cars in the settlement.

**G.57.16** The site is currently classed as high quality agricultural land (grade 2). Whilst development would result in the loss of undeveloped land, this applies to all potential development options located outside the village boundary. Development at this site would create a linear frontage in keeping with the form and surrounding landscape in the settlement, as seen along Smeeth Road. The site is supported by Marshland Saint James Parish Council.

**G.57.17** The local highways authority has no objection to this site being allocated as it is well related for local services and suitable for low scale frontage development.

**G.57.18** The site lies within Flood Zone 3 (high risk of flooding) identified by the Borough's Strategic Flood Risk Assessment. None of the available sites in the settlement is at a lower risk of flooding as the whole of the settlement is in Flood Zone 3. Therefore the sequential test set by the National Planning Policy is met. A site specific flood risk assessment has not yet been carried out. This would be required before this site could pass the exceptions test set by the National Planning Policy Framework and be developed. This site could only be granted permission if such an assessment demonstrates that housing development on this site would be safe, and it can be shown that this can be achieved in a way compatible with the site's surroundings. It will be for the site owner or prospective developer to provide such an assessment. The detailed requirements for this are set out in DM21: sites in areas of flood risk (see earlier in this document).

**G.57.19** The majority of the views in to the site are limited to near distance from adjacent roads and properties. There are few opportunities for long distance views due to the site being located within a developed area. The site is completely screened by housing on the north-east and south-west boundaries; the remainder of the site abuts open countryside. In the limited views that are available the site is seen in the context of the existing settlement.

**G.57.20** The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

## G.58 Methwold Hythe (SVAH)

### *Smaller Village and Hamlet*

**G.58.1** Methwold Hythe is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

## G Rural West Norfolk

**G.58.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### G.59 Methwold & Northwold (KRSC)

#### *Key Rural Service Centre*

##### **Description**

**G.59.1** Methwold and Northwold are situated to the south of the Borough. The villages are approximately 9 and 10 miles respectively south west of Downham Market. Methwold is a large village and has open views towards the Fens in the west, whilst bordering the Brecks in the south east. The village has contrasting character; an imposing village centre with an almost urban character which is dominated by St. George's Church; the more peaceful, rural, setting of the outskirts of the village, in which farm buildings dominate; and an area of pronounced "industrial" character in the east of the village. The quality of the streetscape, in terms of the design of village spaces and the buildings which define them is outstanding and often enhanced by interesting detailing such as stone walling and well matured, landscape settings.

**G.59.2** Northwold has a peaceful rural setting with many quality architectural features. The village has buildings of contrasting styles with walls of flint, clunch or bricks, with roofs mainly of orange clay pantiles or in a few cases slate. The village is essentially linear village along an east-west axis.

**G.59.3** The Parish of Methwold has a population of 1,502, and the Parish of Northwold 1,085<sup>(54)</sup>. Collectively, these villages are in proximity to a range of village services which include a GP surgery, schools, bus route, Post Office, pub, filling station and other employment and retail uses. Both settlements have designated listed buildings which are spread through the Conservation Areas centred in Methwold and Northwold.

**G.59.4** The Landscape Character Assessment<sup>(55)</sup> highlights that the settlements are striking in built character and strong in historic integrity which creates a moderate to strong sense of tranquillity throughout the area. The villages fall within the 'Settled Farmland with Plantations' landscape character type and the area surrounding the village has a mature landscape structure including belts and copses of plantation woodland, mature trees and patches of intact hedgerows.

**G.59.5** Methwold and Northwold were grouped together by the Core Strategy to collectively form a Key Rural Service Centre and are considered to have a good range of services and facilities which serve the existing community.

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54 Census Data 2011

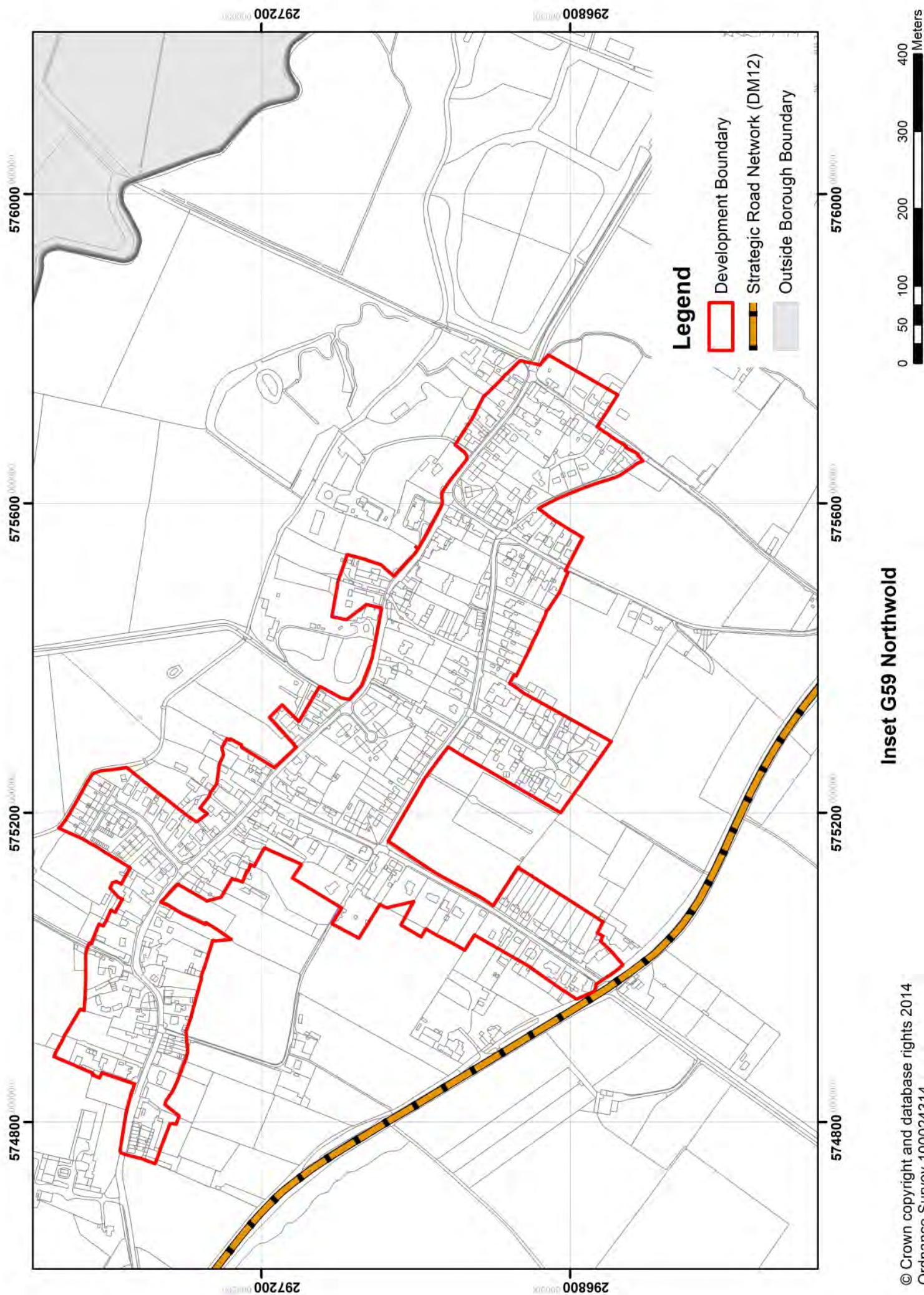
55 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates



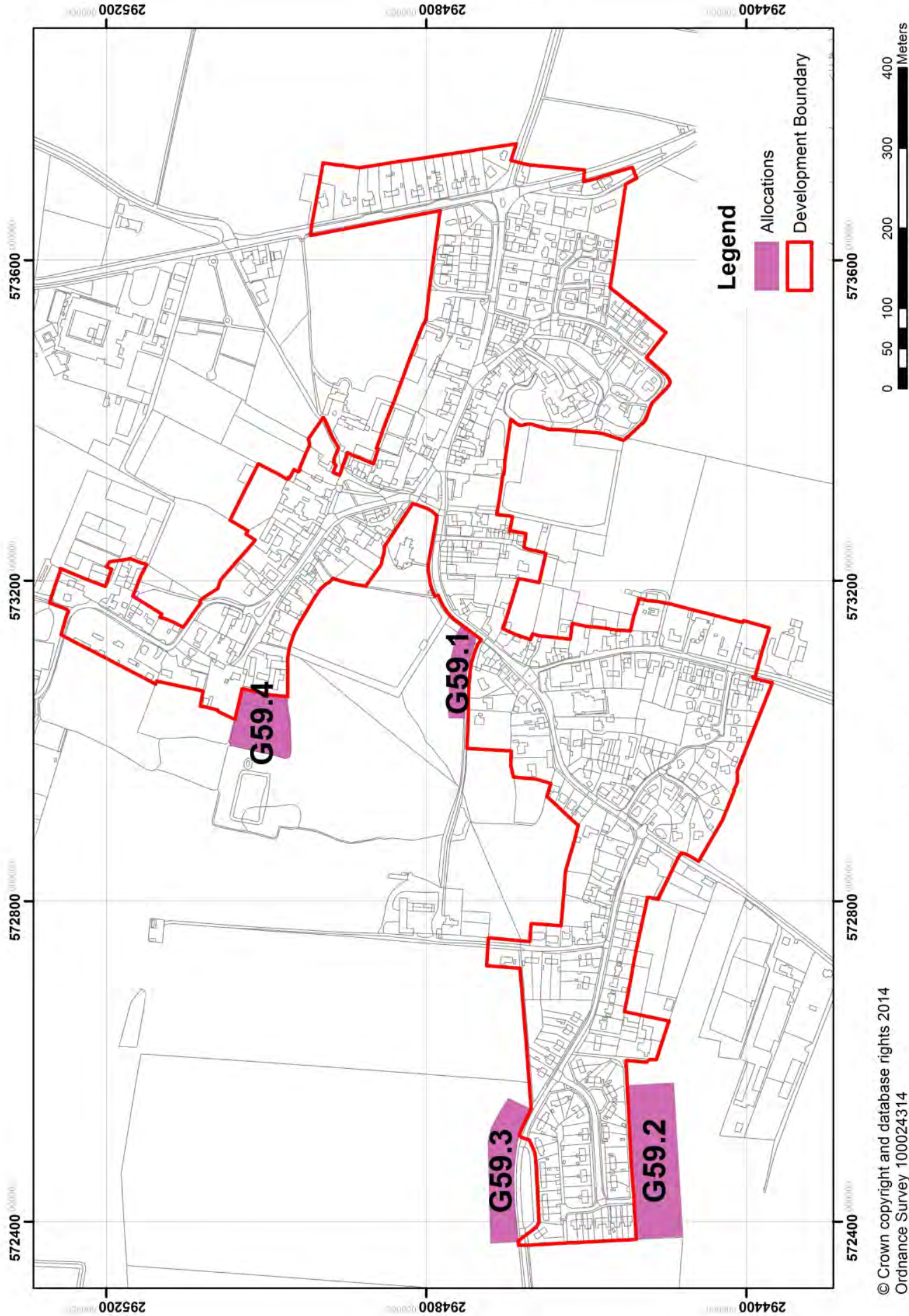
## Rural West Norfolk G

**G.59.6** The Council has allocated 4 sites for development, to provide 45 dwellings overall, including affordable housing (of which there would be 9 at current standards), optimising the development potential of the sites and supporting the settlements' facilities. These sites are considered to be well located and provide development that will have a limited negative impact on the character and landscape of the settlement.

**G.59.7** There were no available sites in Northwold which could satisfy the local highway authority's requirements, and hence the Council has chosen not to allocate any sites there.







## G Rural West Norfolk

### Site Allocations

#### Policy G59.1 Methwold - Land at Crown Street

**Land at Crown Street amounting to 0.25 hectares, as identified on the Policies Map, is allocated for high quality residential development of at least 5 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of an odour assessment, to the satisfaction of Anglian Water, in relation to any impacts on residential occupation of the site from the nearby sewage treatment works;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Submission of a Heritage Asset Statement that establishes that development will enhance and preserve the setting of the Conservation Area and of the setting of the Grade I Listed Church of St George and the Grade I Listed Old Vicarage.
4. Submission of a field based archaeological assessment prior to development
5. The layout of development should preserve the area to the east of the site that is subject to a Tree Preservation Order;
6. Suitable integration with the Public Right of Way to the east and south of the site;
7. Safe access and visibility being achieved to the satisfaction of the local highways authority;
8. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.59.8** The allocated site is located in the heart of the village, southeast of the village recreation ground and church and in close proximity to the majority of the village services to address the daily needs of the residents. The Council considers the site is capable of achieving 5 dwellings in the settlement at a density consistent with that of the surrounding area.

**G.59.9** The site scores highly in terms of sustainability, being ideally located close to the school and near the Post Office. The allocated site lies with the Conservation Area and abuts a public right of way and is bounded by trees which provide a natural screening to the site. Where possible, these important landscape features should be retained and incorporated into the design of the development. Although this is a sensitive location, the Council considers that with a high standard of design and layout, development could conserve and enhance the Conservation Area.

**G.59.10** The majority of views into the site are from Crown Street and adjacent properties. There are extensive views from Crown Street through the site to the open countryside. The site area selected enabled this view to be maintained. There are opportunities for long distance views looking back at the site from the footpath network in the countryside but the site is seen in the context of the existing settlement.



## Rural West Norfolk G

**G.59.11** There is only one suitable access point to the site and that is from Crown Street. The site is Norfolk County Council Highways preferred location for growth providing safe access can be achieved.

**G.59.12** The Historic Environment Service have indicated that the site is a find spot for late Saxon, medieval and post-medieval finds. Development on this site should take into account the findings of the required archaeological field evaluation.

**G.59.13** 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;

**G.59.14** An odour assessment must be carried out to the satisfaction of Anglian Water to ensure any amenity issues relating to odour for new residents are avoided.

### Policy G59.2 Methwold - Land at Herbert Drive

**Land amounting to 1.1 hectares, as identified on the Policies Map, is allocated for residential development of at least 25 dwellings. Development will be subject to the following:**

1. Submission of an Environmental Statement that satisfies Norfolk County Council that;
  - i) the applicant has carried out investigations to identify whether the resource (sand and gravel) is viable for mineral extraction;  
*and if the mineral resource is viable, that:*
  - ii) the applicant has considered whether it could be extracted economically prior to development taking place;  
*and if the mineral resource can be extracted economically, whether (or not):*
  - iii) there are opportunities to use the on-site resource during the construction phases of the development;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Safe access being achieved onto Herbert Drive to the satisfaction of the local highway authority;
4. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.59.15** This site is situated on the south-western edge of the village. The site is located relatively close to the school, and the site is of a distance from the Conservation Area to suggest that development would not impact to a significant degree on this Heritage Asset. This is reflected in the positive scoring in the sustainability appraisal for these factors.

## G Rural West Norfolk

**G.59.16** The Council considers the site is capable of accommodating 25 residential units. The development would form an extension off Herbert Drive and would be of a density which is considered appropriate given the proximity of the site to the centre of settlement and the surrounding area.

**G.59.17** The site is currently greenfield agricultural land (Grade 2), however the Council considers due to the size and location of the development it is appropriate to develop on this high quality land. The only suitable place where access could be achieved is from Herbert Drive, this is supported by the local highway authority.

**G.59.18** Sand and gravel deposits have been identified in this part of the village but Norfolk County Council, as mineral planning authority, has indicated this would not prevent small scale development. However Norfolk County Council encourages developers to explore opportunities to extract sand and gravel from the development site for use in the construction phases of development.

**G.59.19** There are limited views in to the site with only glimpses available from Herbert Drive and Buntings Lane, which is a private road. The adjacent properties will be affected by development but suitable boundary treatment and integration would reduce this. Any long distance views from the countryside are seen in the context of the existing settlement.

**G.59.20** The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

### Policy G59.3 Methwold - Land at Hythe Road

**Land at Hythe Road amounting to 0.6 hectare, as identified on the Policies Map, is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
2. Subject to safe access being achieved from Hythe Road to the satisfaction of the local highways authority;
3. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.59.21** This site is situated on the west approach to the settlement along Hythe Road. The current proposed development boundary immediately abuts the site's southern boundary. The Council considers that the site is capable of accommodating 10 residential units. The development density is considered appropriate given the proximity of the site to the centre of settlement and the density of the surrounding area.

## Rural West Norfolk G

**G.59.22** The site is located relatively close to the school, and bus stop, making the site accessible. The site is of a distance from the Conservation Area to suggest that development would not impact to a significant degree on this Heritage Asset. This is reflected in the positive scoring in the sustainability appraisal for these factors.

**G.59.23** The land is currently in agricultural use (Grade 2), however there are no particularly important landscape features on the site and the Council considers due to the modest size of the site it is appropriate to develop on this high quality agricultural land. Development will form a minor extension to the south west of Methwold, along with G59.2. Access would be achieved from Hythe Road, as supported by the Highways Authority.

**G.59.24** The majority of the views in to the site are limited to near distance from Hythe Road and adjacent properties. There are opportunities for long distance views from the north but they are seen in the context of the existing settlement.

**G.59.25** The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

#### Policy G59.4 Methwold - Land off Globe Street/St George's Court

**Land off Crown Street/St George's Court amounting to 0.5 hectares, as identified on the Policies Map, is allocated for a high quality residential development of at least 5 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of an odour assessment, to the satisfaction of Anglian Water, in relation to any impacts on residential occupation of the site from the nearby sewage treatment works;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Submission of a Heritage Asset Statement that establishes that development will enhance and preserve the Conservation Area and safeguard archaeology within the adjoining site;
4. Retention of existing trees on the site boundaries;
5. Subject to the submission of a field based archaeological assessment prior to development;
6. Provision of affordable housing in line with the current standards.
7. Provision of highway improvements including access of adoptable standard to the satisfaction of the local highways authority.

#### Site Description and Justification

**G.59.26** The allocated site is centrally located within the village, north west of the recreation ground and church. It is in close proximity to the majority of the village services. The Council considers the site is capable of achieving 5 dwellings at a density consistent with that of the surrounding area.

## G Rural West Norfolk

**G.59.27** The site scores highly in terms of sustainability, being located within close proximity of the school and Post Office. It lies within the Conservation Area and is bounded by trees which provide a natural screening to the site. Where possible, these should be retained and incorporated into the design of the development. Despite its sensitive location, the Council considers that with a high standard of design and layout, development could conserve and enhance the Conservation Area, as seen with existing residential dwellings that currently form St George's Court to the east.

**G.59.28** The majority of views into the site are from the village recreation ground and adjacent properties. There are also medium distance views available from Crown Street. There are opportunities for long distance views looking back at the site from the footpath network in the countryside but the site is seen in the context of the existing settlement and in particular the St George's Court development.

**G.59.29** The Historic Environment Service have indicated that the site is immediately adjacent to an earthwork site thought to represent a medieval moat or fishpond and a series of tofts, indicative of medieval settlement. In addition a possible medieval castle or hall is recorded as being located to the south east of the site. Consequently there is potential that significant heritage assets with archaeological interest (buried archaeological remains) may be present at the site. They recommend any development on this site takes into account the findings of an archaeological field evaluation.

**G.59.30** Access would be achieved to the site from Globe Street via the St George's Court development. The highways authority consider this as acceptable access.

**G.59.31** The following site constraints must be resolved prior to development. An odour assessment must be carried out to the satisfaction of Anglian Water to ensure any amenity issues relating to odour for new residents are overcome, as the north western edge of the village is within a cordon sanitaire for a sewage treatment works. The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

### G.60 Middleton (RV)

#### *Rural Village*

#### **Description**

**G.60.1** Middleton is situated 3 miles southeast of King's Lynn on the A47. The busy traffic corridor of the A47 runs through the village dividing the settlement into two and disturbing its generally tranquil character. The village has a traditional focus around the Church and crossroads. The limits of the village are defined by an immediate transition to agricultural land. The streetscape is varied in character with the area around the village hall being high quality. The materials of the older buildings consist of carstone, red brick and yellow brick. Roofs are mainly pitched and of red clay pantile and slate.



## Rural West Norfolk G

**G.60.2** Middleton benefits from a range of services including a school, bus route, shop, village hall, post office, church and pub but employment opportunities in the village are limited. The Parish population of the settlement was recorded as 1450 in the 2011 Population Census<sup>(56)</sup>.

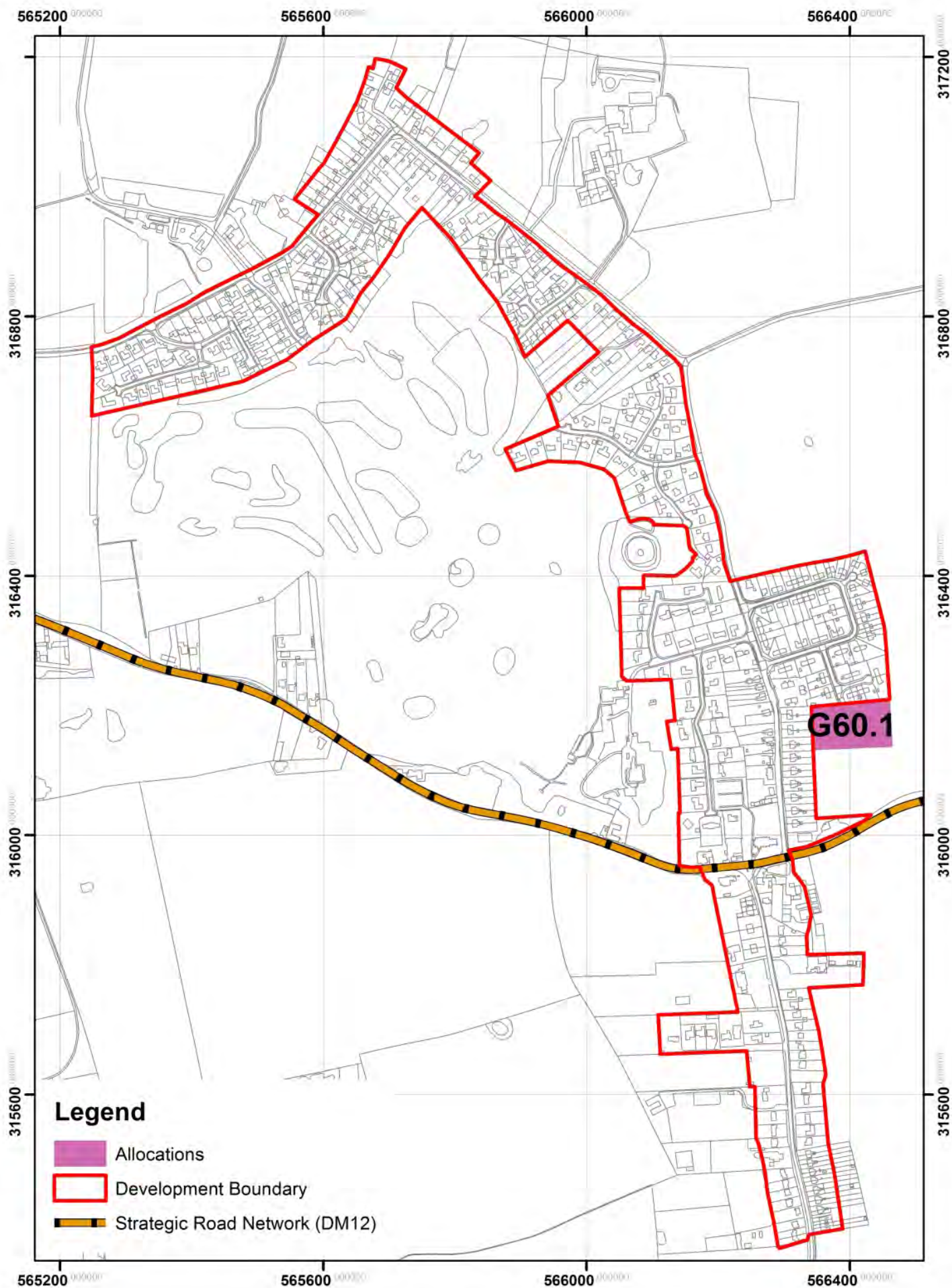
**G.60.3** The village falls within the “Farmland with Woodland and Wetland” landscape type. This is defined in the Landscape Character Assessment<sup>(57)</sup> as having an intact mature landscape structure including mature parkland trees, hedgerows and woodlands. The landscape character of Middleton adds to its strong historic integrity and the moderate to strong sense of tranquillity in the area.

**G.60.4** Middleton is designated a Rural Village in the Core Strategy identified as been capable of accommodating modest growth to support essential rural services. On a population pro-rotas basis (see Distribution of Development section) Middleton would receive an allocation of 15 new dwellings (including, at current standards, 3 affordable dwellings or the equivalent financial contribution).

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56 2011 Census Data

57 King's Lynn & West Norfolk Landscape Character Assessment 2007



**Inset G60 Middleton**

## Site Allocation

### Policy G60.1 Middleton - Land south of Walter Howes Crescent

**Land amounting to 0.8 hectares south of Walter Howes Crescent, as shown on the Policies Map, is allocated for residential development of at least 15 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
2. Provision of safe access from Walter Howes Crescent to the satisfaction of the local Highway Authority;
3. Provision of affordable housing in line with the current standards.

## Site Description and Justification

**G.60.5** The allocated site is situated in a fairly central part of Middleton on the northern side of the A47, with its northern and western boundaries immediately adjacent existing housing development. The site comprises of Grade 3 (good to moderate quality) agricultural land not currently in agricultural production.

**G.60.6** The surrounding landscape like the general landscape of Middleton is predominantly flat farmland. Other than boundary hedgerows there are no significant landscape features on the site.

**G.60.7** The neighbouring area comprises of established housing development to the north and west and agricultural land to the east. The southern boundary is screened by the A47. Its location in a fairly built up area, at the rear of existing housing means that development is likely to be well screened with views restricted to near distance from adjacent roads and properties. There are few opportunities for long distance views due to the site being located on the edge of a developed area but in this view, development would be seen in the context of the existing built environment. The site is considered to be well integrated with its surroundings and development is not likely to be visually prominent or intrusive within the landscape.

**G.60.8** The allocated site is identified as the most sustainable option of those examined. It is reasonably close to some village services including a bus route, post office and church. Its proximity to services provides some opportunity for residents to walk or cycle. Access to the site is proposed from Walter Howes Crescent, as supported by Norfolk County Council Highway Authority subject to demonstration of safe access.

## G Rural West Norfolk

**G.60.9** The site is well integrated with the main built up area of the village and development would constitute a continuation of existing development on Walter Howes Crescent. Development on the site is likely to conserve the local character and respect the historic settlement pattern. If designed correctly with suitable landscaping the allocation could potentially conserve and possibly enhance the landscape setting of village.

### G.61 New Houghton (SVAH)

#### ***Smaller Village and Hamlet***

**G.61.1** New Houghton is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.61.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### G.62 Nordelph (SVAH)

#### ***Smaller Village and Hamlet***

**G.62.1** Nordelph is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.62.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### G.63 North Creake (SVAH)

#### ***Smaller Village and Hamlet***

**G.63.1** North Creake is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.63.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### G.64 North Runcton (SVAH)

#### ***Smaller Village and Hamlet***

**G.64.1** North Runcton is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such the settlement does not have any specific site allocations or a development boundary. Only very limited development would be expected in the village, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).



## Rural West Norfolk G

**G.64.2** Note, however, that part of the wider parish of North Runcton outside the settlement falls within a strategic growth area, where substantial development is planned. For details of this please see under 'West Winch' at Section E2 earlier in this document.

### **G.65 Northwold - see Methwold**

#### ***Rural Village***

**G.65.1** Northwold is designated part of a joint 'Rural Village' by the 2011 Core Strategy. Allocations and policies for this location can be found under Methwold.

### **G.66 North Wootton - see under King's Lynn & Surrounding Area**

**G.66.1** North Wootton is covered under the part of this document dealing with King's Lynn and Surrounding Areas. Please see section E5, and section E5.5 in particular.

### **G.67 Old Hunstanton (RV)**

#### ***Rural Village***

#### **Description**

**G.67.1** Old Hunstanton is a small coastal village located just to the north of the seaside resort of Hunstanton. It lies adjacent to the Norfolk Coast Area of Outstanding Natural Beauty. (A small part of the eastern end of the development boundary lies within it). The village has a tranquil setting and contains mainly residential development. The village can become very busy in the summer with day trippers and weekenders due to its location with good access to the beach and the Norfolk Coast Path. The village features some traditional beach huts, hotels, the RNLI lifeboat station and is close to the Hunstanton Golf Course.

**G.67.2** Old Hunstanton has no school but contains a broader range of facilities and is close to the larger service resort centre of Hunstanton. The village is connected to other coastal villages via the Coasthopper bus route along the A149 which interchanges in Hunstanton and Wells-next-the-Sea. Old Hunstanton parish has a population of 628<sup>(58)</sup>. Part of the village is designated a Conservation Area. The Landscape Character Assessment<sup>(59)</sup> characterises the settlement as 'coastal slopes' immediately adjacent to the northern 'Open Coastal Marshes'.

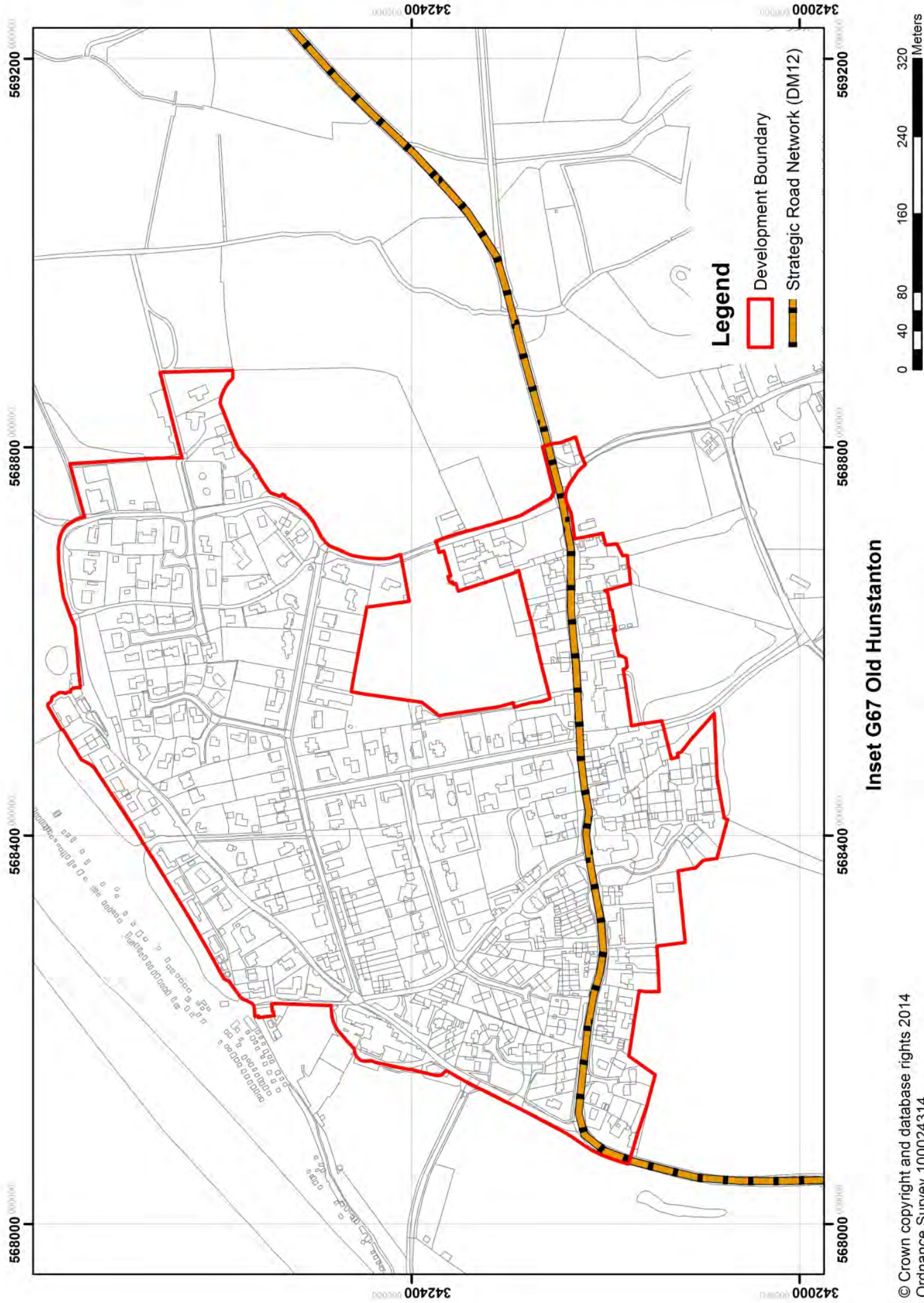
**G.67.3** Old Hunstanton has an average population size and a slightly lower than average level of services compared to the other settlements designation as a Rural Village by the Core Strategy.

**G.67.4** Based on the Council's preferred method of distributing new development (as outlined in the first section) Old Hunstanton would receive an allocation of six new houses including one affordable home. However, no sites suitable for allocation have been identified in the village.

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58 Census data 2011

59 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates



**G.68 Outwell - See Upwell**

**G.68.1** Outwell is designated part of a 'Key Rural Service Centre' by the 2011 Core Strategy. Allocations and policies for this location can be found under 'Upwell with Outwell' at section G104 of this document.

**G.69 Pentney (SVAH)*****Smaller Village and Hamlet***

**G.69.1** Pentney is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.69.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

**G.70 Ringstead (SVAH)*****Smaller Village and Hamlet***

**G.70.1** Ringstead is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.70.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

**G.71 Roydon (SVAH)*****Smaller Village and Hamlet***

**G.71.1** Roydon is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.71.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

## G Rural West Norfolk

### G.72 Runcton Holme (RV)

#### *Rural Village*

#### **Description**

**G.72.1** Runcton Holme is situated approximately nine miles south of King's Lynn, four miles north of Downham Market, and to the west of the A10. The village has developed around the crossroads between the Watlington to Downham Market Road, School Road and Common Road. The village is basically linear in form and has a rural setting and a good relationship with the surrounding open countryside. This rural character is strengthened by hedgerows and garden planting. The materials of the older buildings consist of carstone, red brick and yellow brick. Roofs are mainly pitched and of red clay pantiles and slates.

**G.72.2** The Parish of Runcton Holme has a population of 657<sup>(60)</sup>. The village has very few services and limited employment uses.

**G.72.3** In considering the landscape character, the village is situated within the 'Settled Farmland with Plantations' character type<sup>(61)</sup>. This is defined as having intact mature landscape structure including mature parkland trees, intact hedgerows and woodland plantations. There is also a patchwork of grazed parkland in a moderate to sense of tranquillity throughout the area.

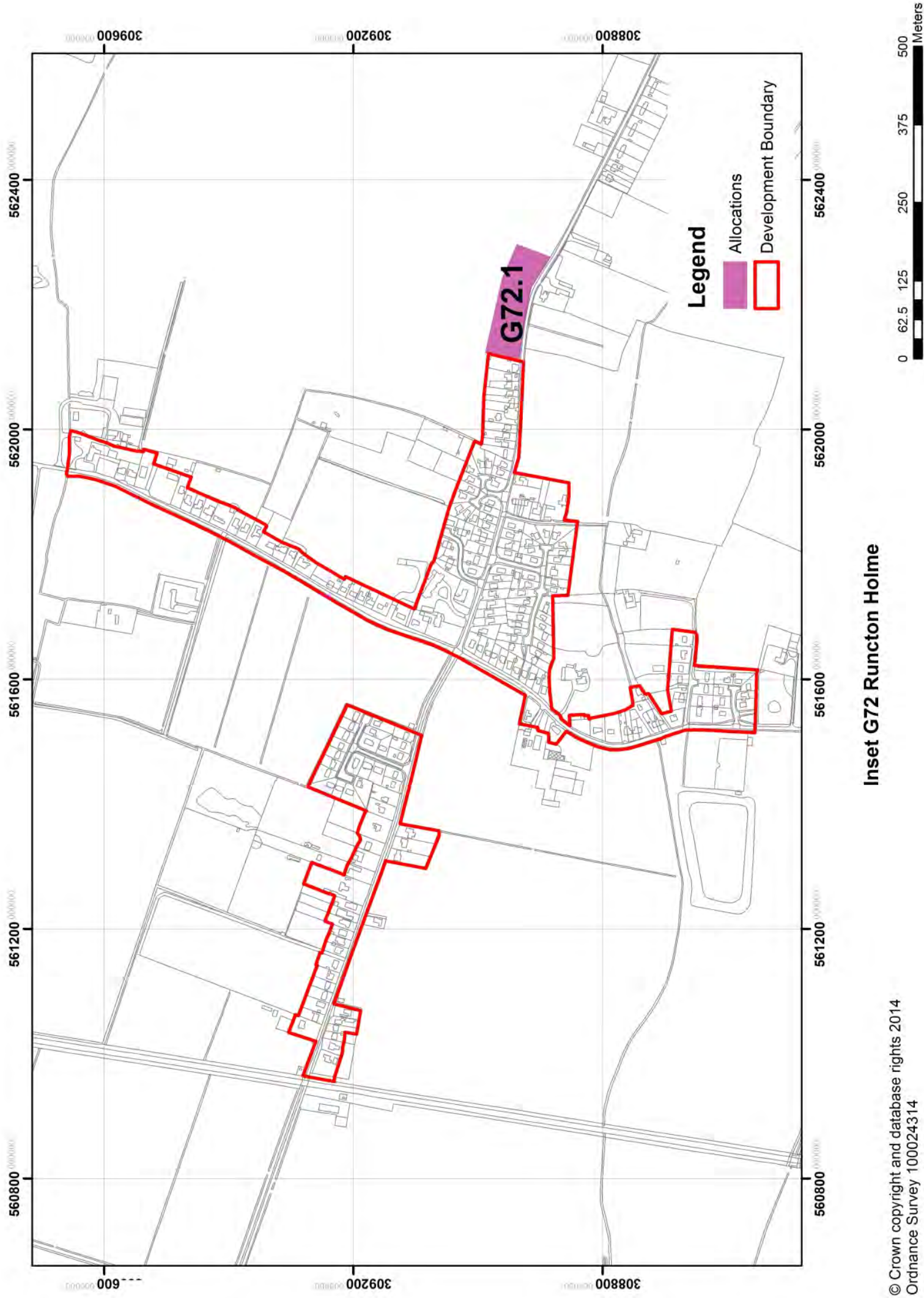
**G.72.4** Runcton Holme is designated as a Rural Village by the Core Strategy. The approach to the distribution of development (see earlier in this document) suggests 6 additional dwellings are sought here. However, the Council considers the provisionally chosen site could satisfactorily accommodate more, and that 10 dwellings would be an appropriate number (at current standards 2 of these would be affordable dwellings).

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60 Census Data 2011

61 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates





**Inset G72 Runcion Holme**

## G Rural West Norfolk

### Site Allocation

#### Policy G72.1 Runcton Holme - Land at School Road

**Land at School Road amounting to 0.9 hectares, as identified on the Policies Map, is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with all of the following:**

1. Provision of safe and appropriate access with good visibility, and improvements to the local footpath network, to the satisfaction of the local highway authority;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.72.5** The site is situated to the eastern edge of the settlement. The development boundary immediately abuts the site's western boundary. The Council considers that the site is capable of accommodating 10 residential units in the settlement at a density which reflects that of the surrounding area.

**G.72.6** Scoring highly in terms of sustainability, the site is located close to the local primary school and adjacent to detached dwellings. New housing would form an extension of this residential linear frontage style development along School Road towards the east of the settlement.

**G.72.7** The site is high quality agricultural land (Grade 2) and bounded to the west by hedgerows, however the Council considers due to modest amount of land required for development and proximity to services it is appropriate to develop on this agricultural land.

**G.72.8** The majority of the views in to the site are limited to near distance from School Road and adjacent properties. There are few opportunities for long distance views due to the site being located within a developed area. The site is completely screened by housing on the west boundary. In the limited views that are available the site is seen in the context of the existing settlement.

**G.72.9** Access to the site is gained via School Road, which is supported by the local highway authority provided that safe and deliverable access can be achieved and improvements are made to the local footpath network. The number of driveways directly linked to School Road should be limited through either the use of shared driveways as seen with existing development along School Road, or an access road.

**G.72.10** The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be required to serve new development.

## Rural West Norfolk G

**G.72.11** This site is considered favourably by the Council as the allocation for housing in Runtton Holme due to its proximity to the school and as it is considered to have a less negative impact on the landscape in comparison to the potential alternatives.

### **G.73 Ryston (SVAH)**

#### ***Smaller Village and Hamlet***

**G.73.1** Ryston is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.73.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### **G.74 Saddlebow (SVAH)**

#### ***Smaller Village and Hamlet***

**G.74.1** Saddlebow is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.74.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### **G.75 St. John's Fen End - see Marshland St. James**

**G.75.1** St. John's Fen End is designated part of a joint 'Rural Village' by the 2011 Core Strategy. Allocations and policies for this location can be found under Marshland St. James at section G57 of this document.

### **G.76 St John's Highway - see Terrington St John**

**G.76.1** St John's Highway is designated part of a joint 'Key Rural Service Centre' by the 2011 Core Strategy. Allocations and policies for this location can be found under Terrington St John.

### **G.77 Salters Lode (SVAH)**

#### ***Smaller Village and Hamlet***

**G.77.1** Salters Lode is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.77.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

## G Rural West Norfolk

### G.78 Sedgeford (RV)

#### *Rural Village*

#### Description

**G.78.1** Sedgeford is a small rural village located to the east of Heacham, approximately three miles from the Wash. The western half of Sedgeford is within the Norfolk Coast Area of Outstanding Natural Beauty and the village also has a designated Conservation Area. Sedgeford parish has a population of 613<sup>(62)</sup> and has grown little over the last century. Sedgeford has limited services, but does have a primary school, village hall and pub. The settlement is not served by public transport links.

**G.78.2** The village contains a mixture of traditional development built of carstone, red brick and clunch materials, and modern development which has generally takes a linear form along the B1454. The village has an enclosed character which results from its sheltered setting in the vale of the Heacham River. The local landscape is characterised in the Landscape Character Assessment<sup>(63)</sup> as 'Rolling Open Farmland', generally undulating which enables significant countryside views from several points around the village, particularly from the fields to the west.

**G.78.3** Sedgeford has an average population size and a slightly lower than average level of services for its designation as a Rural Village by the Core Strategy. The settlement is very rural in character and is in a very picturesque location within the Area of Outstanding Natural Beauty. Its undulating nature means there are many viewpoints within and towards the village, therefore a key consideration in locating development is minimising the visual impact on the surrounding countryside and preserving the rural character of the village.

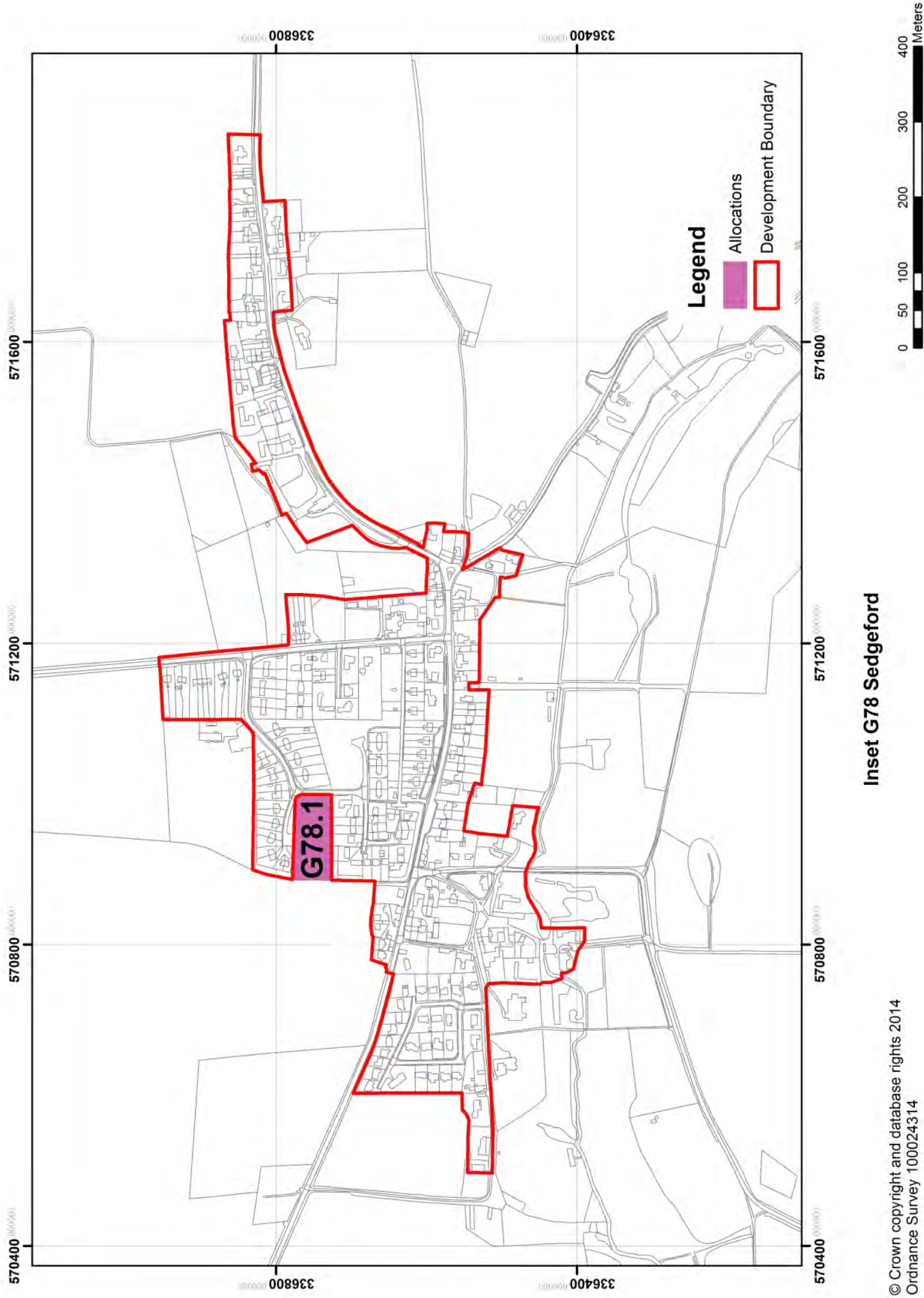
**G.78.4** Based on the Council's preferred method of distributing new development (as outlined in the beginning section) Sedgeford would receive an allocation of six new houses including one affordable home. However, to optimise the development potential of the allocated site the Council has chosen to marginally increase this number to ten dwellings. Two of these dwellings would be affordable homes under current policy.

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62 Census data 2011

63 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates





## G Rural West Norfolk

### Site Allocation

#### Policy G78.1 Sedgeford - Land off Jarvie Close

**Land amounting to 0.6 hectare, as shown on the Policies Map, is allocated for residential development of at least 10 dwellings. Development will be subject to compliance all of the following:**

1. Suitable provision / improvements to pedestrian links from the site to Jarvie Close;
2. Delivery of a safe access that meets the satisfaction of the local highway authority;
3. The design of development, and in particular its massing and materials, shall have regard to its potential impact on the scenic beauty of the Norfolk Coast Area of Outstanding Natural Beauty;
4. Incorporation of a high quality landscaping scheme including the retention and enhancement of established hedgerow on the western boundary of the site to minimise the impact of the development on the wider countryside;
5. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
6. Submission of details showing how the water mains crossing can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water;
7. Provision of affordable housing in line with current standards.

### Site Description and Justification

**G.78.5** The site lies in a relatively central location in the village, with existing housing on three sides. The site currently comprises uncultivated Grade 3 agricultural land. There are no available opportunities to utilise previously developed land for new housing in Sedgeford. In this context, the site provides the opportunity to develop land which has no identified use.

**G.78.6** The area in the immediate vicinity slopes in a north south direction with the site sitting in a central position between Jarvie Close (on higher ground to the north) and Mill View (on lower ground to the south). The natural topography of the site, being on a slope with development on both higher and lower ground, would lessen the impact of development on the surrounding area, limiting the impact on the local visual amenity and the scenic beauty of the Area of Outstanding Natural Beauty and other countryside. Long views are afforded of the site from the west, but any development would be read in the context of the existing village and not be of detriment to the character of the settlement. The policy includes a clause to give emphasis to the importance of addressing landscape impacts in the design of the proposed housing.

**G.78.7** Apart from the hedgerows on the western boundary, there are no important landscape features on the site although the site itself is within the Area of Outstanding Natural Beauty. The Conservation Area sits a good distance from the site (approximately 100 metres to the south).

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Due to the distances involved and the built form in the immediate vicinity of the site, it is not considered that development of the site would be of detriment to the character and appearance of Sedgeford's Conservation Area. There are no Listed Buildings in the vicinity of the site.

**G.78.8** A development of six dwellings on the site would either result in a very low density development or create left over space which would likely come forward for housing in the near future. By allocating ten dwellings on the site the Council can increase the level of affordable housing to two dwellings and ensure the site is development comprehensively, with a design and layout that fits in with the surrounding area.

**G.78.9** Norfolk County Council Highways Authority consider the site well located and appropriate for development subject to the delivery of safe access. They have also expressed preference for minor development of this site over the alternative development option. Sedgeford Parish Council and the Norfolk Coast (AONB) Partnership have both expressed a preference for minor development of this site due to the lesser visual impact on the landscape and Area of Outstanding Natural Beauty. Sedgeford Parish Council have also identified potential ownership constraints in accessing the alternative site and would strongly resist development of that site.

**G.78.10** The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

**G.78.11** One constraint which must be resolved prior to development is that a water main(s) cross the site and therefore easement / diversion may be required in consultation with Anglian Water.

**G.78.12** Housing affordability is a key issue for local people within settlements in the Area of Outstanding Natural Beauty. Cumulatively, new allocations will increase choice in the market and enable some new affordable housing to benefit local residents. An allocation of ten houses on the preferred site would enable the delivery of two affordable homes.

### G.79 Setchey (SVAH)

#### ***Smaller Village and Hamlet***

**G.79.1** Setchey is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.79.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### G.80 Shernborne (SVAH)

#### ***Smaller Village and Hamlet***

**G.80.1** Shernborne is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

## G Rural West Norfolk

**G.80.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### G.81 Shouldham (RV)

#### *Rural Village*

#### **Description**

**G.81.1** Shouldham is situated approximately ten miles south east of King's Lynn and approximately six miles north east of Downham Market. The village is based on a circuit form and the high quality character has been recognised through designation as a Conservation Area towards the south east of the settlement. Buildings are generally two-storey with the materials of the older buildings consisting of carstone, and red and yellow brick. Roofs are mainly pitched and of red clay pantiles and slates. The village has an adequate range of services including a school, a bus route, shop, Post Office and there are some employment opportunities. The Parish of Shouldham has a population of 605<sup>(64)</sup>.

**G.81.2** In considering landscape character the village is situated within "Settled Farmland with Plantations" character type<sup>(65)</sup>. This is defined as having intact mature landscape structure including mature parkland trees, intact hedgerows and woodland plantations. Also a patchwork of grazed parkland and a moderate to strong sense of tranquillity throughout the area.

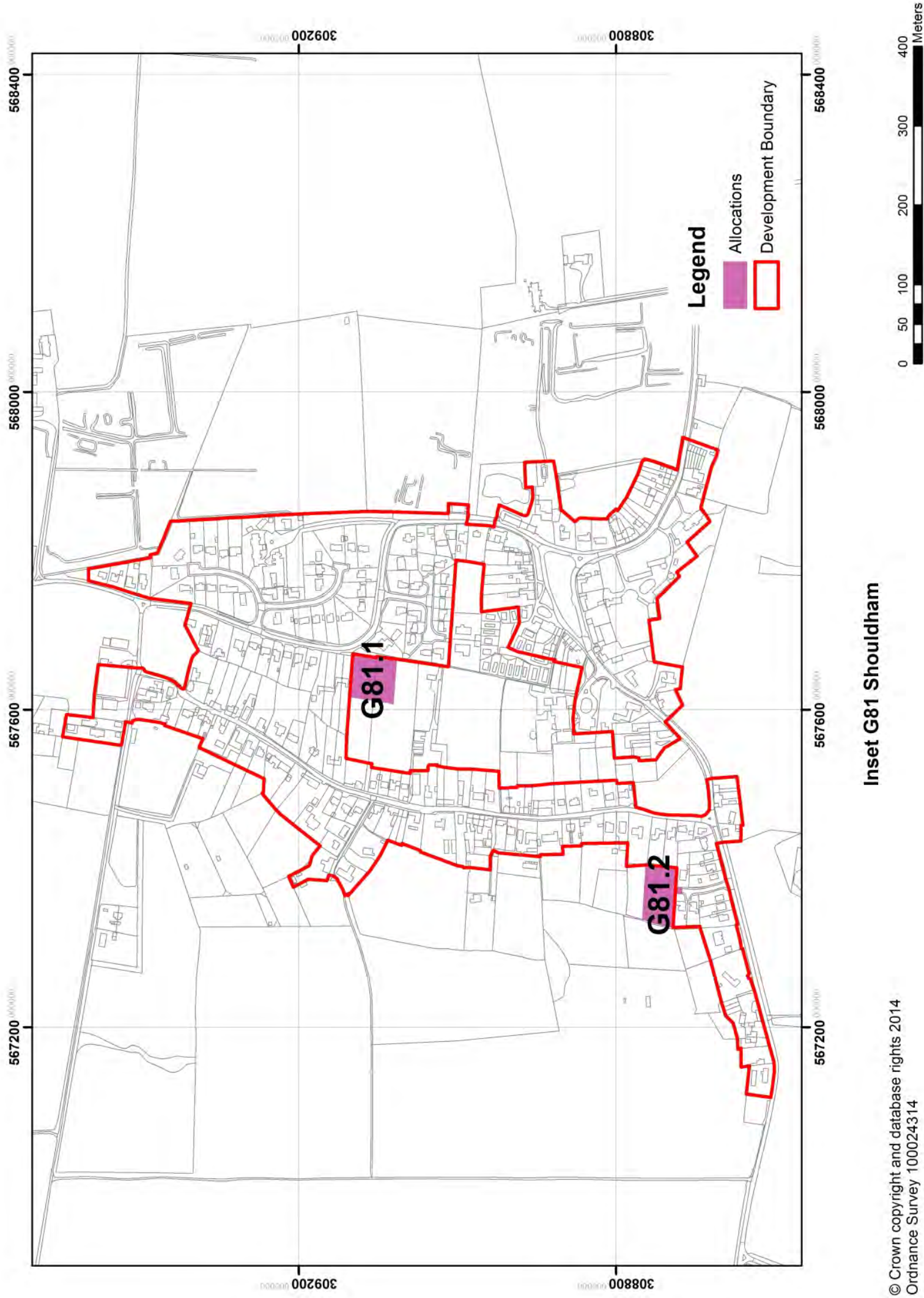
**G.81.3** Shouldham is designated as a Rural Village by the Core Strategy and is considered to have an adequate range of services and facilities. The Council considers that the level of development in each Rural Village should be based on a pro-rata approach to population and 5 additional dwellings could be sought in Shouldham. However, it is considered that the village has the capacity to accommodate 10 dwellings between two sites. By allocating development across two sites the overall form and character of the village can be maintained and enhanced.

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64 Census Data 2011

65 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates





## G Rural West Norfolk

### Site Allocation

#### Policy G81.1 Shouldham - Land South of no.1 New Road

**Land of around 0.3 hectare south of 1 New Road, as shown on the Policies Map, is allocated for residential development of at least 5 dwellings. Development will be subject to compliance with all of the following:**

1. Provision of suitable safe access to the site through New Road to the satisfaction of the local Highway Authority
2. Suitable integration with the Public Right of Way that runs across the centre and to the east of the site
3. Provision of affordable housing in line with current standards.

### Site Description and Justification

**G.81.4** The allocated site is situated in the centre of the settlement and is therefore well integrated with the services and facilities that address the daily needs of residents. The site is of a distance from the Conservation Area to suggest that development would not impact to a significant degree on this heritage asset. The Council considers that the site is suitable to accommodate 5 residential units at a density reflecting that of the surrounding area.

**G.81.5** The site is classified as grade 4 agricultural land and therefore not a constraint on development due to its low quality. The site is bounded to the east by trees and to the south by hedgerows and has a public right of way cutting across the site. The Council considers that, where possible, these landscape features should be carefully integrated into the design of the development

**G.81.6** The majority of the views in to the site are limited to near distance from New Road, land and the school to the south and adjacent properties. There are few opportunities for long distance views due to the site being located within a developed area. The site is completely screened by housing on the west boundary. In the limited views that are available the site is seen in the context of the existing settlement.

**G.81.7** Norfolk County Council, as local highway authority, considers the only suitable access point is on to New Road.

#### Policy G81.2 Shouldham - Land accessed from Rye's Close

**Land accessed from Rye's Close, amounting to 0.3 hectares, as identified on the Policies Map, is identified for residential development of at least 5 dwellings. Development will be subject to compliance with all of the following.**

1. Submission of details showing how the water mains crossing can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water;
2. Achievement of suitable safe access to the site through Rye's Close to the satisfaction of the local highways authority;
3. Retain trees according to the conditions of the Tree Preservation Order
4. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.81.8** The allocated site is situated towards the south west of the settlement. The current development boundary immediately abuts the sites south and east boundary. The Council considers the site is suitable to accommodate 5 residential units at a density reflecting that of the surrounding area.

**G.81.9** The site is located a short distance from the school and is of a distance from the Conservation Area such that development would not impact to any significant degree on this heritage asset. The site is well screened from the settlement by existing development. The site is bounded by trees which could be incorporated into the design. It is currently used as agricultural land (grade 4), and therefore is not a constraint on development due to its low quality.

**G.81.10** Norfolk County Council, as local highways authority have advised the only suitable access point is on to Rye's Close.

**G.81.11** A water main crosses the site and therefore easement/ diversion may be required in consultation with Anglian Water.

### G.82 Shouldham Thorpe (SVAH)

#### *Smaller Village and Hamlet*

**G.82.1** Shouldham Thorpe is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.82.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

## G Rural West Norfolk

### G.83 Snettisham (KRSC)

#### *Key Rural Service Centre*

#### **Description**

**G.83.1** Snettisham is a village situated to the east of the A149 in the vale of the River Ingol. Snettisham is a relatively large village with a good range of services including shops, a GP clinic, a school, pubs and other small businesses. Snettisham parish has a population of 2,570<sup>(66)</sup>. Frequent bus services run between King's Lynn and Hunstanton via Snettisham along the A149. To the west of the village is Snettisham Scalp, and The Wash which has numerous environmental designations for its importance for wildlife and habitats, as well as a RSPB bird reserve.

**G.83.2** Part of the village is a Conservation Area which contains many traditional buildings of carstone and red brick covered with pantile roofs. Buildings are set right up to the pavement on the curved streets, which create a distinctive street scene. The former station building and the white washed carstone Rose and Crown pub are prominent features. There are significant views to the church which is situated at a slight distance to the east of the main settlement upon higher ground within adjacent 'Rolling Open Farmland'. The area is generally characterised by 'Wooded Slopes with Estate Land' and arable farming in the Landscape Character Assessment<sup>(67)</sup>.

**G.83.3** Snettisham has a good range of facilities and is well connected to other larger villages and towns via the A149 coastal road. Like most settlements on the coastal fringe, the local infrastructure can become strained in the summer months due to the seasonal influx of tourists.

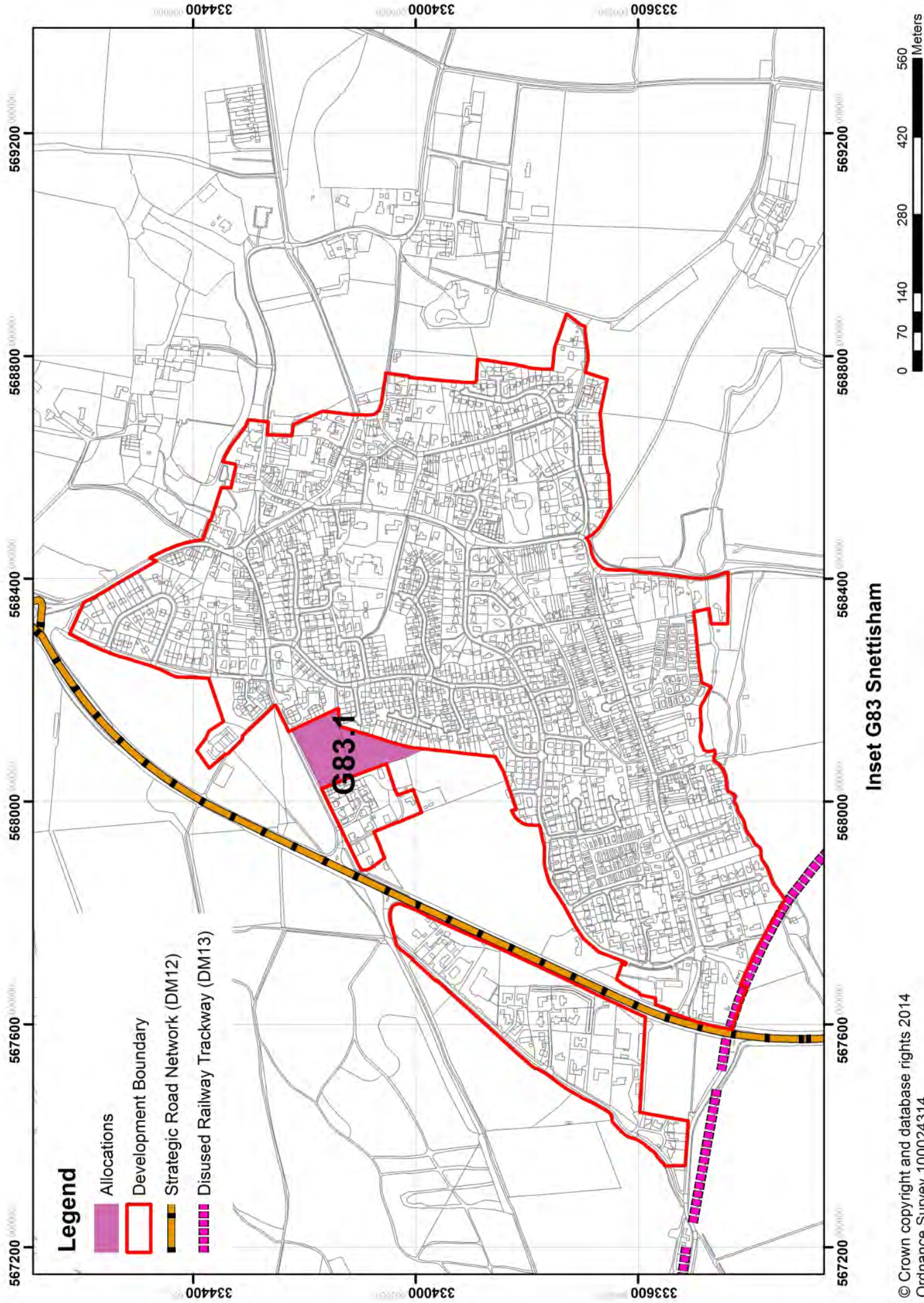
**G.83.4** Based on the Council's preferred method of distributing new development (see earlier section), Snettisham would receive an allocation of 34 new houses including (under current requirements) 6 affordable houses.

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66 Census Data 2011

67 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates





## G Rural West Norfolk

### Site Allocation

#### Policy G83.1 Snettisham - Land south of Common Road and behind Teal Close

**Land amounting to 1.5 hectares, as shown on the Policies Map, is allocated for residential development of at least 34 dwellings. Development will be subject to compliance with all of the following:**

1. Provision of safe vehicular and pedestrian access connecting the site to Common Road;
2. Submission of details of sustainable drainage measures and how they will integrate with the design of the development and how they will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Provision of affordable housing in line with current standards;
4. Submission of a Heritage Asset Statement that establishes that there will be no negative impact on Heritage Assets in the locality, accompanied by an Archaeological Field Evaluation of the site;
5. Submission of details showing how the sewer crossing the site can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water;
6. Enhanced informal recreational provision on, or in the vicinity of the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on Habitats Regulations protected nature conservation sites in the wider area. This provision may consist of some combination of informal open space (over and above the Council's normal standards for play space):
  - pedestrian routes which provide a variety of terrain, routes and links to greenspace and/or the wider footpath network;
  - a contribution to greenspace provision or management in the wider area within which the site is located.

### Site Description and Justification

**G.83.5** The site offers the opportunity for infill development as there is existing development to the south, west and east. The site is close to the villages' services and facilities and there is potential for safe walking/cycling access to the village centre from Common Road and Alma Road.

**G.83.6** From the surrounding area the site is viewed against a semi-urban backdrop. The majority of views of the site are limited to the near distance from adjacent roads, properties and public rights of way. Medium and long distance views from the wider landscape are possible from across the field to the north. In these views the site is seen in the context of the existing village. The site is adjacent to the Area of Outstanding Natural Beauty (AONB) which abuts the north west boundary of the site opposite Common Road. It is not considered that development on the site would have

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an adverse impact on the AONB as it lies within existing development. Development of part of the site received support of a range of consultees, including the Parish Council, local highway authority, and Norfolk Coast (AONB) Partnership.

**G.83.7** The site is currently a greenfield site (agricultural grade 3/4) mainly used for pasture and grazing, with a hedgerow along the Common Road frontage. Whilst new housing would result in the loss of undeveloped land, there are no currently available opportunities to utilise previously developed land for new housing in Snettisham. Apart from the hedgerows there are no other landscape features of importance within the site boundary. There is a power line over part of the site which would be a design consideration.

**G.83.8** A number of Medieval and Post-Medieval archaeological finds have been identified immediately west, south and east of the site including drainage and boundary ditches and pits as well as evidence of a probable Roman track or road to the south of the site. Due to the potential for archaeological finds it is required that the site archaeology is further investigated prior to development.

**G.83.9** The Internal Drainage Board for King's Lynn state that there is a need for careful surface water drainage design to avoid increasing the risk of flooding on drains south of Snettisham meaning a Sustainable Drainage System (SUDS) would be sought to serve new development.

**G.83.10** The Habitats Assessment Report has identified a risk of indirect adverse effects on designated nature conservation sites from development in this location. In order to avoid any such effect particular measures need to be delivered with development, as set out in the Policy.

### G.84 South Creake (SVAH)

#### *Smaller Village and Hamlet*

**G.84.1** South Creake is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.84.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### G.85 Southery (RV)

#### *Rural Village*

#### **Description**

**G.85.1** Southery is situated approximately five miles south of Downham Market. The A10 trunk road by-passes the settlement to the west. The village is located in the Fens on a slightly elevated area and is a large settlement. The village has grown by linear expansion, and the centre has an urban character which contrasts with the quieter rural parts of the village. The materials of the older buildings include Norfolk red brick and Cambridge yellow brick with some flint used. The



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roofs are mainly pitched and of clay pantiles and Welsh slate. The Parish of Southery has a population of 1,324<sup>(68)</sup>. The village has a range of services and facilities which include a school, bus route, shop and pub with some employment opportunities.

**G.85.2** The village is situated within the “Settled Farmland with Plantations” landscape character type<sup>(69)</sup>. This is defined as having a mature landscape structure including, mature trees and patches of intact hedgerows, views on to fen landscapes and moderate to strong sense of tranquillity throughout the area.

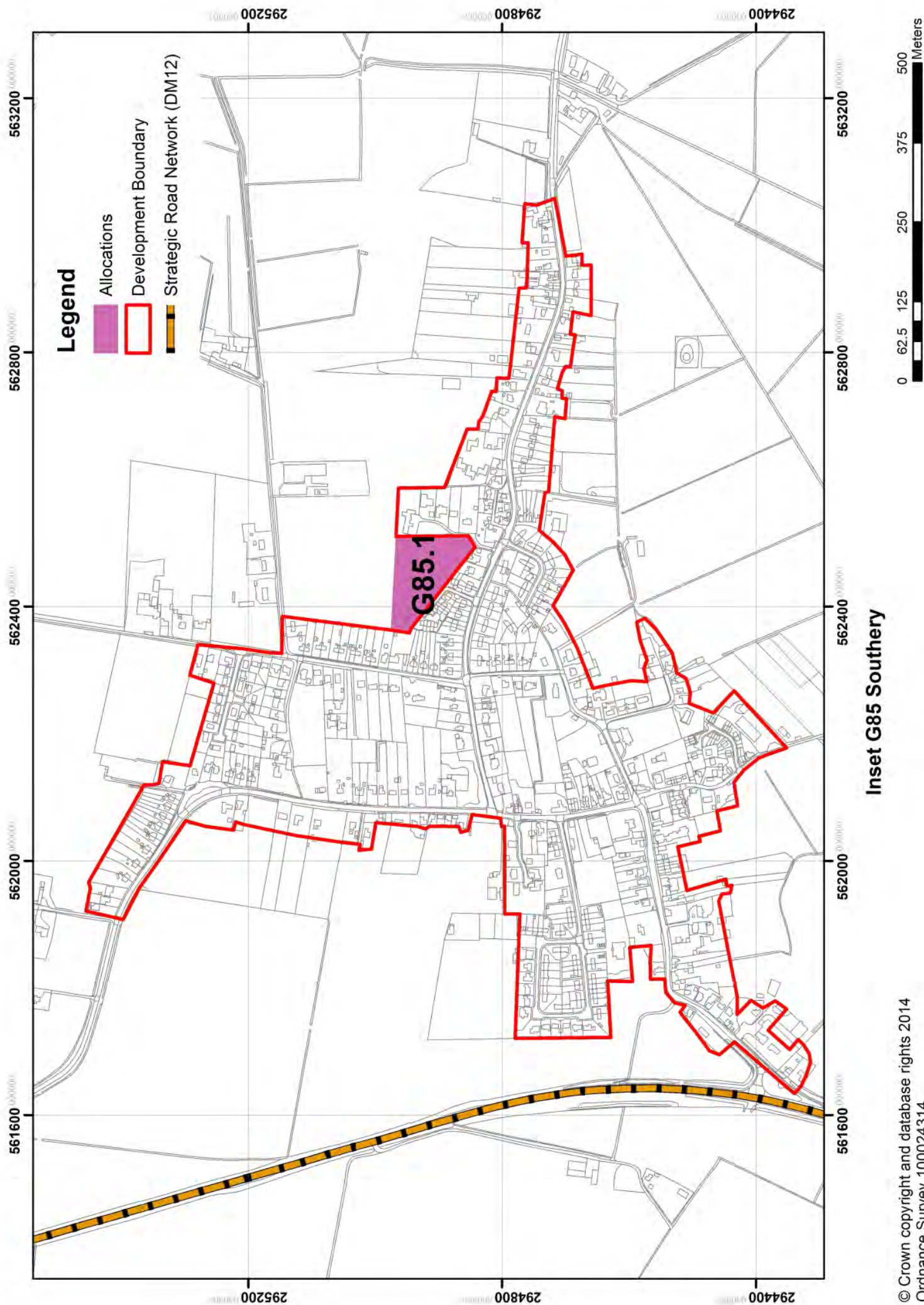
**G.85.3** Southery is designated as a Rural Village by the Core Strategy and is considered to have an adequate range of services to serve the existing community. The approach to the distribution of development suggests 12 additional dwellings are sought here. However, the Council considers the provisionally chosen site could satisfactorily accommodate a little more, and that 15 dwellings, at current standards 12 market dwellings and 3 affordable dwellings, would be an appropriate number.

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68 Census Data 2011

69 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates





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### Site Allocation

#### Policy G85.1 Southery - Land off Lions Close

**Land amounting to 1.2 hectares, as identified on the Policies Map, is allocated for the residential development of at least 15 dwellings. Development will be subject to the following:**

1. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
2. Safe and suitable access being achieved with access off Lions Close, with Lions Close being adopted, to the satisfaction of the local highways agency;
3. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.85.4** The allocated site is located towards the east in the central area of the settlement and is therefore well integrated with the services and facilities that address the daily needs of the residents, as reflected by the positive scores in the sustainability appraisal. The development boundary immediately abuts the site on the east, south and west boundaries. The site is of high quality agricultural use (Grade 2) and the Council considers due to modest amount of land required for development and proximity to services it is appropriate to develop on this agricultural land. The development will form part of an infill development between two residential sites.

**G.85.5** The Council considers the site is capable of accommodating 15 residential units at a density which is considered appropriate given the proximity of the site to the centre of the settlement. If designed correctly with suitable landscaping and publicly accessible open spaces the allocation would conserve the landscape setting of village.

**G.85.6** The majority of views of the site are limited to the near distance from adjacent roads, and properties. Medium and long distance views from the wider landscape are possible from the north. However, in these views the site is seen in the context of the existing settlement.

**G.85.7** Norfolk County Council as Highways Authority consider the site to be acceptable with access off Lions Close, this road would need to be adopted.

**G.85.8** One constraint which must be resolved prior to development to the satisfaction of Anglian Water; an odour assessment must be carried out to determine the likelihood of any amenity issues relating to odour, as the site is located within a cordon sanitaire for a sewage treatment works.

**G.85.9** The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

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**G.85.10** This site is considered favourably by the Council as the allocation for housing in Southery as it is capable of providing the housing numbers as infill rather than extending the settlement. Furthermore, in comparison to the other sites it is considered to have the least negative impact upon the landscape.

**G.86 South Wootton - see under King's Lynn & Surrounding Area**

**G.86.1** South Wootton is covered under the part of this document dealing with King's Lynn and Surrounding Areas. Please see section E3.

**G.87 Stanhoe (SVAH)**

***Smaller Village and Hamlet***

**G.87.1** Stanhoe is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.87.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

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### G.88 Stoke Ferry (KRSC)

#### **Key Rural Service Centre**

#### **Description**

**G.88.1** Stoke Ferry is situated on a rising, elevated site above the vale of the River Wissey. It is located 6.5 miles south east of Downham Market. The village centre has a pleasant character which is reflected in the designation of a Conservation Area for much of the village. The outlying areas provide a contrast with a peaceful rural quality. The older buildings display traditional two and three storey pitched roofs and consist of flint and yellow brick with pantile roofs.

**G.88.2** The Parish of Stoke Ferry has a population of 1,020<sup>(70)</sup>. The settlement has a good range of services and facilities including a school, bus route, Post Office, take away, pub and other employment and retail uses. The village provides a local employment base which has developed from its role in serving the local agricultural community.

**G.88.3** In relation to the landscape character the village is situated in the “Settled Farmland with Plantations” character type. This is defined in the Landscape Character Assessment<sup>(71)</sup> as having an intact mature landscape structure including intact hedgerows and woodland plantations. There are also views of plantations both within the area and in adjacent character areas. The landscape settings of the small villages are apparent and a moderate to strong sense of tranquillity exists throughout the area.

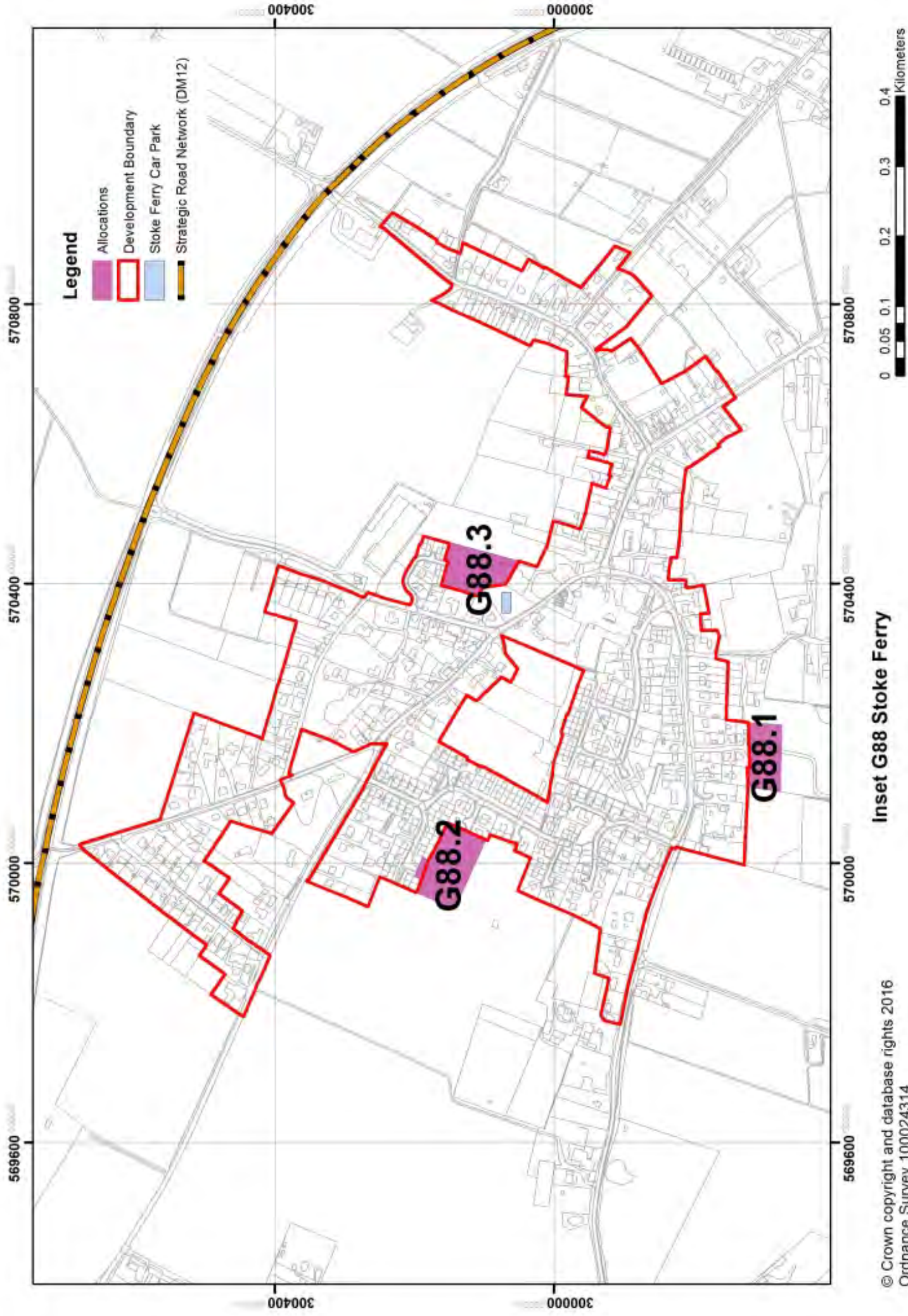
**G.88.4** Stoke Ferry is designated as a Key Rural Service Centre by the Core Strategy and is considered to have a range of services and facilities to serve the existing community. The population pro-rata approach to the distribution of development suggests 14 additional dwellings are sought here. However, the Council considers the chosen sites could satisfactorily accommodate more, and that 27 dwellings, (at current standards 5 would be affordable dwellings) would be an appropriate number.

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70 Census Data 2011

71 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates





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### Site Allocations

#### Policy G88.1 Stoke Ferry - Land South of Lark Road/ Wretton Road

**Land south of Lark Road/Wretton Road amounting to 0.4 hectares, as identified on the Policies Map, is allocated for residential development of at least 5 dwellings.**

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

1. Submission of details showing how the sewer crossing the site can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water;
2. Submission of an odour assessment, to the satisfaction of Anglian Water, in relation to any impacts on residential occupation of the site from the nearby sewage treatment works;
3. Demonstration of safe highway access that meets the satisfaction of the Highway Authority;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
5. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.88.5** This site is located to the south west area of Stoke Ferry and situated immediately to the south of a new cul-de-sac development at Lark Road. The current development boundary immediately abuts the site's northern boundary. The Council considers the site is suitable to accommodate 5 residential units at a density consistent with that of the surrounding area.

**G.88.6** The site scored relatively highly in the sustainability appraisal due to its proximity to a range of services, in particular the local school. The land is currently in agricultural use (grade 3) and development on the site will form an extension onto Lark Road, which is considered the only suitable access point. Stoke Ferry Parish Council are in favour of this site being allocated.

**G.88.7** There are no major landscape features on the site (e.g tress or hedgerows) however there is a path running across the centre of the site which could potentially be incorporated into the design of development. The site sits a distance from the Conservation Area, screened by development and it is not considered that development of the site would be of detriment to the character and appearance of this Heritage Asset.

**G.88.8** The majority of the views in to the site are limited to near distance from Lark Road and adjacent properties. There are few opportunities for long distance views due to the site being located within a developed area. The site is completely screened by housing on the north boundary. In the limited views that area available the site is seen in the context of the existing settlement.

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**G.88.9** The following constraints must be resolved prior to development, a sewer crosses the site and therefore easement/ diversion may be required in consultation with Anglian Water. An odour assessment must be carried out to the satisfaction of Anglian Water to ensure any amenity issues relating to odour for new residents are overcome. The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

### Policy G88.2 Stoke Ferry - Land at Bradfield Place

**Land at Bradfield Place amounting to 0.7 hectare, as identified on the Policies Map, is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of details showing how the water mains crossing the site can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water;
2. Safe access and visibility being achieved to the satisfaction of the local highways authority
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.88.10** The site is located to the west of the settlement, outside of the Conservation Area and within fairly close proximity of village services, scoring positively for this factor in the sustainability appraisal. The site is situated to the rear of residential properties, with the northern and eastern boundaries abutting the current proposed development boundary. The Council considers the site is suitable to accommodate 10 dwellings at a density consistent with that of the surrounding area.

**G.88.11** Currently the site is in agricultural use (Grade 3), and apart from a few hedgerows and trees there are no other landscape features of importance within the site boundary. The Stoke Ferry Conservation Area sits a good distance from the site and due to the built form in the immediate vicinity of the site; it is not considered that development of the site would be of detriment to the character and appearance of the Conservation Area. Stoke Ferry Parish Council support this site.

**G.88.12** Norfolk County Council as local highways authority support development on this site providing safe access and visibility is achieved.

**G.88.13** The site abuts existing development on two sides with the western boundary bordered by agricultural land. Views are limited to near distance from adjacent roads and properties. In the wider views are available from the west the site is seen in the context of the existing settlement.

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**G.88.14** A water main(s) cross the site and therefore easement/diversion may be required in consultation with Anglian Water. The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

### Policy G88.3 Stoke Ferry - Land at Indigo Road / Lynn Road

**Land at Indigo Road / Lynn Road amounting to 0.5 hectare, as identified on the Policies Map, is allocated for residential development of at least 12 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of a detailed contamination assessment in accordance with the requirements of the NPPF and the Environment Agency's 'Guiding Principles for Land Contamination'
2. Safe access and visibility being achieved to the satisfaction of the local highways authority;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. Land to the west of the village hall will be allocated for a c.26 car space car park. Submission of a suitable plan for the future management and maintenance of the car park;
5. Submission of an agreed schedule for financial contributions to the village hall community facility.
6. Provision of affordable housing in line with the current standards.
7. Careful design ensuring that development conserves and enhances the conservation area.

### Site Description and Justification

**G.88.15** The site is identified as a chosen allocation by the Council as indicated by the positive scores in the sustainability appraisal. Site G88.3 has support from Stoke Ferry Parish Council as well as the public because the site is centrally located within the settlement, therefore in close proximity of village services and it would provide a much needed formal car parking facility, and financial contributions, to the village hall, benefiting the local community.

**G.88.16** The site is situated to the south of the Indigo Road residential development and to the north of Lynn Road and the feed mill. The southern and western boundaries abut the recommended development boundary, with the southern boundary meeting the Stoke Ferry Conservation Area.

**G.88.17** The Council considers the site is suitable to accommodate 12 dwellings at a density consistent with that of the surrounding area, in particular that seen at Indigo Road, together with a car park.



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**G.88.18** The northern section of the originally submitted site has been excluded as it has already been developed as a residential estate (Indigo Road). The southern section of the originally submitted site is in the same ownership as Site 88.3 and has been partially excluded. It lies within the development boundary and should come forward for residential development as part of a development phasing scheme, although part of this land, to the west of the village hall, has been included as it will be allocated for the provision of a c.26 car spaces car park for the village hall. An approximate location guide for this facility is indicated on the Policies Map.

**G.88.19** The site is classed as agricultural land (Grade 3) however it is currently an unused brownfield site, formally a petrol station, now cleared. This and other previous site uses have led to contamination of the land.

**G.88.20** Development of this site would allow the reuse of this currently used, centrally located, parcel of land and through the use of a high design standard has the potential to positively contribute to the visual amenity of the locality.

**G.88.21** Access to the site could be gained from Indigo Road, to the north, and/or Lynn Road, to the south. Norfolk County Council as local highways authority support development on this site providing safe access and visibility is achieved.

**G.88.22** Views into the site are limited to the near distance from adjacent roads and properties. In these views the site is seen in the context of the existing built environment of the settlement.

**G.88.23** The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

### **G.89 Stow Bardolph (SVAH)**

#### ***Smaller Village and Hamlet***

**G.89.1** Stow Bardolph is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.89.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### **G.90 Stow Bridge (SVAH)**

#### ***Smaller Village and Hamlet***

**G.90.1** Stow Bridge is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.90.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

## G Rural West Norfolk

### G.91 Syderstone (RV)

#### *Rural Village*

#### **Description**

**G.91.1** Set on a rising site above an extensive common, Syderstone is a small linear village situated in the north eastern area of the borough. The village contains many traditional character buildings of flint and red brick and contains a landmark feature: the round tower church of St. Mary's. The village contains very few facilities other than a pub. The school is located in nearby Blenheim Park. The settlement is not served by public transport links. Syderstone Parish has a population of 445<sup>(72)</sup>.

**G.91.2** Syderstone Common is a Norfolk Wildlife Trust nature reserve, and designated as an SSSI (Site of Special Scientific Interest). The Landscape Character Assessment<sup>(73)</sup> characterises the area surrounding Syderstone as part 'Rolling Open Farmland' and part 'Plateau Farmland'. The area is distinctly rural and peaceful which is partly due to its position away from more strategic road links.

**G.91.3** Syderstone has an average population size and is very limited in services in comparison to other settlements designated as Rural Villages by the Core Strategy. The village is about 7 miles west of the town of Fakenham (in bordering North Norfolk District) which provides a good range of services and facilities. Based on the Council's preferred method of distributing new development (as outlined in the first section), Syderstone would receive an allocation of four new houses. In order to trigger the threshold for delivering affordable housing, the Council prefers to allocate five houses including one affordable home.

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72 Census data 2011

73 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates

583600

583200

582800

332800

332800

332400

332400

583600

583200

582800

**G91.1**

**Legend**

Allocations

Development Boundary

Outside Borough Boundary

**Inset G91 Syderstone**



## G Rural West Norfolk

### Site Allocation

#### Policy G91.1 Syderstone - Land west of no. 26 The Street

**Land amounting to 0.3 hectare, as shown on the Policies Map, is allocated for residential development of at least 5 dwellings. Development will be subject to compliance with all of the following:**

1. Provision of safe vehicular and pedestrian access onto The Street, to the satisfaction of the local highway authority;
2. Incorporation of a high quality landscaping scheme to the north and western boundaries of the site in order to minimise the impact of development on the wide countryside;
3. Evidence demonstrating a safe and deliverable access and improvements being made to the footway network, to the satisfaction of the local highway authority;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
5. Provision of affordable housing in line with current standards.

### Site Description and Justification

**G.91.4** The site is of a size that could accommodate five dwellings taking full regard of the form, character and density of development in the locality of the site. The site is situated on the western edge of village and is within walking distance to central village services.

**G.91.5** The site is classed as agricultural grade 3 and therefore any development would result in a loss of productive agricultural land. However, only a small amount of land would be required due to the nominal amount of housing sought.

**G.91.6** Norfolk County Council as local highway authority have no objections to site subject to evidence demonstrating a safe and deliverable access and improvements being made to the footway network.

**G.91.7** The site is adjacent to frontage development on the northern side of The Street and opposite to development along the southern side of Docking Road, it is considered that development could take place without detriment to the form and character of the settlement by reflecting the existing frontage development.

**G.91.8** The site is screened by existing development to the south and east meaning that short distance views into the site are afforded from the local highway and these properties, these would be read in the context of development of the adjacent and opposite local built up environment. There are some opportunities for medium and long distance views from the wider countryside to the north and west of the site, however the policy contains a clause for the Incorporation of a high quality landscaping scheme in order to minimise the impact of development on the countryside.



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**G.91.9** The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

**G.91.10** The Council considers the site to offer the best combination of advantages in the settlement as it would form a natural extension to the western edge of the village, and is favoured by Syderstone Parish Council.

### **G.92 Ten Mile Bank (RV)**

#### ***Rural Village***

##### **Description**

**G.92.1** Ten Mile Bank is situated approximately five miles south of Downham Market and eighteen miles south of Kings Lynn. It is situated on the west bank of the River Great Ouse between Denver and Littleport and has the only road crossing of the river between these two points. The river road between Denver and Littleport runs parallel to the main A10 London- Cambridge- King's Lynn road on the opposite side of the river. The village is part of Hilgay Parish with a population of 277 <sup>(74)</sup> and contains a school and bus service.

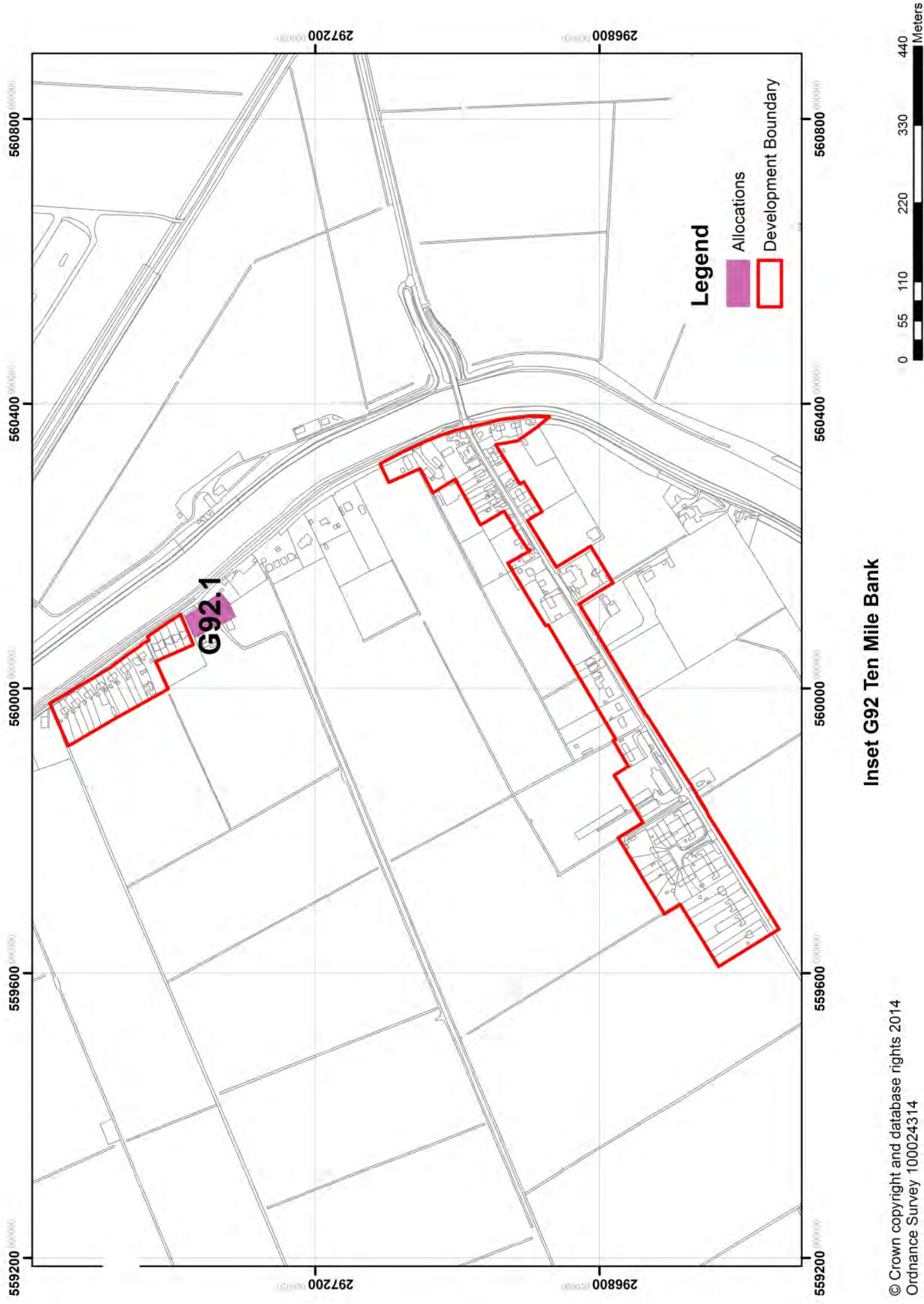
**G.92.2** Ten Mile Bank falls within "The Fens- Open Inland Marshes" character type <sup>(75)</sup>. This is defined as being characterised by a large scale landscape with extensive vistas and wide open skies evoking a strong sense of openness, exposure and isolation. Strong geometric and linear landscape patterning is defined by large scale intensive arable farming with extensive field units divided by a regular network of drainage ditches and dykes, long straight roads, large straight rivers and cut off channels. This is a largely unsettled landscape with villages and dispersed farmsteads with adjoining outbuildings.

**G.92.3** Ten Mile Bank is designated as a Rural Village by the Core Strategy. The Council's preferred distribution of development between Rural Villages on a population pro-rata approach (see Distribution of Development Chapter) would indicate 3 additional dwellings for Ten Mile Bank. However, to optimise the development potential of the preferred site the Council considers 5 dwellings (including, at current standards, 1 affordable dwelling) to be an appropriate number.

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74 Census Data 2011

75 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates



## Site Allocation

### Policy G92.1 Ten Mile Bank - Land off Church Road

**Land amounting to 0.23 hectares, as identified on the Policies Map, is allocated for the residential development of at least 5 dwellings. Development will be subject to compliance with the following:**

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Provision of suitable access and local highway improvements to the satisfaction of the local Highways Authority;
4. Provision of affordable housing in line with the current standards.

## Site Description and Justification

**G.92.4** The allocated site is situated towards the north of the settlement, opposite the River Great Ouse and adjacent to residential development in the form of detached houses. The site is used as agricultural land (grade 1) and contains some derelict farm buildings and a vacant bungalow, however the Council considers due to the location and potential of the site it is appropriate to develop on this land. Apart from the hedgerows to the south of the site there are no other landscape features of importance within the site boundary.

**G.92.5** The Council considers the site is suitable to accommodate the 5 residential units required in the settlement at a density consistent with the surrounding area. Given that the site is bordered on one side by development it would represent a natural extension to the village. The site provides the opportunity for views along the River Great Ouse. Medium and long distance views from the wider landscape are possible from the south and west. However, in these views the site is seen in the context of the existing settlement.

**G.92.6** Norfolk County Council as local highways authority comment that the site is remote from services and facilities. The Council understands these concerns but is committed to providing small scale development in each Rural Village to support rural services and address affordable housing need. The highways authority also comment that there would be a need for the provision of suitable access and local highway improvements.

## G Rural West Norfolk

**G.92.7** The whole of the settlement of Ten Mile Bank is within both Flood Zone 3 (high risk) and the Hazard Zone. Following consultation with the Environment Agency, the Borough Council considers that the need for additional housing in Ten Mile Bank to help support existing facilities justifies housing allocations notwithstanding the flood risks. In terms of the sequential test (see NPPF paragraph 101), the housing required in Ten Mile Bank cannot be allocated in a lower degree of flood risk because the whole of the settlement is subject to such risk and there are not alternative, lower risk areas available. In terms of the exceptions test (see NPPF paragraph 102), the Borough Council judges that the benefits of the housing in supporting the sustainability of the services and community of Ten Mile Bank outweigh the flood risk. In accordance with the NPPF development of sites will be subject to a site specific flood risk assessment and demonstration of the safety of the development, and are likely to require specific design measures to manage the residual risk.

**G.92.8** The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

**G.92.9** The Council considers this site to form a natural extension to the settlement along Church Road.

### G.93 Terrington St. Clement (KRSC)

#### *Key Rural Service Centre*

#### **Description**

**G.93.1** Terrington St Clement is a relatively large marshland village situated to the north of the A17 road, 7 miles west of King's Lynn. The village church known as the 'Cathedral of the Marshland' dominates the surrounding fenland and forms the core of the village. The pattern of the village often follows the lines of sea defence banks and parts of the intervening spaces have been in-filled with development. The often mature landscape gives the village a rural feel which is enhanced by frequent glimpses of open countryside.

**G.93.2** A part of the settlement (north-east) is designated a Conservation Area to preserve and enhance its special architectural and historic quality. The predominant building materials in the village are red and brown brick with slate or pantile roofing.

**G.93.3** The settlement benefits from a range of services including schools, surgery, bus route, post office, shops, pubs, filling station and other employment and retail uses. The village and its importance as a centre for services and employment create a lively and active place. The population of the parish is 4,125<sup>(76)</sup>.

**G.93.4** In relation to landscape, Terrington St Clement falls within the 'Drained Coastal Marsh'. This is defined in the Landscape Character Assessment<sup>(77)</sup> by a strong sense of openness, with open views towards a generally undeveloped coastal skyline. It is predominantly isolated and rural with open, panoramic views across the ever-changing nature of the seascape (The Wash) and an intricate network of inter-tidal habitats.

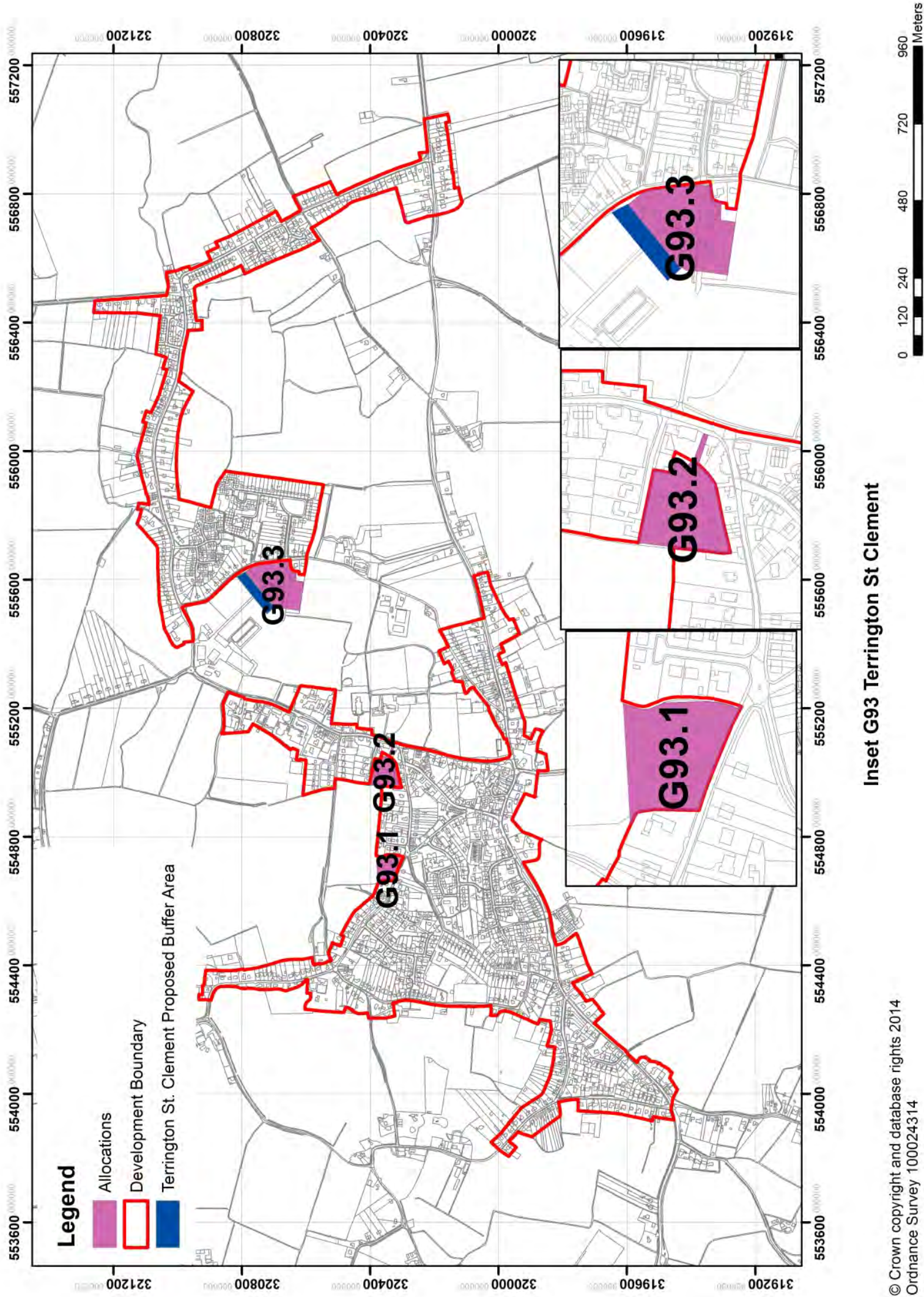
76 2011 Population Census Data

77 King's Lynn & West Norfolk Landscape Character Assessment 2007



## Rural West Norfolk G

**G.93.5** Terrington St Clement is designated a Key Rural Service Centre in the Core Strategy because of the range of facilities available and its potential to accommodate growth to sustain the wider rural community. On a population pro-rotas basis (see the Distribution of Development section), Terrington St Clement should receive an allocation of 55 new dwellings, including 11 affordable dwellings (at current standards) or its equivalent financial contribution. However, it is considered that the settlement has the potential to accommodate development above the guideline due to the range of services available in the settlement and the development potential of sites submitted. As such Terrington St Clement is allocated a total of 62 new dwellings.



## Site Allocations

### Policy G93.1 Terrington St. Clement - Land at Church Bank, Chapel Road

**Land amounting to 0.5 hectare at Church Bank, Chapel Road, as shown on the Policies Map is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with all of the following:**

1. Prior submission of a desk-based archaeological assessment of the site and proposed development;
2. A Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
3. Submission of details showing how the sewer crossing the site can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water;
4. Demonstration of safe access and provision of adequate improvements to local road network;
5. Provision of affordable housing in line with the current standards.

## Site Description and Justification

**G.93.6** The allocated site is situated in a central part of the settlement immediately adjacent the proposed development boundary. The site comprises Grade 1 (excellent quality) agricultural land. Whilst development would result in the loss of productive agricultural land, this also applies to other developable site options in the village and there is an identified need for additional housing in the settlement. The land is flat grassland and other than boundary hedgerows there are no landscape features of importance on the site.

**G.93.7** The site is situated in a built up part of the village. The surrounding area comprises of existing housing development to the south, east and west with open fields to the north. It is considered that development on the site will not be visually intrusive in the landscape. Views are limited to near distance from adjacent roads and properties. Wider views are available from the north but in this view development would be seen in the context of the existing settlement.

**G.93.8** It is considered that development of 10 residential dwellings in this location will not be detrimental to the form and character of the area but would rather form a continuation of existing housing on Chapel Street, infilling the gap between existing housing to its east and west. The site is well integrated with the central part of the village and in close proximity to a number of services



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the village has to offer. This potentially provides opportunity for residents to walk or cycle to these amenities. The local Highway Authority identifies the site to be well located and made no objections to the allocation of 10 dwellings on the site subject to localised improvements to the road network.

**G.93.9** In line with the sequential test, the site is located in a lower flood risk area compared to other higher flood risk sites in the settlement. The appropriate flood mitigation measures are required by the allocation policy above.

### Policy G93.2 Terrington St. Clement - Land Adjacent King William Close

**Land amounting to 0.7 hectare north of Chapel Road, as shown on the Policies Map is allocated for residential development of at least 17 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of a Heritage Asset Statement that establishes that development would enhance and preserve the setting of the Conservation Area and the setting of the nearby Listed Building;
2. Submission of a detailed contamination assessment in accordance with the requirements of the National Planning Policy Framework (NPPF) and the Environment Agency's 'Guiding Principles for Land Contamination';
3. Demonstration of safe access and adequate visibility being achieved, the details of which are to be agreed by Norfolk County Council as Local Highway Authority;
4. Provision of affordable housing in line with the current standards.
5. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures).

### Site Description and Justification

**G.93.10** The allocated site lies north of the settlement, immediately adjacent the proposed development boundary. The site previously contained industrial buildings but these have since been demolished. Development of the site would allow the reuse of this previously developed land thus reducing the pressure to build on productive agricultural land. Landscape features within the site include boundary hedgerows but no other landscape features of note.

**G.93.11** The site is located in a built up part of the village. It is largely surrounded on all sides by existing housing. As such, the proposed development would relate satisfactorily with the existing character of the area. Views are limited to glimpses from adjacent roads and properties. There are few opportunities for long and medium distance views from the west, but in these views, development would largely be seen in the backdrop of the existing settlement.



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**G.93.12** The site's eastern boundary immediately abuts Terrington St Clement Conservation Area, there is a Listed Building adjacent the site and access is proposed through the Conservation Area. Therefore, given its sensitive location, the design and layout of the development must be of a high standard that would conserve and enhance the setting of the Conservation Area and respect the settings of the Listed Building.

**G.93.13** This site is identified as the highest scoring site, of those available in the village, in terms of proximity to services; it is well located with good links and provides an opportunity for residents to walk or cycle to key village services. Safe access into the site can be achieved from either King William Close or the junction off Churchgate Way adjacent the public house. King William Close is a private road, as such the developer would be required to bring it up to adoptable standards in order for access to be gained. Access could alternatively be obtained off Churchgate Way, at the junction next to the public house subject to adequate visibility being achieved. The policy ensures that the specific details regarding access be agreed by the local Highway Authority prior to the development taking place.

**G.93.14** Whilst the eastern part of the site has been granted planning permission, allocating the entire site would help meet the housing need in the settlement and would also increase viability for the developer.

### Policy G93.3 Terrington St. Clement - Land West of Benn's Lane

**Land amounting to 2.2 hectares west of Benn's Lane, as shown on the Policies Map is allocated for residential development of at least 35 dwellings. Development will be subject to compliance with all of the following:**

1. A significant buffer area (minimum width of 30m) as indicated on the Proposals Map, shall be incorporated and retained thereafter along the northern site boundary to mitigate any impacts from the adjacent employment use. Details of this shall be submitted to and agreed by the LPA prior to use of the land taking place;
2. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
3. Submission of a detailed contamination assessment in accordance with the requirements of the National Planning Policy Framework (NPPF) and the Environment Agency's 'Guiding Principles for Land Contamination';
4. Demonstration of safe access from Benn's Lane and the provision of adequate pedestrian/cyclist links;
5. Provision of affordable housing in line with the current standards.
6. Satisfactory accommodation of the Internal Drainage Board maintained drain crossing the site.

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### Site Description and Justification

**G.93.15** The allocated site is situated north-east of the village of Terrington St Clement, with its eastern boundary abutting the development boundary. The site comprises brownfield land. The land currently accommodates derelict greenhouses which were previously used for horticultural purposes. Development of the site, reduces the pressure to build on greenfield productive land and also provides an opportunity to improve the existing derelict appearance of the site. Landscape features on the site include mature hedges along the site boundaries.

**G.93.16** The surrounding area consists of residential road frontage development to the east, open fields to the south and west, and industrial land to the north. The site is well screened by mature hedges along the eastern site boundary. Near distance views are limited to glimpses from adjacent road and nearby properties. There is some opportunity for medium and long distance views particularly when viewed south of Benn's Lane, but in these views, development would be seen in the context of the existing built environment. Therefore, it is considered that development would not be harmful to the visual and landscape amenity of the area but would rather be an improvement on the derelict structures presently on the site.

**G.93.17** The site and the area north of the site is subject to a certificate of lawful use for B2 (general industrial) which was granted in 2010. There is currently no industrial development in the area but in order to avoid any conflicts between the proposed residential development and any future potential industrial uses north of the site, a policy is included as part of the allocation to ensure an explicit buffer area (minimum width of 30m) is provided along the northern site boundary as part of the residential development.

**G.93.18** There is an open drain within the site which is maintained by King's Lynn Internal Drainage Board (IDB). It is recommended that discussions are held with the IDB prior to the planning application stage.

**G.93.19** In terms of access and proximity to services, the site is within reasonable walking distance to Churchgate Way where the majority of local services are situated including the primary and high schools, shops, public house, village hall, post office and bus stops. Site access is proposed from the existing access on Benn's Lane. Due to the nature of the southern part of Benn's Lane and the junction onto Lynn Road, it is recommended that appropriate works are undertaken, and the design and layout of the scheme should aim to encourage use of the Northgate Way junction and the northern part of Benn's Lane.

**G.93.20** The size of the site is sufficiently large to accommodate 35 dwellings at a density consistent with the locality and also accommodate the aforementioned buffer area north of the site and address any other possible issues surrounding the drain within the site, site access and loss of hedgerows.

**G.93.21** Whilst the site is within a high flood risk area (flood zone 3) and hazard zone, all other site options at lower degrees of flood risk are not considered to be more suitable in terms of distance to services, remoteness from the village and access constraints. Development on the site is subject to the appropriate flood mitigation measures outlined in the policy above.

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**G.93.22** In summary, the Council considers that this site provides an ideal opportunity for a well located residential development on a derelict, brownfield site whilst also visually improving the area.

### **G.94 Terrington St. John, St. John's Highway & Tilney St. Lawrence (KRSC)**

#### ***Key Rural Service Centre***

#### **Description**

**G.94.1** Terrington St. John, Tilney St. Lawrence and St. John's Highway are designated a joint Key Rural Service Centre in the Core Strategy due to the way that they function together. Collectively they have the potential to accommodate growth to sustain the wider rural community. On a population pro-rotta basis (see Distribution of Development section) the settlements would be allocated a total of 35 new dwellings (including at current standards, 7 affordable housing or the equivalent financial contribution) in Terrington St. John and a total of 40 new dwellings in Tilney St. Lawrence.

**G.94.2** Terrington St. John is a marshland village situated to the south of the main A47, six miles to the west of King's Lynn, with a population of 891<sup>(78)</sup>. Extensive, flat plains of fertile agricultural land surround the village. The character of Terrington St. John owes a great deal to the use of local traditional materials in the construction of its older buildings include orange, red and brown brick, pantiles and Welsh slate.

**G.94.3** St. John's Highway is a linear settlement which has been extended to a more rectangular form over the years. The main road divides the settlement. However, away from the major road, the harmony of the built form and materials, coupled with extensive hedgerows and groups of mature trees, give the village a pleasing overall character. The predominant construction materials are red / buff brick with either slate or pantiles.

**G.94.4** Tilney St. Lawrence is a scattered settlement that is situated approximately 9.7 miles west of King's Lynn. The village comprises of four areas of development with a focus around the Saint John's Road / School Road crossroads which has a semi-rural character. Most of the village services and facilities are located in this part of the village. The most extensive development has taken place along St. John's Road in the village. The predominant construction materials are red brick with either slate or pantiles. The parish population was recorded as 1,576 in the 2011 Population Census.

**G.94.5** Terrington St. John, Tilney St. Lawrence and St. John's Highway together benefit from a range of facilities which include a surgery, school, bus route, post office, pub, filling station, church and other employment and retail uses.

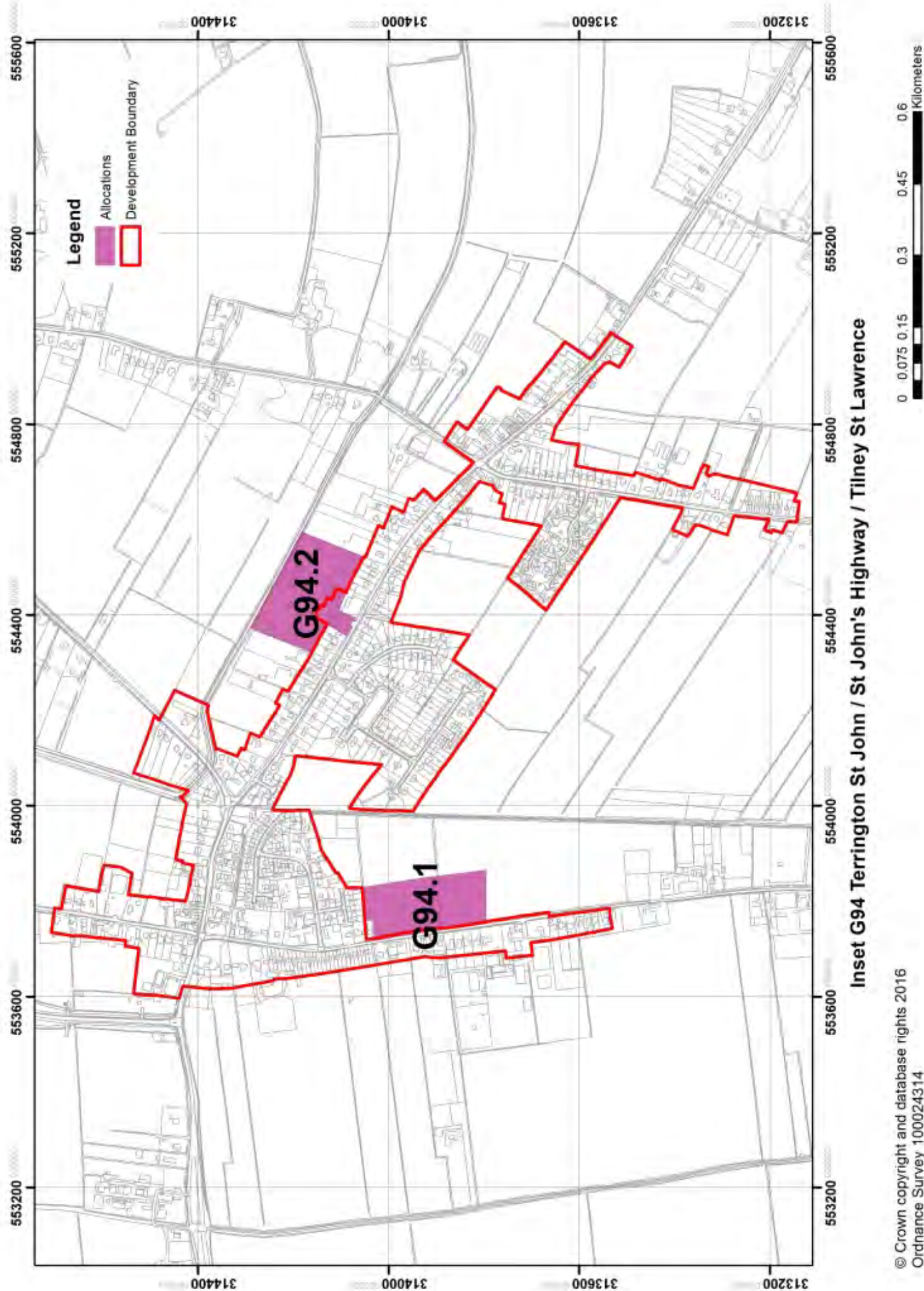
## G Rural West Norfolk

**G.94.6** In relation to landscape, Terrington St. John, Tilney St. Lawrence and St. John's Highway fall within the 'Drained Coastal Marsh'. The Landscape Character Assessment<sup>(79)</sup> defines this as having a strong sense of openness, with open views towards a generally undeveloped coastal skyline. It is predominantly isolated and rural with open, panoramic views across the ever-changing nature of the seascape (The Wash) and has an intricate network of inter-tidal habitats.

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79 King's Lynn & West Norfolk Landscape Character Assessment





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### Site Allocation

#### Policy G94.1 Terrington St John, St John's Highway and Tilney St Lawrence - Land east of School Road

**Land amounting to 2.8 hectares, as identified on the Policies Map, is allocated for residential development of at least 35 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Provision of an appropriate replacement school playing field in agreement with Norfolk County Council Children Services and the School Governing Body;
4. Provision of affordable housing in line with current standards.

### Site Description and Justification

**G.94.7** The allocated site is situated east of School Road, south of Terrington St. John. It is located in a fairly built up area with its northern and western boundaries immediately abutting the development boundary. Open fields border the site on the south and east. The site mostly comprises of scrub land classed as Grade 2 (good quality) agricultural land but does not currently appear to be in agricultural production. Whilst development of the site would result in the loss of productive agricultural land, this applies to all other growth options in this settlement.

**G.94.8** There are no significant landscape features within the site other than boundary hedges and trees. There is a school playing field within part of the site. This is proposed to be relocated as part of the scheme. The allocation includes a policy above to ensure that a suitable replacement playing field is provided prior to use of the land taking place.

**G.94.9** The site is considered to be ideally located for housing development. It is situated in a relatively built up area with established housing to its north and west. Development would form a continuation of existing housing on School Road without detriment to the form and character of the locality. In terms of visual and landscape impacts, whilst wider views of the site are available particularly from the south, development would mostly be seen in the backdrop of the existing settlement and would not cause significant harm to the visual amenity of the area.

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**G.94.10** In addition, the site is well position in relation to local services, particularly the primary school which is situated immediately opposite. The site is also within reasonable walking/cycling distance to Main Road where the majority of local services are located. Site access is obtainable from School Road as supported by the Local Highway Authority subject to the its design and layout.

**G.94.11** The site is identified to be the least constrained site over other considered sites in the settlement, and is of a sufficient scale to accommodate the 35 dwellings sought in the village at a density that is consistent with its surrounding area.

**G.94.12** In line with the sequential test, the site is located in a lower flood risk area compared to other higher flood risk sites in the settlement. The appropriate mitigation measures would be required in line with the allocation policy above.

### Policy G94.2 Terrington St John, St John's Highway and Tilney St Lawrence - Land north of St. John's Road

**Land amounting to 3.4 hectares north of St. John's Road as shown on the Policies Map is allocated for residential development of at least 40 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Provision of affordable housing in line with current standards.

### Site Description and Justification

**G.94.13** The allocated site is situated north of St. John's Road, Tilney St. Lawrence. It is located in a fairly built up area with its southern boundary immediately abutting the development boundary. Open fields border the site on the east and west and the north. The site mostly comprises of brownfield land and development would not have an impact on food production as the site is mostly brownfield and the rest of the site is not in agricultural use.

**G.94.14** There are no significant landscape features within the site other than boundary hedges and trees. The site is subject to medium flood risk (FZ2). The site is situated in a built up area; it lies at the rear of existing development and is mostly screened on all sides by development. It is

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not screened from the wider landscape on the northern side but in this view development will be viewed against the backdrop of the existing village. As such it is considered development on the site is not likely to harm the landscape character and visual amenity of the locality.

**G.94.15** The principle of development has been established with the extant planning permission (11/01923/OM) granted on appeal of an outline application. The Borough Council acknowledges that the principle of development has been established with the permission granted on appeal (Ref: APP/ V2635/A/2181075) after being refused by Planning Committee. Furthermore, the appeal decision has established a lack of conflict with Core Strategy Policy CS10 in relation to site 779/780. Development would form a continuation of existing housing on St. John's Road without detriment to the form and character of the locality. In terms of visual and landscape impacts development would mostly be seen in the backdrop of the existing settlement and would not cause significant harm to the visual amenity of the area.

**G.94.16** In addition, the site is well position in relation to local services. The site is also within reasonable walking/cycling distance to Main Road where the majority of local services are located. Site access is obtainable from St. John's Road as supported by the Local Highway Authority subject to the its design and layout.

**G.94.17** The site is identified to be the least constrained site over other considered sites in the settlement, and is of a sufficient scale to accommodate the 40 dwellings sought in the village at a density that is consistent with its surrounding area.

### G.95 Thornham (RV)

#### *Rural Village*

#### **Description**

**G.95.1** Thornham is a linear coastal settlement located approximately four miles from the town of Hunstanton. The village contains a shop and 3 pubs but no school. Thornham parish has a population of 496<sup>(80)</sup>. Thornham is linked to other coastal villages via the Coasthopper bus route along the A149 between Hunstanton and Wells-next-the-Sea.

**G.95.2** Thornham attracts tourists due to its accessibility on the main coastal route (A149) and due to its position within Norfolk Coast AONB and directly on the Norfolk Coast Path. The village contains some traditional and modern development, often constructed with white clunch, flint, red brick and red clay pantiles and has a designated Conservation Area. The village abuts open coastal marshes to the north and the area includes a dynamic patchwork of saltmarsh and mudflats, dissected by a complex network of ditches, creeks and lagoons along the coastal fringe. There are open panoramic views towards the coast from northern parts of the village.

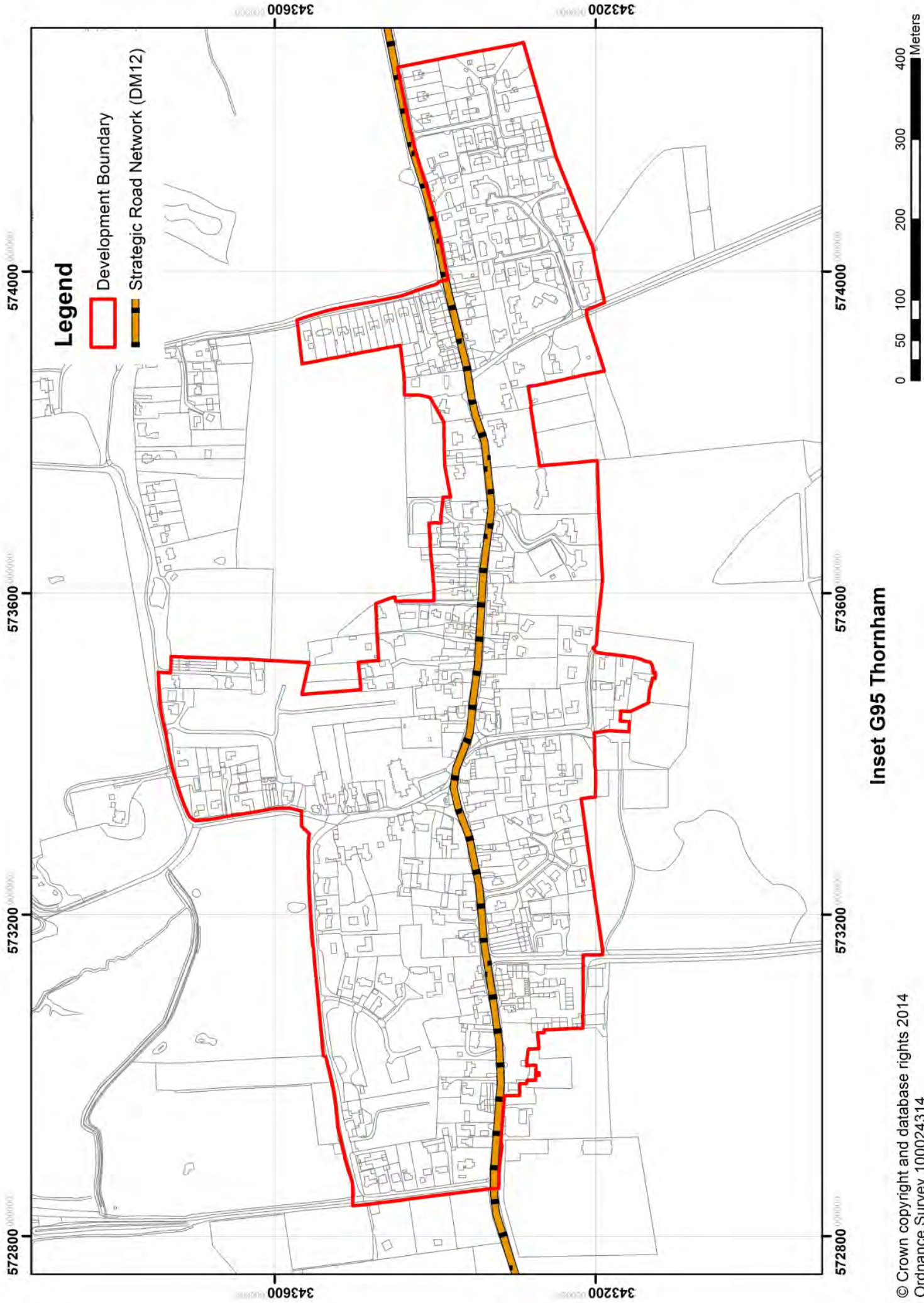
**G.95.3** Thornham has an average population size and and number of services in comparison to other settlements designated as Rural Villages by the Core Strategy, although it has no primary school. The settlement is in a sensitive location within the Area of Outstanding Natural Beauty and adjacent to the coastline which has many international designations to protect its environmental,



## Rural West Norfolk G

biodiversity and heritage significance. As such, development must be particularly sensitive both in terms of visual impact and the impact new residents could have on the immediate surroundings. Based on the Council's preferred method of distributing new development (as outlined earlier in the plan), Thornham would receive a total allocation of five new houses including one affordable home.

**G.95.4** The environmental, heritage and highways constraints limit the potential for development in this village. All sites previously considered received objections from Norfolk County Council (highways authority), Natural England, English Heritage and the Norfolk Coast (AONB) Partnership. Therefore no allocations for development have been made in Thornham.



## G.96 Three Holes (RV)

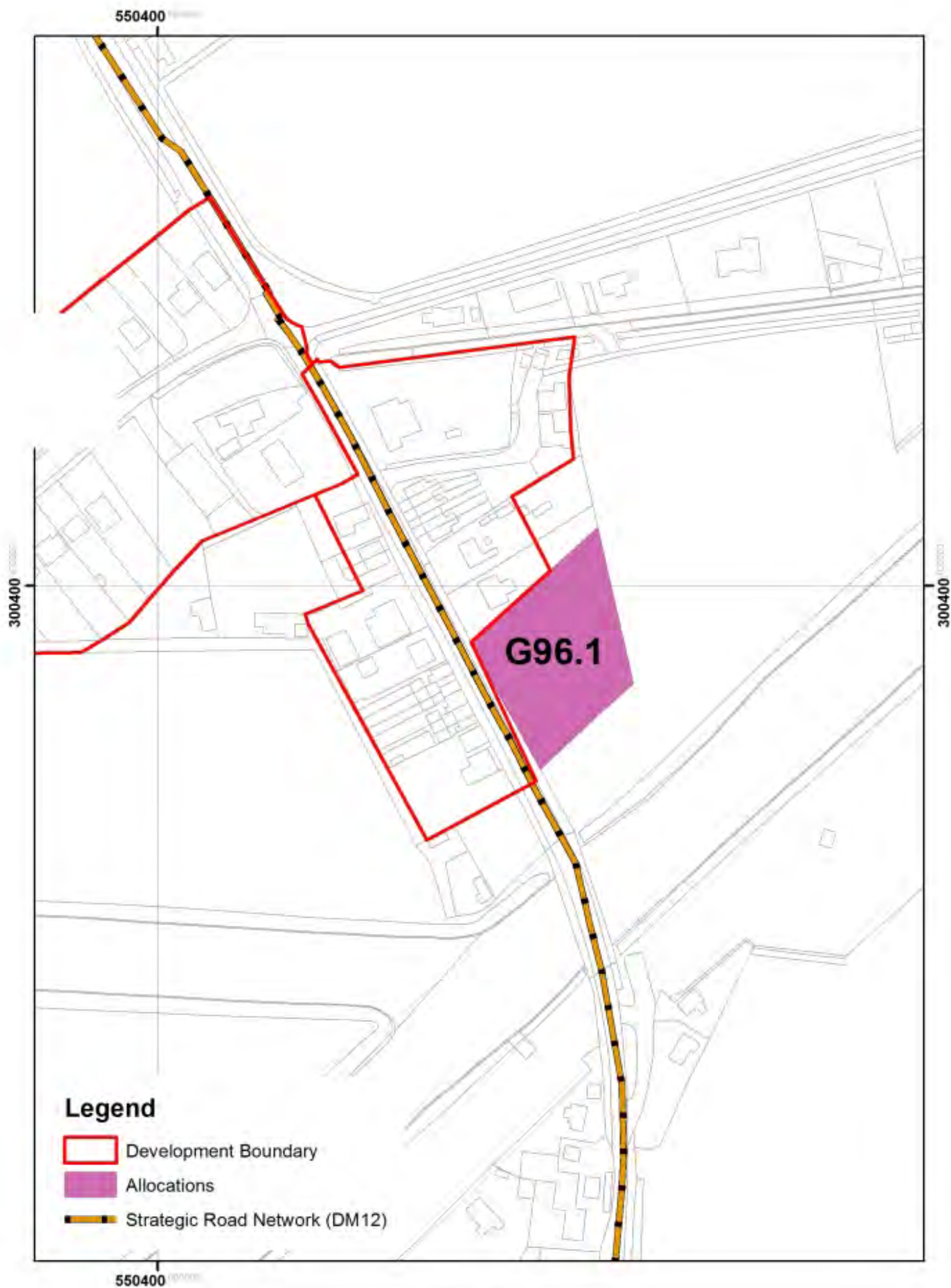
### *Rural Village*

#### Description

**G.96.1** Three Holes is situated to the south of Upwell, where the A1101 bridges the Middle Level Main Drain. The settlement is linear and sprawling in form along the A1101 Main Road and is located eight miles south of Wisbech. The village is part of Upwell Parish and contains a shop, commutable bus route and employment uses.

**G.96.2** The village lies between two landscape types. “The Fens- Settled Inland and Marshes”, within a backdrop of arable farmland and plantations, dominate this very flat, low-lying landscape with its vast open skies. The settlement pattern further consists of several isolated farmsteads with associated farm buildings, dotted linearly along the rural roads. The second character area, “The Fens- Open Inland Marshes”, is situated to the east of Downham Market with the Middle Level Main Drain diagonally cutting the area in half. The land use in this large-scale, low- lying landscape is predominantly intensively managed arable farmland with a dense regular network of dykes and ditches.

**G.96.3** Three Holes is designated as a Rural Village by the Core Strategy. The Council’s preferred distribution of development between Rural Villages on a population pro-rata approach (see earlier section in this document) would indicate 4 additional dwellings for Three Holes. However, the Council considers that it is appropriate to increase marginally the level of new housing to 5 dwellings in order to optimise the development potential of the preferred site and provide affordable housing.



**Inset G96 Three Holes**



## Site Allocation

### Policy G96.1 Three Holes - Land adjacent to 'The Bungalow', Main Road

**Land amounting to 0.3 hectare, as identified on the Policies Map, is allocated for residential development of at least 5 dwellings. Development will be subject to compliance with the following:**

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should suggest appropriate mitigation (flood resiliency measures);
2. 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. Subject to improvements to the local footway network to the satisfaction of the local Highways Authority;
4. Provision of affordable housing in line with the current standards.

## Site Description and Justification

**G.96.4** The allocated site is situated to the south of the settlement, along Main Road. The site is located next to a bus stop and relates well to the existing settlement therefore scoring highly in terms of sustainability. The Council considers the site is capable of accommodating 5 residential, forming a linear development that would be in keeping with that of the surroundings and without harming the amenity of neighbouring occupiers. The allocation is supported by the Parish Council.

**G.96.5** The local highways authority has no objection to this site providing safe access is achieved from Main Road and local footpath improvements are made.

**G.96.6** The site is classified as Grade 1 agricultural land and is bounded by hedgerows. Whilst the development would result in the loss of high quality undeveloped land, this applies to all potential development options located outside the village boundary. Wider views are available and can be seen in the context of the existing development.

**G.96.7** The site is situated completely within Flood Zones 2 and 3 Fluvial (climate change) and as such would not normally be allocated for development on that basis. However additional housing is needed to support the facilities and services in the Key Rural Service Centres and Rural Villages completely at risk from flooding (Flood Zones 2 and 3). Therefore it is appropriate to allocate

## G Rural West Norfolk

housing in the village by applying the sequential test to aid selection of the most suitable land. Whilst there was an alternative option in the settlement only partially at risk of flooding the access and egress of that site are affected by flooding.

**G.96.8** The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) is required to serve new development.

### G.97 Tilney All Saints (RV)

#### **Rural Village**

#### **Description**

**G.97.1** Tilney All Saints is a small village situated approximately three miles southwest of King's Lynn, between the A17 and A47. The village is made up of two parts; Tilney All Saints itself and Tilney High End. The village is located in the Fens. The population of the settlement was recorded as 573 in the 2011 Census<sup>(81)</sup>.

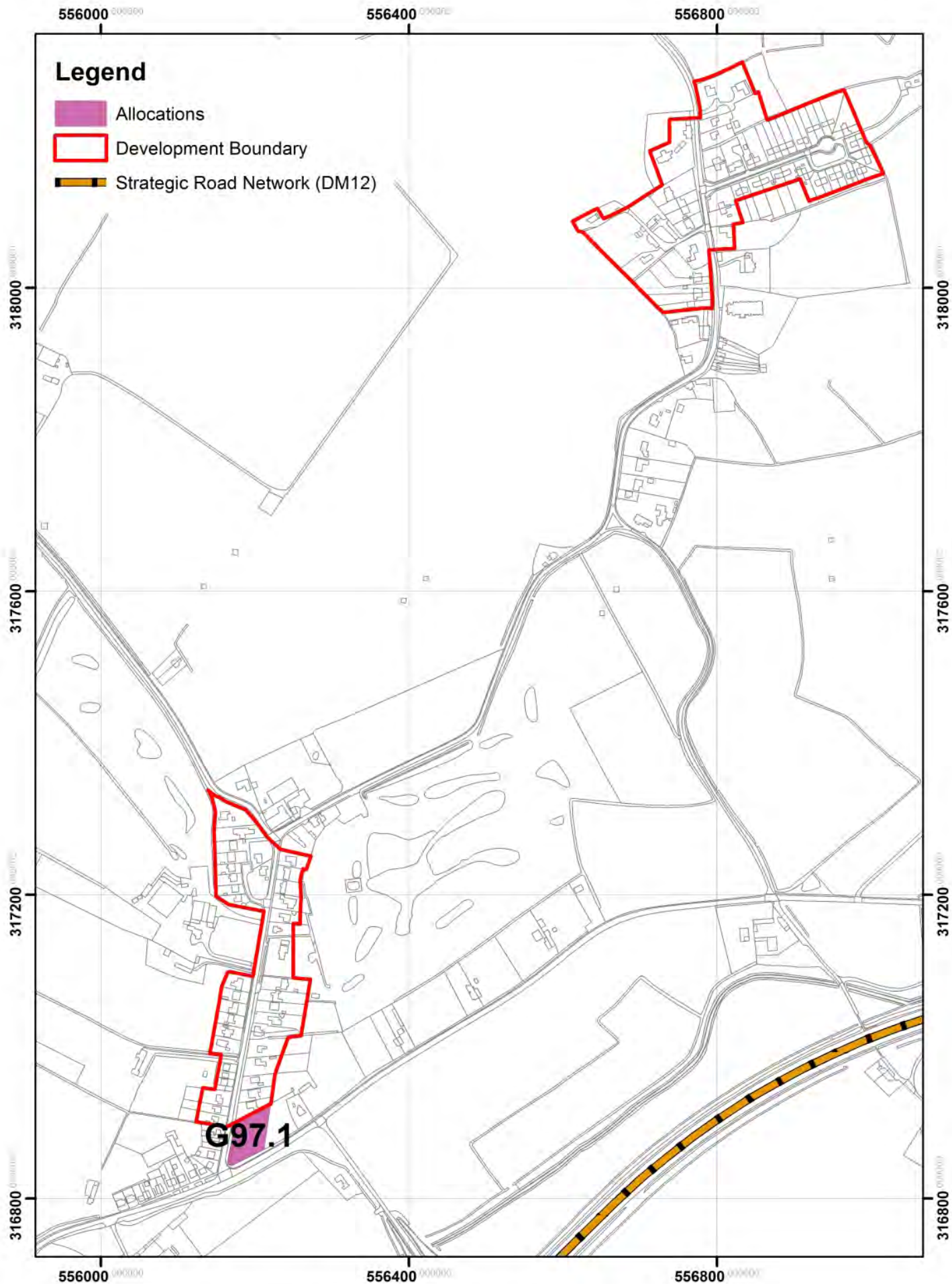
**G.97.2** There are limited employment opportunities in the village and the few services include a school, church and bus route.

**G.97.3** In relation to landscape, the village falls within "The Fens – Settled Inland Marshes". This is defined in the Landscape Character Assessment<sup>(82)</sup> as having panoramic views across the area and beyond, over the adjacent fen landscape. It is also defined by a strong historic integrity with historic drainage network and a moderate to strong sense of tranquillity throughout the area.

**G.97.4** Tilney All Saints is designated a Rural Village in the Core Strategy, identified as being capable of accommodating modest growth to support essential rural services. On a population pro-rotta basis (see Distribution of Development section) Tilney All Saints is to receive an allocation of 5 new dwellings (which would include, at current standards, 1 affordable housing or the equivalent financial contribution).

81 Population Census Data 2011

82 King's Lynn & West Norfolk Landscape Character Assessment 2007



**Inset G97 Tilney All Saints**

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### Site Allocation

#### Policy G97.1 Tilney All Saints - Land between School Road and Lynn Road

**Land amounting to 0.25 hectare east of School Road, as shown on the Policies Map is allocated for residential development of at least 5 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.97.5** The allocated site lies south of Tilney High End, Tilney All Saints, on the edge of a built up area, immediately abutting the development boundary. The site currently comprises of an area of uncultivated flat scrub land designated as Grade 2 (good quality) agricultural land. Although development would result in the loss of good quality agricultural land, all sites within the settlement fall within this category and the scale of development proposed is not likely to have a detrimental impact on the availability of productive agricultural land. The site has defined boundaries in the form of mature hedges and planting. Other than this, there are no landscape features of note within the site.

**G.97.6** The surrounding area is predominantly residential in character with housing to the north and west and some housing to the east. The site is well screened in terms of views from the wider landscape and it is considered that development is not likely to be visually intrusive in the landscape but would rather be seen in the context of the existing settlement.

**G.97.7** The site relates well with the existing form and character of the area. Development would form a natural extension of existing residential dwellings along School Road. The site could potentially be developed as frontage development which would be consistent with the form of the adjacent existing development. In addition, the site is significantly closer to the main facilities the settlement has to offer in particular the school and a bus route. The local highway authority has no objections to this allocation. The site is also supported by the local parish council.



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**G.97.8** With regards to flood risk, the sequential test is applied in line with the National Planning Policy Framework. The allocated site is in a lower flood risk area (tidal flood zone 2) compared to other higher flood risk sites in the settlement. Development is subject to the appropriate flood mitigation measures as outlined in the allocation policy above.

### **G.98 Tilney cum Islington (SVAH)**

#### ***Smaller Village and Hamlet***

**G.98.1** Tilney cum Islington is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.98.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### **G.99 Tilney Fen End - see Marshland St James**

**G.99.1** Tilney Fen End is designated part of a joint 'Rural Village' by the 2011 Core Strategy. Allocations and policies for this location can be found under Marshland St. James at section G57 of this document.

### **G.100 Tilney St. Lawrence - See Terrington St. John**

**G.100.1** Tilney St. Lawrence is designated part of a joint 'Key Rural Service Centre' by the 2011 Core Strategy. Allocations and policies for this location can be found under Terrington St John.

### **G.101 Titchwell (SVAH)**

#### ***Smaller Village and Hamlet***

**G.101.1** Titchwell is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.101.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### **G.102 Tottenhill (SVAH)**

#### ***Smaller Village and Hamlet***

**G.102.1** Tottenhill is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.102.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

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### G.103 Tottenhill Row (SVAH)

#### ***Smaller Village and Hamlet***

**G.103.1** Tottenhill Row is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.103.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### G.104 Upwell with Outwell (KRSC)

#### ***Key Rural Service Centre***

##### **Description**

**G.104.1** Upwell and Outwell are situated towards the south west of the Borough. Upwell is a long linear settlement either side of the old course of the River Nene. The village of Outwell has a similar form set alongside Well Creek and the path of the former Wisbech Canal. The villages are 7 and 5 miles, respectively, to the southeast of Wisbech. The Parish of Upwell has a population of 2,750 (including the settlements of Three Holes and Lakes End) and the Parish of Outwell has 2,083<sup>(83)</sup>. Collectively these villages have a good range of facilities which include a GP surgery, school, shops, pub, good public transport and employment uses.

**G.104.2** In Upwell the form of the village follows the River Nene (old course) and for much of the length is only a single plot in depth. The range of attractive vistas are provided as the river turns in a gentle arc and the historic buildings which line it work to produce an attractive setting, resulting in the area running either side of the river being a designated Conservation Area. The settlement has also grown to the southeast along New Road and Small Lode.

**G.104.3** Outwell's waterside development is distinctive and differs from the more rural parts of the settlement. The main part of the village is situated between the two watercourses, but then extends out from this. In the north the character is dictated by the open green area, the filled in course of the Wisbech Canal.

**G.104.4** In both settlements the older buildings were largely constructed using red and yellow bricks for walls with Norfolk clay pantiles or Welsh slate on roofs.

**G.104.5** The Landscape Character Assessment<sup>(84)</sup> highlights that the village is situated in the southern extend of the 'Settled Inlands Fens.' The practically merged villages, within a backdrop of arable farmland and plantations, dominate this very flat, low-lying landscape with its vast open skies. Both Upwell and Outwell encompass two roads on either side of a watercourse (the old course of the River Nene) with the buildings lining the roads. The presence of several small bridges

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83 2011 Census Data

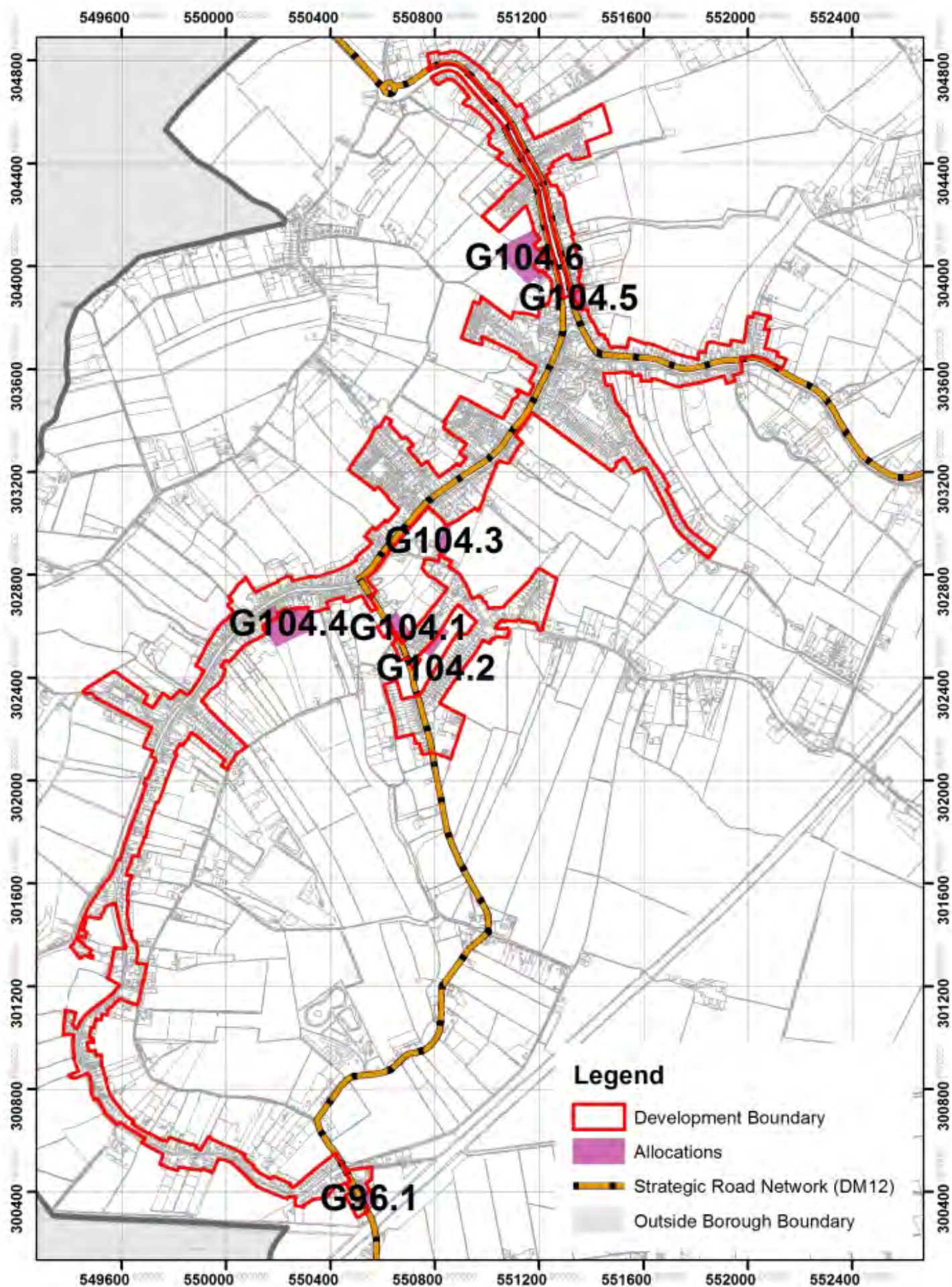
84 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates

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giving access to the houses contributes to the distinctive nature of the area. Settlement pattern further consists of several isolated farmsteads with associated farm buildings, dotted linearly along the rural roads.

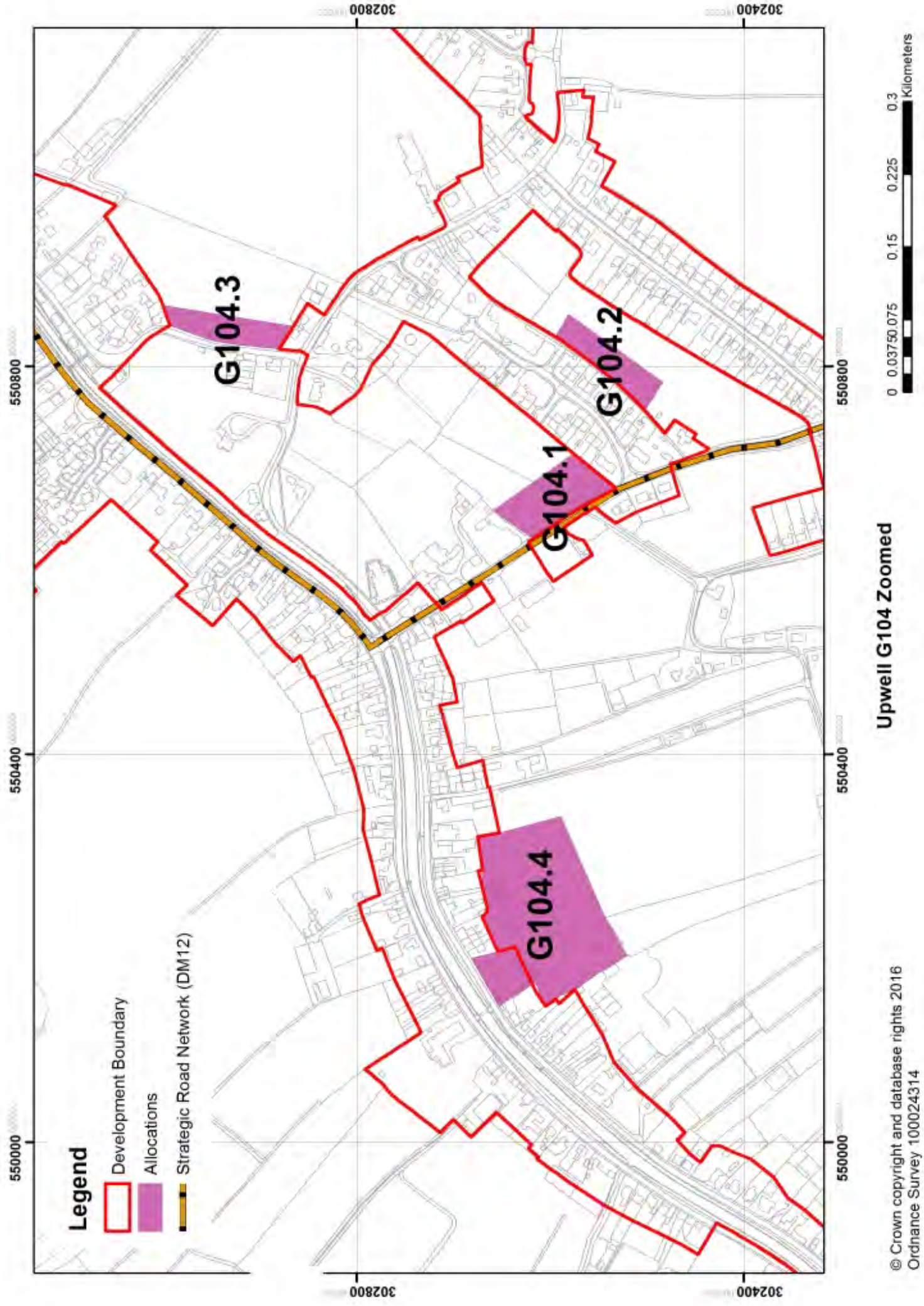
**G.104.6** Upwell and Outwell were grouped together in the Core Strategy to form a Key Rural Service Centre. Collectively the villages are considered to have a good range of services and community facilities to serve the community. The Council's preferred distribution of development between Key Rural Service Centres on a population pro-rata approach (see Distribution of Development Chapter) would indicate 64 additional dwellings for Upwell and Outwell. The Council has split the figure between 6 sites in Upwell and Outwell and marginally increased the level of the new housing to 80 in order to optimise the development potential of the sites and to increase contributions to affordable housing. Norfolk County Council has stated that its local primary school (one of two in the settlement) could accommodate a small level of growth at the present time and there is some scope to expand the school site if in the future necessary.





**Inset G104 Upwell and Outwell**





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### Site Allocation

#### Policy G104.1 Upwell - Land north west of Townley Close

**Land north-west of Townley Close amounting to 0.5 hectare, as identified on the Policies Map, is allocated for residential development of at least 5 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of details showing how the sewer and water main crossing the site can be accommodated in the development (including any easements/ diversions) to the satisfaction of Anglian Water;
2. Careful design ensuring no adverse impact on the Conservation Area close by, and to strengthen local distinctiveness;
3. Safe vehicular access and improvements to the footway being achieved to the satisfaction of the Highways Authority;
4. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.104.7** The allocated site is ideally located in the heart of the village, close to village services and within close proximity of the Conservation Area. The Council considers the site is suitable to accommodate 15 of the 80 residential units sought in the settlement at a density consistent with that of the surrounding area.

**G.104.8** The site scored highly for its proximity to village services and facilities; it is well located and with enhancements to the local footway provides encouragement for residents to walk or cycle to key village services. Norfolk County Council, as local highways authority, considers the site acceptable providing safe access can be achieved onto the A1101.

**G.104.9** The site is classified as Grade 1 agricultural land. Whilst new housing would result in the loss of undeveloped land, the Council considers due to the scale of development and the wider benefits to the community it is appropriate to develop on this high quality land.

**G.104.10** The site is situated adjacent to the Conservation Area and within close proximity of the Grade II listed building Welle Manor Hall. However, the Council considers that a modest development, if designed sensitively could conserve and enhance the setting of these.

**G.104.11** The allocation site is located to the west of Townley Close and could potentially accommodate a frontage development which is in keeping with the linear nature of the village. The majority of the views into the site are available from New Road (A1101), Townley Close and adjacent properties on Lister's Road. The site is already surrounded on all sides by development so there are no real long distance views looking back at the site from the footpath network in the countryside.

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**G.104.12** The following site constraint must be resolved prior to development. A water main and sewer cross the site and this may affect the layout of the development. Easement and diversion may be required. Anglian Water should be consulted to resolve these issues.

**G.104.13** Whilst the level of housing proposed on this site is higher than the Parish Council wishes, the Council consider the wider benefits to the community and the proximity to services is justification for the number of dwellings at this location.

### Policy G104.2 Upwell - Land south/ east of Townley Close

**Land south/ east of Townley Close amounting to 0.3 hectare, as identified on the Policies Map, is allocated for residential development of at least 5 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of details relating to overcoming the major constraints with regards to the foul sewerage network to the satisfaction of Anglian Water;
2. Subject to safe access and improvements to the footway being achieved to the satisfaction of the Highways Authority;
3. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.104.14** The allocated site is located within the heart of the village, within close proximity of village services and facilities. The site immediately abuts the existing settlement to the west. The Council considers the site is suitable to accommodate 5 of the 80 residential units sought in the settlement at a density consistent with that of the surrounding area. This scale of development is supported by the Parish Council.

**G.104.15** The site is located outside of the Conservation Area, and development will form an extension to the south/east of Townley Close. Norfolk County Council as Highways Authority considers the site acceptable providing safe access can be achieved onto the A1101 and enhancements are made to the local footway.

**G.104.16** The site is classified as Grade 1 agricultural land, and currently a wooded area which where possible could be incorporated into the design of the development. The location of the site means it is well screened from public view.

**G.104.17** The majority of the views into the sites are available from New Road (A1101) and Townley Close and adjacent properties on Lister's Road. The site is already surrounded on all sides by development so there are no real opportunities for long distance views looking back at the site from the footpath network in the countryside.

**G.104.18** There is one constraint which must be resolved prior to development in that the foul sewerage network has reached capacity and therefore agreements with Anglian Water must be made prior to development.

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### Policy G104.3 Upwell - Land at Low Side

**Land at Low Side amounting to 0.3 hectare, as identified on the Policies Map, is allocated for residential development of at least 5 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of details relating to the sewer that crosses the site together with mitigation (easement/ diversion) to the satisfaction of Anglian Water;
2. Provision of affordable housing in line with the current standards.
3. Careful design ensuring that development conserves and enhances the conservation area.

### Site Description and Justification

**G.104.19** The allocated site is ideally located within the centre of the village. The Council considers the site is suitable to accommodate 5 of the 80 residential units sought in the settlement at a density consistent with that of the surrounding area. This scale of development is supported by the Parish Council.

**G.104.20** The site scored highly in terms of sustainability for its access to services. There are good footpaths alongside the site and it is within walking distance of village services and facilities. Therefore, new residents are encouraged to walk or cycle which potentially reduces the need to use vehicles in the village.

**G.104.21** The site is classified as Grade 1 agricultural land, however it does not appear to be in active use and there are no important landscape features (e.g trees or hedgerows) on the site. The Council consider due to the scale of development it is appropriate to develop this high quality agricultural land.

**G.104.22** The allocated site lies adjacent to the Conservation Area and Council considers that a modest development, if designed sensitively would conserve and enhance the setting of the Conservation Area.

**G.104.23** The majority of views in to the site are available from Low Side and Small Lode and the adjacent properties. There are opportunities for long distance views looking back at the site from the surrounding countryside, but the site is seen in the context of the existing settlement.

**G.104.24** The following constraints must be resolved prior to development, a sewer cross the site and therefore easement/ diversion may be required in consultation with Anglian Water.



### Policy G104.4 Upwell - Land off St Peter's Road

**Land off St Peter's Road amounting to 2.0 hectares, as identified on the Policies Map, is allocated for residential development of at least 15 dwellings. Development will be subject to compliance with all of the following:**

1. Careful design is required to ensure no adverse impact on the Conservation Area and its setting, and to strengthen local distinctiveness;
2. Subject to safe access and improvements to the footway being achieved to the satisfaction of the Highways Authority;
3. Provision of affordable housing in line with the current standards;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission.

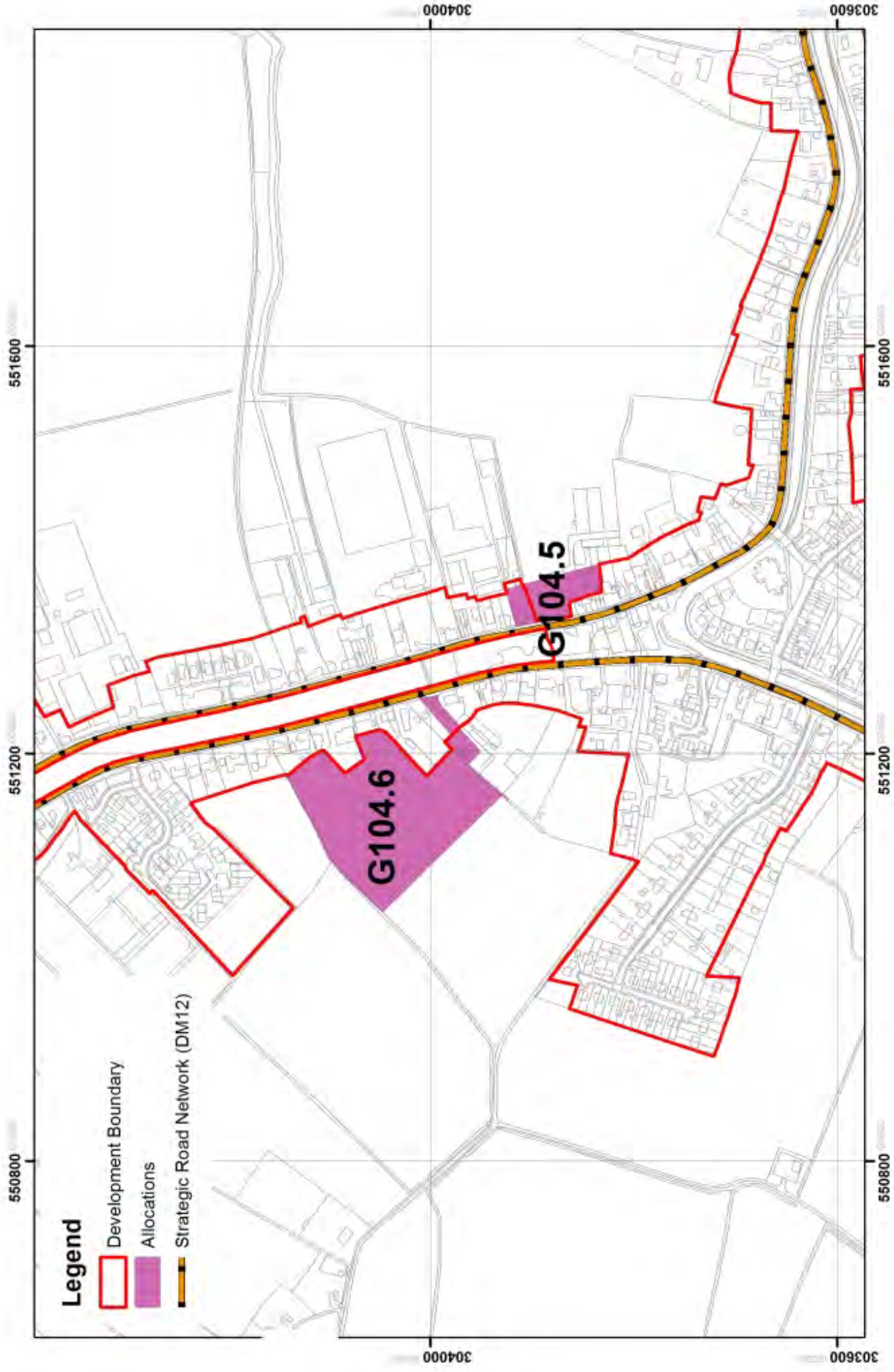
### Site Description and Justification

**G.104.25** The allocated site previously a non preferred option, is in the centre of the village. Norfolk County Council, as highway authority, had expressed reservations regarding to the access arrangements. The site boundaries have been changed to include more land fronting on to St Peter's Road and the highway authority have withdrawn their earlier objection and consider that details can be addressed during the processing of an application.

**G.104.26** The site is well integrated into the village, close to services and partly within the Conservation Area. The site is flat, and is partly in agricultural use. There is an area of well established planting along the south western edge which continues southwards as a defined feature in the landscape. The Council considers that the development of the site is appropriate given the location, and the wider benefits it would bring to the local community.

**G.104.27** The majority of views into the site are available from St Peter's Road, Town Street and from the navigable watercourse adjacent. The site is bounded to the sides by development where it fronts St Peter's Road.

**G.104.28** The site had not been previously been rejected on grounds of flood risk, but it is considered that a drainage strategy would be required on account of the proximity to the watercourse to the north of the site.



Outwell G104 Zoomed

## Site Allocation

### Policy G104.5 Outwell - Land at Wisbech Road

**Land amounting to 0.3 hectare, as identified on the Policies Map, is allocated for residential development of at least 5 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of details relating to the sewer that crosses the site together with mitigation (easement/ diversion) to the satisfaction of Anglian Water;
2. Submission of an odour assessment, to the satisfaction of Anglian Water, in relation to any impacts on residential occupation of the site from the nearby sewage treatment works;
3. Subject to safe access being achieved to the satisfaction of the local highways authority;
4. Provision of affordable housing in line with the current standards.

## Site Description and Justification

**G.104.29** The allocated site (whole of submitted site Ref. No. 236/961) is ideally located in the centre of village within close proximity of village services and facilities. The Council considers the site is suitable to accommodate 5 of the 80 residential units required in the settlement at a density reflecting that of the surrounding area. This scale of development is supported by the Parish Council.

**G.104.30** The site is well integrated within the village and provides the opportunity for infill development along Wisbech Road. The frontage development will be in keeping with surrounding area. The site is classified as grade 1 agricultural land; however there are no landscape features of importance. The Council considers that small scale development on this high quality land is appropriate considering its location and wider benefits to the community.

**G.104.31** Norfolk County Council as local highways authority have no objection to this site providing safe access is achieved.

**G.104.32** The majority of the views in to the site are from the adjacent properties and from Wisbech. There are long distance views looking back at the site from the surrounding countryside, but here the site is seen in the context of the existing settlement.

**G.104.33** The following constraints must be resolved prior to development, a sewer crosses the site and therefore easement/ diversion may be required in consultation with Anglian Water. An odour assessment must be carried out to the satisfaction of Anglian Water to ensure any amenity issues relating to odour are overcome.

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### Policy G104.6 Outwell - Land Surrounding Isle Bridge

**Land amounting to 2.0 hectares, as identified on the Policies Map, is allocated for residential development of at least 35 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of details relating to the sewer that crosses the site together with mitigation (easement/ diversion) to the satisfaction of Anglian Water;
2. Submission of an odour assessment, to the satisfaction of Anglian Water, in relation to any impacts on residential occupation of the site from the nearby sewage treatment works;
3. Subject to safe access to the site being achieved from Isle Road to the satisfaction of the local highways authority;
4. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.104.34** The allocated site is located in the heart of the village and within close proximity to the majority of village services and facilities. The Council considers that, at a density consistent with that of the surrounding area, the site is suitable to accommodate 35 of the 80 residential units required in the settlement. Larger scale development on this site is supported by the Parish Council.

**G.104.35** The site is well screened from public view by the existing settlement and will if design appropriately will form an extension off Isle Road. Norfolk County Council as local highways authority have no objection to this site providing safe access is achieved.

**G.104.36** The site is classified as grade 1 agricultural land containing no landscape features of importance. The Council considers that small scale development on this high quality land is appropriate considering its location and wider benefits to the community.

**G.104.37** The majority of the views in to the site are available from Isle Road (A1101), Isle Bridge Road and the adjacent properties. There are long distance views looking back at the site from the surrounding countryside, but from here the site is seen in the context of the existing settlement.

**G.104.38** The following constraints must be resolved prior to development in that a sewer crosses the site and therefore easement/ diversion may be required in consultation with Anglian Water. Further consultation with Anglian Water may be necessary regarding the pumping station on site. An odour assessment must be carried out to the satisfaction of Anglian Water to ensure any amenity issues relating to odour for are overcome.

**G.104.39** These sites are considered favourably by the Council as the preferred options for housing allocation in Upwell and Outwell. These sites are considered advantageous in comparison to the other submitted sites; it is felt that development on the other sites would have a greater impact on the character, Conservation Area and landscape of the locality.



**G.105 Walpole Cross Keys (RV)*****Rural Village*****Description**

**G.105.1** Walpole Cross Keys is a comparatively small village that lies to the north of the A17 approximately six miles west of King's Lynn and six miles northeast of Wisbech. The village is positioned in the Fens and is mainly linear in form with an area which contains the few services in the settlement. The topography is flat and this gives the settlement an open feel. The predominant building material is brick, usually light red in colour or occasionally buff. Roofs are in the main pitched covered with either pantiles or slate.

**G.105.2** There are limited employment opportunities in the village and few services aside from the school and bus route. The population was recorded as 518 in the 2011 Census<sup>(85)</sup>.

**G.105.3** The settlement is situated within the "Drained Coastal Marsh" landscape type. This is described in the Landscape Character Assessment<sup>(86)</sup> as having a strong sense of openness, with open views towards a generally undeveloped coastal skyline. It is predominantly isolated and rural with open, panoramic views across the ever-changing nature of the seascape (The Wash) and has an intricate network of inter-tidal habitats. A former food processing factory located in a central location in the village close to the school is now derelict following the relocation of the business. The Borough Council seek to support the landowner in identifying a viable use for the site. Whilst the Borough Council wishes to retain land/ premises for employment use it does acknowledge that the former 'Freshpeel' factory site has the potential to be considered for a change from employment to residential use. Policy CS10 provides an outline of the criteria that should be addressed should a proposal for such a change of use come forward.

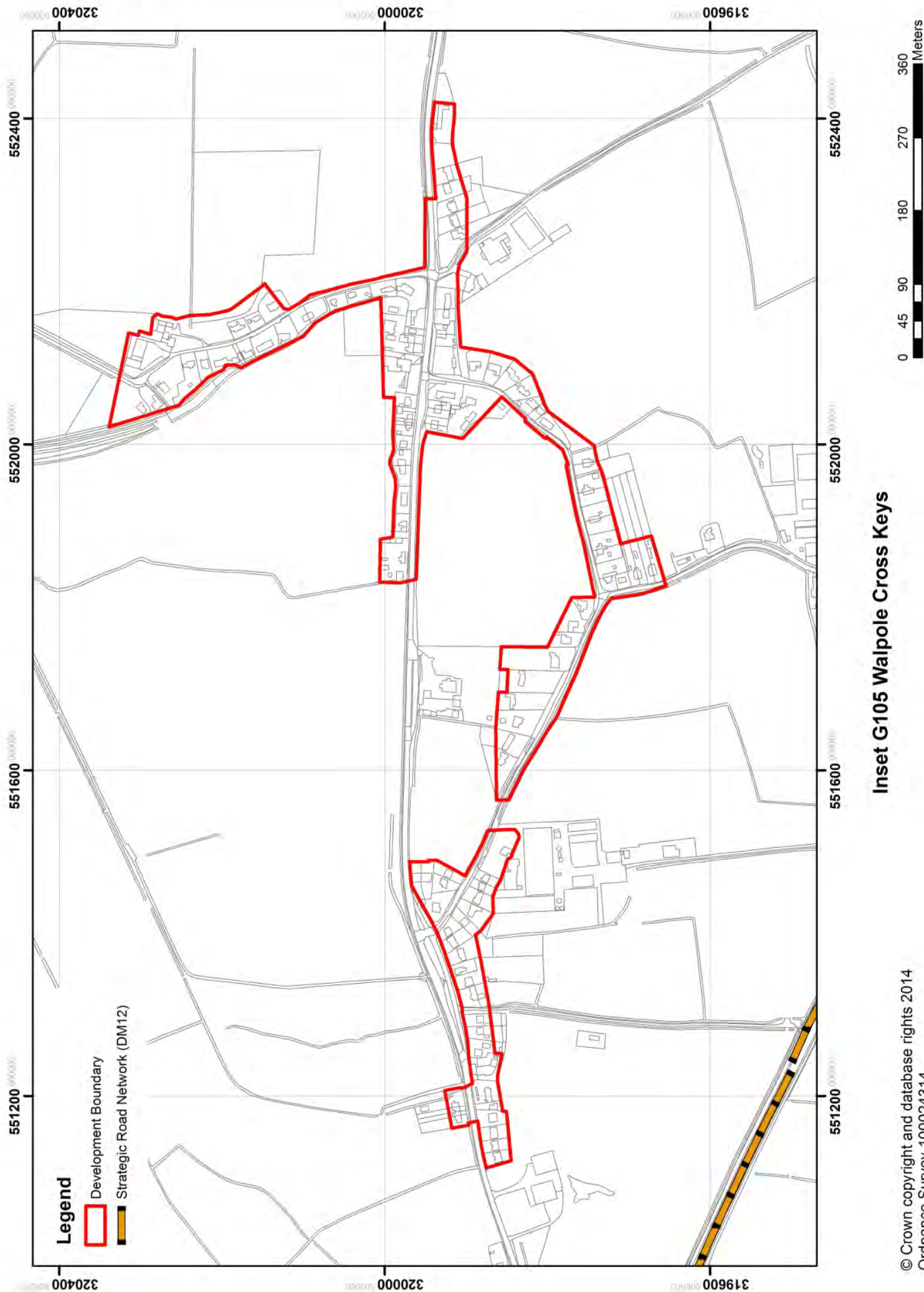
**G.105.4** Walpole Cross Keys is designated a Rural Village in the Core Strategy, capable of accommodating modest growth to support essential rural services. On a population pro-rotas basis (see Distribution of Development section) Walpole Cross Keys would receive an allocation of 5 new dwellings. However no suitable site has been identified in the settlement due to constraints in terms of form, character, highway and access. As such Walpole Cross Keys will not receive an allocation.

**G.105.5** Walpole Cross Keys Parish Council are preparing a neighbourhood plan for the parish which will help guide development in the area.

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85 2011 Parish Population Census

86 King's Lynn & West Norfolk Landscape Character Assessment 2007



**G.106 Walpole Highway (RV)*****Rural Village*****Description**

**G.106.1** Walpole Highway is a relatively small village situated to the south of the A47 approximately 8 miles southwest of Kings Lynn. The settlement developed at the point where the old A47 trunk road intersected with a marshland drove. The village has had a peaceful character since the A47 bypass was opened in the 1990s. The form of the settlement was originally linear in form although more recent development has given it a rectangular shape. The village is very open in character with few enclosed spaces.

**G.106.2** The settlement has limited local employment opportunities but services include a school, pub, filling station, shop, post office and bus route. The population of the settlement is recorded as 701<sup>(87)</sup>.

**G.106.3** In relation to landscape, Walpole Highway falls within the “Drained Coastal Marsh”. This is defined by the Landscape Character Assessment<sup>(88)</sup> as having a strong sense of openness, with open views towards a generally undeveloped coastal skyline. It is predominantly isolated and rural in character with open, panoramic views across the ever-changing nature of the seascape (The Wash) and having an intricate network of inter-tidal habitats.

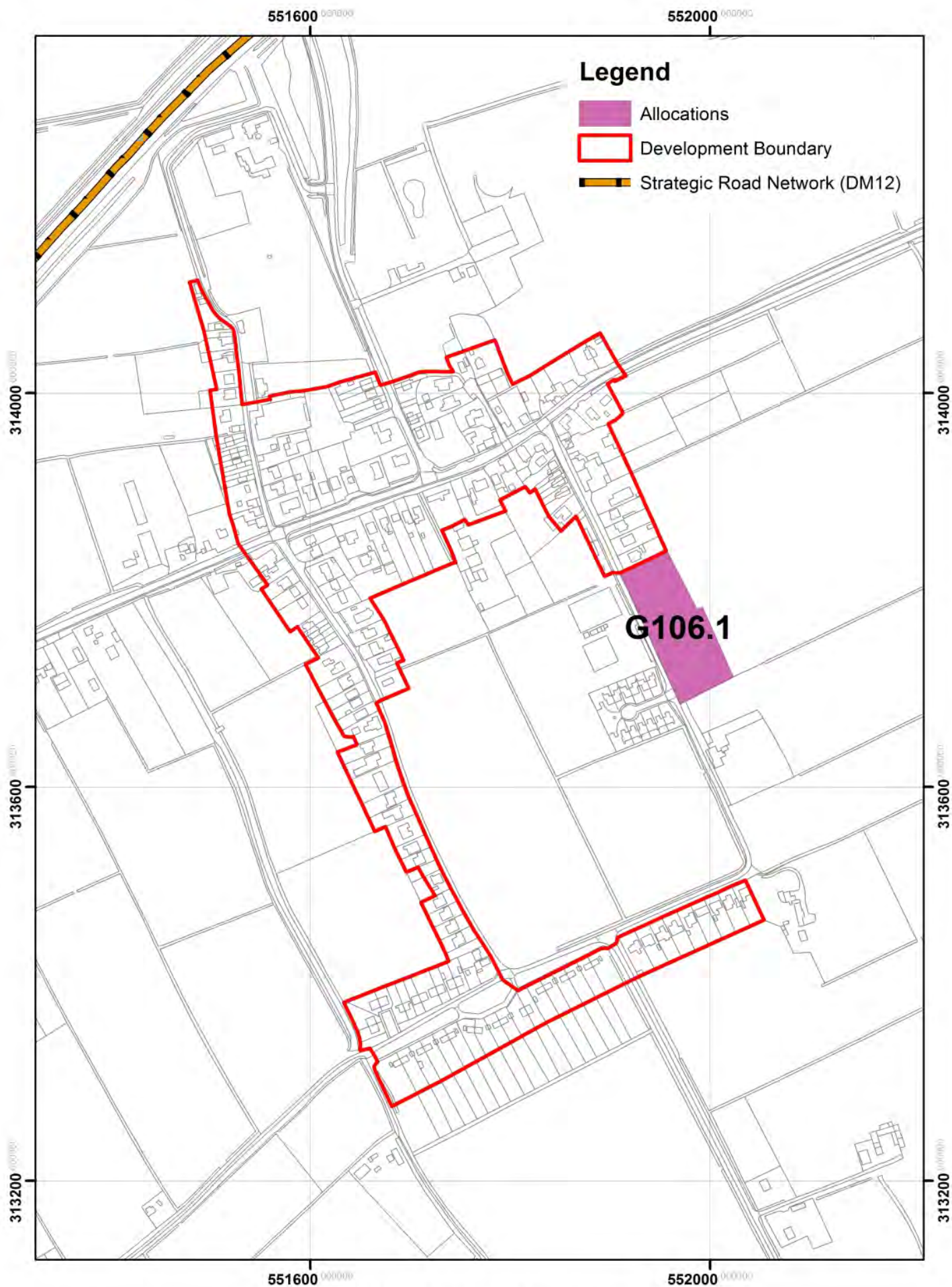
**G.106.4** Walpole Highway is designated a Rural Village in the Core Strategy capable of accommodating modest growth to support essential rural services. On a population pro-rotas basis (see Distribution of Development section) Walpole Highway would be allocated 6 new dwellings (including 1 affordable house). However, the identified preferred site has the potential to accommodate development slightly above the guideline. As such, Walpole Highway is allocated 10 new dwellings to maximise development potential of the allocated site and affordable house delivery.

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87 2011 Parish Population Census Data

88 King's Lynn & West Norfolk Landscape Character Assessment 2007





**Inset G106 Walpole Highway**



## Site Allocation

### Policy G106.1 Walpole Highway - Land East of Hall Road

**Land amounting to 0.8 hectare east of Hall Road as shown on the Policies Map, is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will integrate with the design of the new development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Development is subject to evidence demonstrating a safe and deliverable access and provision of adequate footpath links to the satisfaction of the local Highway Authority;
4. Provision of affordable housing in line with the current standards.

## Site Description and Justification

**G.106.5** The allocated site is situated in a relatively central position on the eastern part of the village. The site comprises of an area of uncultivated scrubland classed as Grade 2 (good quality) agricultural land. Whilst development would result in the loss of good quality agricultural land, this applies to all potential development options in the settlement and on balance it is considered that the benefits of selecting the site outweighs this constraint.

**G.106.6** Landscape features on the site includes boundary hedgerows and trees. The site is located in a fairly built up area, the surrounding area comprises of open fields to the east, residential development to the north and south-west and green houses to the west. The site is considered to be well related to the existing form of development without encroaching into surrounding countryside. It is screened on the north and south by existing housing and boundary planting. In the medium and long distance views that are available particularly from the east, development would be seen in the context of the existing village.

**G.106.7** Walpole Highway is largely characterised by ribbon development along the main routes of the village, and the development of the allocated site would represent a natural continuation of this along Hall Road. The Council considers that the development of 10 dwellings on the site along the road frontage would likely have little impact on the form and landscape character of the locality.

## G Rural West Norfolk

**G.106.8** In terms of proximity to services, the site is reasonably close to Main Road where the majority of village services are located. Norfolk County Council as the local highway authority made no objection to the allocation of the site for small scale frontage development onto Hall Road, subject to provision of safe access and local improvements to the footway links.

**G.106.9** The site is identified to be partly within Flood Zone 2 (medium flood risk). However, the site is considered to be more suitable in comparison to other sites at lower degrees of flood risk in terms of form and highway constraints. Development on the site is subject to the appropriate flood mitigation measures as set out in the policy above.

### **G.107 Walpole Marsh - see Walpole St. Peter**

**G.107.1** Walpole Marsh is designated part of a joint 'Rural Village' by the 2011 Core Strategy. Allocations and policies for this location can be found under Walpole Saint Peter.

### **G.108 Walpole St. Andrew - see Walpole St. Peter**

**G.108.1** Walpole St. Andrew is designated part of a joint 'Rural Village' by the 2011 Core Strategy. Allocations and policies for this location can be found under Walpole St. Peter.

### **G.109 Walpole St. Peter / Walpole St. Andrew / Walpole Marsh (RV)**

#### ***Rural Village***

#### **Description**

**G.109.1** Walpole is a large parish that includes the villages of Walpole St. Peter, Walpole St. Andrew and Walpole Marsh. The villages lie to the north of the A47 approximately 10 miles southwest of King's Lynn and 6 miles northeast of Wisbech. The Parish population is 1,804<sup>(89)</sup>.

**G.109.2** The villages of Walpole St. Peter and Walpole St. Andrew are physically joined, but within each village the settlement pattern is nucleated around the village church with spurs of development from this. Walpole St. Peter is characterised by ribbon development with a large area of agricultural open space forming the centre of the settlement and the built extent of the village following the roads around this land.

**G.109.3** Walpole Marsh is distinct but made up of a linear development along The Marsh Road, and is much smaller in size.

**G.109.4** Collectively the villages have a range of services and facilities including schools, churches, a bus service, convenience store, retail and employment uses.

**G.109.5** In relation to landscape character<sup>(90)</sup>, Walpole is situated at the northern extent of the 'Settled Inland Fens'. This large-scale, low-lying landscape offers extensive panoramic views in all directions, occasionally framed by fruit orchards scattered throughout the area. Dykes and

89 2011 Population Census Data

90 King's Lynn & West Norfolk Landscape Character Assessment 2007

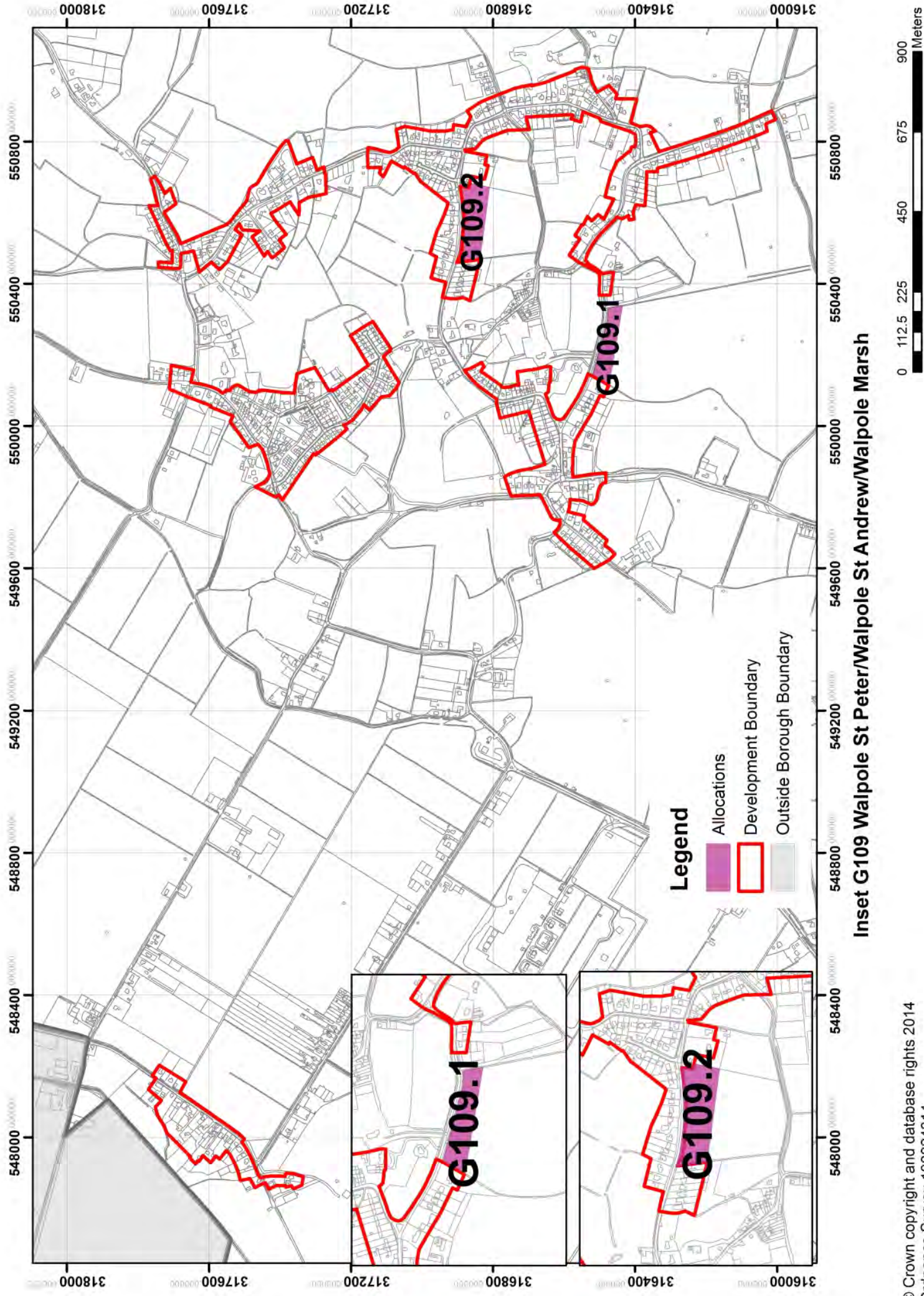
## Rural West Norfolk G

ditches demarcate the small to medium sized mainly irregular fields, and often also follow the course of rural roads. Settlement pattern consists of large-scale farmsteads and nucleated hamlets and villages. Building character varies from old style farmhouses to relatively new suburban red or buff coloured brick housing. A network of narrow rural roads connects the villages.

**G.109.6** Walpole St. Peter, Walpole St. Andrew and Walpole Marsh are grouped together in the Core Strategy to collectively form a Rural Village. This is due to the shared services between the settlements and the close functional relationship. On a population pro-rotas basis (see Distribution of Development section) Walpole St. Peter, Walpole St. Andrew and Walpole Marsh would be allocated a total of 16 new dwellings (including 3 affordable dwellings at current standards).

**G.109.7** Two sites are identified by the Council as preferred sites and it is considered that they could accommodate development slightly above the guideline in order to maximise development potential and affordable housing delivery. As such Walpole St. Peter, Walpole St. Andrew and Walpole Marsh is allocated a total of 20 new dwellings (including 4 affordable dwellings at current standards).







## Site Allocations

### Policy G109.1 Walpole St. Peter - Land south of Walnut Road

**Land amounting to 0.85 hectare south of Walnut Road as shown on the Policies Map is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of details showing how sustainable drainage measures will integrate with the design of the new development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
2. Development is subject to provision of improved pedestrian facilities along the northern (front) site boundary;
3. Provision of affordable housing in line with the current standards.

## Site Description and Justification

**G.109.8** The allocated site is a linear site situated to the south of Walpole St. Peter immediately outside the development boundary. The site fronts onto Walnut Road and currently comprises of Grade 2 (good quality) agricultural land. Whilst development would result in the loss of productive agricultural land, this applies to every site in the settlement and the proposed development sought is not of a scale to have a detrimental impact to the availability of productive agricultural land.

**G.109.9** Landscape features within the site includes boundary hedgerows and trees. Other than this there are no landscape features of significance within the site.

**G.109.10** The surrounding area comprises of both agricultural land and residential development; the site is bordered on the east and west by residential development, and on the north and south by agricultural land. Near distance views are available from adjacent roads and properties, wider views are possible from the north and south but in these views, development would be seen in the context of the existing village. The site is well integrated with its surroundings and the scale of development proposed is likely to have minimal impact on the visual amenity of the surrounding landscape.

**G.109.11** Development on the site would provide a natural continuation to existing housing development to the west of the site. The village is mostly characterised by frontage ribbon development and the linear form of the site allows for a continuation of this form of development at a density that is consistent with its surrounding area. Compared to other considered sites in the settlement, development on this site is likely to have less impact on the form and character of the village. Development either side of the site, particularly to the east, is one plot in depth with large gardens to the front and rear of the dwelling, this site could potentially be developed in this same way.

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**G.109.12** The services in Walpole St. Peter and Walpole St Andrew are largely scattered throughout the settlements, and whilst the allocated site does not score among the highest in terms of proximity to services, it is reasonably close to some services including a bus stop and shop.

Norfolk County Council as the local highway authority raised concerns regarding adequacy of footpath links to the school and local services but recommends that development would be subject to improved pedestrian facilities along the front of the site.

### Policy G109.2 Walpole St. Peter - Land south of Church Road

**Land amounting to 1.44 hectares south of Church Road as shown on the Policies Map is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of details showing how sustainable drainage measures will integrate with the design of the new development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
2. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.109.13** The allocated site is situated north of Walpole St. Peter, fronting onto Church Road with its northern boundary immediately abutting the development boundary. The site is linear in form and comprises of Grade 1 (excellent quality) agricultural land currently in arable use. Although development on the site would result in the loss of productive agricultural land, all of the sites in the settlement fall within a similar category and the number of dwellings proposed is not of a scale to have an adverse impact on the availability of productive agricultural land. Landscape features on the site includes mature boundary hedgerows and a drainage ditch along the northern boundary of the site.

**G.109.14** There is existing housing development on three sides of the site (north, east and west) and agricultural land to the south. Views are limited to near distance from adjacent roads and properties. Long distance views into the site are possible from the south but in these views development would be seen in context of the existing settlement.

**G.109.15** The location of the site within a built up area minimises the impact of new development on the landscape and provides an opportunity for development to take place without placing pressure on much more significant sensitive areas around the village.

**G.109.16** Development on the site would constitute infill development. The established residential developments adjacent the site all have the form and character of linear development. The site could potentially be developed in this same way to reflect the existing form and character of the village.

## Rural West Norfolk G

**G.109.17** There is a scattered distribution of services in the village, and as in the case above the site scores averagely in terms of proximity to services. However the site is relatively close to some services including a bus route. Norfolk County Council as the local highway authority raised no objections to the allocation in terms of adequacy of the road network and site access.

### **G.110 Walsoken - see Wisbech Fringe**

**G.110.1** Walsoken is covered is covered under Wisbech Fringe. Please see section F.3 of this document.

### **G.111 Walton Highway - See West Walton**

**G.111.1** Walton Highway is designated part of a joint 'Key Rural Service Centre' by the 2011 Core Strategy. Allocations and policies for this location can be found under West Walton

### **G.112 Watlington (KRSC)**

#### ***Key Rural Service Centre***

#### **Description**

**G.112.1** Watlington is situated approximately six miles south of King's Lynn. The village is served by Watlington railway station (on the Fen Line between London Kings Cross- Cambridge and King's Lynn) which is situated less than a mile from the centre of the village. The Parish of Watlington has a population of 2,455<sup>(91)</sup>. The village has a range of services and facilities present which include a surgery, school, bus route, railway station, Post Office, pub and other retail uses. Watlington provides a local employment base which has developed from its role in serving the local agricultural community.

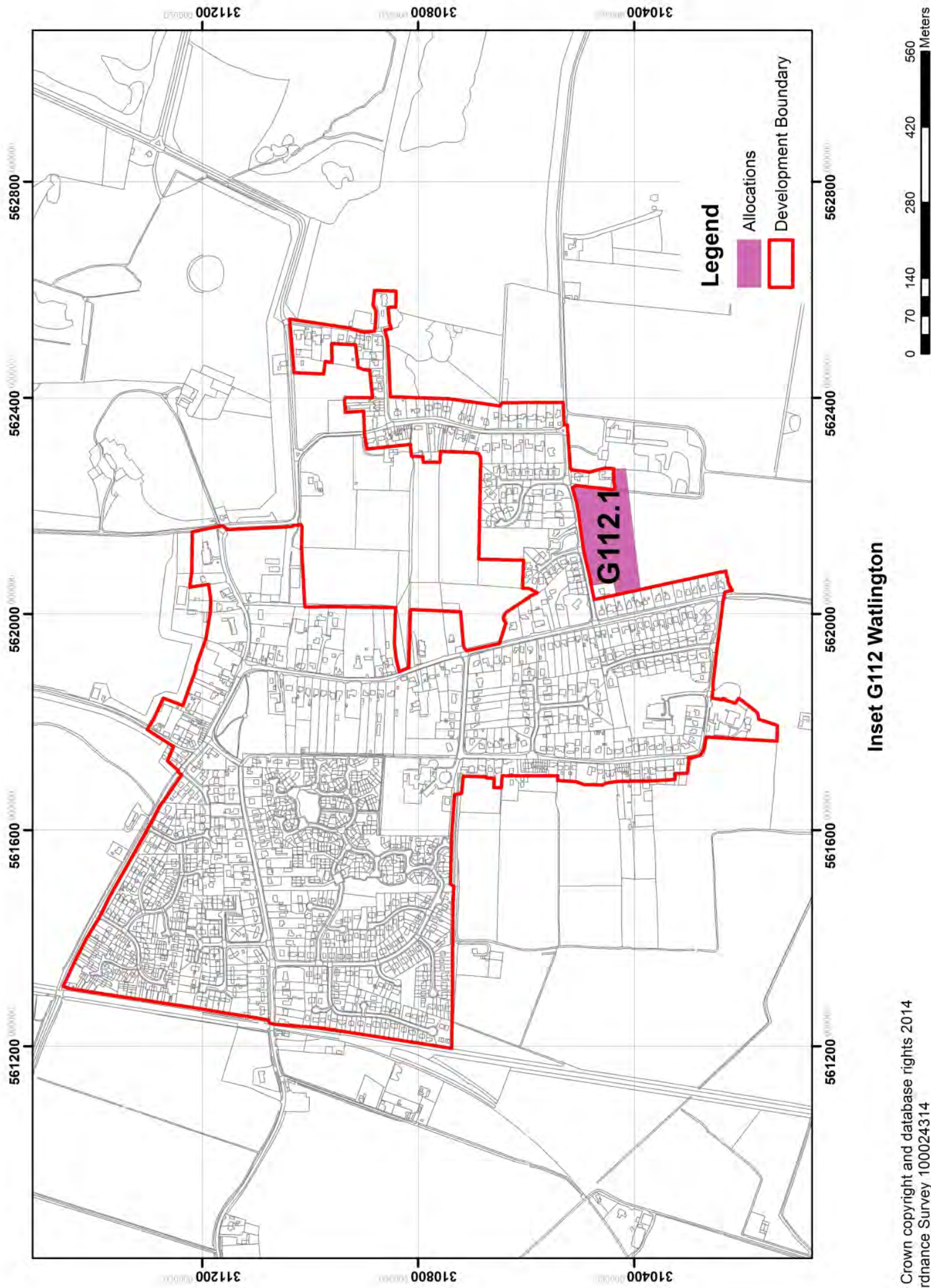
**G.112.2** In relation to landscape character the village is situated within the 'Settled Farmland with Plantations' landscape character type. This type of landscape is defined in the Landscape Character Assessment<sup>(92)</sup> as having intact mature landscape structure including mature parkland and trees, intact hedgerows and woodland plantations. There is also a patchwork of grazed parkland, with views to historic halls and a moderate to strong sense of tranquillity throughout the area.

**G.112.3** Watlington is designated a Key Rural Service Centre by the Core Strategy and has a good range of services and facilities to serve the existing community. On a population pro-rotas basis, the Council's preferred distribution of development (see Distribution of Development Chapter) Watlington is to receive an allocation of 32 new dwellings.

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91 Census Data 2011

92 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates





## Site Allocation

### Policy G112.1 Watlington - Land south of Thieves Bridge Road

**Land of around 1.8 hectares, as shown on the Policies Map, is allocated for residential development of at least 32 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of an Environmental Statement that satisfies Norfolk County Council that:
  - i) The applicant has carried out investigations to identify whether the resource is viable for mineral extraction  
*and if the mineral resource is viable, that:*
  - ii) The applicant has considered whether it could be extracted economically prior to development taking place;  
*and if the mineral resource can be extracted economically, whether (or not):*
  - iii) There are opportunities to use the onsite resource during the construction phases of the development;
2. Development is subject to the demonstration of safe highway access that meets the satisfaction of the Highway Authority;
3. Provision of affordable housing in line with the current standards.

## Site Description and Justification

**G.112.4** The allocated site lies in the southern part of Watlington in a relatively built up area. It is situated south of Thieves Bridge Road and opposite established residential development in the form of bungalows and large detached houses. To the east of the site is further residential development in the form of bungalows along Downham Road, and to the west are two large detached properties with substantial gardens, one has associated farm buildings and ponds/water storage. The site comprises of Grade 2 agricultural land and has defined boundaries in the form of hedgerows and trees. Watlington comprises mostly higher grade agricultural land, limiting the ability to choose lower grade land.

**G.112.5** The site is ideally located for residential development. It is well integrated with built form and would represent a natural continuation of housing along Thieves Bridge Road, without significantly extending the village into countryside. It is considered that development in this location would not be intrusive in the landscape but would rather fill the gap between existing housing. When viewed from the wider landscape, development would be seen in the context of the existing village.

**G.112.6** The site is well located to local services found within the village and has good pedestrian/vehicular links. Safe access and egress is obtainable from Thieves Bridge Road as supported by Norfolk County Council as the local highway authority, who identify the site as a preferable site in terms of highway matters.

## G Rural West Norfolk

**G.112.7** The Council considers that the site is of a sufficient scale to accommodate the 32 dwellings sought in the settlement at a density consistent with its surroundings and without detriment to the form and character of the locality.

### G.113 Welney (RV)

#### *Rural Village*

#### **Description and Background**

**G.113.1** The village of Welney is situated to the southwest of the Borough, 10 miles southwest of Downham Market and 13 miles south of Wisbech. The village lies adjacent to the Old Bedford River and the River Delph, and is in curved linear form either side of Main Street, the A1101. The majority of older dwellings are of two-storeys with pitched roofs. Older buildings are built of red or yellow brick and roofing materials are of Welsh slate or Norfolk clay pantiles.

**G.113.2** The Parish of Welney has a population of 542<sup>(93)</sup>. The village has a limited range of facilities which include a school, pub, parish hall and playing field with sports pavilion. Welney stands alongside a Wildfowl and Wetlands Trust nature reserve which is internationally designated for its biodiversity, and in particular bird species. The reserve covers approximately 420 hectares in area.

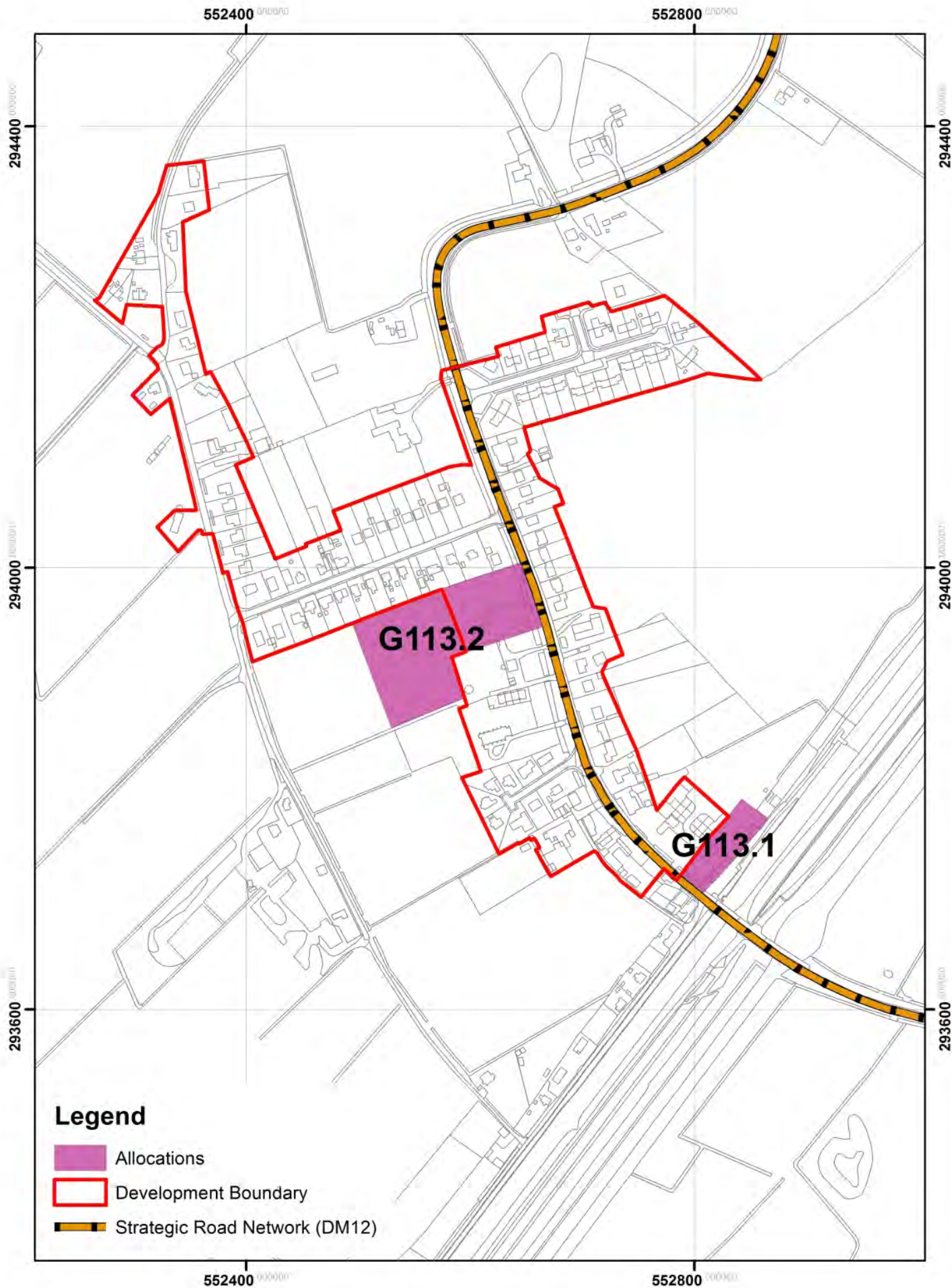
**G.113.3** The Landscape Character Assessment<sup>(94)</sup> identifies the village as being within 'The Fens- Open Inland Marshes' with wide open skies and a strong sense of openness throughout the area. As mentioned above there is a wetland habitat and other ecologically important features. There is a sparse settlement pattern, but a strong recognisable sense of place and moderately strong sense of tranquillity throughout the area.

**G.113.4** The allocated sites are considered by the Council to have the least impact on the form and character of the settlement and its setting within the countryside. The overall level of development is relatively high in comparison to the enumerated population, in response to the specific request from Welney Parish Council to increase the number of allocations to maintain the vibrancy of the village.

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93 Census Data 2011

94 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates



**Inset G113 Welney**

## G Rural West Norfolk

### Site Allocations

#### Policy G113.1 Welney, Former Three Tuns/Village Hall

**Land amounting to 0.25 hectare at the Former Three Tuns/Village Hall, as identified on the Policies Map, is allocated for residential development of at least 7 dwellings.**

**Development will be subject to compliance with the following:**

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should suggest appropriate mitigation (flood resiliency measures);
2. Development is subject to the relocation and replacement of the village hall;
3. Provision of affordable housing in line with the current standards;
4. Any proposal should be accompanied by sufficient information, including drainage arrangements, to demonstrate that there will be no adverse effect on the Ouse Washes Special Area of Conservation, Special Protection Area, and Ramsar;
5. Vehicular access shall be taken from Main Street.

#### Site Description and Justification

**G.113.5** The allocated site is situated towards the south east of the village. The site is adjacent to the Old Bedford River and a Special Area of Conservation, which in turn adjoins the Ouse Washes Sites of Specific Scientific Interest, Ramsar and Special Protection Area. The site is well located in terms of proximity to the school and access to services and will form a natural extension to the village in keeping the existing character and form.

**G.113.6** The site is brownfield in nature and development is linked of all of the site is linked to the relocation and replacement of the existing village hall. The Council would not want to see a community facility, the village hall, being lost without replacement. Ideally the site would come forward as one comprehensive scheme. There was previous planning permission for seven houses on the site, this excluded the village hall, but this permission has now expired. If the portion of the site that doesn't currently host the village hall came forward for development independently, this could be acceptable providing the development of this portion of the site does not inhibit the remainder of the allocated site coming forward and being developed. The Council considers the site is capable of accommodating the 7 residential units required in the settlement at a density reflecting that of the surrounding area. The local highways authority has no objection to this site providing safe access is achieved from Main Street.



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**G.113.7** The whole of the settlement is within Flood Zone 3 and most of the settlement is within the hazard zone. A small area of the allocated site falls partially within a hazard zone however the Council considers due to the brownfield nature of this site and the location within the settlement it is appropriate to develop on this land.

**G.113.8** The Plan's Habitats Regulations Assessment Report identified the need for checks to ensure no adverse impact on the nearby designated nature conservation areas, and these are included in the policy.

**G.113.9** The majority of views of the site are limited to the near distance from adjacent roads, properties and public rights of way. Medium and long distance views from the wider landscape are possible from across the field to the east. In these views the site is seen in the context of the existing village.

**G.113.10** The Council considers this site to be favourable in Welney due to its accessibility and brownfield nature.

### Policy G113.2 - Welney land off Main Street

**Land amounting to 1.25 hectares off Main Street, as identified on the Policies Map, is allocated for residential development of at least 13 dwellings. Development will be subject to compliance with the following:**

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should suggest appropriate mitigation (flood resiliency measures)
2. Improvements to the footway network and safe access to the site Main Street to the satisfaction of the highway authority.
3. Provision of affordable housing in line with the current standards.
4. Any proposal should be accompanied by sufficient information, including drainage arrangements, to demonstrate that there will be no adverse effect on the Ouse Washes Special Area of Conservation, Special Protection Area, and Ramsar.
5. The design and layout of the development shall conserve the significance of the Grade II\* listed Church of St Mary the Virgin.

### Site Description and Justification

**G.113.11** The allocated site is situated towards the south west of the village. The site is adjacent to the Old Bedford River and a Special Area of Conservation, which in turn adjoins the Ouse Washes Sites of Specific Scientific Interest, Ramsar and Special Protection Area. The site is well

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located in terms of the overall position within the village, proximity to the school and access to services. The development of the site would be facilitated by its open character and the lack of mature trees within the field itself.

**G.113.12** The site is currently low grade agricultural land. The Council considers the site is capable of accommodating the 13 residential units required in the settlement at a density reflecting that of the surrounding area. The local highways authority has no objection to this site providing safe access is achieved accompanied by improvements to the footpath network.

**G.113.13** The whole of the settlement is within Flood Zone 3 and most of the settlement is within the hazard zone. The Parish Council in their response to the Preferred Options Consultation would like to see an additional allocation up to 20 dwellings in order maintain the vitality of the village.

**G.113.14** The Plan's Habitats Regulations Assessment Report identified the need for checks to ensure no adverse impact on the nearby designated nature conservation areas, and these are included in the policy.

**G.113.15** The majority of views of the site are limited to the near distance from adjacent roads, properties and public rights of way. Medium and long distance views from the wider landscape are possible from across the field to the west. In these views the site is seen in the context of the existing village.

### G.114 Wereham (RV)

#### *Rural Village*

#### **Description**

**G.114.1** The village of Wereham is situated six miles southeast of Downham Market. The older part of the village is focused around the church and village pond, with more recent development forming a linear pattern along Stoke Road and Flegg Green. Within the older part of the village building materials include stone walls with pantiled pitched roofs, outside of this central core the major building material is brick. The village has a designated Conservation Area.

**G.114.2** The Parish of Wereham has a population 859<sup>(95)</sup>. The village has a limited range of services and facilities which include a pub, a bus route and other employment uses.

**G.114.3** The Landscape Character Assessment<sup>(96)</sup> characterises the area as 'Settled Farmland with Plantations'. The flat to gently rolling landscape encompasses several smaller linear villages, including Wereham, nestling within a predominantly agricultural backdrop. The field pattern consists of a network of small to medium fields delineated by a variety of field boundaries including hedgerows, drainage ditches, mature trees and wooden fencing. Several plantations woodlands,

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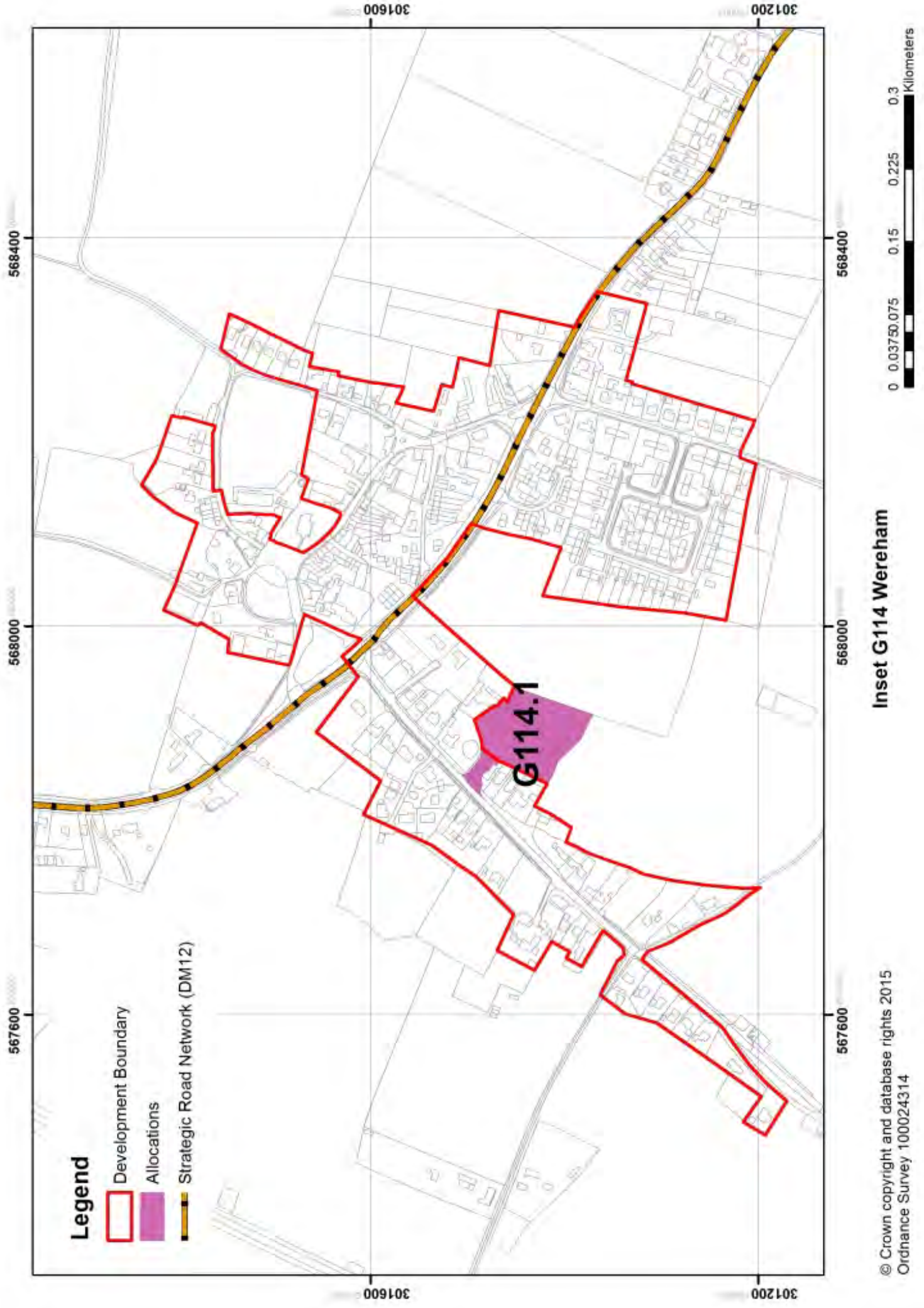
95 Census Data 2011

96 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates

## Rural West Norfolk G

hedges, rows of poplars and other mature trees, frame views and give a sense of enclosure. A network of mainly rural, peaceful roads (often aligned by drainage ditches) connects the farms and villages.

**G.114.4** Wereham is designated a Rural Village by the Core Strategy capable of accommodating modest growth to support essential rural services. On a population pro-rotta basis, the Council's preferred approach to distribution of development, Wereham is to receive an allocation of 6 dwellings. However, it is considered that the preferred site has the potential to accommodate development slightly above the guide level and as such 8 dwellings are allocated to maximise the development potential of the site.





## Site Allocation

### Policy G114.1 Wereham - Land to the rear of 'Natanya', Hollies Farm, Flegg Green, Wereham

**Land amounting to 0.77 hectare, as identified on the Policies Map, is allocated for residential development of at least 8 dwellings, subject to:**

1. Provision of safe access being achieved from Flegg Green to the satisfaction of the local highways authority;
2. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Provision of affordable housing in line with the current standards.

## Site Description and Justification

**G.114.5** The allocated site is located to the south of the settlement and is a brownfield site, this previously developed land has not been in employment uses for some time, it is currently contains a number of dilapidated storage structures, and is unlikely to be used for employment purposes going forward. The surrounding area consists of residential housing development along Flegg Green. The site is adjacent to the development boundary with open fields to the south.

**G.114.6** It is considered that development on the site would not be visually intrusive in the landscape. Views of the site are limited to near distance from adjacent roads and properties. Redevelopment of the site has the potential to positively contribute to the street scene and local area. There are few opportunities for medium and long distance views, in these limited views, development would be seen in the context of the existing built form.

**G.114.7** Development of the site would form an extension onto the rear of existing housing development along Flegg Green. The site is located relatively close to services and facilities within the village. Access is obtainable from Flegg green, as supported by Norfolk County Council as the local highway authority; this is subject to demonstration of safe access.

**G.114.8** The site is identified in the Sustainability Appraisal as a suitable option for development in comparison to other options. It is of sufficient scale to accommodate 8 dwellings at a density consistent with its surrounding without detriment to the form and character of the locality. The Parish Council made no objections to the allocation. The site is situated away from the Wereham Conservation Area and development would not have an impact on the intrinsic beauty and distinctive character of this heritage asset.

## G Rural West Norfolk

### G.115 West Acre (SVAH)

#### ***Smaller Village and Hamlet***

**G.115.1** West Acre is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.115.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### G.116 West Bilney (SVAH)

#### ***Smaller Village and Hamlet***

**G.116.1** West Bilney is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.116.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### G.117 West Dereham (SVAH)

#### ***Smaller Village and Hamlet***

**G.117.1** West Dereham is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.117.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### G.118 West Newton (RV)

#### ***Rural Village***

#### **Description**

**G.118.1** West Newton is a small village located about eight miles northeast of King's Lynn. The village has strong links with Sandringham Estate, encompassing a series of estate cottages within a woodland setting located next to a church. The settlement is partly within Norfolk Coast AONB.

## Rural West Norfolk G

**G.118.2** West Newton is located in the Parish of Sandringham, which has a population of 176<sup>(97)</sup>. West Newton supports a primary school, social club, village shop and local bus service, but is otherwise limited in service provision. The village is within the general character area of 'Wooded Slopes with Estate Land' which is a very mature landscape character, including vast expanses of mature coniferous woodland<sup>(98)</sup>.

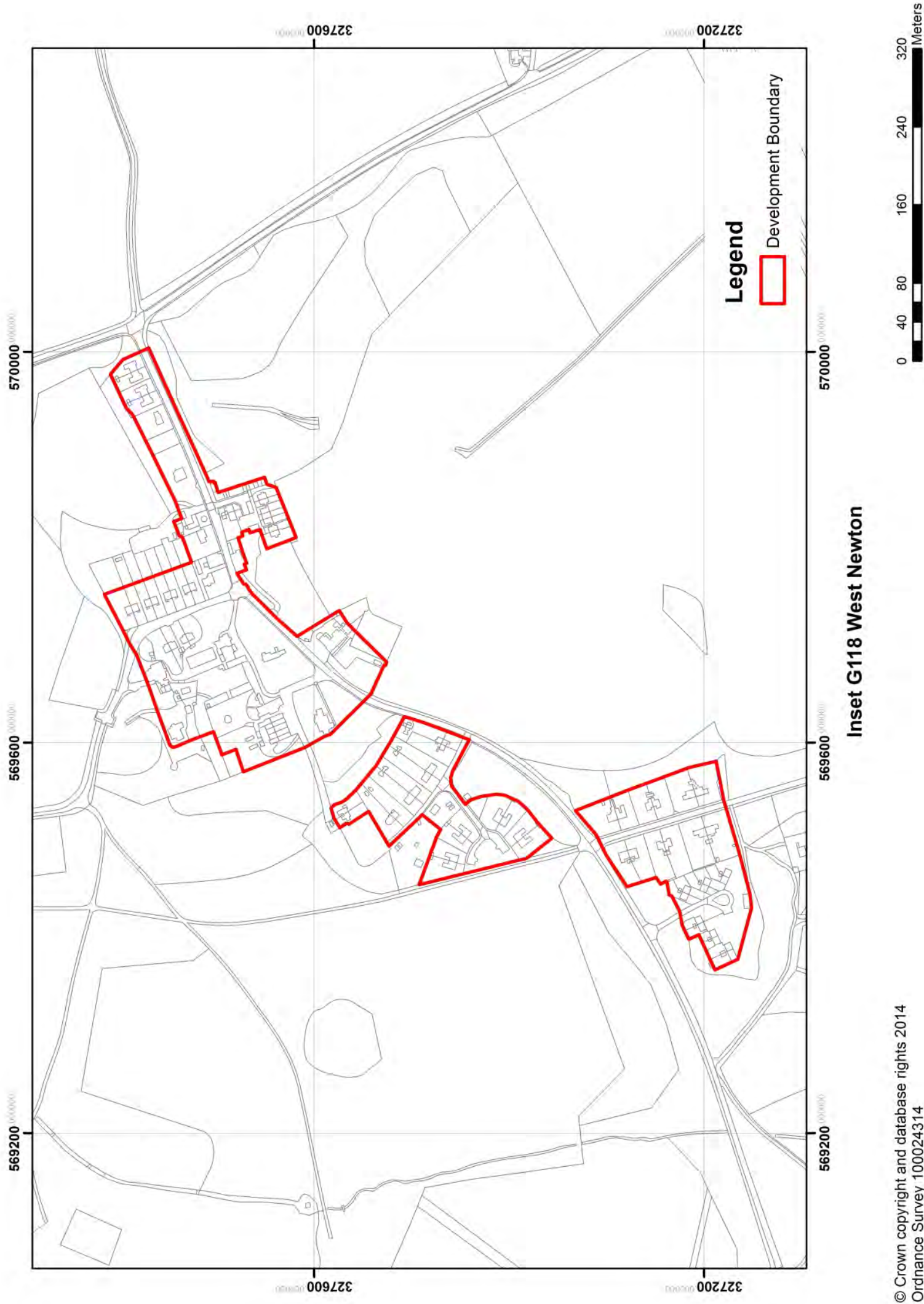
**G.118.3** West Newton has a small population size and an average level of services for its designation as a Rural Village by the Core Strategy.

**G.118.4** Based on the Council's preferred method of distributing new development (as outlined in Section 4, earlier), West Newton would receive an allocation of 2 new houses. However, there are no identified available sites for housing in the settlement. Therefore, the Council has not allocated land for housing in West Newton.

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97 2011 Census

98 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates





**G.119 West Rudham (SVAH)*****Smaller Village and Hamlet***

**G.119.1** West Rudham is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.119.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

**G.120 West Walton / Walton Highway (KRSC)*****Key Rural Service Centre*****Description**

**G.120.1** West Walton and Walton Highway are marshland villages three miles to the north of Wisbech and approximately 13 miles south west of King's Lynn. The Parish population, which includes both West Walton and Walton Highway, is recorded as 1,731<sup>(99)</sup>.

**G.120.2** West Walton village was originally centred around St Mary's Church and the cross roads, but has expanded towards the east in a linear form along Salts Road and School Road. The building materials are usually red brick, although some more recent buildings are buff coloured brick, with roofs in older buildings pantiles or slate and more recently red / brown plain tiles.

**G.120.3** Walton Highway lies to the west of the A47 and is focused around the intersection at Lynn Road (the former route of the A47). The settlement was originally linear in pattern along this road, but more recent developments have seen the village grow along Salts Road, School Road, St. Paul's Road North and Common Road. While most buildings in the older part of the village are two-storey nearly all new developments are single storey construction.

**G.120.4** Between them, the villages have a primary and secondary school, commutable bus route, pubs, other retail and employment.

**G.120.5** The Landscape Character Assessment<sup>(100)</sup> refers to these settlements as bordering the 'Open Inland Fens' to the east and encompassing a rich mix of arable fields, fruit orchards, plantations and pasture. It has an intact mature landscape structure including the rows of poplars and large concentration of fruit orchards with panoramic views across the area, frequently framed by orchards. There is an historic drainage network, and a strong sense of tranquillity throughout the area.

**G.120.6** West Walton and Walton Highway are grouped together in the Core Strategy to jointly form a Key Rural Service Centre. This is due to the services and facilities shared between the settlements, and the close functional relationship between the two. On a population pro-rotas basis

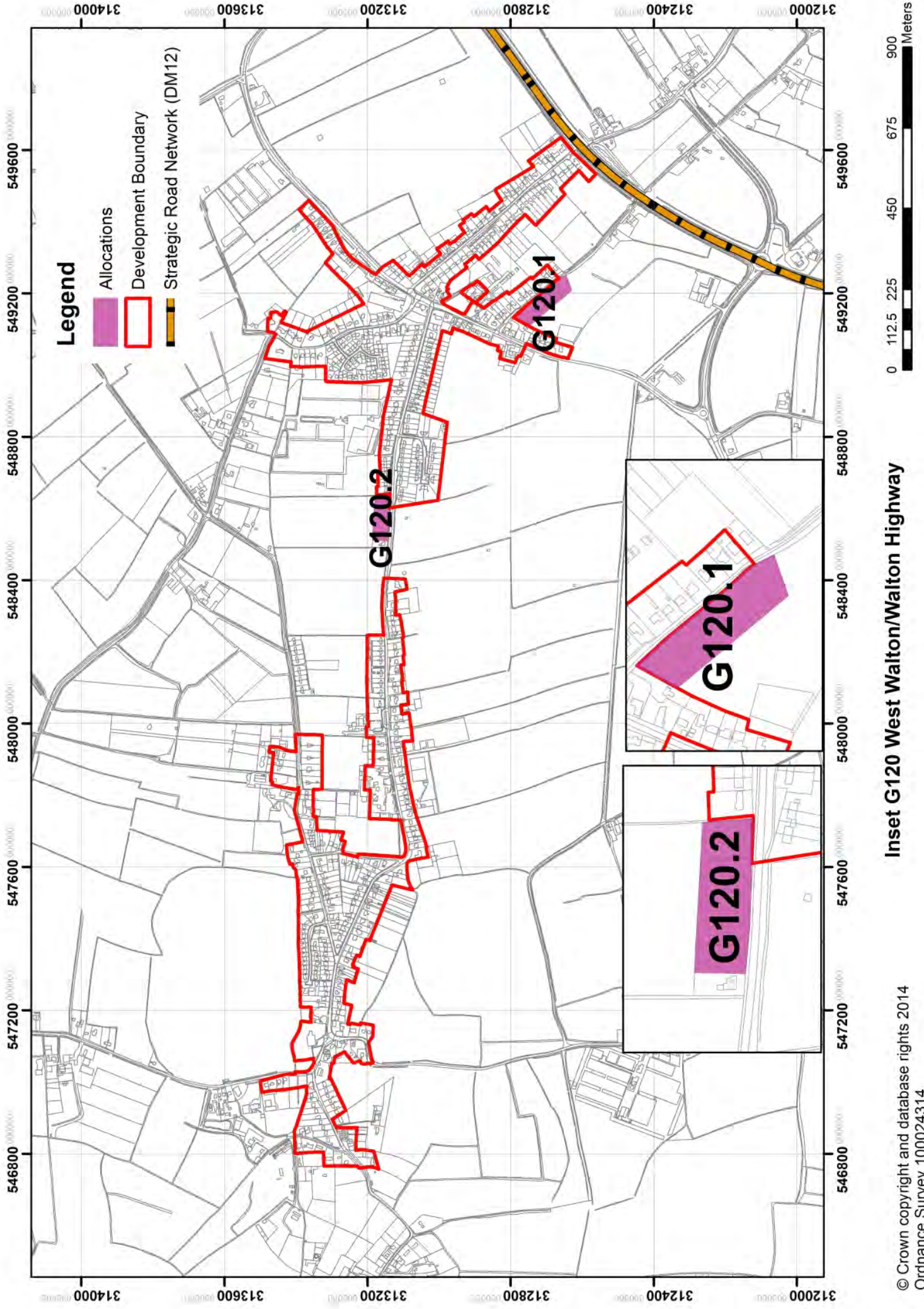
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99 2011 Census

100 King's Lynn & West Norfolk Landscape Character Assessment 2007

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(see Distribution of Development section) West Walton and Walton Highway is to be allocated a total of 23 new dwellings. However, the two identified preferred sites in the settlement are capable of accommodating a maximum of 20 dwellings.



## G Rural West Norfolk

### Site Allocations

#### Policy G120.1 Walton Highway - Land adjacent Common Road

**Land amounting to 0.83 hectare as shown on the Policies Map is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will integrate with the design of the new development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Demonstration of safe access and visibility to the satisfaction of Norfolk County Council Highways Authority;
4. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.120.7** The allocated site is situated south-east of Walton Highway, on the edge of the built extent of the village facing onto detached bungalows on Common Road. The site comprises of Grade 2 (good quality) agricultural land currently in marginal arable use. Although development would result in the loss of productive agricultural land, the entire settlement consists of either excellent or good quality agricultural land but the need for additional housing to sustain existing village services outweighs this constraint.

**G.120.8** Landscape features on the site includes boundary hedgerows and a number of small trees within the site. Other than this, there are no significant landscape features.

**G.120.9** The surrounding area is predominantly residential in character with existing housing on the north, east and partly to the west and open fields to the south. It is considered that development in this location would be well related to the character of the surrounding area with minimal landscape and visual impacts in comparison to other considered sites. Views are mostly restricted to near distance from adjacent roads and properties. In the wider views that are available from the south, development would be seen against the backdrop of the existing settlement.

**G.120.10** Development of the site would form a continuation of housing along Common Road. Immediately opposite the site, on the other side of Common Road is existing linear frontage development. Walton Highway is largely characterised by this pattern of development and the site



## Rural West Norfolk G

lends itself to this form of development. In addition, the site is within reasonable walking distance to some services in the village although there is a general scattered distribution of services in the village. The local Highway Authority identified no constraints in terms of access or adequacy of the road network provided safe access and visibility can be demonstrated.

**G.120.11** In line with the principles of the sequential test, the allocated site is in a lower flood risk area (tidal flood zone 2) compared to other higher risk areas in the settlement (tidal flood zone 3). A flood risk assessment is required prior to development as set in the allocation policy above.

**G.120.12** In summary, it is considered that the site is of sufficient scale to accommodate 10 dwellings at a density consistent with its surrounding and without detriment to the form and character of the locality.

### Policy G120.2 Walton Highway - Land north of School Road

**Land amounting to 0.54 hectare north of School Road as shown on the Policies Map is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of a Site Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will integrate with the design of the new development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. The design and layout of the proposed development should take due account of the overhead cables running across the eastern part of the site, ensuring that the minimum statutory safety clearance is provided. Details of this shall be submitted and agreed by the local planning authority prior to development taking place;
4. Demonstration of safe access to the satisfaction of Norfolk County Council Highway Authority;
5. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.120.13** The allocated site lies on the western edge of the village of Walton Highway, to the north of School Road. It is in a fairly built up part of the village, next to the development boundary. The site mostly comprises of overgrown scrub land and is classed as good quality agricultural land. All site options within the settlement fall within similar grade of agricultural land. Landscape features within the site include boundary hedgerows and planting.

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**G.120.14** The site fronts directly onto School Road with some housing immediately opposite. It is bordered on the east and west by existing housing and an orchard at the rear (north). The site is well integrated with its surrounding and does not extend into the countryside. It is well screened from the wider landscape by existing development and the orchard at the rear.

**G.120.15** The site is considered to be ideally located for residential development. It is well related to the existing form and character of the area. Development would constitute infill, forming a natural continuation of the existing housing along School Road. It provides an opportunity for linear frontage development which is consistent with the general character of the village.

**G.120.16** In terms of proximity to services, the site is on a bus route and is fairly centrally located between the villages of West Walton and Walton Highway with adequate access to services in both villages. Norfolk County Council as the local highway authority raised no objections in terms of access and adequacy of the road network. The site is also supported by the local Parish Council.

**G.120.17** The site, which falls within Flood Zone 2, is in a lower degree of flood risk in comparison to other growth options as these are within higher risk flood zones. Development is subject to meeting the flood risk policy above.

**G.120.18** The Council considers that the scale of the site is sufficiently large to accommodate 10 dwellings and also address any possible issues regarding the overhead cables across the eastern part of the site and provision of an access to the orchard at the rear of the site.

### G.121 West Winch - see under King's Lynn & Surrounding Area

**G.121.1** West Winch is covered in the section of this document dealing with King's Lynn and Surrounding Areas. Please see section E, and section E.2 in particular.

### G.122 Whittington (SVAH)

#### ***Smaller Village and Hamlet***

**G.122.1** Whittington is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

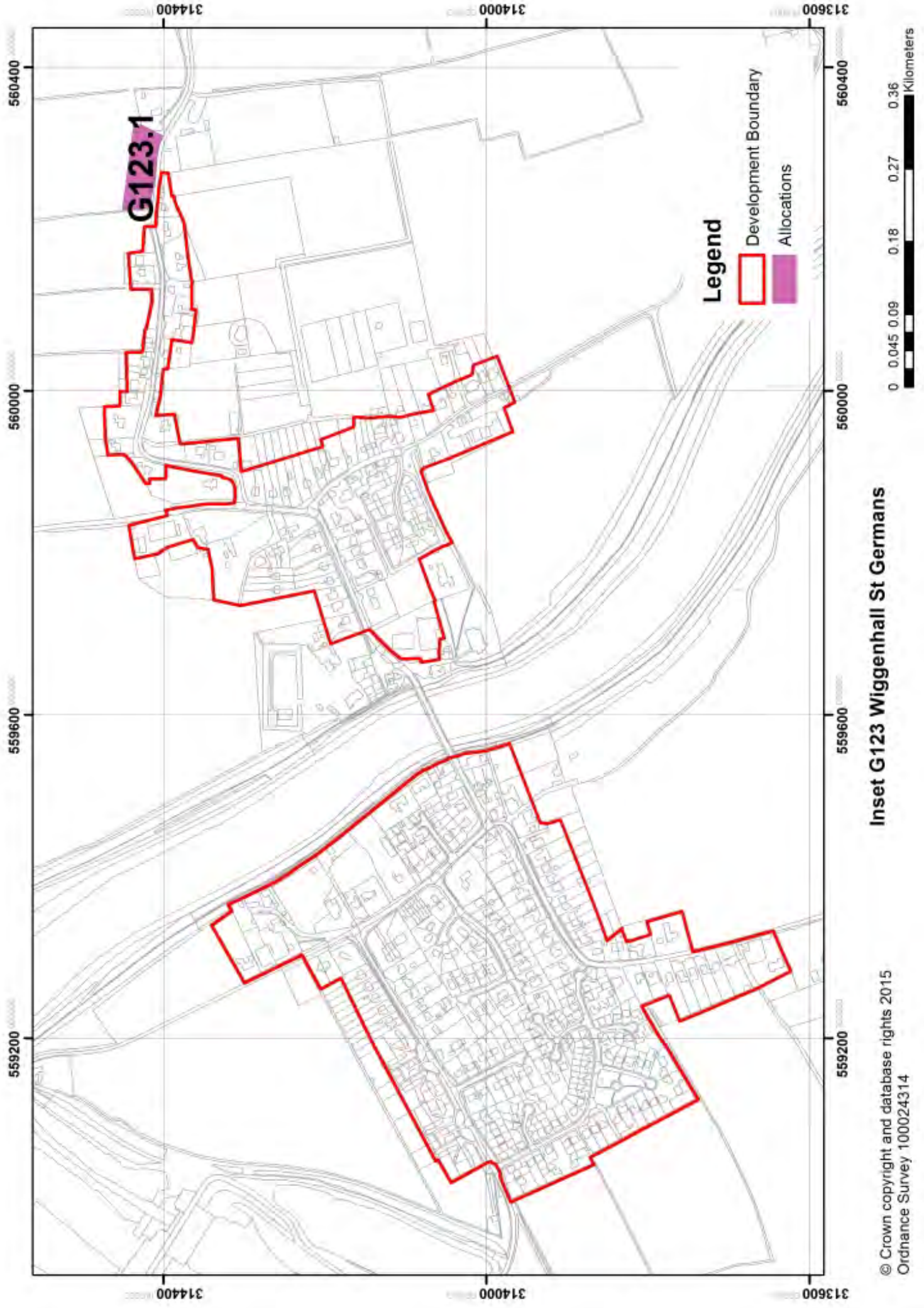
**G.122.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

**G.123 Wighenhall St. Germans (RV)*****Rural Village*****Description**

**G.123.1** Wighenhall St. Germans is a large village situated either side of the River Great Ouse at an ancient crossing point, five miles south of King's Lynn. The river meanders through the village and is an important feature of the village, but does not dominate its traditional fenland character. The population of the Parish was recorded as 1,373 in the 2011 Census. The services in the village include a school, church, bus service, shop, and pub.

**G.123.2** Wighenhall St. Germans falls within the “The Fens – Open Inland Marshes” landscape character type<sup>(101)</sup>, with extensive vistas and wide open skies evoking a strong sense of openness, exposure and isolation. The strikingly flat, low lying terrain ranges between only 1m to -2m AOD in elevation, resulting in a strong geometric and linear landscape patterning defined by large scale intensive arable farming, with extensive field units divided by a regular network of drainage ditches and dykes, long straight roads, large straight rivers and cut off channels. It is a sparsely settled an unsettled landscape but with some villages and dispersed farmsteads with adjoining outbuildings.

**G.123.3** Wighenhall St. Germans is designated a Rural Village in the Core Strategy, capable of accommodating modest growth to sustain essential rural services. On a population pro rata basis (see Distribution of Development section) Wighenhall St. Germans was to receive an allocation of 12 new dwellings. A site north of Mill Road was put forward at the Preferred Options stage consultation and this site is put forward as an allocation for a total of 5 new dwellings.





## Site Allocation

### Policy G123.1 Wiggenhall St. Germans - Land north of Mill Road

**Land amounting to 0.4 hectare north of Mill Road as shown on the Policies Map is allocated for residential development of at least 5 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Visibility splays on the road access appropriate for approach speeds of 30mph and offsite highway works to the lay-by, being achieved to the satisfaction of the local highway authority
4. Provision of affordable housing in line with current standards.

## Site Description and Justification

**G.123.4** The allocated site is situated north of Mill Road, Wiggenhall St. Germans. The site is situated at the edge of the settlement but is adjacent to the settlement with its south-east boundary immediately abutting the development boundary. Open fields border the site on the northern boundary with dwellings neighbouring the site to the east and west of the site. The site comprises of greenfield, grade 2 (good quality) land and development would have an impact on food production as the site in agricultural use.

**G.123.5** There are no significant landscape features within the site other than boundary drain and existing Public Right of Way to the east of the site. The site is subject to high flood risk (FZ3) and is located in a Hazard Zone. The site is not screened from the wider landscape on the northern side but in this view development will be viewed against the backdrop of the existing village. As such it is considered development on the site is not likely to harm the landscape character and visual amenity of the locality. Directly opposite the site there is a local facility with a football field being located there.

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**G.123.6** Development would form a continuation of existing housing on Mill Road without detriment to the form and character of the locality. In terms of visual and landscape impacts development would mostly be seen in the backdrop of the existing settlement and would not cause significant harm to the visual amenity of the area. The site access is obtainable from Mill Road as supported by the Local Highway Authority subject to the design and layout.

**G.123.7** The site is identified to be the least constrained site over other considered sites in the settlement, and is of a sufficient scale to accommodate the 5 dwellings sought in the village at a density that is consistent with its surrounding area.

### G.124 Wighenhall St. Mary Magdalen (RV)

#### *Rural Village*

#### **Description**

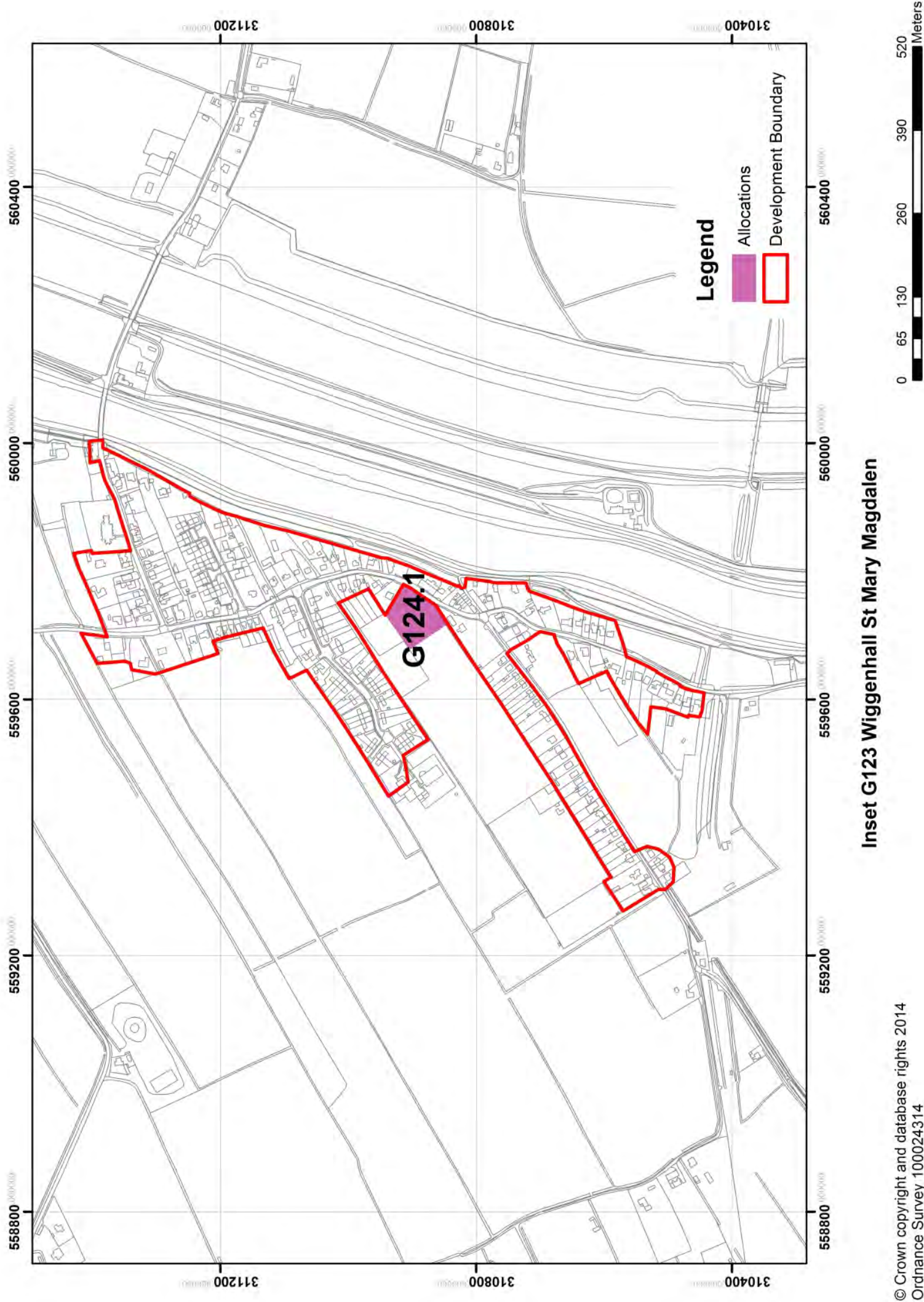
**G.124.1** The village of Wighenhall St. Mary Magdalen is situated on the west bank of the River Great Ouse; seven miles south of King's Lynn. The river clearly defines its eastern edge. In other directions, however, the village is less clearly defined. The area of the village is flat with few trees of significance and there is no obvious focal point; the church and pub being at the northern end of the village near to the bridge in the older part of the village. Most of the older buildings are two-storey, some having small front gardens. There are, however, a considerable number of bungalows and much newer development has been of this type. Wighenhall St. Mary Magdalen has a few services including a school, shop and a pub. The Parish of Wighenhall St. Mary Magdalen has a population of 729 as recorded in the 2011 Census.

**G.124.2** Wighenhall St. Mary Magdalen falls within the "The Fens - Open Inland Marshes" landscape character type <sup>(102)</sup>. This is characterised by a large scale landscape with extensive vistas and wide open skies evoking a strong sense of openness, exposure and isolation. It is a strikingly flat, low lying terrain. Strong geometric and linear units divided by a regular network of drainage ditches and dykes, long straight roads, large straight rivers and cut off channels. A largely unsettled landscape with villages and dispersed farmsteads with adjoining outbuildings.

**G.124.3** Wighenhall St. Mary Magdalen is designated as a Rural Village by the Core Strategy. The approach to the distribution of development (see Distribution of Development Chapter) suggests 7 additional dwellings are sought here. However, the Council considers the chosen site could satisfactorily accommodate a little more, and that 10 dwellings would be a more appropriate number.

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102 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates



## G Rural West Norfolk

### Site Allocation

#### Policy G124.1 Wighenhall St. Mary Magdalen - Land on Mill Road

**Land amounting to 0.5 hectare, as identified on the Policies Map, is allocated for residential development of at least 10 dwellings. Development will be subject to compliance with all of the following:**

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Submission of details relating to the sewer that crosses the site together with mitigation (easement / diversion) to the satisfaction of Anglian Water;
4. Visibility splays on the road access appropriate for approach speeds of 30mph and offsite highway works to the lay-by, being achieved to the satisfaction of the local highway authority;
5. Provision of affordable housing in line with the current standards.

### Site Description and Justification

**G.124.4** This site is a greenfield site in agricultural use, situated in the centre of the settlement, and scoring relatively highly in terms of sustainability. It abuts the recommended development boundary on all but the west boundary. The Council considers the site is suitable to accommodate the 10 residential units required in the settlement at a density consistent with that of the surrounding area. Development on this site will support the facilities and services in the village.

**G.124.5** The majority of the views in to the site are limited to near distance from adjacent roads, properties and public rights of way. There are few opportunities for long distance views due to the site being located within a developed area. The site is completely screened by housing on the east boundary. In the limited views that are available the site is seen in the context of the existing settlement.

**G.124.6** The site lies within Flood Zone 3 (high risk of flooding) identified by the Borough's Strategic Flood Risk Assessment. None of the available sites in the settlement is at a lower risk of flooding as the whole of the settlement is in Flood Zone 3. Therefore the sequential test set by the National Planning Policy is met.



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**G.124.7** 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 (or allocated unconditionally) if such an assessment demonstrates that housing development on this site would be safe, and it can be shown that this can be achieved in a way compatible with the site's surroundings. It will be for the site owner or prospective developer to provide such an assessment. The detailed requirements for this are set out in the DM21: sites in areas of flood risk.

**G.124.8** The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SUDS) would be sought to serve new development.

**G.124.9** Norfolk County Council as the local highways authority consider the site acceptable for development and would have no objections providing that visibility splays appropriate for speeds of 30mph and offsite highway works to the lay-by are achieved to their satisfaction.

**G.124.10** The Council favours this site over the others submitted due to its central location and relation to village services, scoring positively with regard to this in the sustainability appraisal. Wiggenhall St. Mary Magdalen Parish Council supports the site over other options in the settlement. Development of this site would have a less negative impact upon the local landscape.

### **G.125 Wiggenhall St. Mary the Virgin (SVAH)**

#### ***Smaller Village and Hamlet***

**G.125.1** Wiggenhall St. Mary the Virgin is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.125.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### **G.126 Wimbotsham (RV)**

#### **Rural Village**

#### **Description**

**G.126.1** The village of Wimbotsham lies just over a mile to the north of Downham Market. The basic village form is linear, with some growth extending out from the main route through the village. The village centre has an attractive feel which is designated a Conservation Area around Church Road, The Street and the village green which form the centre of the village. Older buildings in the village were constructed using Norfolk red brick and carstone, with Norfolk clay pantiles or Welsh slate on roofs. The Parish of Wimbotsham has a population of 664<sup>(103)</sup>. The village retains a church and chapel, a primary school, pub and shop as well as a number of independent businesses.

## G Rural West Norfolk

**G.126.2** The landscape character area is identified as ‘Settled Farmland with Plantations’ situated northeast of Downham Market with the Fens to the northern and western boundaries <sup>(104)</sup>. The flat to gently rolling landform of this character area is covered with a patchwork of arable farmland, historic parkland and rough grassland, interspersed with copses and belts of plantation woodland and a scattering of hamlets and small villages. Occasional ponds and pools are peppered throughout the area. Ditches, trees and hedges often align the rural roads. From the A10, approaching the junction with the A1122 and also from adjacent footpaths, the eastern settlement edge of Downham Market is visible. A network of relatively narrow, rural roads crosses the area and connects the settlements. The main A10, A134 and A1122 roads cut through the area (forming a triangle), with associated noise and visual intrusion.

**G.126.3** Wimbotsham is designated a Rural Village by the Core Strategy. The Council’s preferred option for distribution of development between Rural Villages on a population pro-rata approach (see Distribution of Development section earlier in this document) would indicate 6 additional dwellings for Wimbotsham.

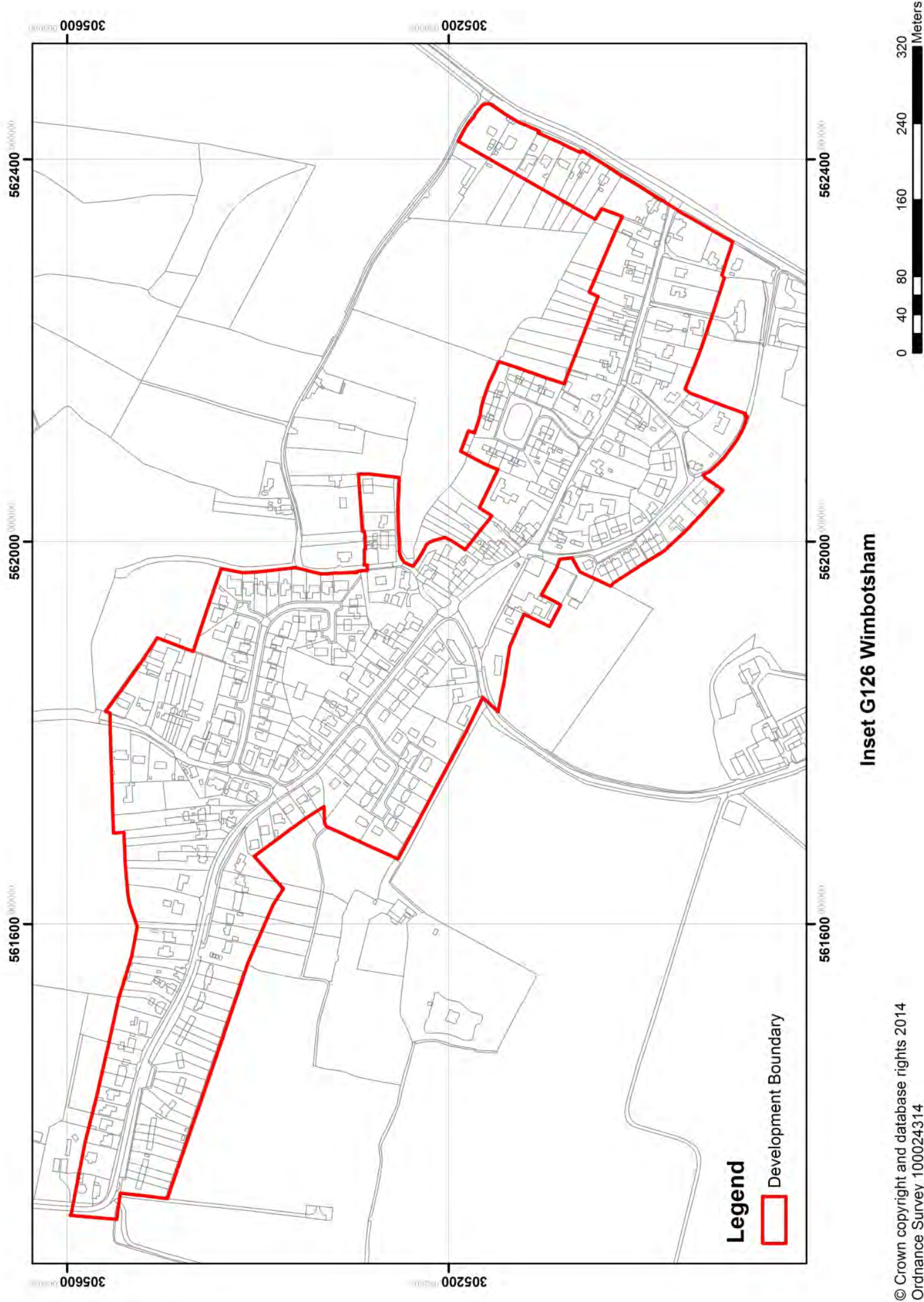
**G.126.4** Of the sites put forward for consideration, those within the village and to the northern edge are not considered suitable because of their potential adverse impact on the character of the settlement and its Conservation Area, a view supported by English Heritage. The sites are also considered not accessible by the local highways authority. Submitted sites on the southern edge of the village are generally not accessible.

**G.126.5** The sites to the south of the village are also parts of larger parcels straddling the gap between Wimbotsham and Downham Market. These have been considered in terms of their potential to provide expansion northward of Downham Market, while maintaining a significant gap between the town and Wimbotsham. Therefore have been considered as part of the Downham Market section (see earlier section in this document).

**G.126.6** The Council considers that the sites which remain as options in the settlement are large sites which abut Wimbotsham and Downham Market. Therefore no sites have been identified that, in terms of the form, character and servicing constraints of the village, are considered suitable to allocate for residential development.

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104 Borough Council of King's Lynn and West Norfolk (2007) Landscape Character Assessment Final Report, Chris Blandford Associates



## G Rural West Norfolk

### G.127 Wolferton (SVAH)

#### ***Smaller Village and Hamlet***

**G.127.1** Wolferton is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.127.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

### G.128 Wormegay (RV)

#### ***Rural Village***

#### **Description**

**G.128.1** Wormegay is a small village that lies six miles south of King's Lynn and eight miles north of Downham Market, a short distance from the A134. The village has a population of 359<sup>(105)</sup>. The village is linear in form with development along Castle Road, and more recently Bardolph's Way. There is an abrupt transition from the built extent of the village into open countryside, and it is important to recognise the significant trees around the castle. The older buildings are generally two-storey with pitched roofs, using yellow and red bricks and blocked and random carstone for walls, and red clay pantiles and slates for roofs.

**G.128.2** The limited local services in the village include a school, a commutable bus route and employment uses.

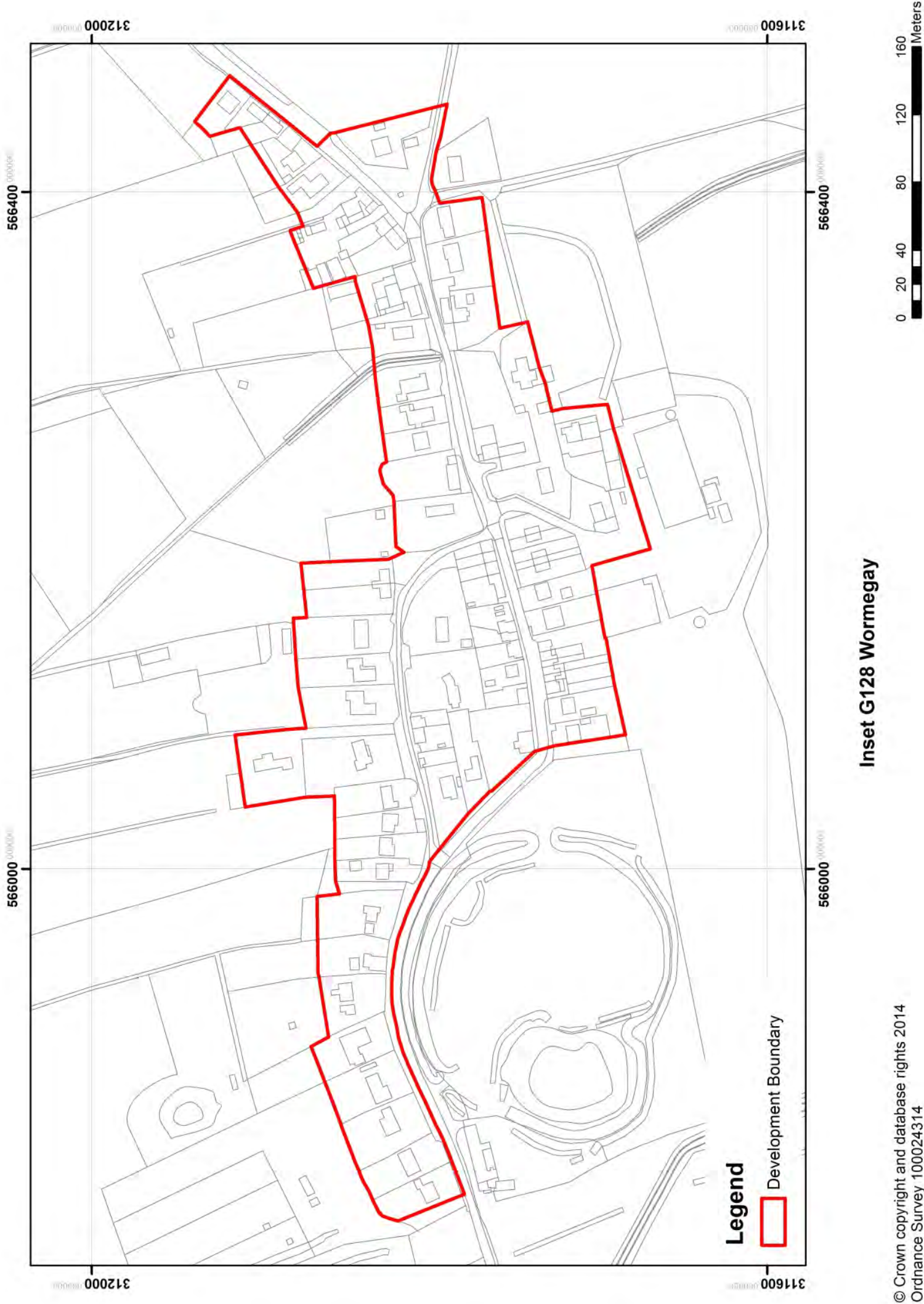
**G.128.3** Wormegay is situated within 'The Fens - Open Inland Marshes' landscape character type<sup>(106)</sup> which follows the course of the River Nar to the north of the village and is restricted by the banks of the River Great Ouse further to the west. The area features arable fields, occasionally interspersed with pasture. Dykes and ditches frequently demarcate the medium to large, mostly regular, fields.

**G.128.4** Wormegay is designated a Rural Village in the Core Strategy, capable of accommodating modest growth to support essential rural services. On a population pro rata basis, (see Distribution of Development section) Wormegay would receive an allocation of 3 new houses. However, no sites have been identified that are suitable for residential development in terms of form, character, access and servicing constraints of the village. Therefore the Council has not allocated land for housing in Wormegay.

105 2011 Census, Parish Population Data

106 King's Lynn & West Norfolk Landscape Character Assessment 2007





## G Rural West Norfolk

### G.129 Wretton (SVAH)

#### ***Smaller Village and Hamlet***

**G.129.1** Wretton is designated a 'Smaller Village and Hamlet' by the 2011 Core Strategy. As such it does not have any specific site allocations or a development boundary.

**G.129.2** Only very limited development would be expected here, and this would be judged against the range of policies in the Core Strategy and the Development Management Policies in this Plan (including, in particular, DM3: Development in the Smaller Villages and Hamlets).

## Glossary 1

## 1 Glossary

TERM (abbreviation)	MEANING
<b>Above Ordnance Datum</b> (AOD)	A measure of the elevation of a point, relating to the elevational datum defined by the Ordnance Survey.
<b>Adoption</b>	The stage at which a plan is formally declared a part of the Local Plan (and hence Development Plan) for an area by the local planning authority.
<b>Affordable Housing</b>	Housing provided at a cost lower than market housing. Specific definitions of what constitutes affordable housing are set by Government, and can change from time to time. The current definition is contained in the Glossary to the National Planning Policy Guidance.
<b>Air Quality Management Area</b> (AQMA)	An area designated as requiring special measures to achieve acceptable air quality.
<b>Allocation</b>	A proposal for land for housing, employment or other uses within a Local Plan that identifies a specific area of land
<b>Annual Monitoring Report</b> (AM)	See 'Monitoring Report'
<b>Ancient woodland</b>	Woodland dating back to 1600 or before
<b>Appropriate Assessment</b>	The term strictly applies only to a particular stage of a habitats assessment (see below), but is also sometimes used in place of habitats assessment as a whole.



<b>Area of Outstanding Natural Beauty</b> (AONB)	A nationally designated area with the highest degree of protection (along with national parks) for its landscape and scenic beauty. In West Norfolk the only such area is part of the Norfolk Coast Area of Outstanding Natural Beauty.
<b>Article 4 Direction</b>	A measure which may be adopted by a local planning authority requiring planning applications to be made for specified types of development that would otherwise be automatically allowed as 'permitted development' (see definition for 'permitted development').
<b>Assets of community value</b>	Part 5 Chapter 3 of the Localism Act 2011 provides for a scheme called 'assets of community value'. Part of the Government's community empowerment agenda, it requires a local council to maintain a list of 'community assets'.
<b>Biodiversity</b>	Specifically, the degree of variation of life forms within a given area, species, ecosystem, etc. More generally used to refer to the well-being and sustainability of flora and fauna within an area.
<b>Biodiversity Action Plan</b> (BAP)	A plan to conserve and enhance biodiversity in an area.  <a href="http://www.norfolkbiodiversity.org/countywildlife/Map%20of%20Designated_wildlifesites2011_reduced.pdf">http://www.norfolkbiodiversity.org/countywildlife/Map%20of%20Designated_wildlifesites2011_reduced.pdf</a>
<b>Borough Council of King's Lynn and West Norfolk</b> (BCKLWN)	The local planning authority for King's Lynn and West Norfolk (alongside its other responsibilities as a 'district' local authority).
<b>BRE Environmental Assessment (BREEAM)</b>	A voluntary measurement rating for green buildings established in the UK by the Buildings Research Establishment (BRE).

## 1 Glossary

<b>Brownfield Land or Sites</b>	<p>Previously developed land. Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes:</p> <ul style="list-style-type: none"> <li>• land that is or has been occupied by agricultural or forestry buildings;</li> <li>• land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures;</li> <li>• land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and</li> </ul> <p>land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.</p>
<b>Common Land</b>	<p>Most common land is privately owned. Owners of commons (often the lord of the manor) enjoy largely the same rights as other landowners, except that common land is subject to 'rights of common' held by other individuals over the common, and to the special statutory controls that apply under commons legislation. Many commons are still used for agriculture and serve the economic interest of farming communities. They are also valued for their landscape, wildlife and archaeological interests, and for public enjoyment. Over half of common land in England has been designated as Sites of Special Scientific Interest ('SSSIs'). There is a public right of access to nearly all common land, either under the Countryside and Rights of Way Act 2000 or under earlier legislation</p>
<b>Community Infrastructure Levy (CIL)</b>	<p>A charge which may be levied on individual developments to fund infrastructure needed to support development in general. A Council may adopt CIL for zones and/or uses across a district after consultation and scrutiny of the evidence relating to economic viability at an Examination.</p>
<b>Community Land Trust (CLT)</b>	<p>A community land trust is a non-profit organisation that develops and stewards affordable housing, community gardens, civic buildings, commercial spaces and other community assets on behalf of a community.</p>
<b>Conservation Area</b>	<p>An area designated to preserve or enhance its special architectural or historic interest.</p>

## Glossary 1

(CA)	Local Authorities are required by SS72 of the Planning (Listed Building and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas when drawing up plans or considering development proposals both within the designated area and outside it if they would affect the setting or views into or out of it.
<b>Constraint</b>	A limiting factor that affects development, such as an environmental designation or a technical issue e.g. access.
<b>Core Strategy</b>	The overall strategy for the use and development of land in the Borough, and a key part of the Local Plan. The current Core Strategy was adopted by the Council in 2011 and sets the overall level of growth and the general locations for development for the period until 2026.
<b>Contaminated land</b>	Land that has been polluted or harmed in some way making it unfit for safe development and use without remediation.
<b>Density</b>	In the case of housing and residential development, usually expressed as dwellings per hectare (dph) or habitable rooms per hectare.
<b>Development</b>	Development is defined in law, for planning purposes, as 'the carrying out of building, engineering, mining or other operations in, on over or under land, or the making of any material change in the use of any building or other land'. Most forms of development require planning permission, unless it is 'permitted development' (see definition for 'permitted development').
<b>Development Plan</b>	The official 'plan' for an area, with a special status under the law. This will often comprise a number of separate documents, and includes the Local Plan (see below) the Minerals and Waste Development Plan Documents and any neighbourhood plans.
<b>Development Plan Document</b> (DPD)	A plan, or planning policy document forming part of the Local Plan and the Development Plan for the area. The Core Strategy is a development plan document, and once adopted the Site Allocations and Development Management Policies Plan will also be a development plan document.
<b>Duty to Co-operate</b>	A statutory duty for public bodies or local authorities introduced by the 2011 Localism Act to address strategic planning matters.

# 1 Glossary

<b>Edge of centre</b>	For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.(as defined by the NPPF)
<b>Employment Land Study</b>	An assessment of the suitability of sites for employment development, to safeguard the best sites in the face of competition from other, higher value, uses and help identify those which are no longer suitable for other uses.
<b>Environmental Assessment</b>	See Screening
<b>European Sites (also known as Natura 2000 Sites)</b>	<p>These sites are designated under a European Directive and include Special Protection Areas (SPAs) and Special Area of Conservation (SCAs). Ramsar Sites have an international designation.</p> <p>A Special Area of Conservation (SAC) is an area which has been given special protection under the European Union's Habitats Directive. SACs provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity.</p> <p>A Special Protection Area (SPA) is an area of land, water or sea which has been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds classified under the European Wild Birds Directive which affords them enhanced protection.</p> <p>Ramsar sites are wetlands of international importance, designated under the Ramsar Convention. All terrestrial Ramsar sites in England are also notified as Sites of Special Scientific Interest (SSSIs) and the vast majority are also classified as SPAs</p>
<b>Flood Risk Assessment (FRA)</b>	An assessment of the likelihood and potential impact of flooding in an area. May relate to a wide area, or be limited to a specific site.



<b>Functional Economic Market Area</b> (FEMA)	Economic flows often overlap local authority boundaries. This means that the functional area over which the local economy and its key markets operate will not necessarily adhere to administrative boundaries. Key economic markets broadly correspond to sub-regions or city regions - known as functional economic market areas (FEMAs).
<b>Green Infrastructure</b>	Green Infrastructure (GI) is a network of high quality green and blue spaces and other environmental features. It is planned and delivered at all spatial scales from national to neighbourhood levels. The greatest benefits will be gained when it is designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits (ecosystem services) for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, wetlands, grasslands, river and canal corridors allotments and private gardens. GI can contribute to biodiversity, health and well-being and also act as a catalyst for economic growth.
<b>Greenfield land or site</b>	Land which has not been previously built on, or where the remains of any structure or activity have blended back into the wider landscape over time.
<b>Habitats Assessment</b> (HRA)	An assessment, required under an European Directive, of the potential impact of a plan or programme on certain designated nature conservation sites.
<b>Health &amp; Wellbeing</b>	Local planning authorities work with public health leads and health organisations to understand and take account of the health status and needs of the local population (such as for sports, recreation and places of worship), including expected future changes, and any information about relevant barriers to improving health and well-being
<b>Heritage Assets</b>	Buildings, places or flora identified as having a degree of heritage significance meriting consideration in planning decisions. This includes the archaeology, listed buildings, registered parks and gardens, scheduled ancient monuments, conservation areas and their settings.
<b>Heritage Coast</b>	Non-statutory designation afforded to protected parts of the coastline.

# 1 Glossary

<b>Historic Environment Record</b> (HER)	Norfolk County Council's record of heritage assets in the County. Including designated and non-designated monuments, shipwrecks, conservation areas.
<b>Inclusive Design</b>	Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone.
<b>Impact Assessment</b>	Local planning authorities require an impact assessment if proposals for retail, leisure and office development outside town centres exceed a locally set floorspace threshold set out within the Local Plan or the default figure of 2500m <sup>2</sup> in the absence of local threshold.
<b>Key Rural Service Centre</b> (KRSC)	A rural settlement (or group of settlements) designated under the Core Strategy (based on size and available local services) to receive some limited development to secure its growth in a planned and sustainable manner over the life of the plan.
<b>Landscape Character and Landscape Character Assessments</b>	The distinct and recognisable pattern of elements that occur in a particular type of landscape. It derives from particular combinations of geology, landform, soils, vegetation, land use and settlement. To be considered alongside historic landscape character assessments where development options are in sensitive areas.
<b>Listed Building</b>	A building nationally designated (by English Heritage) as being of special architectural or historic interest. Such buildings are graded I (highest quality), II*, II.
<b>Local Centre</b>	Includes a range of small shops and perhaps limited local services of a local nature, and serving a small catchment. Sometimes also referred to as a local neighbourhood centre.
<b>Local Development Framework</b> (LDF)	A now obsolete term (replaced by 'Local Plan') meaning the collection of development plan documents prepared by the local planning authority and forming part of the development plan for an area.

<b>Local Development Order (LDO)</b>	Local planning authorities can use Local Development Orders to relax planning controls for particular areas or categories of development, where the impacts would be acceptable, and in particular where this would promote economic, social or environmental gains for the area.
<b>Local Plan</b>	A local planning authority's adopted plan(s) for the area (forming the main part of the development plan for the area). It may contain more than one plan. This was, until recent Government changes, known as the local development framework. Prior to the 2004 reforms of the plan making system, the term 'local plan' meant a single plan. The Borough's 1998 Local Plan (a small part of which remains in effect) is an example of this older type of 'single' local plan.)
<b>Local Planning Authority (LPA)</b>	The public authority responsible for planning an area, producing plans and deciding planning applications. In the case of King's Lynn and West Norfolk this is the Borough Council. (Note that responsibility for minerals planning and waste planning in the Borough is the responsibility of Norfolk County Council.)
<b>Local Transport Plan</b>	A local planning will have regard to additional matters in preparing a local plans and supplementary planning documents: these include policies developed by a local transport authority in accordance with section 108 of the Transport Act 2000(a) and found within the Local Transport Plan
<b>Major Development</b>	<p>The current categories of major development are :</p> <ul style="list-style-type: none"> <li>• Residential development where the number of dwelling houses proposed is 10 or more</li> <li>• The development would be carried out on a site having an area of 0.5 hectares or more and the number of dwellings is not known</li> <li>• The provision of a building or buildings is 1,000m<sup>2</sup> or more</li> <li>• Development carried out on a site having an area of 1 hectare or more. (This also applies to Minerals and Waste applications to County Planning Authorities)</li> </ul>
<b>Marine Conservation Zone</b>	A type of Marine Protection Area.
<b>Marine Plan</b>	Statutory marine plans apply the Government's Marine Policy Statement and implement tailored and locally specific marine policy objectives and targets for each of the English marine plan areas. Local planning authorities work with the Marine Management Organisation to ensure that policies adequately address the land/sea interface.

# 1 Glossary

<b>Monitoring</b>	The process of checking whether a plan is being implemented as intended and having the desired effects.
<b>Monitoring Report</b>	A report, at least annually, by a local planning authority to the public, of the implementation and effectiveness of its plans, and its progress in preparing new plans. This was previously known as the 'Annual Monitoring Report', but Government has recently changed the name and relaxed the choice of period covered. The Borough Council plans to continue to publish its Monitoring Report annually.
<b>National Planning Policy Framework</b> (NPPF)	This sets out the Government planning policies for England. There are separate policy statements for nationally significant infrastructure projects, for waste and for traveller sites.
<b>National Planning Practice Guidance</b>	The Government published National Planning Policy Guidance (NPPG) on 6th March 2014. This replaces a number of older guidance notes and complements the National Planning Policy Framework (NPPF). The new guidance is not intended to provide further policy but instead is meant to help clarify issues relevant to the planning regime.
<b>National Policy Statements</b>	These relate to energy, water, waste water, waste and transport for infrastructure projects submitted under the 2008 Planning Act.
<b>Neighbourhood Plan</b>	A Neighbourhood Plan focuses on very local areas, and is produced by local communities typically Parish and Town councils. When adopted, they form part of the development plan for the district and will be used to guide consider all planning applications in that area.
<b>Objectively assessed need</b>	Local planning authorities assess and provide evidence for development needs for housing (both market and affordable); and economic development (which includes main town centre uses). The assessment of housing and economic development needs includes a Strategic Housing Market Assessment as required by the National Planning Policy Framework.
<b>Open Space</b>	Spaces of public value (including bodies of water as well as land). The public value of an open space may be for recreation, for visual amenity, or both. Note that the visual amenity public value of a site does not necessarily depend on public access to it, but views of and across the



	land, or the space it creates between buildings and places, may suffice. (Thus identification of a site as valuable visual open space does not imply a proposal to create public access where there is none.)
<b>Out of centre</b>	A location which is not in or on the edge of centre, but not outside of the existing urban area.
<b>Out of town</b>	A location out of centre that is outside the existing urban area
<b>Permitted Development</b>	Certain minor changes can be made to land or buildings without the need to apply for planning permission. These are called " <b>permitted development rights</b> ". There are different requirements if the property is a listed building. In 'designated areas', permitted development rights are more restricted. Designated areas include Conservation Areas and Areas of Outstanding Natural Beauty. Planning permission would need to be sought for certain types of work which do not need an application in other areas.
<b>Policies Map</b>	The Policies Map of a Local Plan defines geographically the extent of the policies and proposals for a given area. The adopted Policies Map may include insets to show certain areas in more detail.
<b>Ramsar Site</b>	A wetland area designated for nature conservation under the international Ramsar Convention. These are normally treated similarly to 'European Sites'.
<b>Register of Historic Parks and Gardens</b>	A national register of parks and gardens designated by English Heritage as being of special historic interest.
<b>Registered Social Landlord (RSL)</b>	Registered Social Landlords are housing associations and similar organisations; these are independent, not-for-profit organisations that provide homes for people in housing need.
<b>Rural Village (RV)</b>	These are small developments (up to 15 dwellings) specifically to provide affordable housing in small rural communities on sites that would not normally be used for housing because, for example, they are subject to policies of restraint, such as outside development boundaries, or in Smaller Villages and Hamlets.

# 1 Glossary

	<p>The Council will consider permitting a minor element of open market housing on such sites where this will subsidise delivery against a significant (in terms of scale, type or location) need for affordable housing which would otherwise go unmet. The need for, and application of, such subsidy will be required to be demonstrated by open book accounting of the development's viability, with independent assessment of this at the applicant's expense. Land costs will be expected to reflect that such schemes will, by definition, be on land that otherwise would not be granted permission for housing.</p>
<b>Screening</b>	<p>Screening' is a procedure used to determine whether a proposed project is likely to have significant effects on the environment. It should establish whether a fully detailed assessment of such effects is required.</p>
<b>Service providers</b>	<p>Public sector agencies and private sector organisations which provide services to the public such as water, drainage, electricity and gas.</p>
<b>Soundness (of plan)</b>	<p>A plan must be found sound by an Inspector before it can be adopted by a local planning authority and come into force. The NPPF defines a sound plan as being positively prepared, justified, effective and consistent with national policy.</p>
<b>Sequential test/ sequential approach</b>	<p>A planning policy or procedure which seeks to develop certain types of location before the consideration of others. Specific examples include the sequential test for flood risk, which seeks to locate vulnerable uses in the areas at least risk of flooding; and the sequential retail test, which seeks to locate such uses in town centres in preference to edge of centre or out of town locations.</p>
<b>Shoreline Management Plan (SMP)</b>	<p>A plan providing a large-scale assessment of the risk to people and the developed, historic and natural environment associated with natural processes along the coastline</p>
<b>Site of Special Scientific Interest (SSSI)</b>	<p>A nationally designated area for wildlife or geological conservation, designed to maintain and enhance our natural heritage.</p>

## Glossary 1

<b>Site Specific Allocations and Policies Development Plan Document</b>	The name previously used for the document now called the Site Allocations and Development Management Policies Document'.
<b>Smaller Villages and Hamlets</b> (SVAH)	Small rural settlements (or groups of settlements) designated by the Core Strategy (based on small size and scarcity of local services) as being locations where development will be limited to specific identified needs only.
<b>Special Area of Conservation</b> (SAC)	An area designated, under an European Directive, for conserving identified wildlife habitats or species. Also referred to as a 'European Site'
<b>Special Protection Area</b> (SPA)	An area designated, under an European Directive, for the protection of identified rare and vulnerable birds, and for regularly occurring migratory species. Also referred to as a 'European Site'
<b>Statement of Community Involvement</b> (SCI)	A formal document specifying the measures a local planning authority intends to take to involve the public in its plan-making and consideration of planning applications. The Borough Council's Statement of Community Involvement was adopted in 2007 and is available on the Council's website.
<b>Strategic Environmental Assessment</b> (SEA)	An assessment of the type required by EC Directive and UK regulations to assess the environmental impact of plans or programmes. In practice this is often incorporated into the sustainability appraisal, and this is the case with this Plan.
<b>Strategic Flood Risk Assessment</b> (SFRA)	A flood risk assessment of a wide area. More specifically the Assessment a local planning authority is expected to prepare to inform its plan-making. The Borough Council's Strategic Flood Risk Assessment was most recently revised in 2008.

## 1 Glossary

<b>Strategic Housing Land Availability Assessment</b> (SHLAA)	An assessment by a local planning authority of the current supply of land available, and that expected to become available in the following years, for housing development within its area. This helps inform plan-making and monitoring. Preparation and updating of such assessments is expected by the National Planning Policy Framework.
<b>Strategic Housing Market Assessment</b> (SHMA)	A detailed assessment of the demand / need for housing of different types of tenures and the mix within an area in relation to the availability, supply and cost of such housing. Such assessments are required by national policy to inform plan-making or to ensure a deliverable supply of sites. The assessments are linked to the economic assessments within a Travel to Work Area/functional economic area.
<b>Supplementary Planning Document</b> (SPD)	A formal planning document, usually providing guidance, and having a lower status, and a simpler preparation process, than development plan documents.
<b>Sustainability Appraisal</b> (SA)	An assessment of the sustainability of a plan or programme, and/or the individual potential components of that plan or programme.
<b>Sustainability or Sustainable Development</b>	Development which seeks economic, social and environmental gains simultaneously and jointly through the planning system.
<b>Transport Assessment</b>	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.
<b>Travel Plan</b>	All developments which generate significant amounts of movement should normally be required to provide a Travel Plan.
<b>Viability</b>	Plans should be deliverable; sites and scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed



	viably is threatened. Local Plans present visions for an area based upon an understanding of local economic and market conditions.
<b>Windfall Allowance</b>	A provision in a plan for an amount of development (usually housing) estimated to be likely to occur during the plan period on sites which have not been specifically allocated for development. Local planning authorities have the ability to identify broad locations in years 6-15, which could include a windfall allowance based on a geographical area (using the same criteria as set out in paragraph 48 of the National Planning Policy Framework).
<b>Windfall Site</b>	It is important to note that not all of this planned growth will be delivered through site allocations. Part of the growth will be delivered on sites with existing planning permissions, and others will come forward on unallocated (windfall) sites, usually previously-developed (especially within the towns). The new policy for development in the smaller villages and hamlets (Policy DM3) will add to the potential for small-scale windfall sites to come forward.

## List of 1998 Local Plan Policies to be Replaced [2](#)

## List of 1998 Local Plan Policies to be Replaced 2

**2.1** The following 'saved' policies from the 1998 King's Lynn and West Norfolk Local Plan are superseded by this document, and no longer form part of the development plan for the Borough, now the Site Allocations and Development Management Policies Plan is adopted:

- **Policy 4/20**     **Built Environment Areas Type A & B**
- **Policy 4/21**     **Built Environment Areas Type C & D**
- **Policy 4/25**     **Disused Railway Trackbeds and Routes**
- **Policy 5/20**     **King's Lynn Park & Ride**
- **Policy 5/33**     **Lynn East, South Fairstead – Housing**
- **Policy 5/37**     **Lynn North, Employment**
- **Policy 5/38**     **Lynn North, Housing**
- **Policy 6/6**       **Downham Market, South East – Housing**
- **Policy 6/8**       **Downham Market, Riverside – Employment**
- **Policy 7/4**       **Eastern Hunstanton – Employment**
- **Policy 7/5**       **Hunstanton, Seafront Area – Holiday Zone**
- **Policy 8/1**       **Villages – Housing (Built Environment Types C & D)**
- **Policy 8/10**      **Removal of Agricultural Occupancy Conditions**
- **Policy 8/15**      **Protection of East and West Rudham By-pass**
- **Policy 9/6**       **Residential Mobile Homes**
- **Policy 9/11**      **Protection of Primary Corridors of Traffic Movement**

## Approach to Flood Risk 3



## Approach to Flood Risk 3

**3.1** Large parts of the Borough are at serious risk of flooding, and this requires careful consideration in the identification of sites and areas for development.

**3.2** The Core Strategy Policy CS01 seeks to avoid development in areas at risk of flooding. The National Planning Policy Framework (NPPF) states that 'inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere'. The National Planning Practice Guidance supporting the NPPF categorises different types of development as more or less sensitive to flooding, and hence their appropriateness at different levels of flood risk. This Guidance also prescribes 'sequential' and 'exceptions' tests to test the acceptability of development proposals in areas at risk of flooding.

**3.3** The risks of flooding from both fluvial (rivers) and tidal (sea) factors are mapped in the Borough's Strategic Flood Risk Assessment (SFRA). (Note that the SFRA does not map potential surface water and groundwater flooding, etc.)

**3.4** The SFRA also maps a zone of 'Hazard' (also sometimes known as 'Rapid Inundation'), which is the area behind a flood defence line within which people could be at risk of drowning (due to the depth and/or speed of water) following a breach in that defence line; i.e. within the area indicated there is a this is a potential immediate hazard to life.

**3.5** This SFRA 'Hazard' mapping is supplemented by the later Environment Agency '2012 Tidal Hazard Mapping' of the potential risks associated with a breach of the defences on the Rivers Nene and Great Ouse. This provides a more detailed modelling of this particularly significant risk within the Borough, but only covers the areas/defences in part of the Borough. (The Environment Agency is understood to be in the process of updated and more comprehensive flood defence breach hazard mapping, but this was not available at the time of drafting of this Draft Plan.)

**3.6** The Hazard Mapping and SFRA have together informed the draft policies in this document (note, however, that because of the scale at which these are modelled, a site specific flood risk assessment will usually be needed where it is necessary to establish the precise degree of risk.)

**3.7** Site allocated for development in this plan have therefore been assessed in relation to the level of flood risk identified in the Borough's Strategic Flood Risk Assessment and the Environment Agency's Tidal Hazard Mapping, using the tests and considerations set out in the NPPF and its supporting Guidance.

**3.8** Detailed accounts of how flood risk has been addressed are included in the relevant settlement sections, but the following provides an overview of how the issues have been approached for the different types of policies.

### Development Management Policies and Flood Risk

**3.9** In the case of Development Management Policies, reference is only made to flood risk where this has been identified as an issue relevant to the type or location of development under consideration.

### 3 Approach to Flood Risk

#### Settlements and Growth Areas

**3.10** In deciding whether, and if so, how much development should be promoted in the settlements and areas identified by the Core Strategy, flood risk has been a key consideration. All other considerations being equal, development would be steered to settlements and areas with the lowest risk of flooding (e.g. Zone 1). However, the NPPF, and the Borough Council's 'Position Statement' agreed with the Environment Agency, both recognise that there can be situations in which other sustainability considerations may outweigh those of flood risk in all but the highest flood risk areas.

#### Site Allocations

**3.11** In the case of site allocations within settlements within identified flood risk zones, the level of risk is one of the issues which informed decisions as to whether sites should be allocated for development, with a preference for sites with a lower risk of flooding. Generally sites within flood risk zones 2 and 3 and hazard zones were not considered as reasonable options.

**3.12** However, where the Borough Council has identified a need for development in a specific settlement, and there are no sites available which are not in flood zones 2 and 3 they have been considered and in some cases, where the sequential and exceptions tests can be met, allocated for development.

**3.13** This is in accordance with the National Planning Policy Framework, and both the 'Strategic Flood Risk Assessment and Tidal River Hazard Mapping Protocol 2012' and the 'Position Statement: Site Allocation and Flood Risk' between the Borough Council and Environment Agency.

**3.14** The 2012 Protocol states - 'Where entire areas and villages are within a high risk flood zone, clearly it would be unreasonable to prevent all development in those areas. Paragraph 11 of the Practice Guide states that "*where there are large areas in Flood Zone 2 & 3, and development is needed in those areas to sustain the existing community, sites outside them would not be reasonable alternatives*". It would also be unreasonable at this stage to put on a general limit on development in these areas, although issues such as scale and the nature of any development in relation to flood risk will of course be relevant. Each case will therefore have to be assessed on its own individual merits.'

**3.15** The 2013 Position Statement explains that - '... some additional housing is needed to support the facilities and services in the [designated] Key Rural Service Centres and Rural Villages. Furthermore it was agreed that this need should not be left to chance (e.g. windfall) and that some strategic allocation is therefore required. This will enable the principles of the sequential test... to be applied... The Environment Agency is supportive of the Borough Council's approach and understands the need to allocate development in [these settlements]. This will need to: 1. Be of a scale commensurate to the settlement, in line with the method of distribution... 2. Use the most up to date flood risk information to... apply the principles of the sequential test.'

**3.16** The NPPF (paragraphs 100-102) states - 'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing risk elsewhere... Local Plans should

## Approach to Flood Risk 3

apply a sequential risk based approach to development to avoid where possible flood risk.... to steer new development to areas with the lowest risk... If by application of the sequential test it is not possible, consistent with wider sustainability objectives, the Exception Test can be applied... it must be demonstrated that the development provides wider sustainability benefits that outweigh flood risk,... and a site specific food risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users.'

**3.17** Similarly, sites within the mapped 'Hazard' areas have only been allocated where there is a specific need which cannot be met outside them. In such cases, allocation is subject to the incorporation of design measures to mitigate the residual risk. These design measures will be judged in relation to Development Management DM15, which incorporates the advice of the Environment Agency on this matter.

**3.18** The steps undertaken to address the tests required by the NPPF, and Protocol, and to determine whether to allocate a site at risk of flooding is summarised in the following chart.

Consolidated Staged Approach to Flood Risk and Allocations					
Stage 1	Stage 2	Stage 3	Stage 4	Stage 5	Stage 6
Hazard	Sequential Test			Exceptions test	
Is the site in the Hazard Zone?	Check which flood zone the site is in	If no Zone 1 sites	If no Zone 2 sites	Can wider sustainability benefits that outweigh the flood risk be demonstrated?	Is there a site specific flood risk assessment that meets the tests <sup>(107)</sup> ?
No – continue to next stage.  Yes – Can the obtain advice information from EA	<b><u>Flood Zone 1 (low probability):</u></b> OK – allocate (subject to site specific flood risk assessment if over 1 ha) <sup>(108)</sup>				

107 Demonstrates that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk elsewhere

108 Likely to be short and simple

### 3 Approach to Flood Risk

before proceeding to next stage.	<b><u>Flood Zones 2 or 3a (medium or probability)</u></b> ∴ Look for sites in Zone 1	<b><u>Flood Zone 2 (medium probability)</u></b> ∴ OK – allocate (subject to site specific flood risk assessment)			
		<b><u>Flood Zone 3a (high probability)</u></b> ∴  Look for sites in Zone 2	Go to 4 to start exception test	Yes – go to 5.  No – Not acceptable.	No – make allocation subject to such an assessment (& DM21).
	<b><u>Flood Zone 3b (functional flood plain)</u></b> : Not acceptable. Cannot be allocated for housing use.	<b><u>Flood Zone 3b (functional flood plain)</u></b> : Not acceptable. Cannot be allocated for housing use.			



## Flood Risk Protocol 4

## 4 Flood Risk Protocol

### Strategic Flood Risk Assessment and Tidal River Hazard Mapping Protocol 2012

**4.1** This is a joint protocol, between King's Lynn and West Norfolk Borough Council (BCKLWN) and the Environment Agency, for how the Borough Council's [Strategic Flood Risk Assessment](#) (SFRA) and Environment Agency [Tidal River Hazard Mapping](#) for the River Great Ouse and River Nene will be used.

**4.2** This protocol is effective immediately and the previous Strategic Flood Risk Assessment Protocol (February 2009) is now revoked.

**4.3** Should any future changes to the protocol be proposed we will endeavour to update Agents through our circulation list and publish any changes on our website.

**4.4** In December 2009 the BCKLWN SFRA was adopted for use. Since that time the Environment Agency has undertaken detailed Tidal River Hazard Mapping for the River Great Ouse and River Nene.

**4.5** The Environment Agency's [Tidal River Hazard Mapping](#) illustrates in greater detail the flood risk from the Rivers Nene and Great Ouse in the event of an overtopping and/or breach of the defences ( in a 1 in 200 year event, both now and in the future, taking into account the impacts of climate change up to the year 2115). The information available includes depth, velocity and a hazard rating.

**4.6** For the purposes of assessing development proposals, both the EA and Borough Council will assess them against the SFRA Climate Change maps, in accordance with the National Planning Policy Framework.

**4.7** In addition to considering proposals against the SFRA Climate Change maps, for those areas covered by the Tidal Hazard Mapping, this flood risk information is considered to be the most up-to-date and accurate and should be used to inform Flood Risk Assessments for planning applications and development plan documents.

**4.8** Please be aware that whilst the [Strategic Flood Risk Assessment](#) provides information on different types of flood risk (both fluvial and tidal) and different events up to the 1 in 1000 year return period, the Tidal River Hazard maps shown here only look at the risk of the 1 in 200 year event. Both maps look at the flood risk for the present day and future risk inclusive of predicted allowances for climate change.

**4.9** Accordingly, both sets of flood mapping (SFRA and Tidal River Hazard Mapping) should be checked to get a thorough understanding of the flood risk to a site and, where applicable, both the SFRA mapping and the Tidal River Hazard Mapping should be used to inform Flood Risk Assessments.

**4.10** Should an applicant not agree with the mapping they will need to undertake their own modelling.

## Flood Risk Protocol 4

### Tidal River Hazard Mapping

**4.11** For those areas covered by the Tidal Hazard Mapping, this flood risk information is considered to be the most up-to-date and accurate. This information, in addition to the SFRA, should be used to inform [Flood Risk Assessments](#) for both planning applications and development plans.

**4.12** The [Tidal Hazard Mapping for the River Nene and River Great Ouse](#) map indicates the combined extent.

### Strategic Flood Risk Assessment

**4.13** For sites outside the area covered by the Tidal Hazard Mapping the SFRA remains the most up-to-date information source and should be used to identify flood risk to sites and to inform [Flood Risk Assessments](#) for both planning applications and development plans.

**4.14** The SFRA maps refer to Flood Categories 1, 2 and 3. These are to be used and treated in the same way as the Environment Agency's Flood Zones 1, 2 and 3.

### Environment Agency's Interactive Online Flood Zone Map

**4.15** For development and planning purposes the SFRA maps and Tidal River Hazard mapping should be used to identify flood risk to your property / site. This is because these sources of flood mapping provide the most suitable information for assessing flood risk to sites located in tidal flood risk areas. These maps also take into account the presence of flood defences and consider the impacts of climate change. This mapping should be used rather than the Environment Agency's interactive online flood zone map.

### Sequential Test

**4.16** As detailed within [National Planning Policy Framework](#) and the [Technical Guidance](#) (*now NPPG*), all applications in areas at risk of flooding (except for sites allocated in development plans, applications for minor development and changes of use) should be accompanied by appropriate evidence to allow the Local Authority to carry out the Sequential Test and, where appropriate, the Exception Test.

**4.17** Both sets of flood mapping (SFRA and Tidal River Hazard Mapping) should be checked to get a thorough understanding of the flood risk to a site and, where applicable, both the SFRA mapping and the Tidal River Hazard Mapping should be used to inform the application of the Sequential Test.

**4.18** Advice on defining the geographical area when looking for reasonably available sites at a lower flood risk, is provided within the [PPS25 - Practice Guide](#) (*now NPPG*). This may be as simple as the village where the development is proposed. If the development is close to the local authority boundary we would not expect differing flood zones in a neighbouring district to be included in an assessment of alternative sites. If you are in any doubt you should speak to the relevant Planning Officer at the Local Authority for further advice.

## 4 Flood Risk Protocol

**4.19** Where entire areas and villages are within a high risk flood zone, clearly it would be unreasonable to prevent all development in those areas. Paragraph 11 of the Practice Guide states that “*where there are large areas in Flood Zone 2 & 3, and development is needed in those areas to sustain the existing community, sites outside them would not be reasonable alternatives*”. It would also be unreasonable at this stage to put on a general limit on development in these areas, although issues such as scale and the nature of any development in relation to flood risk will of course be relevant. Each case will therefore have to be assessed on its own individual merits.

**4.20** Further guidance on the application of the sequential Test is available from the [Environment Agency 's webpages](#) (now GOV.UK) regarding the NPPF and the latest Practice Guide.



## Flood Risk Design Guidance 5

## 5 Flood Risk Design Guidance

### 5.1 Flood Risk Design Guidance

### 5.2 Flood Risk Design Guidance for New Dwellings Proposed within the Area Covered by the Environment Agency's Tidal River Hazard Mapping

**5.3** The Tidal River Hazard Mapping illustrates the flood risk from the River Nene and River Great Ouse in the event of an overtopping and/or breach of the defences ( in a 1 in 200 year event, both now and in the future taking into account the impacts of climate change up to the year 2115). The information available includes depth, velocity and a hazard rating for the site.

**5.4** The following guidance sets out the range of flood resilient/resistant construction/design measures which we will likely expect to be incorporated in to any proposals for new residential development located within the area covered by the Environment Agency's Tidal River Hazard mapping. The aim of these measures is to reduce the risk of flooding to both property and future occupants.

**5.5** The range and type of resiliency measures required will dependent on the predicted floor depths identified at the site by the Tidal River Hazard Mapping, the site specific Flood Risk Assessment (FRA) and, where appropriate, detailed topographical information.

**5.6** Please note that new dwellings in high flood risk areas will need to pass the National Planning Policy Framework Sequential test and all elements of the Exception test. The following guidance does not negate this need.

**5.7** In addition, the design of any new dwelling would need to respect the form and character of the surrounding area as well as the amenity of any neighbouring residential properties. It should not be assumed that by the provision of appropriate flood resiliency measures the design of the dwelling will automatically be acceptable to the Borough Council in all instances.

- Where the Tidal River Hazard mapping shows depths of **up to 1 metre**:

**5.8** We will usually expect (dependant on the flood risk to the site identified by the site specific FRA) the incorporation of some or all of the following flood resiliency measures:

- - Finished floor level raising
  - Dam boards
  - Other resiliency measures such as raising of electrical sockets/switches
  - No ground floor sleeping accommodation
  - Safe refuge is provided
- Where the Tidal River Hazard mapping shows depths of **over 1 metre and up to 2 metres**:

**5.9** For sites predicted to flood to 1 - 2m the site specific FRA (in combination with detailed topographical information) will need to identify the precise flood risk to the site and the necessary resiliency measures, these should include some or all of the following flood resiliency measures:

## Flood Risk Design Guidance 5

- Finished floor level raising
- Dam boards
- Other resiliency measures such as raising of electrical sockets/switches
- No ground floor sleeping accommodation
- Safe refuge is provided
- Or no habitable ground floor accommodation
- Where the Tidal River Hazard mapping shows depths **over 2 metres**:

**5.10** In areas predicted to be flooded to depths of 2m or greater no ground floor habitable\* accommodation should be provided.

**5.11** This is because flood resiliency measures (such as raising finished floor levels and dam boards) would be highly unlikely to be able to prevent the ground floor being completely inundated.

**5.12** In addition, using dam boards to keep a building dry with 2 or more metres of water around it would likely, due to hydrostatic pressures, lead to its collapse. Accordingly, non-habitable accommodation on ground floors, which would allow for the ingress of water with minimal damage to property, is recommended.

**5.13** *\*Habitable accommodation would usually include bedrooms, sitting rooms, dining rooms, kitchens and any other room designed for habitation. Rooms that are not normally used for living in, such as toilets, storerooms, pantries, cellars and garages, are not considered to be habitable.*

### **5.14 Flood Risk Design Guidance for Conversion of Existing Buildings to Residential Use**

**5.15** Proposals for conversion of existing buildings to residential use will be assessed on a case by case basis. Flood resiliency measures will need to be incorporated in to such schemes as far as practically possible taking in to account the constraints of the existing structure.

**5.16** Schemes which propose, as a result of the conversion of an existing building or the subdivision of an existing house, ground floor or basement flats in high flood risk areas will likely be resisted. This is because with all habitable accommodation at risk of inundation and no/limited safe refuge available this kind of accommodation is highly susceptible to flood risk and places occupants at risk.

**5.17** If, due to the constraints of the existing building, it is not possible to incorporate adequate flood resiliency measures to allow residential use then an alternative use which is less vulnerable to flood risk (as defined by table 2 of the [Technical Guidance](#) to the National Planning Policy Framework) may be more appropriate.

**5.18** This guidance forms part of the [Strategic Flood Risk Assessment and Tidal River Hazard Mapping Protocol 2012](#).

### **5.19 Flood Proofing Measures**

## 5 Flood Risk Design Guidance

**5.20** Further guidance on a range of flood proofing measures can be found within the Communities and Local Government (CLG) document "Improving the Flood Performance of New Buildings – Flood Resilient Construction". This document can be viewed on the **CLG website**. (<http://www.communities.gov.uk/publications/planningandbuilding/improvingflood> )

**5.21** Last updated: 05 December 2012



## The Distribution of Housing between settlements in the Rural Area 6

## 6 The Distribution of Housing between settlements in the Rural Area

**6.1** The following explains the content of the individual columns in the table:

- a. The number of dwellings allocated to the settlement (i.e. the number of dwellings actually proposed on identified sites).
- b. The population of the settlement is taken in most cases to be the population recorded for the parish (note this usually includes a more extensive area than the settlement itself). Figures marked with an asterisk (\*) are estimates for settlements where there is more than one settlement in a parish.
- c. This is the population of the settlement from column 'a', as a percentage of that for all the Key Rural Service Centres.
- d. The guide number of dwellings sought in the settlement – i.e. the same proportion of the 660 dwellings allocated to Key Rural Service Centres as the settlement's population from column 'b'.
- e. How much the allocated number of dwellings varies from the initial target (as a percentage of that initial target).
- f. Particular factors considered by the Council to justify a significant variation from the guide number in column 'd'.

## The Distribution of Housing between settlements in the Rural Area 6

	<b>a</b>	<b>b</b>	<b>c</b>	<b>d</b>	<b>e</b>	<b>f</b>
	<b>Allocated no. of dwellings</b>	<b>2011 Population (* estimated)</b>	<b>Population as a proportion of all Key Service Centres'</b>	<b>Guide number of Dwellings Based on population</b>	<b>Allocated number of dwellings as a percentage of guide number (d)</b>	<b>Particular reason for marked difference between allocations and from guide number (d)</b>
<b>KEY RURAL SERVICE CENTRE</b>						
Brancaster with Brancaster Staithe & Burnham Deepdale	<b>15</b>	797	2%	11	136%	In order to provide two sites and optimise their development potential
Burnham Market	<b>32</b>	877	2%	12	250%	Provides car parking for the village
Castle Acre	<b>15</b>	848	2%	11	136%	To optimise the development potential of sites and maximise the provision of affordable housing
Clenchwarton	<b>50</b>	2,171	4%	29	172%	To optimise the development potential of sites

## 6 The Distribution of Housing between settlements in the Rural Area

Dersingham	<b>30</b>	4,640	9%	62	48%	Insufficient suitable sites put forward
Docking	<b>20</b>	1,200	2%	16	125%	In order to optimise development potential of site
East Rudham	<b>10</b>	541	1%	7	143%	In order to optimise development potential of site and affordable housing delivery
Emneth	<b>36</b>	2617	5%	33	109%	To optimise the development potential of sites and maximise the provision of affordable housing
Feltwell with Hockwold	<b>105</b>	4,020	8%	54	195%	To optimise the development potential of sites and maximise the provision of affordable housing
Gayton with Grimston & Pott Row	<b>46</b>	3,412	7%	46	100%	-
Great Massingham	<b>12</b>	902	2%	12	100%	-
Heacham	<b>66</b>	4,750	10%	63	105%	-
Marham	<b>50</b>	3,531	7%	47	106%	-



## The Distribution of Housing between settlements in the Rural Area 6

Methwold & Northwold	45	2,587	5%	35	129%	To optimise the development potential of sites
Snettisham	34	2,570	5%	34	100%	-
Stoke Ferry	27	1,020	2%	14	193%	To optimise the development potential of sites and maximise affordable housing delivery
Terrington St Clement	62	4,125	8%	55	113%	To optimise the development potential of sites and maximise affordable housing delivery
Terrington St John with St John Highway & Tilney St Lawrence	75	2,467	5%	33	227%	-
Upwell with Outwell	70	4,833	10%	64	125%	To optimise the development potential of sites
Watlington	32	2,455	5%	33	97%	-
West Walton with Walton Highway	20	1,731	3%	23	87%	-
<b>TOTAL</b>	<b>852</b>	<b>49,477</b>	<b>100%</b>	<b>660</b>	<b>129%</b>	

## 6 The Distribution of Housing between settlements in the Rural Area

RURAL VILLAGE	a	b	c	d	e	f
	Allocated Dwellings	2011 Population <sup>(109)</sup>	Population as a proportion of all Rural Villages	Guide number of dwellings based on population	Allocated number of dwellings as a percentage of guide number (d)	Particular reason for marked difference between allocations and from guide number (d)
Ashwicken	0	592	3%	5	0%	No suitable sites put forward
Burnham Overy Staithe	0	134	1%	1	0%	No suitable sites put forward
Castle Rising	0	216	1%	2	100%	No suitable sites put forward
Denver	8	890	4%	8	0%	
East Winch	10	779	3%	8	125%	The chosen site could satisfactorily accommodate a little more
Fincham	5	496	2%	5	100%	-
Flitcham	0	276	1%	3	0%	No suitable sites put forward
Great Bircham & Bircham Tofts	10	448	2%	4	250%	Parish Council preference for greater level of new housing
Harpley	5	338	1%	3	167%	In order to deliver affordable housing on site
Hilgay	12	1,341	6%	12	100%	-

109 2011 Census, Parish population figures, except where indicated \* which are estimates of the village population where settlements do not relate closely to parish areas.

## The Distribution of Housing between settlements in the Rural Area 6

Hillington	<b>5</b>	400	2%	4	125%	In order to deliver affordable housing on site
Ingoldisthorpe	<b>10</b>	849	4%	8	125%	-
Marshland St James & St Johns Fen End	<b>25</b>	1,336	6%	12	208%	To maximise development potential of allocated sites
Middleton	<b>15</b>	1450	6%	13	115%	-
Old Hunstanton	<b>0</b>	628	3%	6	0%	No suitable sites put forward
Runcton Holme	<b>10</b>	657	3%	6	167%	Provisionally chosen site could accommodate a little more and deliver an additional affordable dwelling
Sedgeford	<b>10</b>	613	3%	6	167%	Provisionally chosen site could accommodate a little more and deliver an additional affordable dwelling
Shouldham	<b>10</b>	605	3%	5	200%	An appropriate level of housing without having a significant impact on character
Southery	<b>15</b>	1,324	6%	12	125%	Provisionally chosen site could accommodate a little more and deliver an additional affordable dwelling
Syderstone	<b>5</b>	445	2%	4	125%	In order to deliver affordable housing on site

## 6 The Distribution of Housing between settlements in the Rural Area

Ten Mile Bank	<b>5</b>	382*	2%		3	167%	To optimise the development potential of the selected site and deliver affordable housing on site
Three Holes	<b>5</b>	390*	2%		4	125%	To optimise the development potential of the selected site and deliver affordable housing on site
Thornham	<b>0</b>	496	2%		5	0%	No suitable sites identified
Tilney All Saints	<b>5</b>	573	2%		5	100%	-
Walpole Cross Keys	<b>0</b>	518	2%		5	0%	No suitable sites identified
Walpole Highway	<b>10</b>	701	3%		6	167%	To optimise the development potential of the selected site
Walpole St Peter with Walpole St Andrew & Walpole Marsh	<b>20</b>	1804	8%		16	125%	To optimise the development potential of the selected site
Welney	<b>20</b>	542	2%		5	140%	Parish Council preference for additional development and site can accommodate more
Wereham	<b>8</b>	859	4%		8	100%	-
West Newton	<b>0</b>	228*	1%		2	0%	No suitable sites put forward
Wiggenhall St Germans	<b>5</b>	1373	6%		12	42%	Only one small suitable site put forward
Wiggenhall St Mary Magdalen	<b>10</b>	729	3%		7	143%	To optimise the development potential of the selected site
Wimbotsham	<b>0</b>	664	3%		6	0%	No suitable sites put forward

The Distribution of Housing between settlements in the Rural Area 6

Wormegay	0	359	2%	3	0%	No suitable sites put forward
TOTAL	243	23435	100%	213	114%	



## 6 The Distribution of Housing between settlements in the Rural Area

### Smaller Villages and Hamlets

These are the settlements defined by Core Strategy Policy CS02 as places where development will be 'limited to specific identified needs only', while avoiding conflict with environmental protection and nature conservation policies. There are 55 of these settlements and they are listed below.

In line with the Core Strategy, no allocations are proposed for these settlements. However, a limited amount of development may be facilitated. The Smaller Villages and Hamlets will be subject to Policy DM3 (see Development Management Policies section of this document). The intention of the policy is to permit modest levels of development which deliver against the rural and other identified local needs, while avoiding scales of development which are either inappropriate to the scale and character of the settlement, or could cumulatively lead to a higher level of housing being developed in the rural areas than planned by the Core Strategy, or undermine the delivery of the major strategic growth planned around the towns.

#### ***List of Smaller Villages and Hamlets***

- Anmer
- Bagthorpe with Barmer
- Barroway Drove
- Barton Bendish
- Barwick
- Bawsey
- Bircham Newton
- Blackborough End
- Boughton
- Brookville
- Burnham Norton
- Burnham Overy Town
- Burnham Thorpe
- Choseley
- Congham
- Crimplesham
- East Walton
- Fordham
- Fring
- Gayton Thorpe
- Hay Green
- Holme next the Sea
- Lakesend
- Leziate
- Little Massingham
- Methwold Hythe
- New Houghton
- Nordelph

## The Distribution of Housing between settlements in the Rural Area 6

- North Creak
- North Runcton
- Pentney
- Ringstead
- Roydon
- Ryston
- Saddlebow
- Salters Lode
- Setchey
- Shernborne
- Shouldham Thorpe
- South Creak
- Stanhoe
- Stow Bardolph
- Stow Bridge
- Tilney cum Islington
- Titchwell
- Tottenhill
- Tottenhill Row
- West Acre
- West Bilney
- West Dereham
- West Rudham
- Whittington
- Wighenhall St Mary the Virgin
- Wolferton
- Wretton

## 6 The Distribution of Housing between settlements in the Rural Area

## Monitoring Framework 7

## 7 Monitoring Framework

### Monitoring Framework

**7.1** Monitoring is crucial to the successful delivery of this document because it helps to identify the key challenges and opportunities, and enable adjustments and revisions to be made to the Plan if necessary. One of the tests of soundness of a DPD is whether there are clear mechanisms for implementation and monitoring. The council is therefore committed to the effective monitoring of the policies within this document, in particular to establish when interventions might be necessary to ensure timely delivery of what is proposed.

**7.2** By identifying appropriate indicators and targets, the effectiveness of policies and proposals can be monitored. The results of such monitoring will then identify which policies and implementation measures are succeeding, and which need revising or replacing because they are not achieving the intended effect. The allocations in this document are intended to achieve the stated objectives of the Core Strategy and the purposes of monitoring are:

- to assess the extent to which policies and sites in the Site Allocations DPD are being implemented
- to identify policies or sites that may need to be amended or replaced
- to establish whether policies have had unintended consequences
- to establish whether assumptions and objectives behind policies are still relevant
- to establish whether targets are being achieved

**7.3** Monitoring outcomes will normally be reported on an annual basis for a year which begins on 1 April and ends on 31 March, unless data is not available for such a time period. An Annual Monitoring Report is produced in December each year and this is the main record of monitoring information. The need to intervene, or otherwise, will be kept under regular review.

**7.4** In addition, the Appropriate Assessment identified a number of mechanisms by which new development could impact on European Wildlife Sites and specified measures to ensure that any actual adverse effect is avoided. These include a Monitoring and Mitigation Strategy and Panel including RSPB, Natural England, Norfolk Wildlife Trust and others. The Council will publish further work on this matter.

**7.5** The table overleaf shows the Framework for monitoring the SADMP policies. The purpose is to clarify how we will be able to regularly monitor the effectiveness of our site allocations, and our policies, against the wider borough visions and objectives set out in the Core Strategy. This table illustrates the linkages between the policies and provides the indicators we will use to monitor performance. This fits into our current approach to monitoring the Core Strategy policies.



## Monitoring Framework 7

SADMP Policy	Category	Indicator	Aims/ Purpose	Reported
<b>D M 1</b> <b>Presumption</b> <b>in favour</b> <b>of</b> <b>Sustainable</b> <b>Development</b>	Community	This policy sets out the overarching policy approach, and by the various elements of monitoring set out below we will be able to provide a commentary on how the Plan is working.		Annual Monitoring Report
<b>D M 2</b> <b>Development</b> <b>Boundaries</b>	Community	Amount of development outside development boundaries	Minimal consents in line with Core Strategy approach	Annual Monitoring Report
<b>DM2A</b> <b>E a r l y</b> <b>Review of</b> <b>Local Plan</b>	Community	Plan Progress	Keep Development Plan up to date	Annual Monitoring Report
<b>DM3</b> <b>Infill</b> <b>Development</b> <b>in Smaller</b> <b>Villages</b> <b>a n d</b> <b>Hamlets</b>	Community	Net additional dwellings by location	Monitor contribution to overall housing supply	Annual Monitoring Report
<b>D M 4</b> <b>Houses in</b> <b>Multiple</b> <b>Occupation</b>	Community	To monitor the number and location of planning consents for HMOs	To identify any concentration of uses and work with Environmental Health/ Housing Standards to manage this	Annual Monitoring Report

## 7 Monitoring Framework

SADMP Policy	Category	Indicator	Aims/ Purpose	Reported
<b>D M 5</b> <b>Enlargement</b> <b>o r</b> <b>Replacement</b> <b>o f</b> <b>Dwellings</b> <b>in the</b> <b>countryside</b>	Community	Reference made to frequency of use of policy in DM Committee Reports	Monitor any notable changes in locations/ numbers of enlargements/ replacements in the countryside.	Annual Monitoring Report
<b>D M 6</b> <b>Housing</b> <b>Needs of</b> <b>R u r a l</b> <b>Workers</b>	Community	To monitor the number and location of new planning consents for agricultural occupancy dwellings, and for the removal/ relaxation of agricultural occupancy conditions.	Monitor any notable changes in patterns of the build/ use of agricultural occupancy dwellings.	Annual Monitoring Report
<b>D M 7</b> <b>Residential</b> <b>Annexes</b>	Community	Reference made to frequency of use of policy in DM Committee Reports	Monitor any notable changes in patterns/ numbers of annexes.	Annual Monitoring Report
<b>D M 8</b> <b>Delivering</b> <b>Affordable</b> <b>Housing</b> <b>on Phased</b> <b>Development</b>	Community	Affordable housing delivery (amount of and location)  Section 106 agreements / CIL contributions / Infrastructure Delivery Plans where available for large sites	To monitor the provision of affordable housing against the total amount of housing development. Also the location and type of affordable housing delivered, against current Council aspirations/ targets/ policy CS09.	Annual Monitoring Report

## Monitoring Framework 7

SADMP Policy	Category	Indicator	Aims/ Purpose	Reported
<b>D M 9 Community Facilities</b>	Community	Consents given for community facilities  Section 106 agreements / CIL contributions / Infrastructure Delivery Plans where available for large sites	Ensure new open space is being provided with major new developments, and ensure this is in line with policy and infrastructure needs.	Annual Monitoring Report
<b>D M 1 0 R e t a i l Development outside T o w n Centres</b>	Economy	Take up of employment land by location and type of use, and where it is coming forward on previously developed land.  Amount and type of completed employment floorspace (A1-A5 and total). Plus completed floorspace on PDL.	Monitor changes to the retail space in the borough, against the aims of CS policies (Policies for Places and CS09) and supporting the role of the town centre.	Annual Monitoring Report
<b>D M 1 1 T o u r i n g a n d Permanent Holiday Sites</b>	Economy	Number and location of holiday lets granted consent	Ensure applications adhere to policy DM11, and monitor the numbers and locations of these.	Annual Monitoring Report
<b>D M 1 2 Strategic R o a d Network</b>	Economy	Reference made to frequency of use of policy in DM Committee Reports	Monitor effectiveness of policy DM12, and the amount of applications refused as a result, to ensure the policy is protecting the Strategic Road Network.	Annual Monitoring Report

## 7 Monitoring Framework

SADMP Policy	Category	Indicator	Aims/ Purpose	Reported
<b>DM13 Railway Trackbeds</b>	Economy	Reference made to frequency of use of policy in DM Committee Reports	Monitor effectiveness of policy DM12 in restricting development on trackbeds.	Annual Monitoring Report
<b>DM14 Development associated with the National Construction College, Bircham Newton and RAF Marham</b>	Economy	Planning consents within land ownership, or associated with the businesses.	Ensure the Plan recognises and supports the role of larger employers in the borough, so these are able to strengthen and grow.	Annual Monitoring Report
<b>D M 1 5 Environment, Design and Amenity</b>	Environment	This is an overarching DM policy, flagging up standards the Council uses regularly to guide/ determine applications		
<b>D M 1 6 Provision of Recreational Open Space for Residential Developments</b>	Environment	Section 106 agreements / CIL contributions / Infrastructure Delivery Plans where available for large sites	Ensure new open space is being provided with major new developments, and whether this is in line with policy standards.	Annual Monitoring Report

## Monitoring Framework 7

SADMP Policy	Category	Indicator	Aims/ Purpose	Reported
<b>D M 1 7</b> <b>Parking provision in New Development</b>	Environment	This is an overarching DM policy, flagging up standards the Council uses regularly to guide/ determine applications		
<b>D M 1 8</b> <b>Coastal Flood Risk Hazard Zone (Hunstanton to Dersingham)</b>	Environment	Flood Risk - Number of developments located where they would be at risk of flooding.	Minimise development in areas at risk from flooding.	Annual Monitoring Report
<b>D M 1 9</b> <b>Green Infrastructure Monitoring &amp; Mitigation</b>	Environment	Green Infrastructure / Biodiversity – Monitoring to show losses or additions to biodiversity habitats.	Use of the Monitoring and Mitigation Strategy, Levy and Panel to monitor and manage green infrastructure in the borough to an acceptable standard.	Annual Monitoring Report. Monitoring through the Panel (annual)
<b>D M 2 0</b> <b>Renewable Energy</b>	Environment	Renewable Energy – To show the number of consents granted for renewable energy and the amount of generation by installed capacity and type.	Where appropriate to support renewable energy schemes in line with policy DM20.	Annual Monitoring Report



## 7 Monitoring Framework

SADMP Policy	Category	Indicator	Aims/ Purpose	Reported
<b>D M 2 1 Sites in Areas of Flood Risk</b>	Environment	Flood Risk - Number of developments located where they would be at risk of flooding.	Minimise development in areas at risk from flooding.	Annual Monitoring Report
<b>D M 2 2 Protection of Local Open Space</b>	Environment	Reference made to frequency of use of policy in DM Committee Reports.	Monitor effectiveness of policy DM22 in protecting existing open space.	Annual Monitoring Report
<b>For all Site Allocations (Housing and Employment) policies we intend to monitor the following-</b>				
<b>Housing</b>	Community	Net additional dwellings by location (granted / commenced/ completed)	680-710 per year (cumulative average)	Annual Monitoring Report
		Net additional dwellings (cumulative) since 2001	Monitored against the housing trajectory	
		Supply of ready to develop housing sites (assessed annually)	At least 5 years housing land supply at any point in time.	
		Likely future levels of housing delivery (taking into account the previous years performance)	Monitored against the housing trajectory	
		No of gross new dwellings on previously developed land	Maximise use of previously developed land	
		Housing completions showing bedroom numbers	Provide an indication of housing types/ sizes built across the borough.	

## Monitoring Framework 7

SADMP Policy	Category	Indicator	Aims/ Purpose	Reported
		Number of Gypsy and Traveller pitches	At least 5 years housing land supply at any point in time. Monitored against the housing trajectory.	
		Affordable housing delivery (amount of and location) Section 106 agreements / CIL contributions / Infrastructure Delivery Plans where available for large sites	Ensure affordable housing is delivered in line with CS09, to meet the identified needs of the borough.	
		Number of housing completions for – New Builds Conversions Change of Use Other Multiple Demolitions	Provide an indication of the range of residential development granted consent.	
<b>Economy</b>	Economy	Supply of land developed for employment use	Deliver at least 66 hectares from 2010 to 2026	Annual Monitoring Report

## 7 Monitoring Framework

SADMP Policy	Category	Indicator	Aims/ Purpose	Reported
		Remaining allocated land	Monitor land allocated and available for employment development	
		Number of years of employment land supply available at current take-up rate	At least 5 years worth	
		Take up of employment land by location and type of use. Completed employment floorspace and type of use.	Increase the amount / use of employment land across borough in line with Council aspirations.	
		Amount and type of employment land and floorspace coming forward on previously developed land	Maximise use of previously developed land	
		Number and location of holiday lets granted consent	Ensure applications adhere to policies DM11 and DM18, and monitor the numbers and locations of these.	
<b>Environment</b>	Environment	Monitoring of Air Quality Management Areas	Air Quality Action Plan	Annual Monitoring Report / Monitoring through the Panel (annual)
		Monitoring of Water Quality	Water Cycle Study/ Blue Flag Awards	
		Flood Risk - Number of developments located where they would be at risk of flooding.	Minimise development in areas at risk from flooding.	

## Monitoring Framework 7

SADMP Policy	Category	Indicator	Aims/ Purpose	Reported
		Conservation of the Built Environment – Number of heritage assets and conservation areas; number of buildings at risk; and conservation area character appraisals.	Preserve and enhance the historic environment.	
		Green Infrastructure / Biodiversity – Monitoring to show losses or additions to biodiversity habitats.	Use of the Monitoring and Mitigation Strategy, Levy and Panel to monitor and manage green infrastructure in the borough to an acceptable standard.	
		Renewable Energy – To show the number of consents granted for renewable energy and the amount of generation by installed capacity and type.	Where appropriate to support renewable energy schemes in line with policy DM20.	

## List of Policies, Policies Map and Map Legend 8



## List of Policies, Policies Map and Map Legend 8

### Development Management Policies

- DM1 - Presumption in favour of sustainable development
- DM2 - Development Boundaries
- DM2A – Early Review of Local Plan
- DM3 - Development in the Smaller Villages and Hamlets
- DM4 - Houses in Multiple Occupation
- DM5 - Enlargement or Replacement of Dwellings in The Countryside
- DM6 - Housing needs of rural workers
- DM7 - Residential annexes
- DM8 - Delivering Affordable Housing on phased development
- DM9 - Community Facilities
- DM10 - Retail development
- DM11 - Touring and permanent holiday sites
- DM12 - Strategic road network
- DM13 - Railway track ways
- DM14 - Development associated with National Construction College Bircham Newton and RAF Marham
- DM15 - Environment, Design and Amenity
- DM16 - Provision of recreational open space for residential developments
- DM17 - Parking Provision in New Development
- DM18 - Coastal Flood Risk Hazard Zone (South Hunstanton to Dersingham)
- DM19 - Green Infrastructure/Habitats Monitoring & Mitigation
- DM20 - Renewable Energy
- DM21 - Sites in Areas of Flood Risk
- DM22 - Protection of local open space

### Site Specific Policies

- E1.1 - King's Lynn – Town Centre
- E1.2 - King's Lynn – Town Centre Retail Expansion Area
- E1.2A King's Lynn - Port
- E1.3 - King's Lynn – Gaywood Clock Area
- E1.4 - King's Lynn – Marsh Lane
- E1.5 - King's Lynn – Boal Quay
- E1.6 - King's Lynn – South of Parkway
- E1.7 - King's Lynn – Land at Lynnsport
- E1.8 - King's Lynn – South Quay
- E1.9 - King's Lynn – Land west of Columbia Way
- E1.10 - King's Lynn – North of Wisbech Road
- E1.11 - King's Lynn - Southgates
- E1.12 - King's Lynn – Employment Land
- E1.13 - King's Lynn – King's Lynn Green Infrastructure
- E1.14 - West Lynn – West of St Peter's Road
- E1.15 - West Lynn – Land at Bankside
- E2.1 - West Winch Growth Area Strategic Policy

## 8 List of Policies, Policies Map and Map Legend

- E2.2 - Development within existing built-up areas of West Winch**
- E3.1 - Hall Lane, South Wootton**
- E4.1 - Knights Hill**
- F1.1 - Downham Market Town Centre Area and Retailing**
- F1.2 - Land off St John's Way, Downham Market**
- F1.3 - Land North-East of Downham Market**
- F1.4 - Land South East of Downham Market**
- F2.1 - Hunstanton – Town Centre Area and Retailing**
- F2.2 - Hunstanton – Land to the east of Cromer Road**
- F2.3 - Hunstanton – Land south of Hunstanton Commercial Park(Housing uses)**
- F2.4 - Hunstanton – Land north of Hunstanton Road**
- F2.5 - Land south of Hunstanton Commercial Park (Employment uses)**
- F3.1 - Wisbech Fringe Land east of Wisbech (west of Burrowgate Road)**
- G13.1 - Brancaster - Land to the east of Mill Road**
- G13.2 - Brancaster Staithe and Burnham Deepdale - Land off The Close**
- G17.1 - Burnham Market - Land at Foundry Field**
- G22.1 - Castle Acre - Land west of Massingham Road**
- G25.1 - Clenchwarton - Land between Wildfields Road & Hall Road**
- G25.2 - Clenchwarton - Land north of Main Road**
- G25.3 - Clenchwarton - Land south of Main Road**
- G28.1 - Denver - Land to the south of Sluice Road**
- G29.1 - Dersingham - Land north of Doddshill Road**
- G29.2 - Dersingham - Land at Manor Road**
- G30.1 - Docking - Land situated off Pound Lane (Manor Pasture)**
- G31.1 - East Rudham - Land off Fakenham Road**
- G33.1 - East Winch - Land south of Gayton Road**
- G34.1 - Emneth - Land on south of The Wroe**
- G35.1 - Feltwell - Land to the rear of Chocolate Cottage, 24 Oak Street**
- G35.2 - Feltwell - Land north of Munson's Lane**
- G35.3 - Feltwell - Land at 40 Lodge Lane / Skye Gardens**
- G35.4 - Hockwold cum Wilton - Land south of South Street**
- G36.1 - Fincham - Land east of Marham Road**
- G41.1 - Gayton - Land north of Back Street**
- G41.2 - Grimston and Pott Row - Land adjacent Stave Farm, west of Ashwicken Road**
- G42.1 - Great Bircham and Bircham Tofts - Land adjacent to 16 Lynn Road**
- G43.1 - Great Massingham - Land south of Walcup's Lane**
- G45.1 - Harpley - Land at Nethergate Street/School Lane**
- G47.1 - Heacham - Land off Cheney Hill**
- G47.2 - Heacham - Land to the south of St. Mary's Close**
- G48.1 - Hilgay - Land south of Foresters Avenue**
- G49.1 - Hillington - Land to the south of Pasture Close**
- G52.1 - Ingoldisthorpe - Land opposite 143-161 Lynn Road**
- G56.1 - Marham - Land at The Street**
- G57.1 - Marshland Saint James - Land adjacent to Marshland Saint James Primary School**
- G57.2 - Marshland Saint James - Land adjacent 145 Smeeth Road, Marshland Saint James**
- G59.1 - Methwold - Land at Crown Street**

## List of Policies, Policies Map and Map Legend 8

- G59.2 - Methwold - Land at Herbert Drive**
- G59.3 - Methwold - Land at Hythe Road**
- G59.4 - Methwold - Land off Globe Street / St George's Court**
- G60.1 - Middleton - Land south of Walter Howes Crescent**
- G72.1 - Runciton Holme - Land at School Road**
- G78.1 - Sedgeford - Land off Jarvie Close**
- G81.1 - Shouldham - Land South of no.1 New Road**
- G81.2 - Shouldham - Land accessed from Rye's Close**
- G83.1 - Snettisham - Land south of Common Road and behind Teal Close**
- G85.1 - Southery - Land off Lions Close**
- G88.1 - Stoke Ferry - Land South of Lark Road/ Wretton Road**
- G88.2 - Stoke Ferry - Land at Bradfield Place**
- G88.3 - Stoke Ferry - Land at Indigo Road / Lynn Road**
- G91.1 - Syderstone - Land west of no. 26 The Street**
- G92.1 - Ten Mile Bank - Land off Church Road**
- G93.1 - Terrington St. Clement - Land at Church Bank, Chapel Road**
- G93.2 - Terrington St. Clement - Land Adjacent King William Close**
- G93.3 - Terrington St. Clement - Land West of Benn's Lane**
- G94.1 - Terrington St John, St John's Highway and Tilney St Lawrence - Land east of School Road**
- G94.2 - Terrington St John, St Johns Highway and Tilney St Lawrence - Land north of St John's Road**
- G96.1 - Three Holes - Land adjacent to 'The Bungalow', Main Road**
- G97.1 - Tilney All Saints - Land between School Road and Lynn Road**
- G104.1 - Upwell - Land north west of Townley Close**
- G104.2 - Upwell - Land south east of Townley Close**
- G104.3 - Upwell - Land at Low Side**
- G104.4 - Upwell - Land off St Peter's Road**
- G104.5 - Outwell - Land at Wisbech Road**
- G104.6 - Outwell - Land Surrounding Isle Bridge**
- G106.1 - Walpole Highway - Land East of Hall Road**
- G109.1 - Walpole Saint Peter - Land south of Walnut Road**
- G109.2 - Walpole Saint Peter - Land south of Church Road**
- G112.1 - Watlington - Land south of Thieves Bridge Road**
- G113.1 - Welney - Former Three Tuns / Village Hall**
- G113.2 - Welney - land off Main Street**
- G114.1 - Wereham - Land to the rear of 'Natanya', Hollies Farm, Flegg Green**
- G120.1 - Walton Highway - Land adjacent Common Road**
- G123.1 - Wiggenhall St Germans - Land north of Mill Road**
- G124.1 - Wiggenhall St Mary Magdalen - Land on Mill Road**

If you would like this document in large print, audio, Braille, alternative format or in a different language, please contact us at the address below and we will do our best to help.

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