

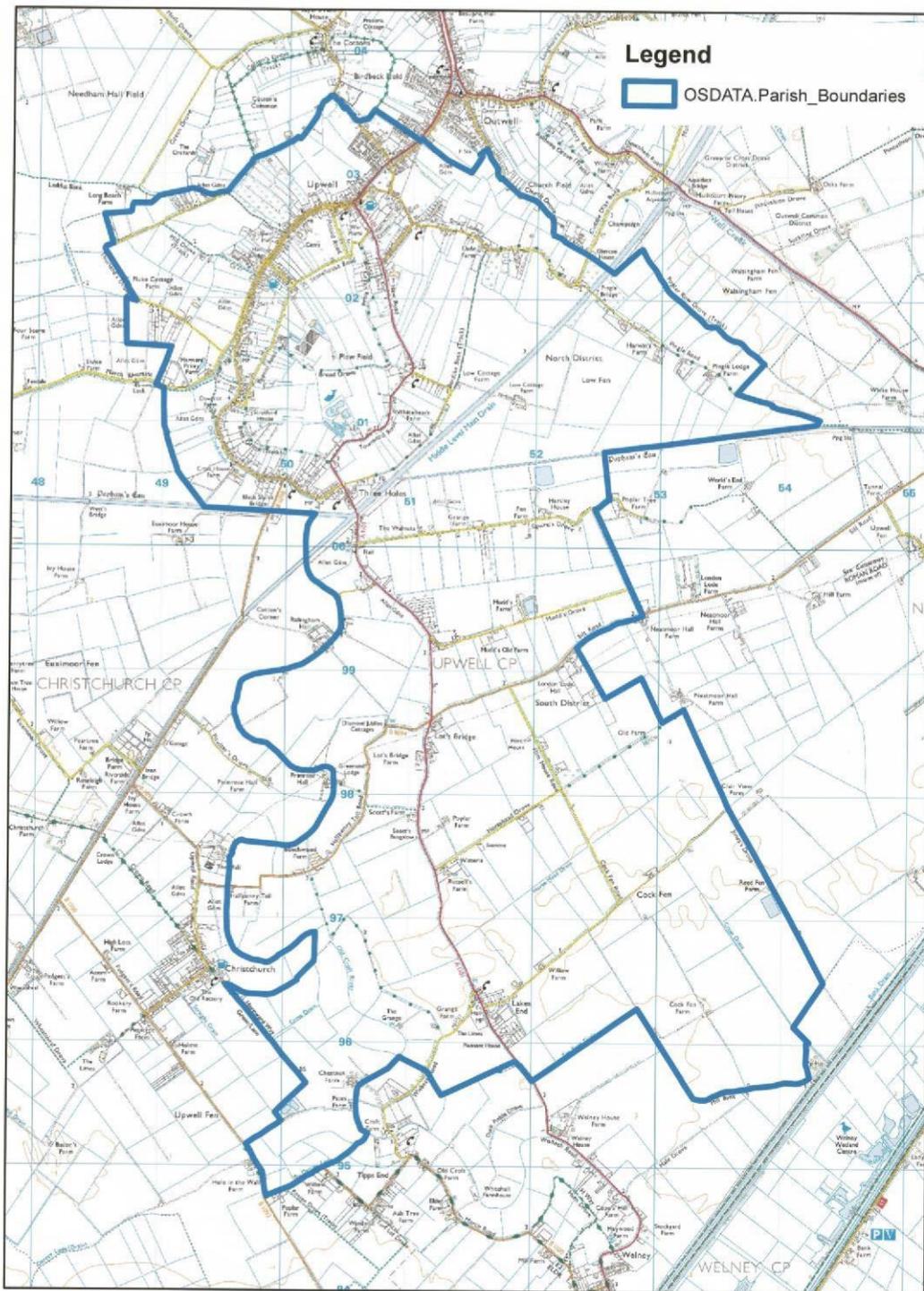
Upwell Parish Neighbourhood Plan

2015 to 2036

Adopted Version

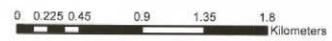
2021





Upwell Parish

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1 What Neighbourhood Planning is.

Neighbourhood Planning was introduced in the Localism Act 2011. It is an important and powerful tool that gives communities statutory powers to develop a shared vision and shape how their community develops.

It will be a document that sets out local planning policies for Upwell Parish which will be used to decide whether planning applications are approved. It is a community document, which is written by local people who know and love the area. **It is a powerful tool to ensure that we get the right type of development in the right places.**

Neighbourhood Plans should support the delivery of strategic policies contained in Local Plans and should not promote less development than set out in the Local Plan. So the Local Plan for the Borough of King's Lynn and West Norfolk sets the overall strategic policies such as the amount of new development, housing numbers, and the distribution of development across the borough.

A Neighbourhood Plan may contain non-strategic policies, such as allocating sites, the provision of infrastructure and community facilities, establishing design principles for new development, conserving and enhancing the natural and historic environment and setting out other development management policies. Once a Neighbourhood Plan has been brought into force, it becomes part of the development plan for the Parish. The policies it contains take precedence over existing non-strategic policies in the Borough Council's Local Plan.

In April 2015 Upwell Parish Council decided to take advantage of this new right to produce a Neighbourhood Plan for the Parish of Upwell. The Neighbourhood Area was formally designated by the Borough Council of Kings Lynn and West Norfolk (BCKLWN) on 2nd December 2015. The timeframe chosen for the plan was 2015 to 2036. Of course, the policy context might change, either by a future revision to national planning policy or changes to the Borough Council's strategic policies. Monitoring the Neighbourhood Plan is an important role which the Parish Council will undertake because changes may take place in planning legislation, national policy or Local Plan policy which may have implications for the policies in the Neighbourhood Plan. Annual monitoring exercises and typically a 5-year review will be undertaken.

This Submission version presents the Neighbourhood Plan for Upwell Parish. It has been developed after a number of consultation events and exercises. Open Meetings were held in January, February and March 2016, further consultation exercises took place in September 2018 when we looked at proposed sites for future development and Local Green Spaces (which will be protected from development), and Spring 2019 when we consulted on the draft plan. It is important that the Neighbourhood Plan reflects what is important to us as a community, and what we would like to improve and protect.

The results of all these public consultation events and exercises have been considered alongside known factual evidence, such as the housing need, the flood risk, the good quality agricultural land, the historic assets in the Parish, and the fact that Welle Creek is a major route for narrowboats on the Nene-Ouse Link. Importantly, the effort has been directed at ensuring that we produce a Neighbourhood Plan for the Parish of Upwell that helps to deliver the housing and economic needs of the Parish, but also makes sure that this particular patch of the Fens is not spoiled by development.

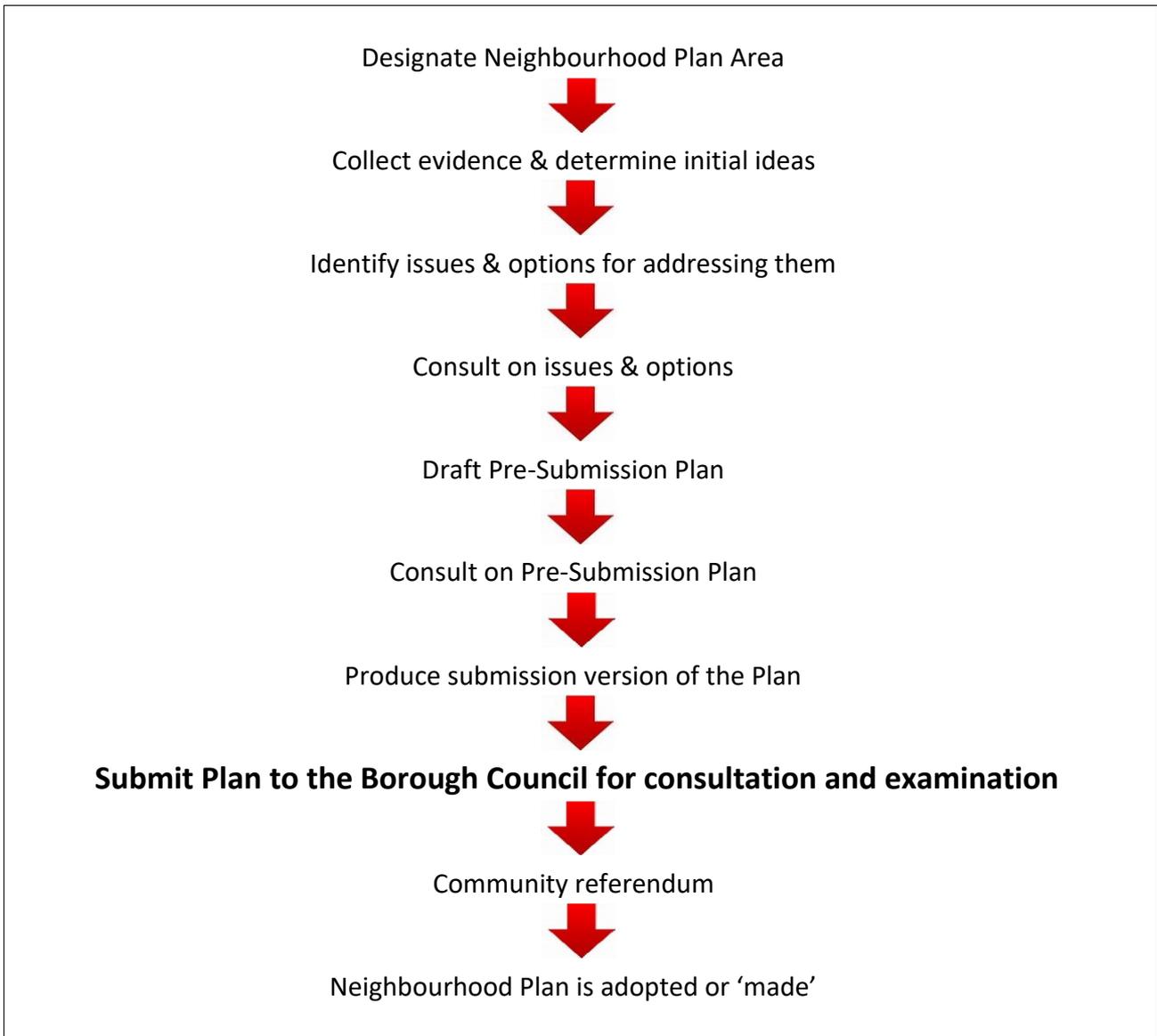


Figure 1 - Neighbourhood Plan process

2 Background and history of Upwell Parish.

8,000-odd years ago the first hunter-gatherers crossed the landbridge connecting England to the Continent and climbed up into what we now call the Fens, at the time an oak-dotted dry plain populated by wild ox and wolves. As the sea-level rose the rivers were no longer able to drain away and the area became one big marshy bog dotted with islands formed by the silt deposited by earlier rivers and streams.

By the time the Romans arrived the local inhabitants were living off the abundant fish and wildfowl and farming the islands. Once the Romans had subdued the local Icenii tribe, the area was designated an Imperial Estate because of its abundant harvests, and a 24 mile long, 60ft wide gravel causeway was built connecting Denver to Peterborough presumably crossing the Welle Stream just to the South of Upwell. Remains of salt-pans and Roman farms have been found in the Parish.

After the Romans left, the Welle Stream became one of the main routes by which Saxon invaders made their way inland. It is possible that they founded a village at the junction of the Nene and Welle stream, in the area of the present-day Workhouse Lane.

400 years on, the Normans arrived and Hereward the Wake led the Anglo-Saxon resistance to them during the period 1069-71. According to some legends Hereward was elected to be leader of the resistance at the village of Wella (now Upwell). After his defeat Hereward escaped and hid out in what was then the Wide Lake which ran from Upwell to Lakesend.

By the 1350's the village was quite wealthy and exported corn and sheep through King's Lynn (then Bishop's Lynn) to the Baltic, but with the coming of the Black Death the population was halved to about 200 people.

By 1600 what we now know as the Welle Creek had been dug to help alleviate flooding in the area.

In 1638 Oliver Cromwell became the first tenant of the Manor of Mullicourt House. The village grew successfully, and some notable ecclesiastical and domestic buildings were erected.

The Wisbech Canal Company connected the Welle Creek to Wisbech In 1797. The Canal was never really a commercial success.

In 1884, the Wisbech and Upwell Tramway was extended to Upwell. Initial passenger services were six trams a day, although the Company's main source of income was agricultural produce.

In 1951 the Rev W V Awdry was inspired by a trip on the tram, to write the story "Thomas in Trouble" which introduced the world to "Toby the Tram". The line finally closed in March 1966.

In the 1960's the Wisbech Canal was used as a landfill for Cambridgeshire and it was proposed that the Welle Creek be used for a similar purpose. This was stopped by vehement local protest and in 1970 the Welle Creek Trust was formed to ensure the survival of this ancient river for all time.

In 1990 West Upwell was transferred from Cambridgeshire to Norfolk. Since then the Parish has steadily grown. People from outside the area have moved here, enjoying the wide skies and open space. Still a working village, agriculture is the main industry of the Parish.

3 Key issues for the Neighbourhood Plan.

The Steering Group collected and analysed a considerable amount of evidence while developing the Neighbourhood Plan. From this evidence, a number of issues and other interesting matters emerged that the plan could potentially help with. These were:

- 1) Access to larger towns, market towns, and surrounding cities (e.g. King's Lynn, Downham Market, Wisbech, Ely, Cambridge and Peterborough) with a greater range of services and jobs, is very poor, partly due to distance and public transport availability. This is also likely to be linked to low use of sustainable transport modes for getting to work.
- 2) There are quite high levels of deprivation generally in parts of the Parish.
- 3) Health deprivation is modestly poor (with the Upwell central village area being in the top 30% and the remainder of the Parish being in the top 20% most deprived with regards to Health Deprivation and Disability).

- 4) Low levels of active transport (i.e. walking and cycling) could have health implications.
- 5) There are very few environmental constraints in terms of nature conservation.
- 6) Although a low practicable flood risk because of drainage systems, most of Parish is in flood risk zone 3 and dependent on these drainage systems. New development will need to avoid making the flood risk worse.
- 7) Housing is very eclectic and mixed, which is part of the character of the Parish. New development will need to respect this.
- 8) The landscape is very flat with long views into open countryside. There is a generally linear pattern of development along the Creek in Upwell village which offers long views over the Fens. This could be threatened by inappropriate development.
- 9) The housing stock has been changing in the direction of larger homes with more bedrooms, at a time when the need is for smaller dwellings with fewer bedrooms¹.
- 10) There is an ageing population, especially residents who are in the very old age groups (75-84). The ageing population will need the right homes in which to live.
- 11) There is very high-quality agricultural land (Grade 1) which is important to arable farming and food production.
- 12) Upwell Parish is growing proportionally faster than the Borough, thus increasing pressure on greenfield land and infrastructure. It is forecast to continue growing as a designated Key Rural Service Centre in the local plan. Whilst new homes for people is welcomed, this will place various pressures on services and facilities.

¹ Further explanation to bullet point 9 is referenced in Policy H2 and based on the age profile of the population, the ageing of the population, the size of dwelling and the household composition.

4 Vision, aims and objectives.

Vision for Upwell Parish

By 2036 Upwell Parish will consist of a well-connected group of three viable and attractive rural villages with a strong community spirit. Respecting its heritage, it will be a place where people can enjoy the waterways and surrounding countryside. It will have a range of high-quality homes in keeping with a rural village, and essential public and community services, and facilities that meet the growing needs of the community. The Parish will be a sustainable place where people want to live, work and visit into the future.

Aims

By undertaking a Neighbourhood Plan, the community of Upwell Parish aims to:

- 1) Give a voice to residents to shape development;
- 2) Allow the Parish to grow sensitively, whilst retaining a rural feel;
- 3) Improve and retain access to locally important countryside and waterways for recreational use;
- 4) Identify community needs, including for the use of developer contributions and other funding.

Objectives

The Policies and Community Actions in the following sections of this document aim to meet and deliver the objectives set out below:

Community and Services

- 1) To provide opportunities for all the community to access community, cultural, leisure and sports activities within Upwell Parish;
- 2) To ensure sufficient school and community facilities within Upwell Parish;

Housing and the Built Environment

- 3) To provide high quality, diverse and affordable housing within Upwell Parish;
- 4) To provide appropriate size, scale, density, design and layout of development and parking, which complements existing development and the surrounding environment within Upwell Parish;

Transport and Access

- 5) To encourage safe walking and cycling;
- 6) To provide adequate private and public parking;

Environment

- 7) To protect and enable access to the countryside and waterways within Upwell Parish and the surrounding countryside;
- 8) To improve and provide a high-quality public realm in the villages;

Business and Employment

- 9) To provide sufficient land to support local economic/tourism development;
- 10) To support attractive and viable village centres.

As stated in the above table (in the Objectives box) this Neighbourhood Plan has a list of 'community actions' and 'formal policies' which are there to meet and deliver the aims and objectives for Upwell. For clarity, throughout the Neighbourhood Plan, the community actions boxes are set out in the colour light green to make it easier to differentiate from the formal Neighbourhood Plan policies. The formal policies are set in a light orange throughout, to provide a consistent and clear layout for readers.

The community actions are not strictly planning related but are considered important enough to be in this development plan since we feel (as a local community and as a Parish Council) that this is something we will lead on. The community actions cannot be used to determine planning applications but can be used by the Parish Council and the community to direct local actions and energies.

The formal policies in this Neighbourhood Plan will be used to determine planning applications alongside the local plan and national planning framework and are ones which detail missing policy elements in the local plan of importance to Upwell Parish.

5 Neighbourhood Plan Policies and Community Actions.

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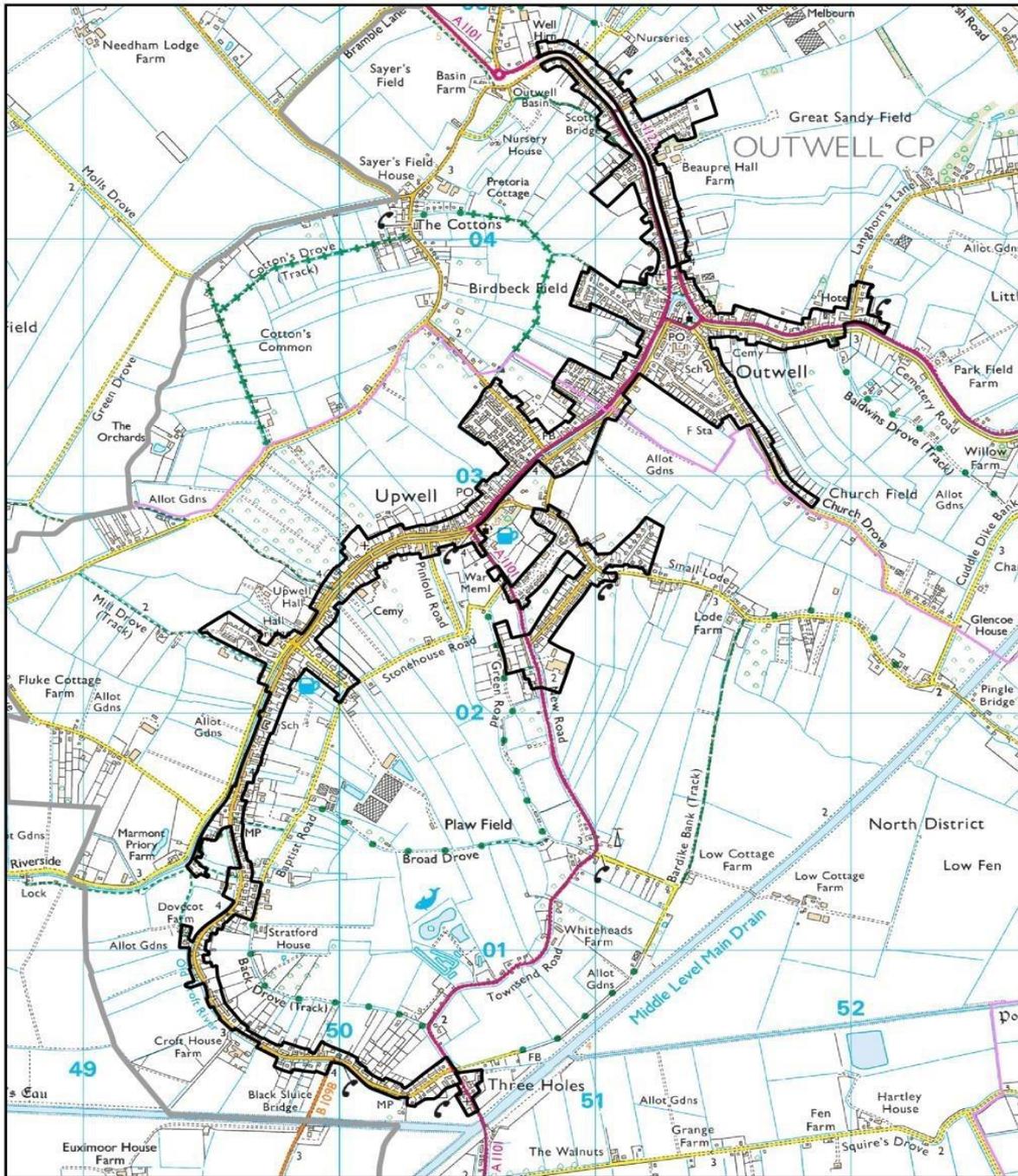
5.1 Introduction.

The Borough Council's local plan comprises the core strategy (which was adopted in 2011) and the Site Allocations and Development Management Policies Plan (adopted in 2016). These contain planning policies for the whole of the borough, including Upwell Parish.

The policies in the core strategy are the strategic policies, and the policies in the Neighbourhood Plan need to be in general conformity with these. The policies in the Site Allocations and Development Management Policies Plan are mostly non-strategic policies with some strategic policies, and this Neighbourhood Plan also contains non-strategic policies for Upwell Parish itself. The policies are intended to meet the aims and objectives set out earlier. They are aimed at guiding decision makers and applicants in order to achieve high standards of development, and development in the right places. Development proposals should have regard to all the planning policies in this Neighbourhood Plan, and of course those in the Borough Council's local plan.

So as to have more local control over the planning process, and particularly where new development should take place, this Neighbourhood Plan has allocated a number of sites for development, mainly for residential development. These are shown in **this section**. Furthermore, **Section 6** shows those sites that are being protected from development through designation as Local Green Spaces.

For the purposes of this plan, the adopted settlement boundaries (also known as the adopted development boundary) for Upwell Village and Three Holes as shown in the Local Plan will apply. The one for Upwell Village is shown in **Figure 2** below. A number of policies will refer to the settlement boundaries.



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Figure 2 - Adopted Development Boundary for Upwell and Outwell village(s)².

² The pale pink boundary line denotes the Parish boundary

5.2 Economy and Tourism Policies and Community Actions.

In Upwell Parish, access to larger towns with a greater range of services and jobs is quite poor, partly due to distance and public transport availability. This is likely to be directly linked to the low use of sustainable transport modes for getting to work. The Neighbourhood Plan therefore seeks to increase the number of services and employment opportunities within the Parish itself in order to reduce the need to travel, and to improve residents' economic prospects. There is concern, however, about the scale of HGV traffic through the Parish of Upwell and on riverside roads.

Although superfast broadband is available in Upwell village itself, speeds decline significantly in the more rural parts of the Parish. There is scope for improving the communication infrastructure in order to further promote economic growth. Improvements are supported, including the necessary infrastructure.

There are particular economic opportunities to increase the tourism offer in the Parish, and this came out strongly in the consultations, especially the concept of a marina and a focus on Welle Creek. Narrowboats and other leisure boats already use the waterways and there is a widespread belief that this activity should be encouraged to grow. Despite being Britain's largest man-made landscape and hosting an extensive network of waterways, the Fens still lag behind other areas in attracting tourists. This is likely due, at least in part, to the shortage of specific tourist attractions and infrastructure.

As part of the Fens, Upwell Parish has its own unique cultural heritage based on the historic traditions and people who inhabited and worked the drained lowlands that make up the Fens. The draining and straightening of rivers and streams began in Roman times, but periodically the Fens reverted back to bogs as the drains silted up. During these times, the people continued to make a living, predominantly by catching eels, wildfowling, cutting willow and collecting reed.

Community Action 1: Broadband

The Parish will work with providers to secure broadband and mobile phone signal enhancements to encourage new businesses to the Parish, especially at Three Holes.

Economy and Tourism Policy ET1: Communications

The provision of essential infrastructure for telecommunications will be supported where it is of an appropriate scale and design and would not cause undue visual intrusion.

New residential and commercial development (where relevant) will need to demonstrate how it will contribute to the achievement of fast broadband connections in the area.

In order to ensure the potential impacts of communications proposals are adequately mitigated, any proposals for the erection above ground of telecommunications masts, equipment and associated development will be expected to show that:

- a) Opportunities for undergrounding have been fully explored;
- b) There are no unacceptable adverse impacts on the character of the locality, the wider landscape and the amenity of residents;

- c) Full consideration is given to the opportunities for sharing a site, mast or facility with telecommunications infrastructure already in the area, and demonstrate that the least environmentally intrusive option has been selected;
- d) The proposal is in conformity with the latest guidelines on radiation protection;
- e) Where relevant, full consideration is given to the impact of masts on skyline views and sense of openness.

Developers must ensure that broadband infrastructure is provided for new developments. To do this, they should register new sites with broadband infrastructure providers, and preferably ensure provision of Fibre to the Premises (FTTP).

In general, residents support the installation of new communications infrastructure and the associated improvements these would bring to the area. However, this will need to be of a scale and design appropriate to the Parish and its environs.

Economy and Tourism Policy ET2: Economic Development

New economic development as part of existing businesses and services, or the provision of new facilities and services, will be encouraged and supported. Any proposal for an employment-generating use will need to demonstrate that:

- a) it will not have an unacceptable adverse impact on residential amenity;
- b) it will not have an unacceptable adverse impact on the transport network, especially in relation to HGV use;
- c) where it is a new site it can accommodate all parking for staff within its site, unless shown to be not feasible;
- d) it will not have any other unacceptable environmental impacts, including impacts on the historic environment.

The aim of **Policy ET2** is to promote economic development that is of a scale proportionate to the size and function of Upwell Parish and to ensure that any adverse impacts of economic development are made acceptable in planning terms. HGV-generating development could make use of through-routing agreements or traffic regulation orders/weight restrictions to make any adverse impact acceptable.

Although economic development is encouraged, it is important that it is not permitted at the expense of the well-being of our residents or the natural and built environment. Therefore, proposals for economic development must be accompanied by information pertaining to its impacts on residential amenity (such as noise, vibration, air pollution), as well as any impacts on environmental assets such as ecology, water resources, heritage assets, etc. where relevant.

Economic development should provide sufficient land for all vehicle parking needs of staff and visitors, to eliminate any adverse impact of over-spill parking on surrounding residential streets or lanes.

Community Action 2: Tourism Assets

The following heritage and tourism assets will be promoted and supported:

- a) Built heritage assets, including non-designated assets;
- b) The Upwell/Wisbech tramway;
- c) The waterways, including their history;
- d) Historic Ice skating.

Economy and Tourism Policy ET3: Tourism

Tourism will be strengthened by the creation, enhancement and expansion of high-quality tourism attractions and related infrastructure. Specifically, developments which promote the attraction and use of Welle Creek and other waterways will be supported, (subject to other planning criteria and policies in the development plan, and subject to demonstrating the avoidance of pollution and waste entering the waterways). Developments which promote the heritage and history of the village will also be supported, particularly in relation to the Upwell/Wisbech tramway and the waterways.

It is important to retain these elements of our cultural heritage (where they still remain) whenever possible so that these important aspects of our heritage are not lost to future generations. They should be promoted to further our own understanding of our local history. Also in attracting tourists who want to learn more about this special historic culture.

Developments which can demonstrate a contribution towards enhancing tourism and/or the cultural heritage of our community will be viewed favourably, and these positive impacts will be treated as a benefit in the planning balance.

The waterways, and especially the Welle Creek, provide an opportunity for tourism development. The concept of a marina, potentially as part of a package of proposals including small business units, would in principle be welcomed, although it is recommended that the Risk Management Authorities (for flood risk) should be involved in discussions.

The Tramway as part of Allocation 1 (Land east of Low Side, see **Section 5.5.2** on page 30) will also be protected through **Policy A1** and promoted, given the links to Toby the Tram and Thomas the Tank Engine.

5.3 Leisure and Recreation Policies and Community Actions.

The Parish has low levels of active transport (walking and cycling), which could have health implications for residents in the longer-term. As stated in **Section 3**, there is a low use of sustainable transport modes for travelling to work in particular. The low levels of active transport could have health implications. Health deprivation is modestly poor (with the Upwell central village area being in the top 30% most deprived and the remainder of the Parish being in the top 20% most deprived with regards to Health Deprivation and Disability). Further information on this is present in the evidence base under the demographic section.

During the consultations people clearly valued the leisure opportunities that exist and there were many ideas for additional leisure venues and activities. Access to the waterways, riverbanks and the surrounding countryside was often raised, as were concerns for the safety and therefore attractiveness of cycling (especially in relation to the speed of traffic and cars parked on the road). Open spaces and recreational land are valued by the community and improvements to these such as additional play equipment on the playing fields were often suggested.

Leisure and Recreation Policy LR1: Leisure, Recreation and a Marina

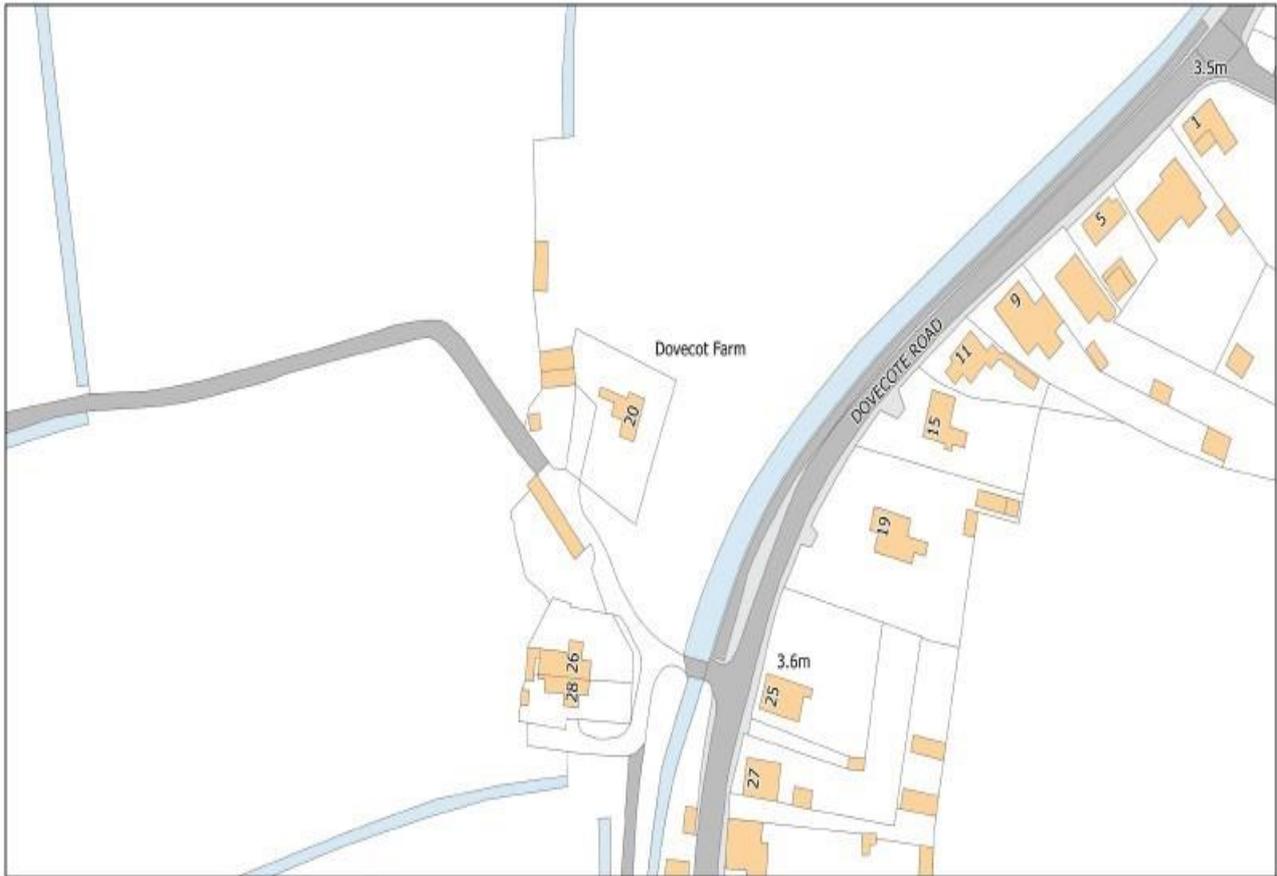
Where relevant, new development must seek to preserve and enhance the waterways in the Parish. Development that increases access to and the use of the waterways or wider access to the surrounding countryside will be supported, provided that any such development accords with other planning policies.

A proposal for a mixed-use development including a marina, on the riverside at Dovecote Farm will be supported provided that there is no unacceptable impact on the natural environment, especially water quality, and protected species. The uses will primarily be recreational, tourism and leisure. This may include holiday-homes if appropriate. If fully justified as necessary economically to provide and maintain a marina, the inclusion of a small-scale development of open-market residential dwellings will be acceptable.

The development of the site will need to:

- a) Deliver a marina, supported by associated leisure and recreation development;
- b) Be based on an agreed masterplan for the site;
- c) Access the highway onto Dovecote Road;
- d) Demonstrate the avoidance of pollution and waste entering the waterways;
- e) Provide landscaping to soften the visual impact when viewed from Dovecote Road;
- f) Provide evidence on flood risk and management of surface water run-off, including any impact on the frontage drainage ditch and waterways.

If open-market housing is proposed as part of a viability case to make the mixed-use development viable, this will need to be supported using an accepted method for determining viability and this method must be agreed with local planning authority. Any new housing will need to be integrated with existing housing towards the road, be kept out of any areas of flood risk, and have suitable and safe access to School Road/Dovecote Road.



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Figure 3 - Location of Dovecote Farm

The Neighbourhood Plan vision seeks to make the Parish a place where people can enjoy the waterways. Despite the presence of a large network of waterways in the Parish, there is currently a deficit of water related infrastructure for their use and enjoyment. Increasing access to the water would likely increase tourism, as well as leisure opportunities for residents, which could provide a boost to the local economy.

To that end, proposals which promote access to and use of the waterways will be welcome and supported where they are of a scale appropriate to the area, do not present any significant social or environmental adverse impacts and are compliant with the other policies within the Neighbourhood Plan.

A mixed-use development at Dovecote Farm will result in the loss of some Grade 1 agricultural land, but the provision of a Marina will be a significant benefit. The Middle Level Commissioners should be involved in discussion before any application is made.

Leisure and Recreation Policy LR2: Open and Recreational Space

Unless on-site open and recreational space is specifically required as part of a site allocations policy, contributions towards upgrading or improving existing facilities and green spaces will be acceptable provided that those facilities and green spaces are in close proximity, accessible and well-related to the development and demonstrably in need of improving or upgrading.

The Parish already has a reasonable availability of open and recreational space, such as Upwell Village playing field, Three Holes playing field and Lakesend playing field. **Policy P4** will designate these as Local Green Spaces, as well as a number of other open spaces that are valued for recreational and non-recreational reasons. A contribution towards the improvement of offsite provision may be acceptable (bearing in mind the availability of facilities and recreational spaces nearby and/or the wishes of the community) rather than the provision of new facilities where the local plan policy would normally require on-site provision (Policy DM16 of the local plan).

It is important to note that contributions would need to reflect the Community Infrastructure Levy Regulations and the guidance within the National Planning Policy Framework (NPPF). Off-site contributions will need to be secured through a planning obligation. This does not mean that new development will always not need to provide open space on site, only that contributions instead to support existing provision will be acceptable if such facilities are nearby, well-related and in need of improving.

Any proposed off-site contributions should be informed by consultations with the Parish Council around the time of the planning application as priorities change year on year, but are likely to include playing fields, public footpaths, riverbank improvements, and designated local green spaces.

Leisure and Recreation Policy LR3: Cycling

New residential and commercial development will, where appropriate, seek to encourage cycling as a means of transport and for recreation, including making cycling safer. As a minimum, this will include the provision of cycle parking facilities consistent with Norfolk County Council's adopted parking standards.

Despite a relatively flat and therefore highly suitable landscape for cycling, the presence of the waterways and lack of road space perhaps limits the number of people cycling in the Parish.

Proposals for new development should, therefore, seek ways to encourage users or residents of the development to cycle to and from it. Allocated site 1 (East of Low Side) will integrate with and safeguard the old Tramway for example. For other sites and developments, this could include the provision of suitable cycle parking, improving highway safety or traffic calming, or the development of cycling routes.

5.4 Natural Environment Policies and Community Actions.

Portions of the northern and south-eastern areas of the Parish are designated as Flood Risk Zones 2 or 3 and it is imperative that new development does not worsen the existing flood risk situation for people or property. Upwell and Outwell Parishes suffered significant flooding from a rainfall event in August 2014, and there are considerable concerns about the maintenance of drainage ditches and the waterways which are part of the flood management in the Parish. This Neighbourhood Plan has made use of flood mapping information provided by the Environment Agency, as well as the Level 1 Strategic Flood Risk Assessment published by the Borough Council in 2018.

In terms of environmental assets, the area does not encompass any Area of Outstanding Natural Beauty, Heritage Coast or National Park. It also does not host any international, national or local nature conservation designations for biodiversity value. However, the Ouse Washes lies directly south of the Parish and is covered by international and national designations including Ramsar, Special Area of Conservation, Special Protection Area and Special Site of Scientific Interest.

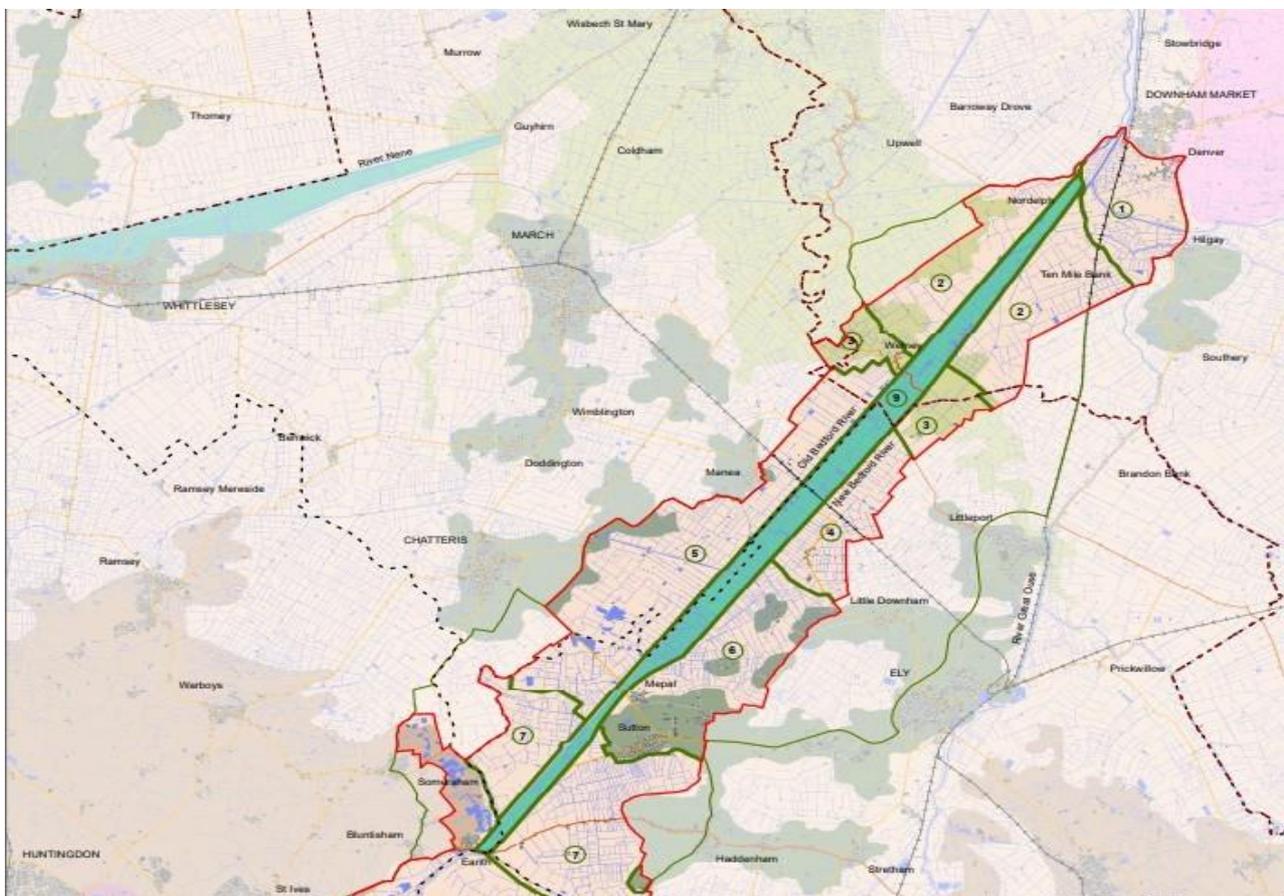


Figure 4 - Map highlighting a zoomed in part of the Landscape Character Assessment Map on the Ouse Washes Partnership website which shows under number '9' where the Ouse Washes lie, just to the South of Upwell.

For further information and detail of the complete map please visit The Landscape Character Assessment Map 337-LA 009 on the on the Ouse Washes Landscape Partnership website³.

The vast majority of the Parish is classified as Grade 1 agricultural land (as shown in figure 5 below). Grade 1 land is relatively rare, and therefore needs to be afforded protection from sterilising development. Because of its low-lying nature, the Parish consists predominantly of lands reclaimed from marshland. This has made for extremely fertile lands of a very high agricultural quality, particularly for arable uses, making it some of the best agricultural land in the UK.

³ Ouse Washes Partnership. Maps. Source <http://ousewashes.org.uk/resources/downloads/maps/>

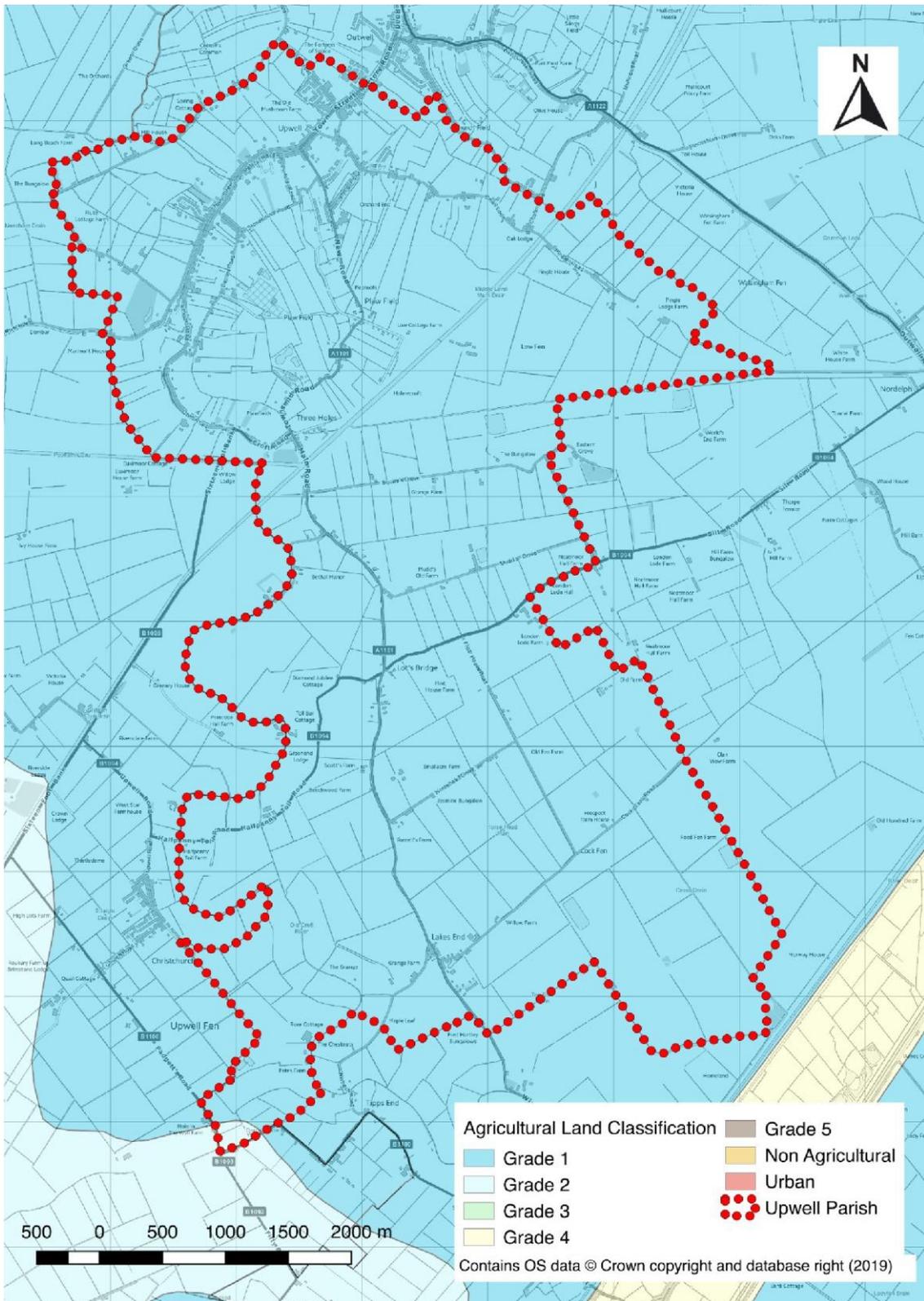


Figure 5 - Map showing Agricultural Land Classifications in Upwell and surrounding area

Environment and Nature Policy EN1: Flood Risk and Prevention

Planning applications where appropriate must provide evidence relating to the risk of flooding from all potential sources to show that proposed developments will not adversely affect existing flood prevention measures (e.g. dykes, ditches, etc.) and will not increase the risk of flooding on site or elsewhere. The evidence to be provided will include the proposed method of foul and surface water drainage and any required mitigation, including the use of Sustainable Drainage Systems (SuDS) for surface water management wherever feasible. Proposals for new or extended buildings will also need to incorporate rainwater conservation elements such as water butts.

It is recommended that planning applications should, where appropriate, be subject to consultation with the Internal Drainage Board. Where relevant, applicants are also encouraged to engage with the Internal Drainage Board prior to submitting applications.

Under the Land Drainage Act 1991, Internal Drainage Boards are responsible for the management of water levels and reducing flood risk from ordinary watercourses in their districts. The Government recognises the important role they play in flood risk management and agrees that there should be local instances where they should be consulted on new development proposals on a non-statutory basis.

Community Action 3: Maintenance of Flood Defences

The relevant authorities and landowners will be encouraged to ensure that flood prevention measures and drainage systems, whether related to fluvial or surface water flooding, are properly maintained and included in appropriate strategic documents and programmes with a view to minimising future flood events. The relevant authorities will also be encouraged to ensure that the mapping of flood risk is made as accurate as reasonably possible and that the maps are kept up to date.

It is imperative that new development does not worsen the existing flood risk situation for people or property. In addition, it is important that the flood defences are maintained and kept fit-for-purpose, especially with the growing threat from climate change. It should be noted that under common law landowners have the primary responsibility for draining their land.

Since most of the Parish is within either Flood Zone 2 or 3, many development proposals will be required to submit a Site-Specific Flood Risk Assessment (FRA) with any planning application made. As part of this, we expect applicants and developers to consult and discuss FRA modelling, hydrological inputs, results and mitigation measures with the Internal Drainage Board prior to the application being made.

Environment and Nature Policy EN2: Agricultural Land

New development will only be permitted on Grade 1 agricultural land if:

- a) There are overriding community benefits resulting from the development; or
- b) There are no reasonably available sites within Upwell Parish appropriate for the proposed development on:
 - i. Previously developed land; ii. Land not in agricultural use;
 - or iii. Land which is not viable for commercial agricultural use.

Most of Upwell Parish is Grade 1 agricultural land (see map on page 21). Grade 1 agricultural land should ideally be preserved for agriculture and food production, although the protection of high-quality agricultural land needs to be balanced against the needs of the community for growth purposes.

To that end, proposals made on Grade 1 agricultural land will be expected to show that either the proposal offers overriding benefits that justify the loss of the Grade 1 land for agricultural use or that the land in question meets the sequential criteria in **Policy EN2**.

In reference to criterion **a**, in deciding on what might constitute 'overriding community benefits', consideration should be given to:

- The delivery of schemes comprising the provision of new affordable housing.
- A new primary school or extension;
- Marina;
- The enhancement of designated Local Green Spaces;
- Residential care home;
- Start-up business;
- The provision of items listed in **Community Action 4: Community Infrastructure Levy** (see page 49).

Where appropriate and with reference to criterion **b iii**, these applications should be accompanied by a viability assessment prepared by suitably qualified professionals with local market knowledge.

5.5 Housing Policies and Community Actions.

There has been an increasing housing need in the Parish, partly because of an increasing population and partly because of changes to households with more people living on their own. Over and above existing allocations and permissions, the Borough Council initially advised that 67 additional dwellings would be needed in the Key Rural Service Centre of Upwell/Outwell up to 2036. As Outwell is accommodating more than 50% of the need up to 2026, and to set out a positive approach, the Upwell Parish Neighbourhood Plan decided to allocate for more than 50% of those 67 additional dwellings⁴. The Neighbourhood Plan will therefore plan to deliver at least 47 new dwellings; the Borough Council has been supportive of this approach.

Policy A1 in this Neighbourhood Plan reflects the same site allocation as G104.3, however, the allocation size has been extended in the Neighbourhood Plan to cater for at least 20 dwellings instead of at least 5 dwellings as present in the adopted SADMP 2016. **Policies A2, A3, A4 and A5** have allocations which add up to 27 new dwellings. Therefore, the total net new dwellings in the Neighbourhood Plan is 47.

⁴ Shortly before submission of the plan, the Borough Council gave notice that its housing need was less than originally thought and that the Local Plan and its allocations could meet the housing need to 2036. Although this suggested that Neighbourhood Plans would therefore have a housing need of 0 and would not need to make site allocations, any site allocations as part of a Neighbourhood Plan would still be encouraged and would not be seen as inconsistent with the local plan.

Upwell Neighbourhood Plan Allocations	How many dwellings are required?
Allocation Policy A1: Land east of Low Side	At least 20 dwellings
Allocation Policy A2: Adjacent to Lode House, Low Side	Provides 3 dwellings
Allocation Policy A3: St Peter's Road	At least 15 dwellings
Allocation Policy A4: Pinfold Road	Provides approximately 4 dwellings
Allocation Policy A5: Adjacent to Three Holes Village Hall	Provides approximately 5 dwellings
Total = 47 Dwellings	
King's Lynn and West Norfolk Local Plan Allocations (SADMP, 2016) and being taken forward into the Local Plan Review	How many dwellings are required?
Allocation Policy G104.1: Land north west of Townley Close	At least 5 dwellings
Allocation Policy G104.2: Land south/east of Townley Close	At least 5 dwellings
Allocation Policy G104.3: Land at Low Side	At least 5 dwellings
Allocation Policy G104.4: Land off St Peter's Road	At least 15 dwellings
Total = 30 Dwellings	
Total of new homes allocated altogether = At least 72 dwellings (taking into consideration Low Side A1 & G104.3 is the same site albeit expanded)	

Table showing allocations made in this Neighbourhood Plan and also the BCKLWN Local Plan

The table above shows the numbers for the allocations made in this Neighbourhood Plan and also the local plan for King's Lynn and West Norfolk. The table shows that the Neighbourhood Plan has made five allocations (A1 to A5) adding up to at least 47 dwellings.

It also shows the allocations which are present in the Local Plan and adopted Sites Allocations and Development Management Policies (SADMP, 2016) which are being taken forward in the new Local Plan Review. The table shows that in the adopted Local Plan four allocations (G104.1 to G104.4) are made for Upwell adding up to at least 30 dwellings.

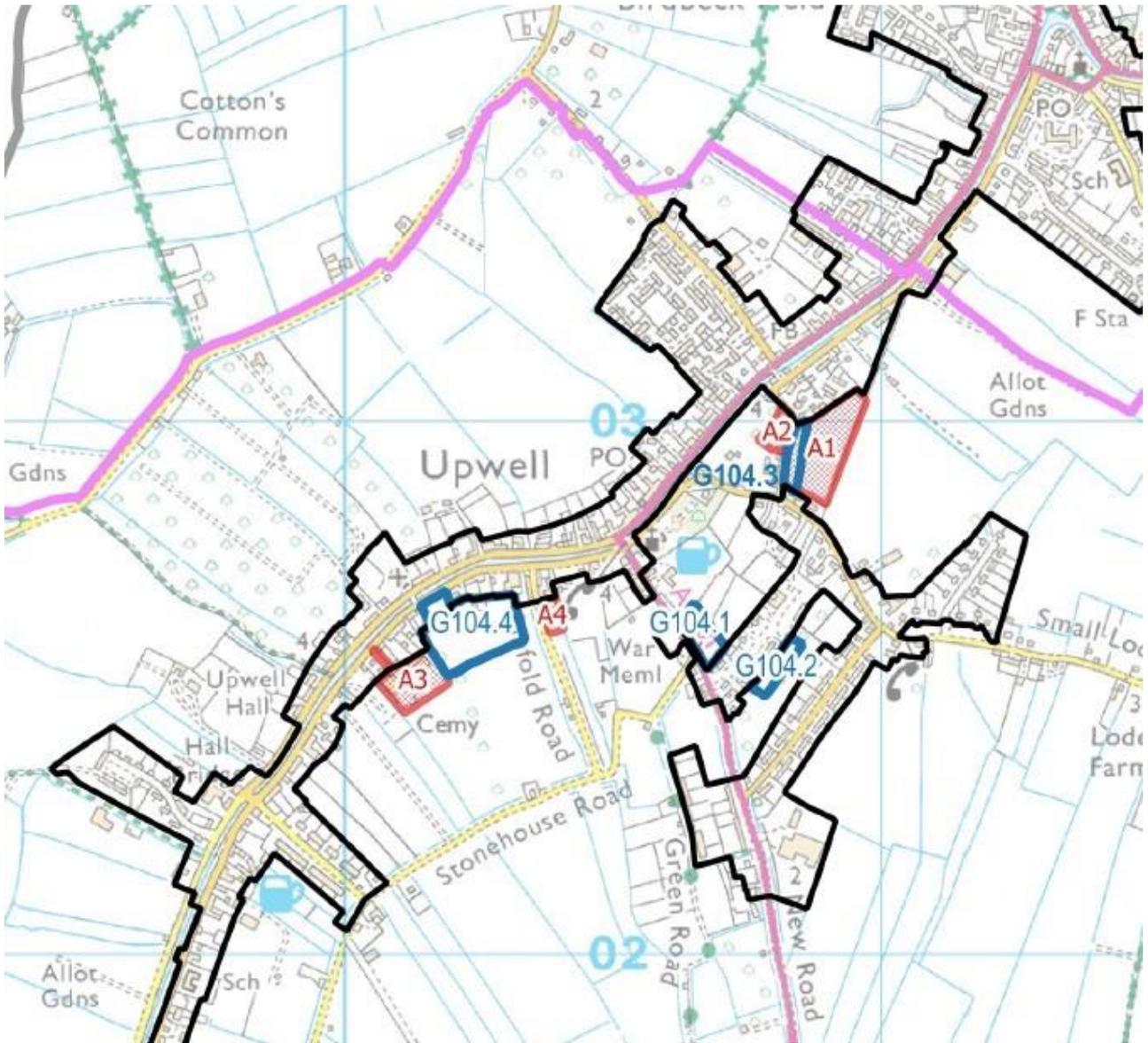
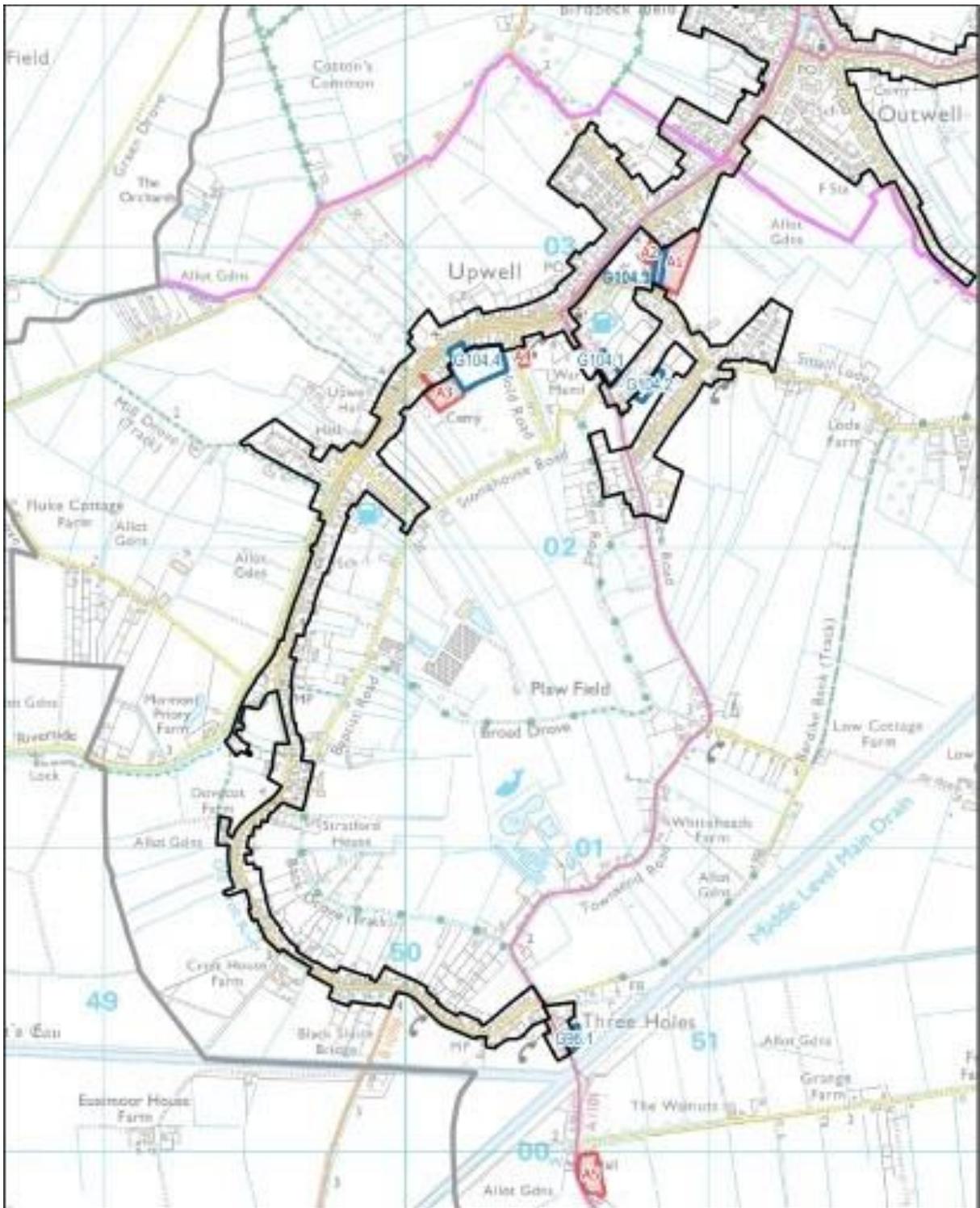


Figure 6 - Map showing King's Lynn and West Norfolk Local Plan Allocations (SADMP, 2016) being taken forward into the Local Plan Review and Upwell Neighbourhood Plan Allocations. (Part of Upwell Village, see map below for full village).



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Figure 7 - Map showing King's Lynn and West Norfolk Local Plan Allocations (SADMP, 2016) being taken forward into the Local Plan Review and Upwell Neighbourhood Plan Allocations. (Whole Village and Three Holes).

The population of the Parish is ageing, with an increasing proportion of older residents, and there are issues around younger people getting on the housing ladder, with consultations finding strong support for starter homes. Much of this suggests a need for an increase in the number of smaller dwellings, but the housing stock has been changing in the direction of larger homes with more bedrooms, at a time when the need is for smaller dwellings with fewer bedrooms. Although a mix of housing may be needed to meet the community needs, there needs to be a particular focus on meeting the need for smaller homes for first-time buyers and homes suitable for older and more infirm residents. Consultations have found a broad level of support for such a mix of housing.

The character and appearance of the Parish is summarised at **Appendix A** and in the Borough Council's Conservation Area character statement, and whilst additional housing is accepted, consultations found support for ensuring it is in keeping with the existing character. Of particular value is Welle Creek, its open setting through Upwell village and its use. The landscape is something that is widely valued by local people and one of the reasons they enjoy living in the Parish, especially views from Upwell village. The Parish hosts a Conservation Area and a scattering of Listed Buildings, most of which lie in the north of the Parish.

The overall scale of new housing need in the Parish is modest proportionate to its population size, available services and facilities, and its overall role as a Key Rural Service Centre when coupled with Outwell. There is strong local community support for each development site to be relatively small in nature (including in-fill) with growth dispersed, rather than larger estate-type development. This came out very strongly in the consultations.

Nationally, affordable housing cannot be sought for developments of fewer than 10 dwellings, with a few exceptions, one of these being in designated rural areas. West Norfolk is a designated rural area and so Upwell Parish is too. Therefore policies can set a lower threshold, whereby contributions should not be sought on developments of 5 or fewer dwellings but can be sought on development of 6 to 9 dwellings. **The thresholds over which affordable housing provision will be sought in rural areas are for sites of 0.165 of ha, or 5 or more dwellings.**

Despite the lower threshold that can be applied, the approach of dispersing development across small sites risks not meeting the affordable housing need. A positive approach to affordable housing provision is therefore needed.

The Parish is very constrained, being host to very high-quality agricultural land and areas of flood risk. Fortunately, it also hosts a small number of sites that have been previously developed (brownfield) or which are not in agricultural use.

Housing Policy H1: Scale and Location

As part of this Neighbourhood Plan, sufficient land is allocated to meet the housing requirement of at least 47 additional dwellings over the plan period to 2036. Consideration is given to additional allocations during the plan period if any of the adopted allocations do not come forward as expected, or there is a significant change in the housing requirement. For this reason, the plan is subject to reviews.

Allocations are made against the policies of this plan, and in particular the aim will be to ensure that developments are, where possible, made using the following preferences:

- a) Previously developed land; or
- b) Land not in agricultural use.

Windfall sites within the settlement boundaries are acceptable if they are consistent with the development plan taken as a whole. Where this is infill frontage development within an otherwise continuously built-up frontage, this must broadly be in keeping with neighbouring existing development.

Any single allocated site must provide for only a modest scale development of up to 25 units. Any single infill site must provide for only a small scale of development of up to 5 units. There is a presumption against larger developments, especially estate-type development.

Permission for development outside of allocations and the settlement boundaries are only granted if:

- a) A specific policy in the Neighbourhood Plan or Local Plan allows for the proposed development outside of the settlement boundaries; or
- b) The proposal otherwise demonstrates overriding community benefits.

As clarification to the wording in **Policy H1** 'estate-type development' is defined in this Neighbourhood Plan as: *"an area containing a large number of houses, built close together at the same time to a standard scale and design, tending towards being uniform in appearance"*.

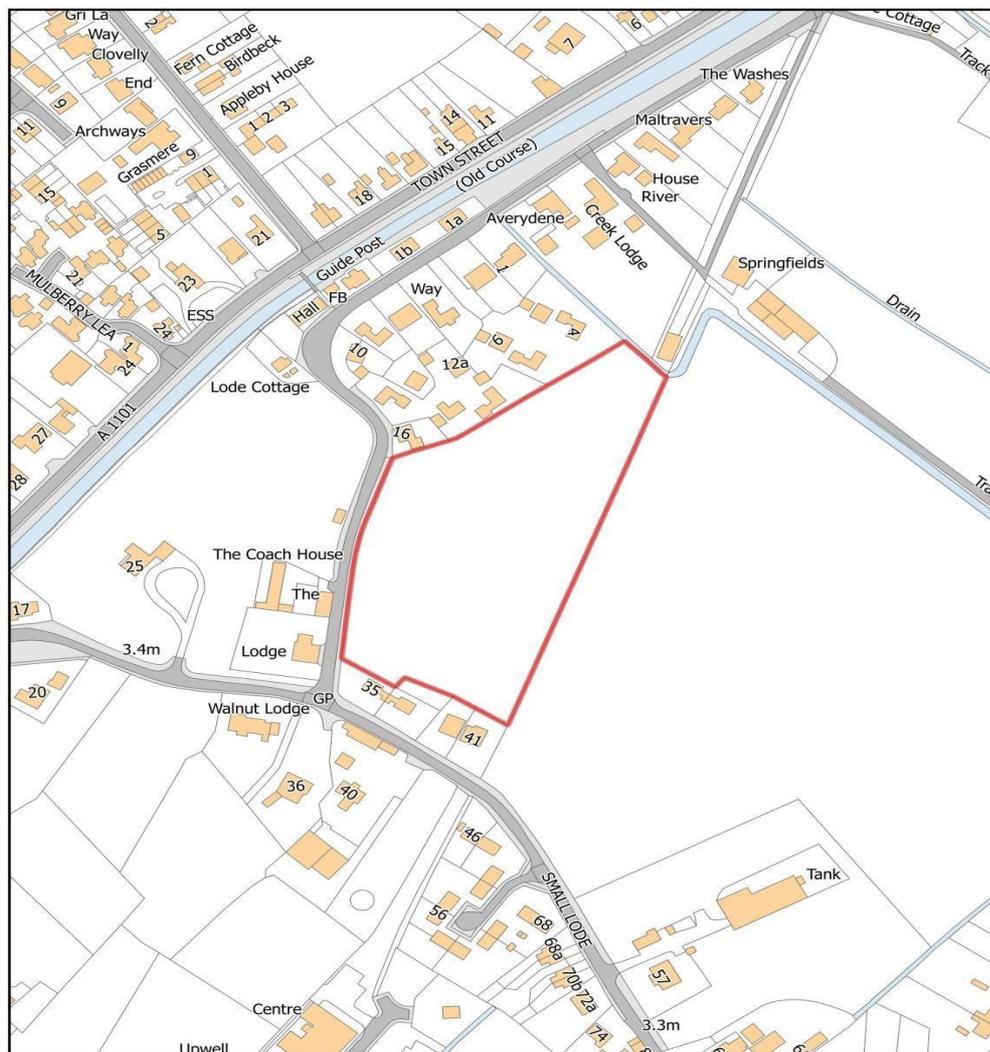
Planning for *at least* 47 dwellings over the plan period will largely be met through allocations in this Neighbourhood Plan. These can be found in **Section 5.5.1**. Sites include those submitted as part of the Borough Council's call for sites as well as the Neighbourhood Plan's own call for sites. These were assessed against a number of criteria, including constraints such as highway access and policy, including **Policy H1**. Windfall housing in the form of in-fill plots, conversions, and rural exception sites for affordable housing, is likely to mean that the figure of 47 will be exceeded. A review of the Neighbourhood Plan could be triggered if the Borough Council indicates that the housing need has increased.

The strategy of delivering housing on a number of smaller sites rather than a larger single site will reduce any impact on infrastructure. The approach will also support smaller, more local builders and other local trades and professions. This will not only contribute to the local economy but is more likely to deliver bespoke housing that is designed to be sympathetic to the existing character.

5.5.1 Allocation site Policies.

A call for sites was carried out and a number of sites put forward by local landowners or developers. These were assessed against a standard set of criteria, such as flood risk, highway access etc as well as against the policies in this Neighbourhood Plan. The sites in this section are those that were assessed as being the most consistent with the policies, most deliverable and having the fewest constraints, as well as having the most public support in the earlier consultation. It is therefore considered that the sites are developable, consistent with the NPPF, as they are in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed. For the avoidance of doubt, the allocations within this Neighbourhood Plan are intended to be in addition to any site allocations adopted in the Site Allocations and Development Management Policies Plan in 2016; which is part of the current adopted Local Plan for King’s Lynn and West Norfolk (see the table on page 25).

5.5.2 Allocation 1 - Land East of Low Side.



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Allocation Policy A1: Low Side

The site is 1.7 hectares in size.

The development of the site will need to:

- a) Provide at least 20 dwellings comprising a suitable mix of designs and sizes;
- b) Be delivered in two roughly equal phases as part of a masterplan;
- c) Ensure at least 30% of the new dwellings in each phase are affordable housing and that at least 10% of these new homes are available for *affordable home ownership*;
- d) Be of a design that is sympathetic to the adjacent Conservation Area;
- e) Ensure there is sufficient stand-off distances with existing dwellings on adjacent land so as to protect their amenity;
- f) Access the highway onto Low Side and provide an improved frontage footway and replace any trees or hedgerow lost to provide safe visibility with trees or hedgerow of greater ecological value;
- g) Provide evidence on foul and surface water flood risk and its management, including through a sustainable drainage system with ecological benefits;
- h) Ensure suitable access is maintained for drainage infrastructure as an existing foul sewer crosses the site;
- i) Preserve the clearly visible route of the former tramway and integrate it into the development. Evidence will need to be provided as part of the masterplan to show how the tramway can be exploited, such as a shared walking and cycling route;
- j) Retain some long views from Low Side into the open countryside/fenland beyond the site, helping to maintain the low density and loose knit and open form of development in the adjacent conservation area; and
- k) Provide suitable boundary landscaping to screen and soften the impact when viewed from the open countryside.

The allocations (A1 to A5) in total make up 47 dwellings. Ideally, 47 dwellings should result in 9 affordable homes (20%). However, three of these allocations (A2, A4 and A5) make a total of 12 dwellings and are minor developments (5 dwellings or under) that will deliver no affordable houses. This leaves one allocation (A3) delivering 15 dwellings (so 3 affordable dwellings), and Low Side (A1) delivering 20 dwellings (so 4 affordables). This makes 7 affordables rather than 9.

To bring it up to the 9 (20% of the 47 dwellings allocated), the Neighbourhood Plan has simply increased the proportion of affordable housing, under criterion **c** within **Policy A1: Low Side**, to 30%; which would then deliver 6 affordables, and so 9 in total. The landowner (the Parish Council) supports this policy. Also within criterion **c** of **Policy: A1 Low Side** there is the reference that “at least 10% of the new homes are available for *affordable home ownership*”. The 10% of homes to be for affordable home ownership is simply a reflection of this need set out in paragraph 64 of the National Planning Policy Framework (NPPF).

This will ensure that the Borough Council meets its affordable housing need of 20% of dwellings outside the sub-regional centre, and so the 30% makes the Neighbourhood Plan in general conformity with that strategic policy in the Local Plan.

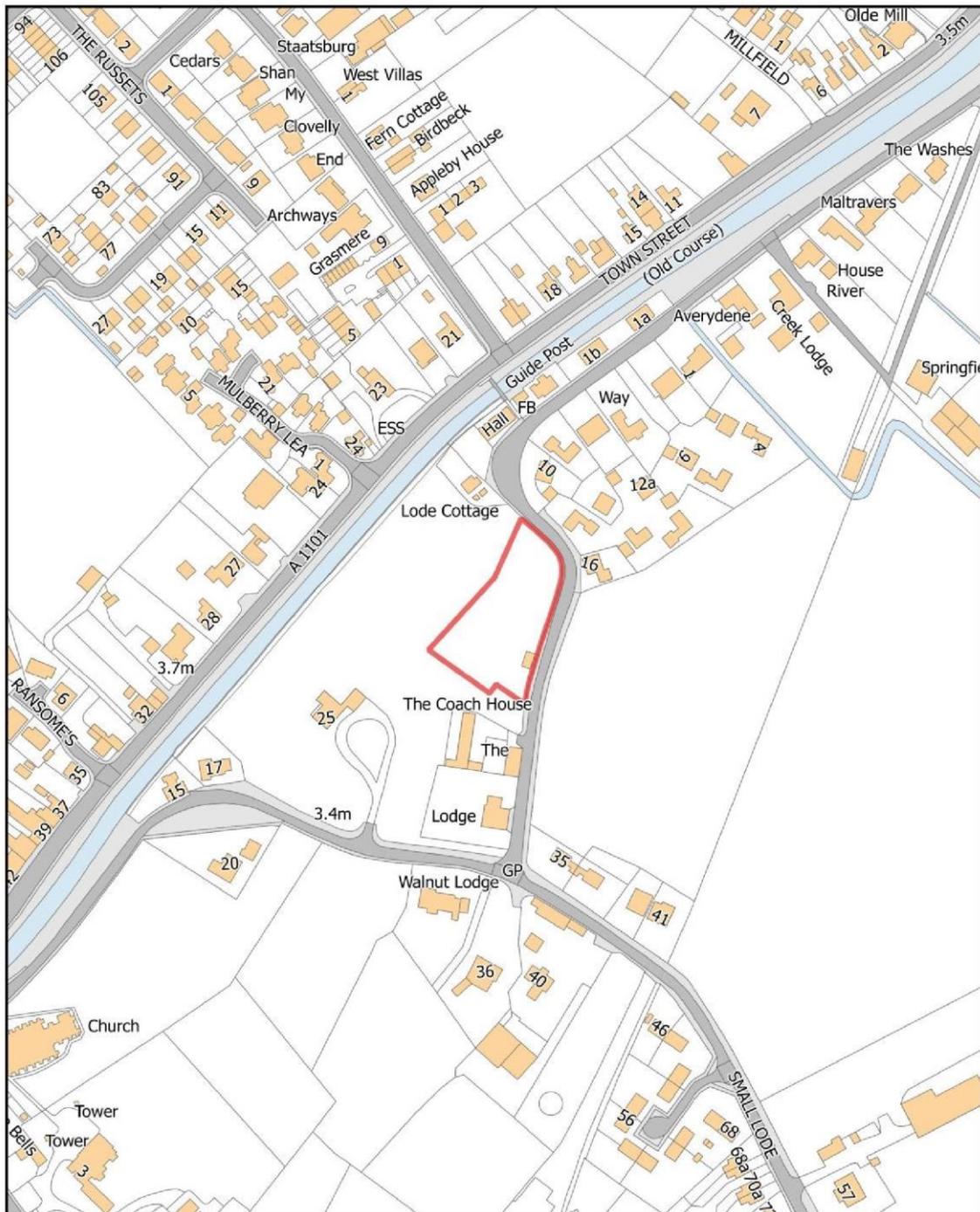
The site, which is in a good, sustainable location with good access to services, comprises a field belonging to the Parish Council, which was formerly the school playing field. The front of the site already comprises an allocation in the Borough Council's 2016 local plan (site reference G104.3), but the Neighbourhood Plan allocates the wider site for housing.

It is currently in arable use and so it will result in the loss of some Grade 1 agricultural land. Although it is Grade 1 agricultural land, the provision of affordable housing should be an overriding benefit. An original proposal for 35 dwellings has been much reduced to ensure that views into open countryside are retained, thus ensuring consistency with the Conservation Area appraisal which emphasises the lack of enclosure of the village with views into the wider fenland, and is a low density, loose knit form. There is a small amount of surface water flooding on the site that will need to be considered in any proposal.

A key advantage of Parish owned land is that the Parish can set conditions or a covenant in the sale of the land to ensure it delivers what the community needs in terms of affordable housing and phasing.

What constitutes 'sufficient standoff distances' is really a matter of planning judgement, so a set definition is not given here. It will be a matter dependent on the planning application coming forward, and such things as the boundary layout will not be the same in all circumstances.

5.5.3 Allocation 2 - Adjacent to Lode House, Low Side.



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Allocation Policy A2: Adjacent to Lode House

This site is 0.285 hectares in size.

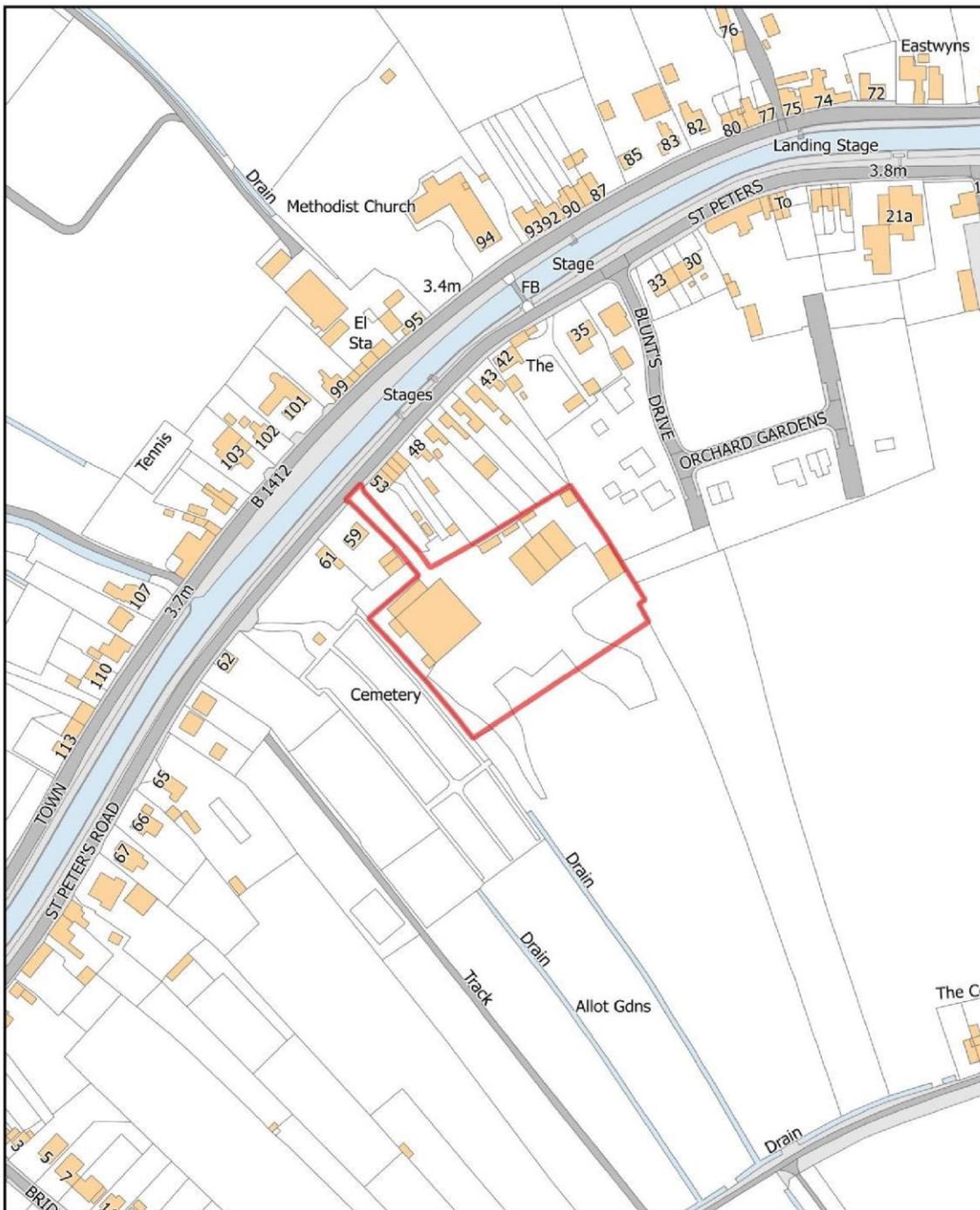
The development of the site will need to:

- a) Provide three well-spaced dwellings along the frontage with Low Side, maintaining the low density, loose knit and open form of development in this part of the conservation area;
- b) Access the highway onto Low Side using the existing access;
- c) Provide suitable boundary landscaping to screen and soften any visual impact when viewed from the riverside and listed buildings to the south-west;
- d) Retain where possible the mature trees along the boundary;
- e) Provide evidence on foul and surface water flood risk and its management;
- f) Be accompanied by evidence of the impact on trees;
- g) Be of a design and layout that is sympathetic with the wider site, and that will demonstrably help to preserve the character of the Upwell Conservation Area and setting of listed buildings.

The site comprises part of the wider residential amenity space of Lode House and has been the subject of previous planning applications, dismissed at appeal on the basis of the impact on the conservation area. **Policy A2** has been developed to mitigate the risks suggested by the previous reasons for refusal, such as maintaining a verdant, open, loose knit form, and retaining the mature trees.

Previously orchard it is currently in residential use. It will result in the loss of some Grade 1 agricultural land, but it is not currently in agricultural use. The site lies in a good, accessible and sustainable location, especially in relation to access to services. However, its position within the Conservation Area would require a careful design, maintaining the overall character of existing views and the setting from the river and listed buildings will be important. Landscaping will be a key part of the design in order to retain the overriding verdant character of the wider garden land, and this is likely to limit the number of dwellings that can be delivered on the site. Garden boundaries will therefore use vegetation and planting. The key for this site will be how it is designed and laid out to sit comfortably within the existing wider site and conservation area.

5.5.4 Allocation 3 - St Peter's Road.



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Allocation Policy A3: St Peter's Road

The site has an area of just under 0.91 hectares.

The development of the site will need to:

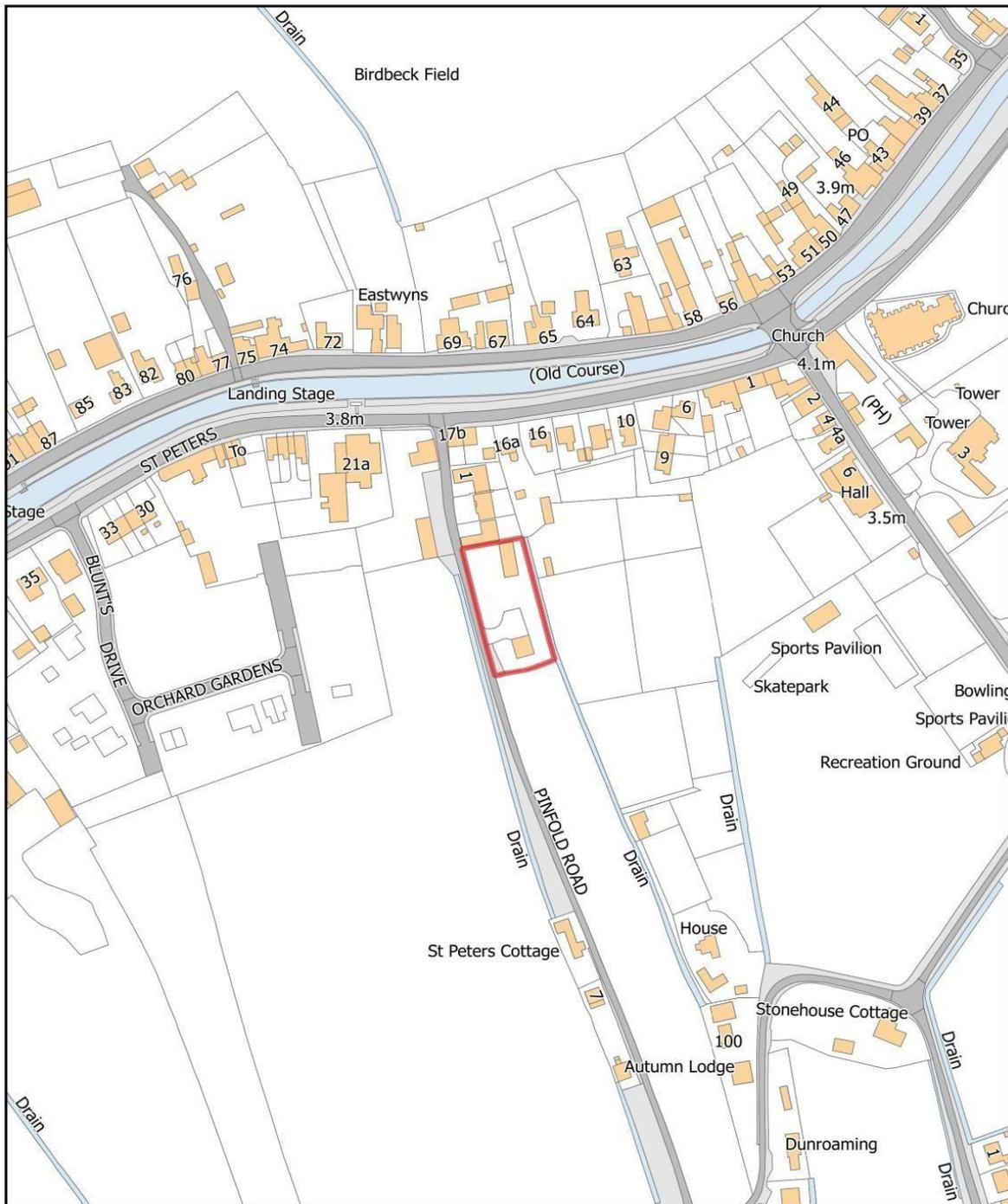
- a) Provide at least 15 dwellings, including affordable housing at a level to be agreed with the Borough Council, comprising a suitable mix of designs, styles and sizes;
- b) At least 10% of the homes will be made available for affordable home ownership;
- c) Provide evidence on fluvial flood risk at the access, as well as on foul and surface water flood risk and its management. The proposal will need to provide plans for flood risk management through a sustainable drainage system with ecological benefits;
- d) Access the highway onto St Peter's Road using the existing access, and provide any required improvements to the footway;
- e) Provide suitable boundary landscaping to screen and soften the impact when viewed from the open countryside beyond;
- f) Be of a design that is sympathetic with the conservation area, retaining its overall character;
- g) Provide predominantly modest sized housing in keeping with the immediate area and local housing need.

The site comprises part of a commercial goods yard and so is brownfield. It is a good location, with good access to local services. There could be overall amenity benefits with the loss of HGVs from St Peter's Road and the surrounding highway network. Dwellings will need to be modest to maintain the character and appearance of the area. An initial layout provided by the landowner suggests that around 15 dwellings can comfortably be accommodated on the site, bearing in mind some constraints such as flood risk.

There is potential fluvial flood risk on St Peter's Road, including at the access to the site, and this needs to be investigated further. There is also some surface water flood risk on the northern boundary. Although the front of the site at St Peter's Road is shown to be at risk of flooding on the Environment Agency mapping and the Strategic Flood Risk Assessment, it is understood from the Internal Drainage Board (see Statement of Community Involvement) that the waterway is extremely unlikely to over-top at this or indeed any location in Upwell, not least due to a number of flood prevention measures in place such as the lock gates at Salter's Lode where a new guillotine gate has been installed. At the Wiggenhal S^t Germans Pumping Station, there are back up devices to cover every possible potential mechanical or electrical failure.

As stated in criterion **b** of **Policy A3**, the 10% of homes to be for affordable home ownership is simply a reflection of this need set out in paragraph 64 of the National Planning Policy Framework (NPPF).

5.5.5 Allocation 4 - Pinfold Road.



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Allocation Policy A4: Pinfold Road

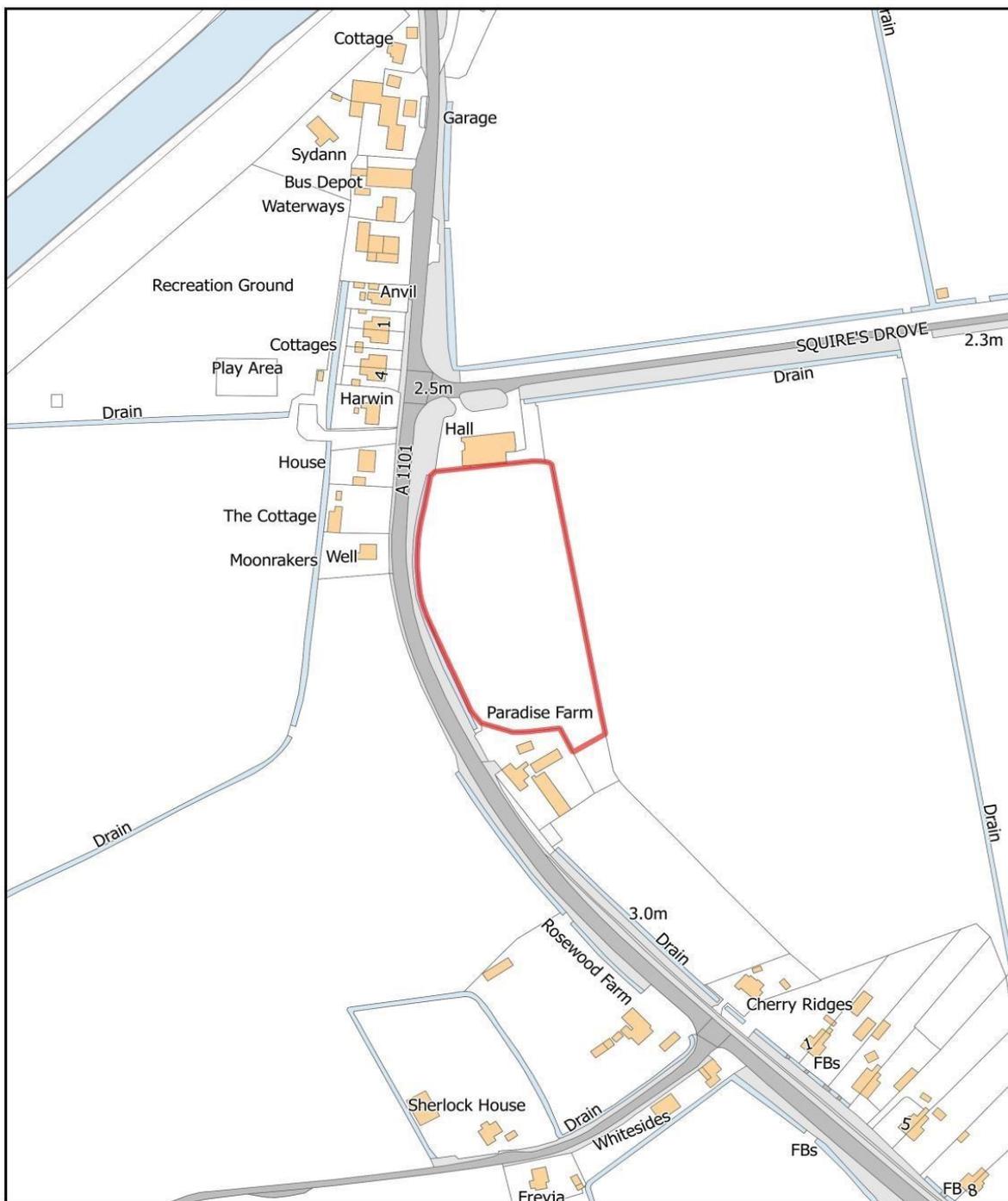
The site has an area of 0.185 hectares.

The development of the site will need to:

- a) Provide approximately 4 dwellings;
- b) Provide further evidence on foul and surface water flood risk and its management;
- c) In consultation with the Highways Authority widen the highway along the frontage sufficient to enable two vehicles to pass;
- d) Provide access to the highway onto Pinfold Road;
- e) Provide suitable boundary landscaping to soften the impact when viewed from the open countryside beyond;
- f) Be of a design that is sympathetic with the Conservation Area and the immediate area on Pinfold Road;
- g) Provide housing of a scale and massing that is in keeping with the housing in the immediate area.

The site is agricultural with dilapidated agricultural buildings, and the rest of the old yard being overgrown. It is hardly used, certainly not for arable farming. Development of the site will therefore not result in the loss of land in active agricultural use. Development could have a positive impact on the street scene with the loss of the existing unkempt buildings. The site has very good access to local services, despite there being no footway along Pinfold Road, but there could be some flood risk on Pinfold Road which will need to be considered. The dwellings should be modest to maintain the character and appearance of the area, and to meet the need for such housing. There would be little harm resulting from developing the site as it has few constraints.

5.5.6 Allocation 5 - Adjacent to Three Holes Village Hall.



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Allocation Policy A5: Adjacent to Three Holes Village Hall

The site area is 0.88 hectares.

The development of the site will need to:

- a) Provide approximately 5 dwellings. This should be along the front of the site;
- b) Vehicular access to properties within the site, preferably being to and from Squires Drove;
- c) Provide car parking at the Village Hall for at least 10 vehicles on the northern part of the site. This can be part of the open space requirement;
- d) Provide suitable boundary landscaping to soften the impact when viewed from the open countryside beyond whilst ensuring some views into the countryside/fenland from Main Road are retained;
- e) Provide further evidence on flood risk given the potential fluvial flood risk on adjacent land, as well as provide evidence on foul and any surface water flood risk and its management.

Safe highway access is key, and this should be possible via Squire's Drove, although this will require third-party land (the Three Holes Village Hall and Playing Field charity). Subject to full formal consultation with its beneficiaries, Three Holes Village Hall and Playing Field Committee has expressed its willingness to give access over the charity's land.

Loss of openness can be mitigated by retaining some view of the open countryside beyond. The site is agricultural land as a paddock, so not food production, and has been grassed for many years, but the proposed provision of much needed additional car parking for the Village Hall should be an over-riding benefit.

Housing Policy H2: Housing Mix

New housing developments must provide a mix of housing to meet the needs of the community and as a minimum must, unless evidence to the contrary is provided, meet the following criteria:

- On schemes of more than five dwellings at least 20% of dwellings should be suitable for occupation by people who are elderly, infirm or disabled; and
- On schemes of more than five dwellings, at least 20% of those dwellings should have two bedrooms or fewer.

Affordable housing will need to be part of any application for more than five dwellings or on sites with an area larger than 0.165ha and will be in accordance with the prevailing policy in the most recently adopted local plan. This should be on-site unless evidence shows that this is not possible, in which case commensurate off-site affordable housing contributions will be provided by the applicant.

The inclusion of affordable housing or contributions as part of proposals for five dwellings or fewer will be given significant weight as a benefit in the planning balance.

Proposals comprising affordable housing development that are outside the settlement boundaries may be permitted where:

- a) The proposal would help to meet a proven local housing need for affordable housing, as agreed by the Borough Council; and
- b) For schemes of 10 or more dwellings the site is adjacent to the settlement boundary, or for schemes of fewer than 10 dwellings the site adjoins an existing group of dwellings; and
- c) The size of the development is proportionate to the size of the adjacent settlement; and
- d) The proposal will enable future occupants to access a range of local services and facilities using sustainable means of transport; and
- e) The affordable housing provided is made available to people in local housing need at an affordable cost for the life of the property (in perpetuity).

Separate proposals on contiguous sites that are in the same ownership and/or control or have a planning history indicating that they have been considered together, will be considered as a single proposal.

The 20% figure in the policy for smaller dwellings has been chosen to ensure that a reasonable minimum proportion of new builds will be smaller, to meet the growing needs of the population. As presented in the evidence base (and also below) the figures are based on the age profile of the population, the ageing population, the size of dwellings and the household composition.

The population in Upwell tends to be older currently compared to England as a whole, and the high proportion who are late middle aged suggests that over the plan period up until 2036, this will be maintained or exacerbated. It is generally accepted nationally that the population is ageing, in that a higher proportion of people are older than in the past. The table below indicates how most of the age categories have only fluctuated slightly from 2001 to 2011. The main steady increase in Upwell's population is constant from ages 45 and above.

Upwell Parish	2001		2011	
<u>Age</u>	Number	%-age	Number	%-age
All usual residents	2456	100	2750	100
Age 0 to 17	520	21.2	534	19.4
Age 18 to 19	44	1.8	49	1.8
Age 20 to 24	92	3.7	148	5.4
Age 25 to 29	111	4.5	118	4.3
Age 30 to 44	544	22.1	458	16.7
Age 45 to 59	519	21.1	627	22.8
Age 60 to 64	140	5.7	215	7.8
Age 65 to 74	291	11.8	328	11.9
Age 75 to 84	154	6.3	211	7.7
Age 85 to 89	31	1.3	42	1.5
Age 90 and over	10	0.4	20	0.7

Table comparing the differences in age of Upwell residents (from the Office of National Statistics, 2001 and 2011)

Older people, in general, are likely to live as a couple for a number of years after other family members have left, and then on their own for a few years, both triggering a need for smaller dwellings. This is part of the logic for requiring housing that is not only suitable for older people but also for smaller dwellings of 2 bedrooms or fewer. Consultations also found that younger people find it difficult to obtain housing, and smaller dwellings would help them as well.

The table below shows that nearly one quarter of households are single occupants, needing only a small dwelling. Around 14% of households are older people (over 65) as single occupants, and this proportion could grow with an ageing population. 13% of households are occupied by a family all over 65, so likely older couples who only need dwellings of one or two bedrooms.

<u>Household Composition</u>	<u>2011</u>
One-person household: Aged 65 and over	156 (14% of all households)
One-person household: Other	115 (9% of all households)
<i>One-person household: Total</i>	<i>271 (23% of all households)</i>

<i>One family only: All aged 65 and over</i>	<i>146 (13% of all households)</i>
One family only: Other	668 (58% of all households)
One family only: Total	814 (71% of all households)
Other Properties	70 (6% of all properties)
Total all categories	1155

Table showing household types against age of occupants (from the Office of National Statistics, 2011) (Percentages have been rounded to the nearest whole figure)

Considering the need for smaller dwellings, if we take single occupant households of any age (23%) and older couples' households (13%) (in *italics* in above table), this means 36% have a need for dwellings of 1 or 2 bedrooms. Looking at the next table, the proportion of dwellings that are 1 or 2 bedrooms is 34.5%, so almost matching the existing need. It can also be seen that compared both locally and nationally, Upwell has fewer smaller dwellings of two bedrooms or less.

Number of bedrooms	Upwell	West Norfolk	National
1 Bed	5.5%	7%	12%
2 Bed	29%	29%	28%
3 Bed	40%	43%	41%
4 Bed	20%	15%	14%
5+ Bed	5.5%	4%	5%

Table showing size of housing-stock (from the Office of National Statistics, 2011)

Affordable housing is very much needed in the Parish. Any proposal for less than the requirements in the prevailing local plan will need to be fully justified by a comprehensive viability assessment. To help meet the affordable housing need it is proposed that rural exception sites outside the settlement boundary may be acceptable, and in some circumstances the inclusion of open market dwellings to make the proposal viable may be considered acceptable if supported by the necessary evidence.

There is a risk that rural exception sites for affordable housing will be located such that future occupiers will be dependent on a car or more than one car to access services, thereby further stretching their finances. For this reason, there will be an expectation that rural exception site proposals will demonstrate that future occupiers can reasonably access local services by means of walking, cycling or public transport.

The Borough Council will ensure that any planning permission granted for affordable housing schemes is subject to appropriate conditions and/or planning obligations to secure its affordability in perpetuity (for the life of the property), whilst recognising the national Right to Buy scheme or other similar incentives.

Although a mix of housing as set out in **Policy H2** will be expected, it is recognised that in building conversions it might not be possible to meet the size requirements as they could be constrained by the existing building fabric.

For the purpose of **Policy H2**, dwellings suitable for the elderly, infirm or disabled will need to be designed to meet a prevailing definition acceptable to the Borough Council or another accepted definition as set out in Planning Practice Guidance.

In reference to clause **e** of **Policy H2**, local need is defined by the sequential approach used by the Borough Council. Affordable cost refers to the rent or sale being below the market rate. Housing charity Shelter defines affordable housing as costing no more than 35% of net household income after tax and benefits.

As stated in the last part of **Policy H2**, the treatment of separate proposals on contiguous sites, certainly covers schemes being pursued at the same time. It should also cover schemes separated by time.

Housing Policy H3: Design

All development will be designed to a high quality, reinforcing and complementing local distinctiveness and character, as captured in **Appendix A** (and any conservation area character statement where relevant). Design which fails to have regard to local context and does not preserve, complement or enhance the character and quality of its immediate area and the wider Parish will not be acceptable. Proposals should therefore be of an appropriate density, height, variety, scale and layout. This is not intended to discourage innovation, which will be welcomed.

Development along Welle Creek must be sympathetic in scale and design to the existing river frontage and its eclectic style and feeling of openness, avoiding design homogeneity. It must make a positive contribution to the public realm.

New residential development plots should not be over-developed and should ensure that the building footprint, including any outbuildings, provides for sufficient amenity space

Appendix A summarises aspects of the Parish built environment that are characteristic of the Parish and which, individually or in combination, are considered to be essential in order to maintain the character and appearance of the Parish. New development must have due regard to this and the Borough Council's conservation area character statement, although this should not stifle innovation which is welcomed. This policy applies to new residential development as well as other types of development, including extensions.

Housing Policy H4: Residential Car Parking Standards

Car parking must be provided for each new dwelling based on the standards in the table below:

Number of bedrooms	Minimum number of car parking spaces
1	1
2	2
3	3
4 or more	4

Additionally, to the requirements set out in **Policy H4**, in recognition that on-street parking may occur, streets should be designed to safely accommodate unallocated on-street parking. The level of provision should be such that indiscriminate parking and the obstruction of footways and carriageways is avoided. This should be determined on a site by site basis. Flexibility can be considered in the interests of good design such that proposals will provide for sufficient off-road car parking unless by doing so it would fail to preserve, complement or enhance the character of the immediate area.

Anecdotal evidence, backed up by consultation responses, indicates the need for sufficient parking off-road for new residential developments. The use of maximum parking standards in recent years has resulted in cars parking on streets and footways, adversely impacting on traffic flow, cyclist safety, and the safety and convenience of those walking, as well as resulting in an untidy street scene. This has been recognised by a Ministerial Statement which advised against maximum parking standards and which has now been included within Planning Practice Guidance.

The high use of the car in this very rural Parish is inevitable due to:

- The limited availability of local services, facilities and employment;
- The relatively poor public transport available; and
- Being well connected by road to services and population centres such as Downham Market and King's Lynn.

This results in higher car ownership levels compared to towns and other urban areas such as King's Lynn, and the vehicles need to be accommodated to avoid unplanned on-street parking. Proposals for residential development will be expected to demonstrate conformity with the parking standards where possible unless it would be contrary to good design and layout.

5.6 Community Infrastructure Policies and Community Actions.

Upwell Parish has been growing proportionally faster than the Borough as a whole, and this is likely to continue given its role as a Key Rural Service Centre along with Outwell. There is concern locally that the infrastructure is already under increasing pressure and capacity constraints and that it needs to be made fit-for-purpose. The issues and options consultation found a high level of agreement on the need for new development to provide the required infrastructure. There was also concern regarding the need to protect and enhance the quality of the public realm, especially around Welle Creek, rather than see it eroded by inappropriate new infrastructure.

Upwell Academy is a key part of the community. The school was built in 1878 but enlarged in 1909 and the original schoolhouse still provides the Academy with an entrance lobby, offices and staff room. Despite its age, the school has no heritage designation such as Grade II listed. A new hall was completed in 2006 while the existing hall was converted to a classroom and library area. A mobile classroom was removed, creating a larger play area. Most recently, two additional classrooms now provide a learning space for Upper Key Stage 2. Although there are no existing capacity constraints, this may not be the case over the life of this plan, and there is broad support for a new school. Furthermore, the building is not getting any younger and there may be a future need for a replacement.

A feature of the Parish is the frequent absence of footways (as suggested in **Appendix A**), or indeed footways that are too narrow or poorly maintained. There was strong support in the consultations for improving footways and so improving the walking experience. Better footways, in terms of condition, width and the need for ones where none exist, was a frequent issue during the consultations.

Other infrastructure issues are captured in **Community Action 4** (see page 49).

Although this plan has taken a positive approach to the delivery of new housing and has proposed some allocations, other parts of the Parish need to remain as they are and be protected for the benefit of the public realm and community. There will therefore be a need to protect key features and sites that are integral to the community and sense of place, are special and hold local significance. Local communities can earmark for special consideration local 'green space' land whether its value is in its natural beauty, its historic resonances, its recreational value, its tranquillity or its importance as wildlife habitat. The Neighbourhood Plan identifies areas of Local Green Space (LGS) that are of value to the community and (as part of the Neighbourhood Planning process) we can protect these areas by having them designated formally as LGS. Once designated, each LGS is subject to the same strong development restrictions as green belt and new development on that land is ruled out, other than in special circumstances.

The designation of these as Local Green Spaces conforms to the criteria set out in the National Planning Policy Framework.

Once this plan is formally adopted, further development in the Parish will generate additional Community Infrastructure Levy funding available to the Parish Council (increasing from 15% of receipts to 25%) to spend on community priorities that will help to deliver this plan and meet existing and future needs. A number of suggestions were made during the consultations and these are shown in **Community Action 4** (see page 49).

Community Infrastructure Policy P1: Physical Infrastructure

New major development must demonstrate that it will not overburden existing infrastructure and that capacity is available or can be made available to serve the development. This includes, but is not limited to, sewage, flood defences, and highways. If additional or enhanced infrastructure is required, this must not be out of keeping with the character and appearance of the village, and in particular must not erode the feeling of openness along Welle Creek.

With regard to **Policy P1**, major development, such as that of 10 dwellings or more, will be expected to submit a narrative with the planning application which sets out the impact on infrastructure, including any capacity constraints, flood prevention infrastructure, and how any unacceptable impacts will be mitigated. This can be included within the Planning Statement or as a separate report or a series of separate reports. Evidence should be used, proportionate to the scale of the proposal. In some cases, the growth proposed, either overall or on a particular site, will not be possible without improvements in infrastructure, particularly utility provision, and development may therefore need to be delayed until improvements are made. Infrastructure should be positioned outside watercourse maintenance access strips.

Community Infrastructure Policy P2: Primary School

The Neighbourhood Plan would support a proposal for a new Primary School that:

- a) Provides for the required and forecast capacity;
- b) Is on the existing site or a site that is just as accessible by sustainable transport modes, as the existing site (if not more so);
- c) Provides for the management of car parking and drop-off, consistent with a travel plan that minimises the impact on the highway such as traffic flow and safety;
- d) Includes plans for the reuse and preservation of the existing older school buildings as an important, albeit undesignated, heritage asset.

The County Education Authority have viewed the Plan and not raised objection to **Policy P2**. The Education department advised that they are aware of the limitations of the existing building and while funding is currently not available for new or expanded schools without significant housing growth it is not possible to predict what will happen over the life of the plan.

Community Infrastructure Policy P3: Walking

In order to promote safe and convenient walking within the Parish, new proposals that generate pedestrian footfall in or adjacent to the settlement boundaries will be expected to improve and extend footpaths and footways, where existing provision is not acceptable. Footways must be sufficiently wide so as to provide safe, convenient and equitable access.

In order to promote sustainable access, applications within or next to the settlement boundaries should (where reasonable to do so) be able to demonstrate that the site is accessible by walking and that future occupiers will be able to walk to most of the local services and facilities, or to a bus

stop that will provide public transport to those services and facilities. This might require the provision of entirely new footways, or improvement (such as the widening) of existing ones. The footways width should ideally be sufficient for two parents pushing a child’s buggy to walk side by side. It might at times be necessary to provide wider footways, such as near the school, other places where pedestrian flows are likely to be high or where people gather and linger.

New footways should be positioned outside any protected watercourse and maintenance access strips, and the Risk Management Authorities should, where possible, be involved in discussions.

Community Infrastructure Policy P4: Local Green Spaces (LGS)

The following sites will be afforded protection as local green spaces:

- a) LGS 1 - Blunt's Orchard
- b) LGS 2 - Lakesend Playing Field
- c) LGS 3 - Lode Avenue and Hallbridge Road Greens
- d) LGS 4 - Small Lode opposite Morton's Farm extending to the junction with Chalk Road e)
LGS 5 - Three Holes Riverbank
- f) LGS 6 - Village Sign site Three Holes
- g) LGS 7 - Townley Close Tram route
- h) LGS 8 - Upwell Playing Field
- i) LGS 9 - Upwell Hall Gardens

There will be a presumption against any inappropriate development on these.

See **Section 6** for details of the sites.

The National Planning Policy Framework allows for the designation of Local Green Spaces. Those identified must meet the criteria for such designations set out in the National Planning Policy Framework. The proposed sites are shown on the maps in **Section 6**. They all have strong and demonstrable local support (see Statement of Community Involvement, which is a separate report). The reasons for their proposed protection are set out in Figure 8 below.

	Natural beauty	Historic	Recreation	Tranquillity	Wildlife
LGS 1 - Blunt's Orchard	Yes	Yes	Yes	Yes	Yes
LGS 2 - Lakesend Playing Field	No	No	Yes	No	No
LGS 3 - Lode Avenue and Hallbridge Road greens	No	Yes	Yes	No	No
LGS 4 - Small Lode Morton's Farm to Pingle	Yes	Yes	Yes	Yes	Yes
LGS 5 - Three Holes Riverbank	Yes	Yes	Yes	Yes	Yes

LGS 6 - Village Sign site Three Holes	No	Yes	No	No	No
LGS 7 - Townley Close Tram route	No	Yes	Yes	No	Yes
LGS 8 - Upwell Playing Field	No	No	Yes	No	No
LGS 9 - Upwell Hall Gardens	Yes	Yes	No	Yes	Yes

Figure 8 - Local Green Space designations - reasons for designation⁵.

Community Action 4: Community Infrastructure Levy

Funding from the Community Infrastructure Levy, whether that portion deployed by the Parish Council or that deployed by the Borough Council, will where reasonable be spent on projects that either support and make more sustainable and acceptable the overall level of planned growth in the Parish, or that are otherwise identified community priorities. This will include, but is not limited to, the following:

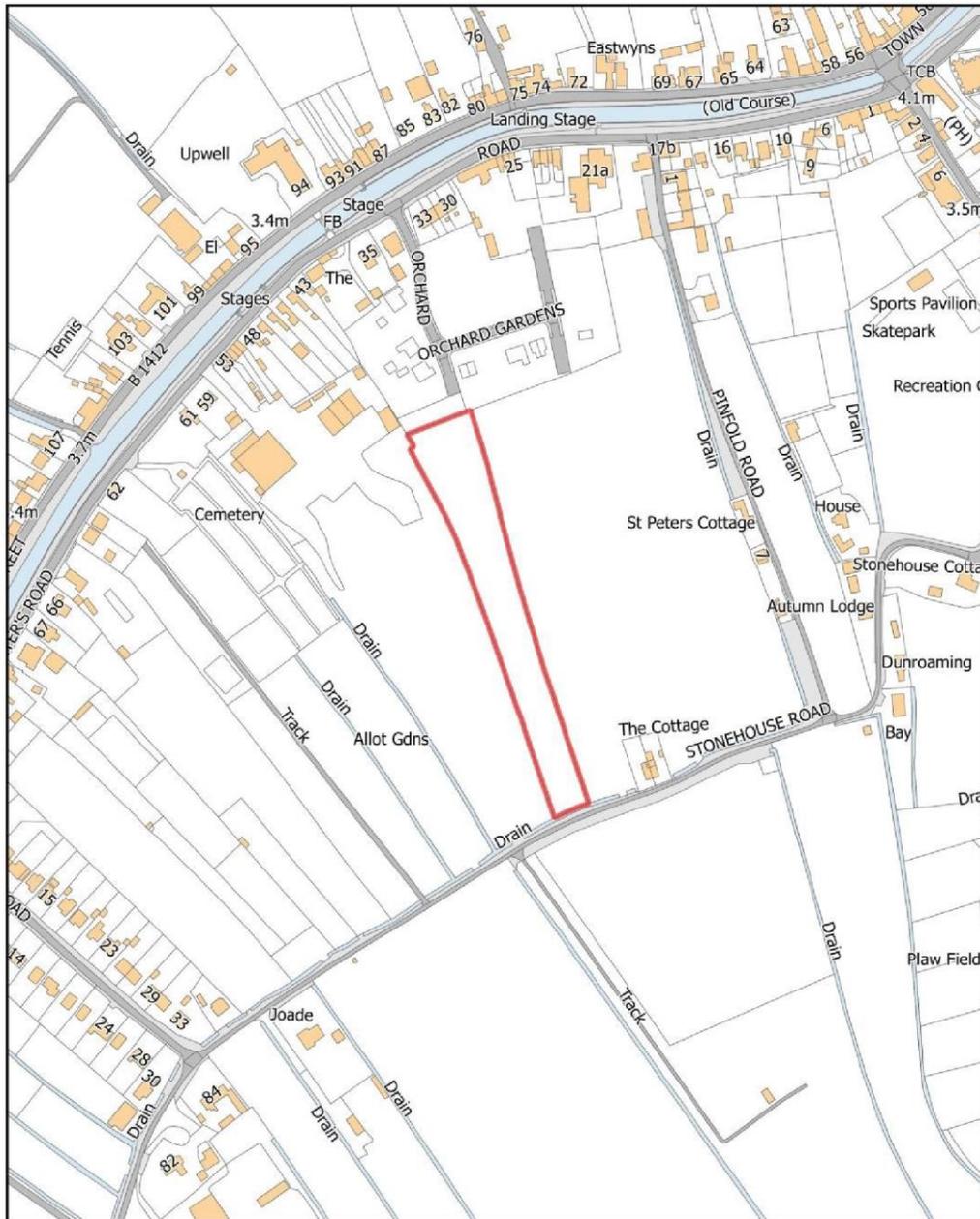
- a) Measures to improve pedestrian safety and access;
- b) Improvements to community buildings such as village halls;
- c) Improved car parking at Three Holes Village Hall;
- d) New off-road routes for walkers, cyclists and horse riders;
- e) Improved children’s play areas;
- f) Improved/wider footways within the village;
- g) Improved bus waiting facilities;
- h) Traffic calming/village gateways;
- i) Appropriate tree planting that does not detract from the openness and character;
- j) The removal of features that detract from the village character;
- k) Improved street lighting;
- l) Schemes that support local distinctiveness; and
- m) Cycle parking facilities.

In addition to Section 106 and the Community Infrastructure Levy, there may be a number of other growth-related funding as well as other funding sources. Relevant investment plans and decisions of public bodies, such as the Highway Authority, will be encouraged to take into account the priorities set out in **Community Action 4** above. The projects listed in **Community Action 4** originated in public consultation and are integral to the Vision Aims and Objectives. The list will be kept up to date and so the list of projects in the policy should not be seen as limiting or definitive.

⁵ From representations made during site specific issues and options consultation 2018

6 Local Green Spaces (LGS).

6.1 LGS1 - Blunt's Orchard.



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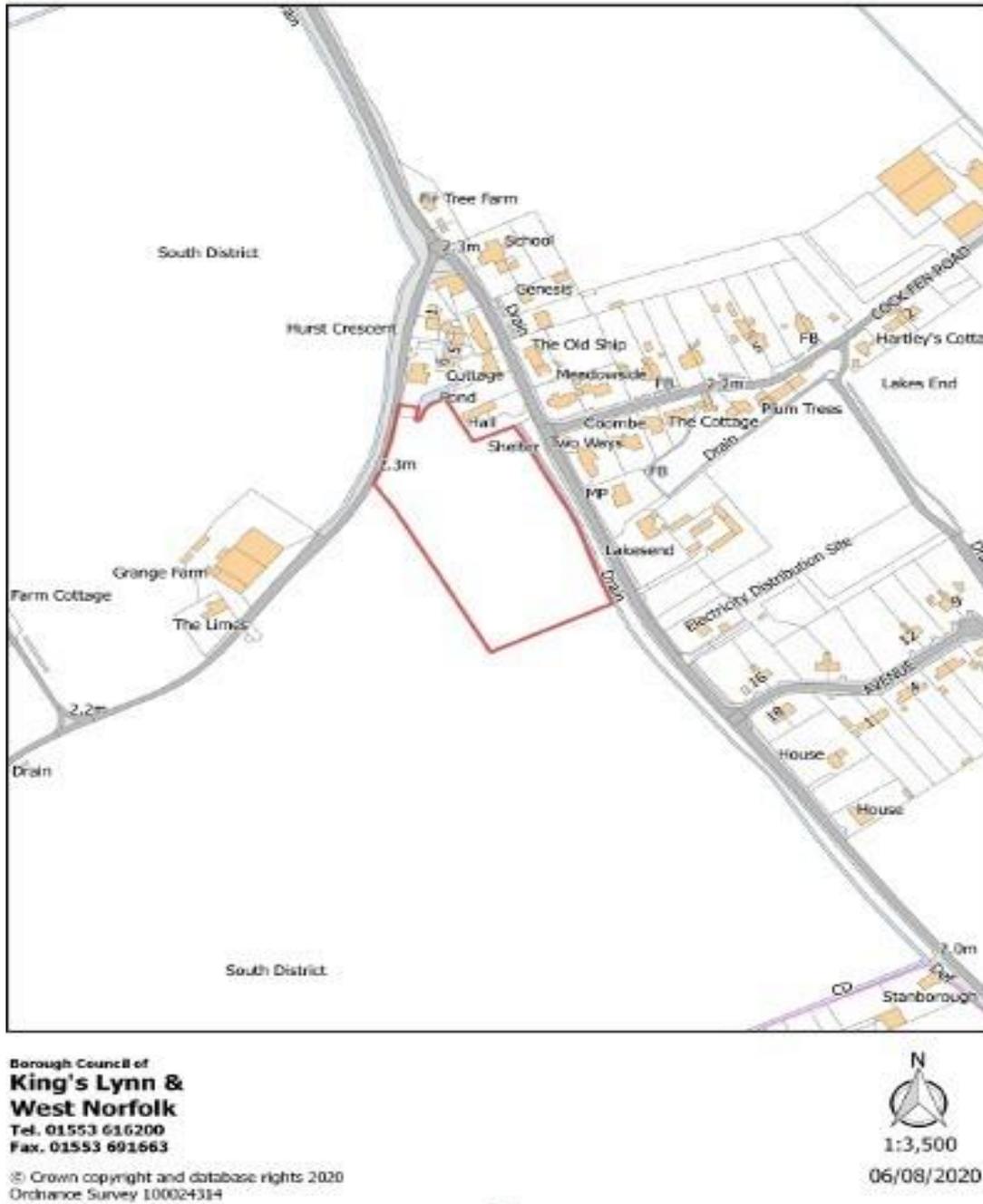


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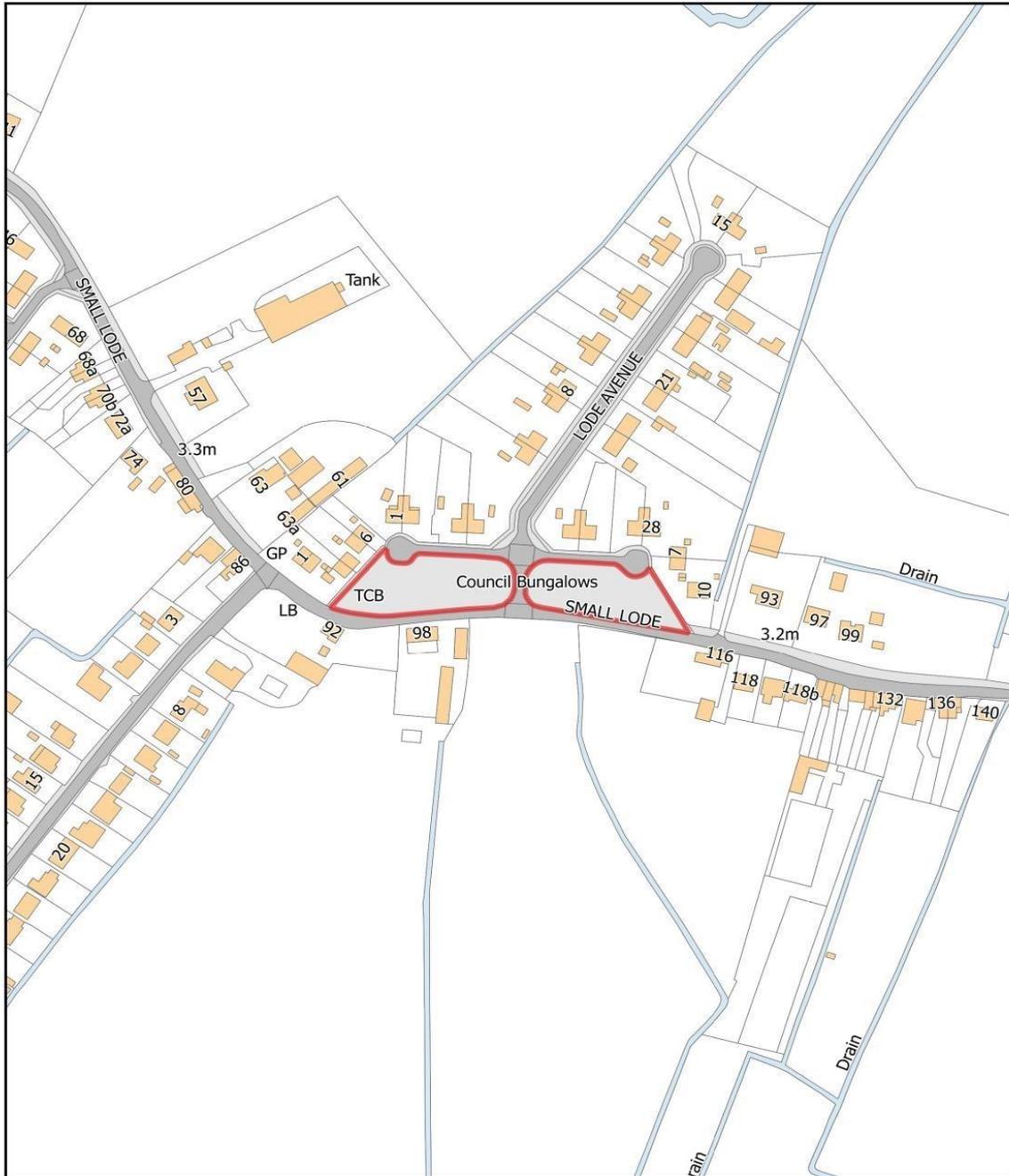
This was recently bequeathed to the Parish as a nature walk through one of the few remaining areas of traditional historic orchards. It is valued locally for its wildlife, natural beauty and tranquillity. Churchfield and Playfield drains form the southern boundary of the site. A new flood risk management system could provide a positive outcome for habitat and amenity.

6.2 LGS 2 - Lakesend Playing Field.



This is the only recreational space in Lakesend and is adjacent to the Village Hall. It is highly valued locally for its recreational opportunities. There has been consent for over 30 years from the Estate that manages this land for the villagers to use the field for recreation. As long as there is no cost to the Estate the village is free to use it as it sees fit.

6.3 LGS 3 - Lode Avenue and Hallbridge Road Greens.



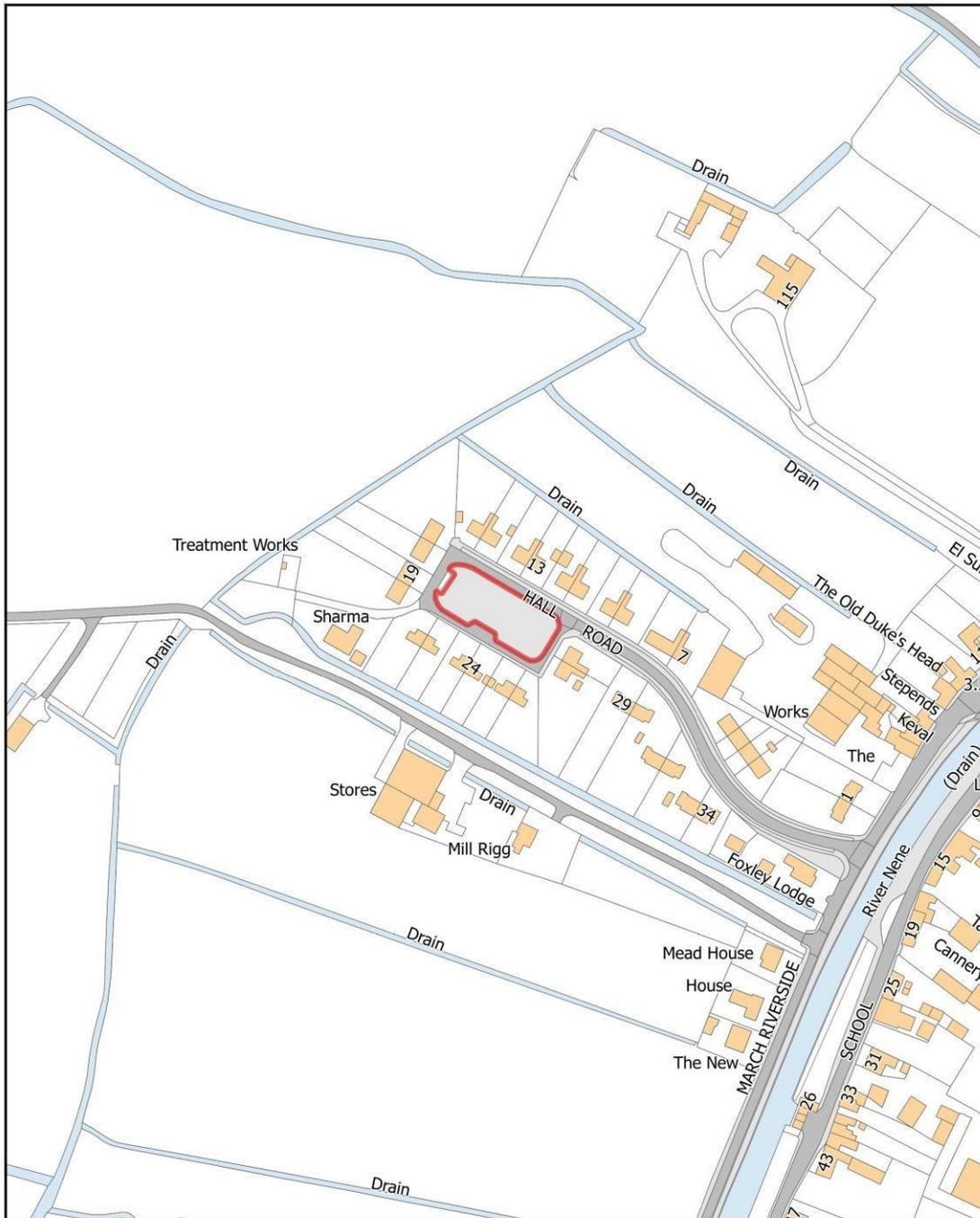
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Lode Avenue.



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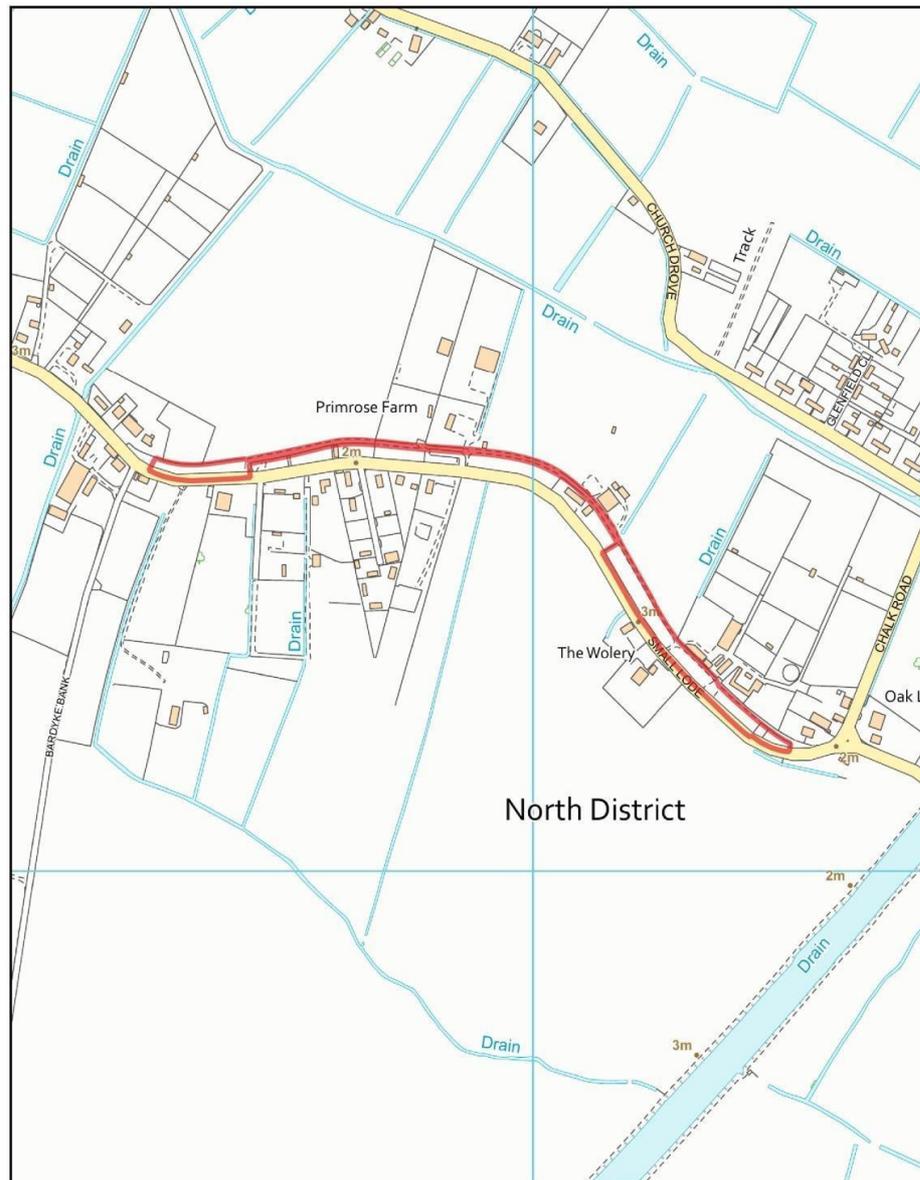
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Hallbridge Road.

The Lode Avenue and Hallbridge Road green spaces were traditionally designed into council estates of the period providing communal play and recreational space for the residents. The spaces therefore have a heritage value in addition to being space for children to play.

6.4 LGS 4 - Small Lode opposite Morton's Farm extending to junction with Chalk Road (Pingle).



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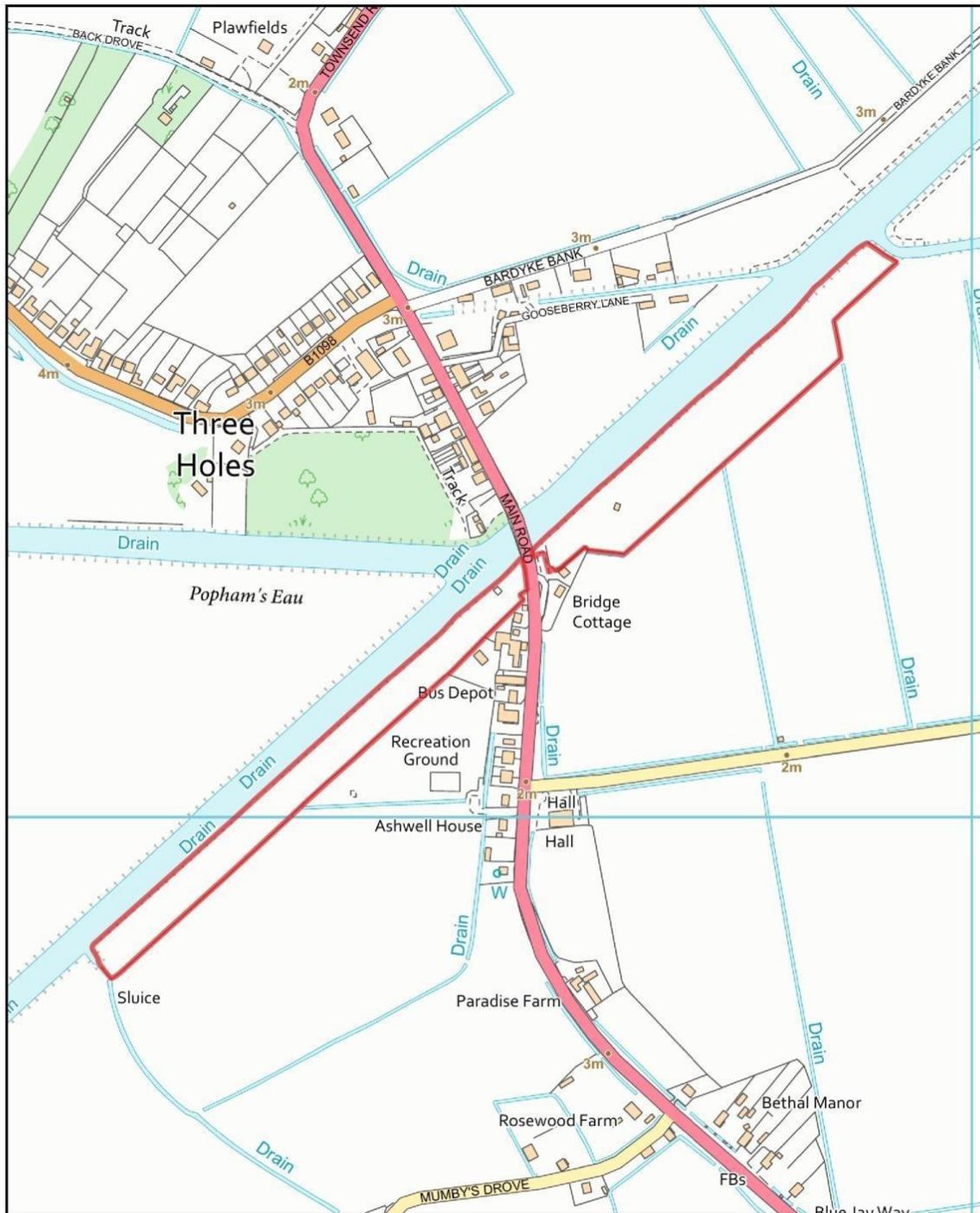
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This was the course of the original lode and is now a Norfolk County Council soft road and open space with mature horse chestnut trees. The reference to “soft road” is a Norfolk County Council Highways description. It refers to a roadway with a grass surface.

As well as its historic value, it is valued for its natural beauty, tranquillity and wildlife, and is used for recreation including walking and an off-road route for horse riders.

6.5 LGS 5 - Three Holes Riverbank (The Banks of the Middle Level Main Drain at Three Holes Bridge).



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The two wide, grassed areas of bank southeast of the Middle Level Main Drain at Three Holes have served a variety of purposes over the years. In World War II a blockhouse (still existing) was erected, along with several large brick and concrete traps, to be used as defences for the bridge. Before the war, a marquee was erected on this area of the bank especially for the annual Three Holes Methodist Chapel Anniversary.



On the southeast bank of the Middle Level Main Drain, just east of the bridge, is a World War II blockhouse.

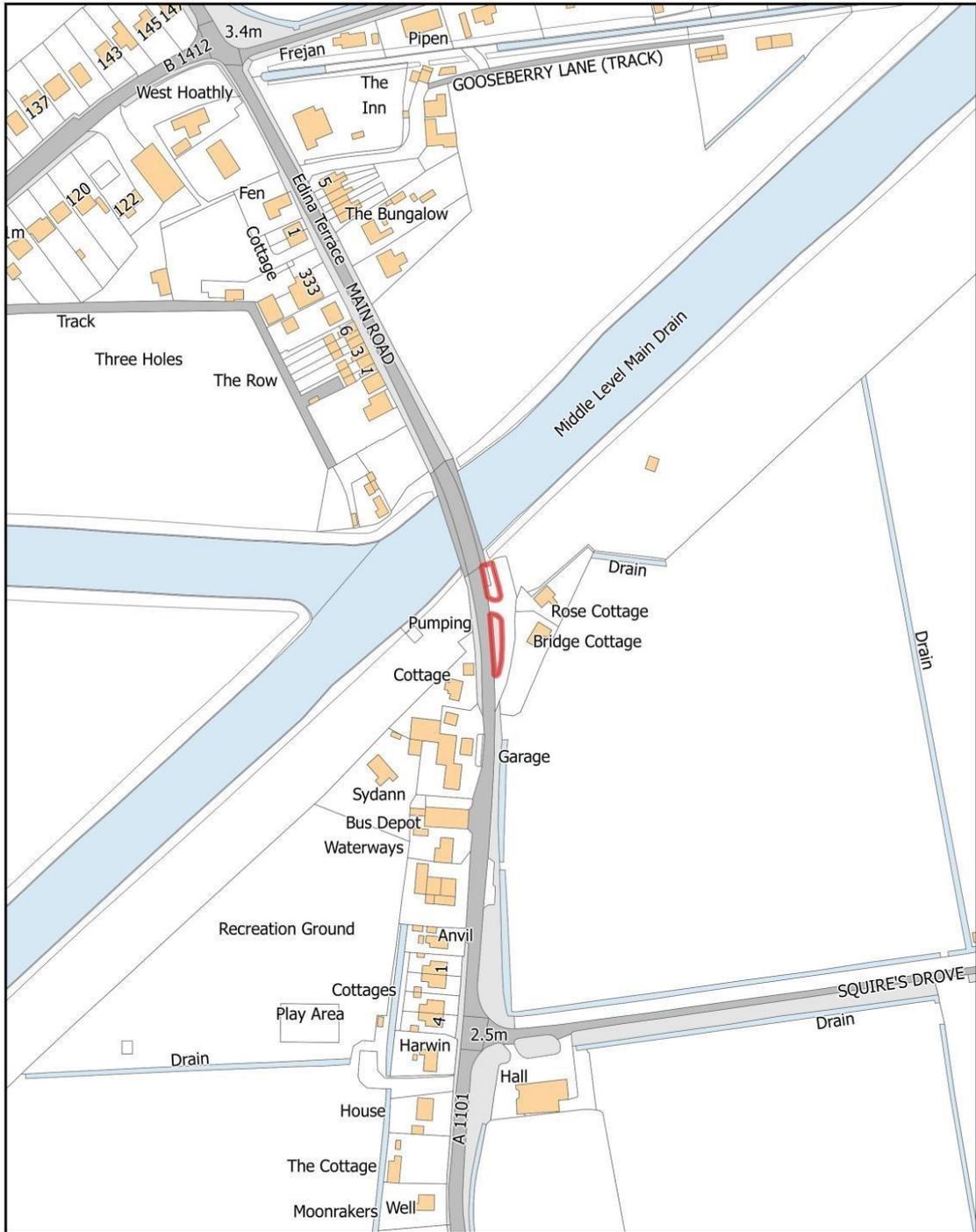
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For many years the wide banks have provided excellent access for anglers and walkers via the historic public rights of way.

The older residents in the community remember learning to swim at the 'sand banks' located on the south west bank.

Sometimes cows are grazed on these banks. Otherwise, once the grass is long enough, the banks are cut for hay for feeding livestock through the winter months.

6.6 LGS 6 - 2 small green areas south of Three Holes Bridge, location of village sign.



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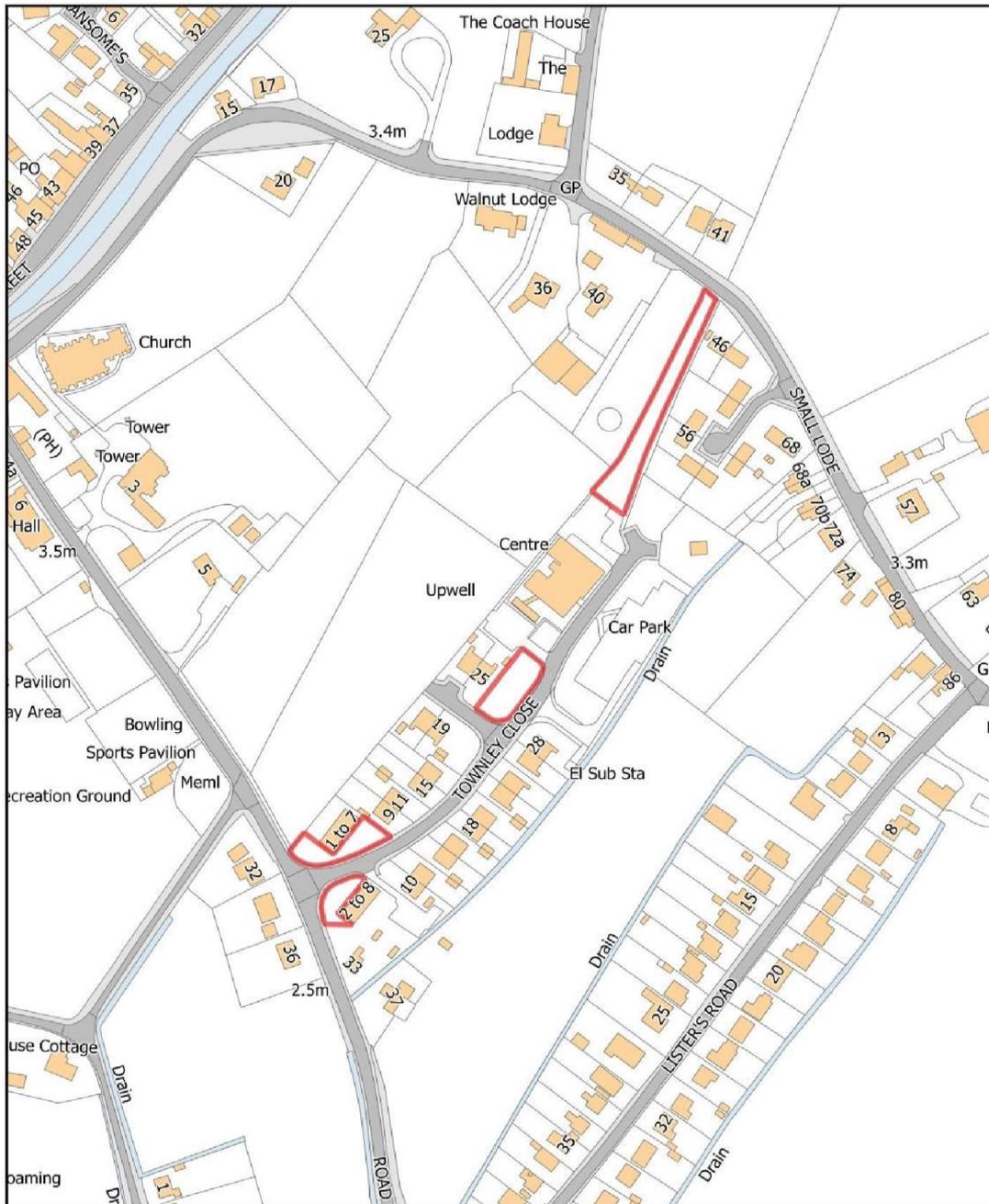
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These two small green spaces are at the site of the Three Holes village sign (see below), depicting the bridge (with three holes), the building of which gave birth to the village. The site is adjacent to the current Three Holes Bridge which now crosses the Middle Level drain. The men who hand-dug the Middle Level drain would have quenched their thirst at the Bridge Inn which originally stood at this site and which, during the years before it was demolished, served coach-loads of anglers from Yorkshire every weekend in the fishing season, alongside the local regulars.



**Three Holes sign presented to the village by Three Holes Women's Institute (later to become the Acorn Club)
(Source: Welle Film Productions)**

6.7 LGS 7 - Townley Close and former route of tram between Townley Close and Small Lode.



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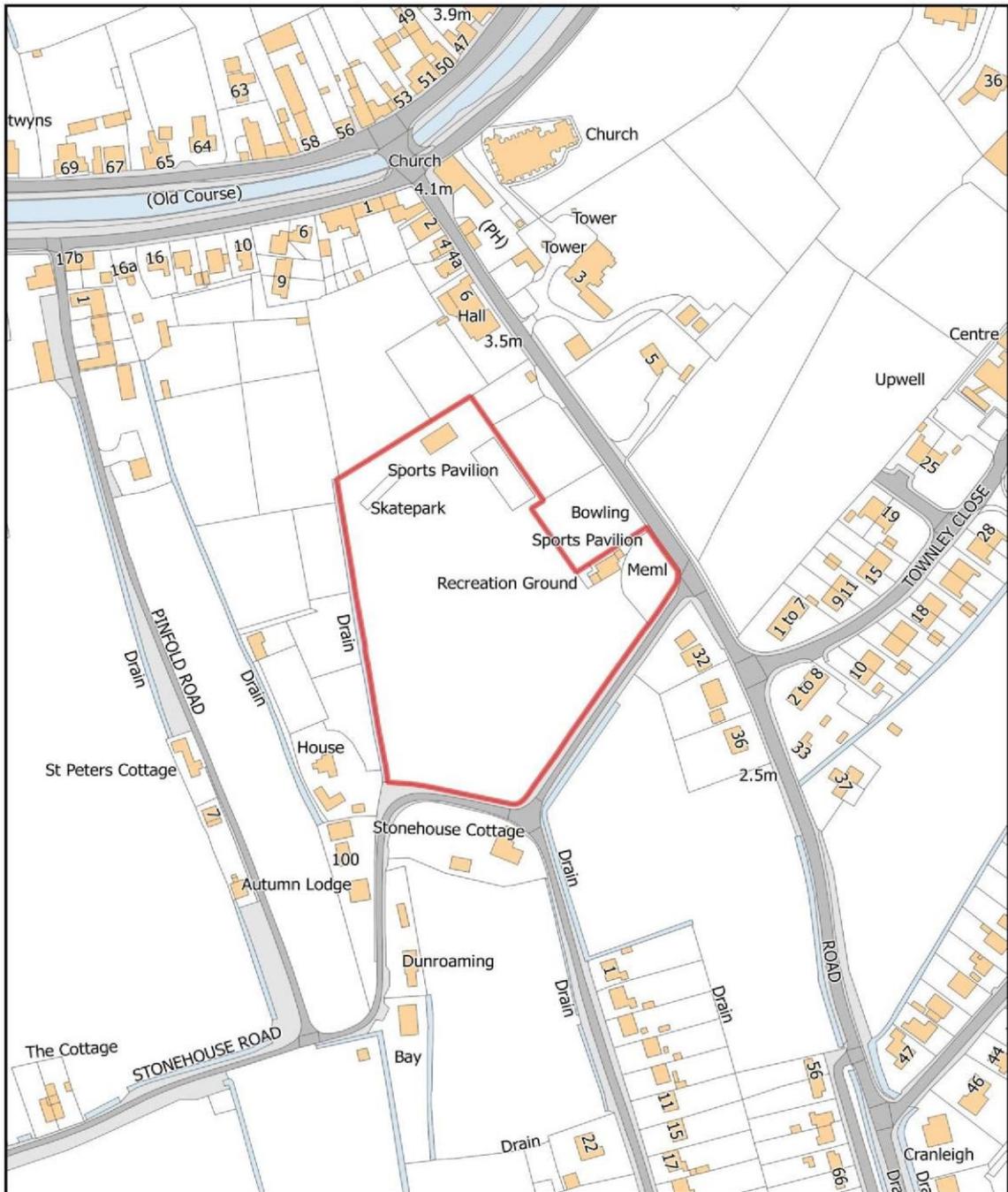


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The former Upwell to Wisbech tramway is a non-designated heritage asset. The locomotive featured in the Rev. Awdrey's Thomas the Tank Engine books as 'Toby the Tram'. Its key value is therefore historic, although it now attracts wildlife and is used for recreation being a short cut from New Road to Small Lode for walkers and an off-road route for horse riders.

6.8 LGS 8 - Upwell Playing Field, New Road.



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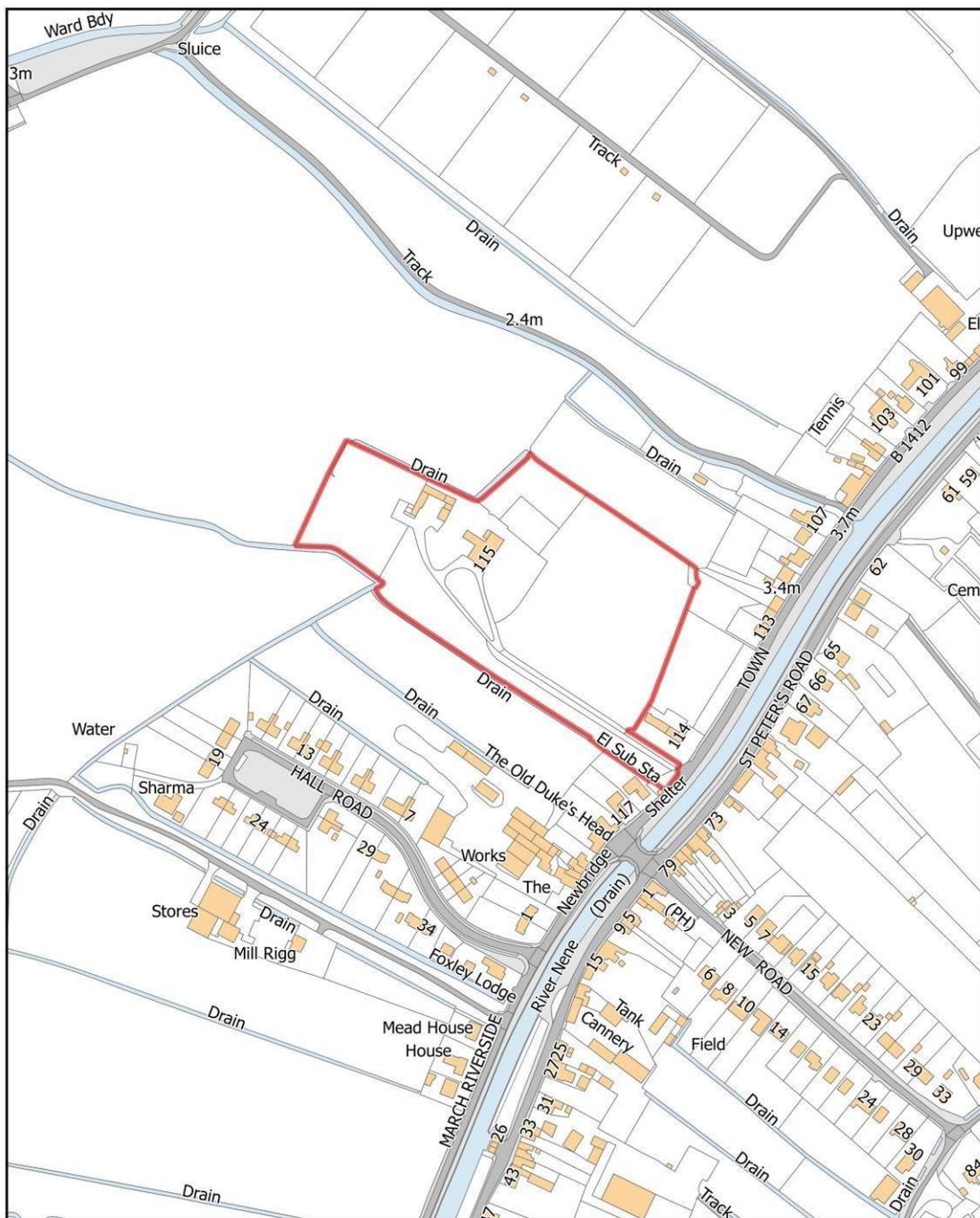


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This was bequeathed to the village to provide green space for recreation, sport and leisure for all ages. It has play equipment for children. At the New Road/Stonehouse Road corner stands the Grade 2 listed War Memorial.

6.9 LGS 9 - Upwell Hall Gardens.



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This key heritage asset of a parkland setting offers views of the Grade II listed Hall and also comprises the setting for the listed gatehouse. It is also valued for its tranquillity, natural beauty and wildlife.

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A1 - Character of the parish.

Summary.

Existing housing along Welle Creek through Upwell village is set out in general as a linear pattern of development, principally along the Creek. The housing across the Parish is quite mixed and eclectic in style and design, which in itself is part of the character. Existing development along Welle Creek is particularly part of this local character with a mix of single, two and three storey dwellings, detached and terraced, small and large, some abutting the footway, some set back behind a front garden. All broken up by gaps of varying sizes with some offering good views. There will be a need for development to have a design that is sympathetic to this eclectic mix, especially along Welle Creek, and this approach has strong local support..

The following sets out key aspects of the local character, but the reader is also referred to the Borough Council's conservation area character statement.

Land Uses.

- Mix of housing
- Some large historic houses/listed buildings
- Some social housing
- Small more modern estates
- Farming
- Style of housing - variety of individual dwellings, quite eclectic
- 2 - 3 storey housing, but also single storey along Welle Creek □ Some shops

A2 - Housing mix.

Upwell Parish - Dwellings, household spaces and accommodation type <u>Source: ONS - 2011 Census (KS401EW)</u>	Household Spaces	Dwellings
	count	%
All dwelling types	1,287	100.0
Unshared dwelling	1,287	100.0
Shared dwelling: Two household spaces	0	0.0
Shared dwelling: Three or more household spaces	0	0.0
All household spaces	1,287	100.0
Household spaces with at least one usual resident	1,155	89.7
Household spaces with no usual residents	132	10.3
Whole house or bungalow: Detached	768	59.7
Whole house or bungalow: Semi-detached	313	24.3
Whole house or bungalow: Terraced (including end-terrace)	141	11.0

Flat, maisonette or apartment: Purpose-built block of flats or tenement	26	2.0
Flat, maisonette or apartment: Part of a converted or shared house (including bed-sits)	6	0.5
Flat, maisonette or apartment: In a commercial building	7	0.5
Caravan or other mobile or temporary structure	26	2
Population	All households	
Units	Households	
date	2011	
geography	Upwell	
measures	value	percent
Tenure		
All households	1,155	100
Owned	864	74.8
Owned outright	466	40.3
Owned with a mortgage or loan	398	34.5
Shared ownership (part owned and part rented)	7	0.6
Social rented	121	10.5
Rented from council (Local Authority)	17	1.5
Other	104	9
Private rented	141	12.2
Private landlord or letting agency	118	10.2
Other	23	2
Living rent free	22	1.9
[from Nomis on 1 July 2020] Source - ONS Crown Copyright Reserved		

A3 - Listed Buildings.



Upwell Parish has a number of Grade 1 and 2 listed buildings.

Source, accessed 26-10-19 = <https://magic.defra.gov.uk/MagicMap.aspx>

(The MAGIC website provides authoritative geographic information about the natural environment from across government. The information covers rural, urban, coastal and marine environments across Great Britain. It is presented in an interactive map which can be explored using various mapping tools that are included. Natural England manages the service under the direction of a Steering Group who represent the [MAGIC partnership organisations](#))



Grade I (blue squares) and Grade II (red squares) listed buildings - as in above map.

Grade I Buildings

Church of St. Peter, Small Lode. 13th Century with 14th and 15th Century work. Restored 1836-38. Barnack stone
Welle Manor Hall, New Road. Manor house; mid 14th Century, altered 1480, 17th Century and 20th Century. Brick with slate or plain tile roofs. North front three storeys.

Crescent House, Town Street. House 1620-1640 with early 18th Century facade. Red brick with paler bricks, thick pointed to 18th Century facade.

Parapetted roof of slate. Three storey.

2 Cottages, east of Lloyds Bank, Town Street. 14th Century part of a medieval building of U plan and possibly a lodging or guest house. Now 2 cottages. Coursed Barnack with brick repairs. Pantile ridge.

Grade II Buildings

2 no. towers to Welle Manor Hall Built 1480 in brick, octagonal.

60 no. headstones and memorials, St Peter's Churchyard. All in limestone and dating from the 1720s and 30s.

Upwell Hall, Town Street. House, mid 19th Century. Gault brick with low pitch,

Hall Lodge, Town Street. Mid 18th Century, local red brick with steeply pitched slate roof and end / ridge stacks.

Gates and Gate Piers, Upwell Hall.

Mid 18th century in wrought iron.

Piers are cast iron with cast iron finials.

Crescent Cottage, Town Street.

Originally a pair of cottages, now one dwelling. Late 18th early 19th Century. Brown gault brick with yellow gault brick to side wall. Parapetted roof of slate, two storey.

Gable End and West Wall to Work Shop (rear of Builders Merchants),

Town Street. Right hand rear range of medieval lodging, probably 14th Century.

Bridge House, Church Bridge. House late 18th century. Red brick, rendered with steeply pitched roof, two storeys. Late 19th Century shop front.

Archway House and Homeleigh,

Town Street. House mid 18th Century.

Yellow gault brick with red brick dentils. Original roof, parapetted but raised 19th Century now low pitch/pantiled.

Piermont House, Town Street. House 1840. Gault brick with parapetted roof, two storeys.

White Lion Public House, Town

Street. Late 17th Century house. Front elevation and roof late 18th Century.

Brown brick with mansard roof, pantiled, two storeys.

Source:

https://www.west-norfolk.gov.uk/downloads/file/1939/upwell_conservation_area_leaflet (accessed 2-7-2020)

A4 - Layout.

- Linear - along river, with some development beyond
- Low density
- Haphazard
- Big spaces of greenery

- Grass verges
- High street feel in Upwell village



Town Street & St Peter's Road, Upwell - situated either side of the Welle Stream (Source: Google Earth)

Roads, streets, routes

- Road and river through the middle of the villages
- Heavy traffic for villages
- Welle Creek/River Nene (old course)
- Few pavements
- Country lanes
- No cycle paths (but cycle events coming through the village)
- Excellent connected public rights of way

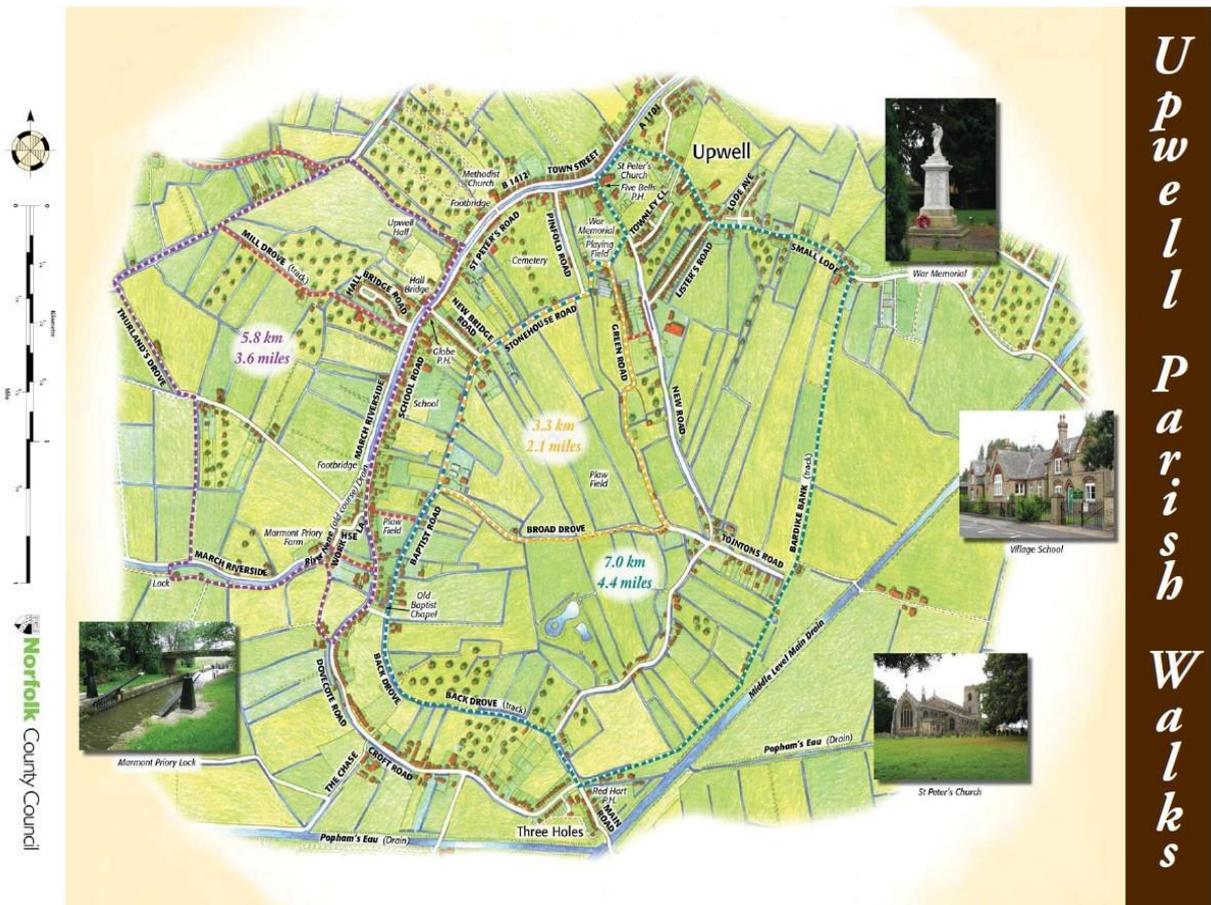
Roads: The Parish has one A class road: the A1101 which runs north south linking the A47 at Wisbech with the A10 at Littleport. It is heavily used by all classes of vehicle as a shortcut and to avoid congestion at the Kings Lynn A47/A10 interchange. The volume of traffic through the Parish, particularly HGVs, presents a major obstacle to cyclists and pedestrians. There are two B class roads - the B1098 connecting Croft Road in a SE direction to the A142 at Chatteris and the B1094 connecting the A1101 at Lots Bridge with the A1122 at Nordelph going through to Downham Market. All other roads are either C class, classified unnumbered or unclassified.

A5 - Traffic statistics on the A1101 by year: All traffic.

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Pedal Cycles	15	16	16	16	18	18	16	15	15	12	12	12	12
Motorcycles and Mopeds	77	44	44	46	48	44	44	41	42	46	22	22	21
Cars	2,512	2,708	2,635	2,590	2,606	2,510	2,492	2,446	2,454	2,483	1,924	1,948	1,945
Buses and Coaches	28	48	50	52	54	62	62	70	76	77	29	28	28
Light Goods Vehicles	673	786	826	865	933	957	1,004	970	1,041	1,133	780	842	891
Two-axle Rigid HGVs	81	127	129	125	125	129	129	126	122	124	61	64	66
Three-axle Rigid HGVs	6	21	21	24	26	26	28	29	31	34	19	18	19
Four-axle Rigid HGVs	14	19	21	22	22	18	20	22	24	26	5	6	6
Three-axle Articulated HGVs	21	9	7	7	7	8	7	5	5	5	0	0	0
Five-axle Articulated HGVs	26	44	44	42	37	34	35	35	37	35	42	39	39
Six-axle Articulated HGVs	45	26	28	30	30	30	33	35	40	44	36	37	38
All HGVs	193	246	250	250	247	245	252	252	259	269	163	164	168
All motor vehicles	3,483	3,832	3,805	3,803	3,888	3,818	3,854	3,778	3,872	4,008	2,917	3,004	3,054

Figures are daily averages calculated from all traffic counts over the course of the year.

Source: <https://roadtrafficstats.uk/traffic-statistics-norfolk-a1101-upwell-37588#summary>



A6 - Topography.

- Flat
- Open aspect
- Parts of village below sea level





A1101 views north towards Three Holes and south towards Lakesend (Source: Google Earth)

A7 - Spaces.

- Garden allotments
- Public car park for health centre
- Private parkland
- Nature reserve - Blunt's Orchard
- Upwell Playing Field
- Townley Close - Former Upwell depot of Wisbech-Upwell tram route
- Upwell Hall Gardens
- Lakesend Playing Field
- Greens/play areas at post-war housing estates (Hall Bridge Road, Lode Avenue)
- Upwell Methodist Church gardens
- Small Lode Morton's Farm to Pingle
- Three Holes River Bank
- Village Sign site Three Holes



View of Upwell Hall Gardens from Town Street, Upwell (Source: Google Earth)

A8 - Building.

- Back gardens
- High hedges and walls around properties (but used to be more open)
- Windbreaks
- Bungalows, detached
- Brick and render
- Slate or pantiles on roofs
- Biggest feature is the variety of building types, which creates the character of Upwell village



**View from St Peter's Road showing the architectural variety in Town Street, Upwell (Source: Google Earth)
A9 - Landmarks.**

- St Peter's Church of England Church
- Village halls
- Rivers and drains
- Various notable properties
- War memorial
- Upwell Methodist Church
- Shops
- Five Bells Inn
- The old windmill
- Bridges (including footbridges)



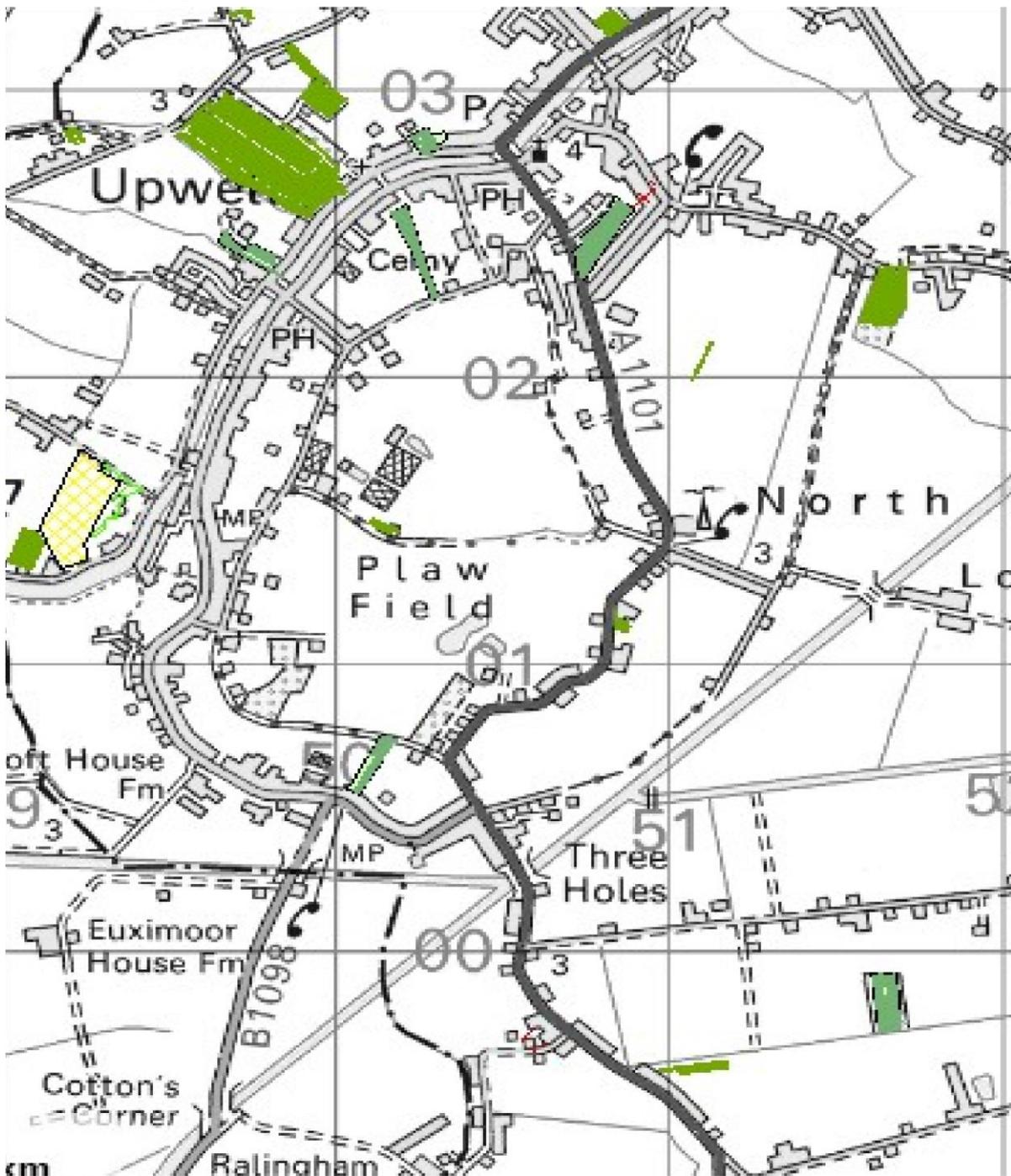
View of St Peter's Church of England Church (Source: Google Earth)



View of Upwell Methodist Church (Source: Google Earth)

A10 - Green and natural features.

- Rivers
- Orchards and woodland (see map below)
- Dykes and drains
- Fishing lake
- Farmland
- Playing fields



Orchards (in green), woodland (in yellow) Source: <https://magic.defra.gov.uk/MagicMap.aspx> (accessed 26-10-2019)

A11 - Views.

- Vista through the Upwell village centre, down the river
- View from the bridge at Three Holes
- View of wind turbines
- Big skies
- Open aspect
- Overhead cables/wiring
- Arable Fields



View from Three Holes bridge looking south down the 16 Foot Drain & Popham's Eau (Source: Google Earth)



View of Coldham Wind Farm from March River Side, Upwell (Source: Google Earth)



View of the old windmill from Town Street, Upwell (Source: Google Earth)