

Local Plan Review Version 2 Update

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

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

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

The table presents four columns:

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

Section of the LPR	LPTG Agreed modification	Changes which have been made in version 2	Amended text
LP01	LPTG Agreed the policy	No change	No change
LP02	LPTG Agreed the policy subject to Ashwicken being re-categorised as a small village and hamlet.	This has been amended and Ashwicken has been moved from the rural village section and placed within the SVAH section later on in the LPR	This has been amended in the relevant areas (tables)
LP03	Agreed the policy	No change	No change
LP04	Agreed the policy	Added bullet point to new policy LPXX- Housing for the elderly and specialist care	Relevant Local and National Policies <ul style="list-style-type: none"> <li data-bbox="1176 678 2116 742">• LP27: Housing Policies (LPXX Housing for the elderly and specialist care)
LP05	LPTG Agreed the policy subject to reference being added to the Community infrastructure Levy document.	Additional text to 4.5.11	Add following to para 4.5.11 - 'The Borough Council collects Community Infrastructure Levy, and has a Fund from which projects providing new infrastructure. A CIL Governance and Spending Panel has been established, operating under a CIL Governance and Spending document agreed by the Cabinet in August 2020.'
LP06	The Policy be amended to reflect the comments made by Councillors Bone and de Whalley. Councillor de Whalley was asked to circulate the changes he was suggesting to the text at 4.6.2 and 4.6.3 and the policy – use of 'where appropriate' in 3, 7 and 8. Could 'large developments	Changes which have taken place: Suggested changes for 4.6.2 and 4.6.3 were not circulated however we have amended the supporting text accordingly in both paragraphs.	Supporting text: <ul style="list-style-type: none"> <li data-bbox="1176 1021 2177 1327">• 4.6.2- The changes of adverse effects of climate change has been acknowledged and accepted by many in the global community on the change in the physical environment, how we must adapt to resilience, productivity and manage ecosystems, and the operation of socio-economic systems and our human health. Evidence has shown that the last three decades have been particularly warmer than any preceding decade since 1850¹. Although natural factors and internal processes (i.e. solar cycles, volcanic eruptions) influence climate change, the main changes have been due to anthropogenic greenhouse gas emissions

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

		<p>appropriate' has been changed to 'all'</p> <p>Sustainability & climate change statement has been amended/strengthened to 6 key questions instead of 5 (new question is question 1) which relate to the appendix guidance to help users with answering the questions.</p>	<p>council work to reduce corporate emissions includes (but is not limited to):</p> <ul style="list-style-type: none"> • A Climate Change Policy adopted by full council on the 15/10/2020. • The BCKLWN Corporate Business Plan which includes climate change as one of its corporate priorities: “protecting and enhancing the environment including tackling climate change”. • The Norfolk Climate Change Partnership which was established in January 2020 to investigate further ways climate change and reducing emissions can be tackled in the district • Re: fit of the Borough Council estate and reducing emissions by approximately 450 tonnes CO2 per year • Small scale tree planting programme initiated in 2020 • The Borough Council generates renewable electricity from solar panels on top of King’s Court and Alive Lynn Sport Leisure Centre • 4.6.16- Industry & Commercial - the borough has several large industrial and commercial sites and a number of old landfill sites. • Domestic - Within our borough we have the highest amount of domestic properties in Norfolk. Emissions from these come from electricity use, gas consumption and other fuels. Other fuel emissions such as oil are relatively high because many of these houses are rural therefore do not have access to gas heating. • Transport – Strategic A Roads and Minor B Roads both contribute significantly into the borough’s emissions. There are a number of strategic A Roads which are critical for use in moving around and through the Borough which brings many car and HGV trips (A10, A17, A47, A134, A148, A149, A1101 and A1122). • 4.1.22-“In order to move towards becoming net zero by 2050 there are a range of factors which we recognise from working with strategic partners
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			<p>which could play an important role in adapting and mitigating the climatic changes we face today and in years to come. Examples could include but are not limited to:</p> <ul style="list-style-type: none"> • The development of live-work units (which are living accommodation specifically designed to allow someone to both live and work within the same unit), subject to appropriate controls and other local planning policies to help reduce commuting and the further impact from transport emissions • The provision of flexible space in new dwellings which could be utilised as home working facilities • Car-free developments which are in locality to a good provision of public transport, walking and cycling networks • Proposals coming forward which are new or upgrading/retrofitting the current housing stock to be more energy efficient by designing in a way that reduces energy demand, incorporates energy efficiency measures to assist in a more sustainable energy system <p>LP06 policy changes</p> <ul style="list-style-type: none"> • Clause 1- "Locating new development in areas to minimise the need to travel and maximise the ability to make journeys via sustainable modes of transport, such as through public transport (bus and rail) (in accordance with policies LP01,02,13);" • Clause 2- "Major development should where appropriate/feasible support the facilitating of active travel through the preparation of a travel plan for the development;" • Clause 4- "All applications for development should be designed to enable and implement charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations on site; to help reduce fuel consumption, CO2 emissions and air quality pollutants in the district (in accordance with LP14,18)" • Clause 8- "All developments are encouraged to exceed present thermal energy and high efficiency systems set by Building Regulations to reduce domestic CO2 emissions (in accordance to LP18)"
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			<ul style="list-style-type: none"> • Clause 9- “All developments are encouraged to maximise opportunities from solar technologies and through design to support solar orientation and enhance solar gain (in accordance to LP18,23)” • Under the Sustainability and Climate Change Statement amendment: “For developments of 5 dwellings or over (including apartments) and all non-residential developments over 500 square metres gross internal floor space, we will require a sustainability and climate change statement to be submitted as part of a valid planning application. This statement will be a separate document which will answer the six key questions outlined in the Councils Sustainability and Climate Change Statement Guidance in the Appendices. This is in place to demonstrate how new development is addressing beneficial impacts which pay particular attention to LP06, other appropriate policies and our commitment to international and national law. <p>The six key questions to answer are:</p> <ol style="list-style-type: none"> 1. What are the intended characteristics of the development as a whole which will contribute to climate adaptation and mitigation? 2. How will the development contribute to the importance of sustainable and accessible transport options within West Norfolk, and help reduce the CO2 emissions in the borough particularly from transport? 3. How will the development integrate high quality design which addresses our obligation to move towards being carbon neutral by 2050? 4. How will the development protect and enhance West Norfolk’s natural environment and assets? 5. How will the development support the local economy in West Norfolk? 6. How will the development support local neighbourhoods and the community needs when adapting and mitigating to the local impacts of climate change? “
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LP07	The Task Group agreed the above policy, subject to an amendment to supporting text 5.1.6 on page 61 and to the policy made by Councillor Moriarty.	5.1.6 has been amended Added clause to 6g	<p>5.1.6 The Council has taken a positive approach to the development of tourism accommodation in order to deliver benefits for the local economy. It is acknowledged that second homes have a less positive influence on our local economy than short term holiday lets. Therefore, proposals for holiday accommodation should provide for a range of accommodation which will continue to positively contribute to the local economy. The promotion of tourism needs to be balanced with a recognition of the potential negative impacts that too many visitors may have on the amenity of existing residents.</p> <p>6.The Council will permit the development of new tourism accommodation in rural areas subject to the following criteria being met:</p> <ul style="list-style-type: none"> a. located in or adjacent to our villages and towns; b. of a high standard of design in line with national guidance; c. will not be detrimental to the landscape or the setting of a settlement; d. mechanisms will be in place to permanently retain the tourism related use; e. conserves or enhances the historic environment including the historic character of towns and villages or wider landscapes; f. the natural environment is preserved or enhanced by the development proposed. g. there will not be a negative impact on the amenity of existing residents.
LP13	Agreed	No change	No change
LP14	The policy was agreed subject to officers making a minor amendment relating to vehicle charging points there by ensuring that the policy was consistent with the NPPF and in particular paragraphs 105 and 110, on this subject.	Additional text in 5.8.5- electric vehicle charging points NPPF Para 105/110	Add to supporting text 5.8.5- The NPPF (2019) 105 advises that “If setting local parking standards for residential and non-residential development, policies should take into account: ... e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles. The NPPF 110 also states that “Within this context, applications for development should: ... e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.” The policy reflects this guidance.

LP15	Previously agreed at 13 Feb. 2020 meeting	No change.	No change
LP16	The Task Group agreed the policy.	No change	No change
LP17	<p>The Task Group agreed the above policy, subject to the following amendments:</p> <ul style="list-style-type: none"> · Page 103 in point 2(g) and point 4 remove the word 'materially'. · Glossary – definition of AEP be inserted. · Supplementary text to be included in supporting text of the policy to explain AEP (1 in 200 AEP event) and monitoring, review of flood risk/climate change projections and replacement caravan licensing requirements · Last sentence of s(g) on page 103 (Proposals must not result in an increase in the number of bedrooms over and above the number in the original dwelling) will be inserted into 3 and change the last part of the sentence to 'original caravan.' 	<p>The word materially was removed from 2g and 4</p> <p>AEP- added to the glossary</p> <p>Supplementary text on AEP</p> <p>Amended clause 3</p>	<p>Add to Glossary - AEP - Annual Exceedance Probability – The probability (expressed as a percentage) of a flood event occurring in any given year.</p> <p>Added new to 6.3.6 Annual Exceedance Probability (AEP) is the probability (expressed as a percentage) of a flood event occurring in any given year. Flood risk will be monitored and reviewed as climate change projections are updated over the duration of the plan.</p> <p>Added new 6.3.5 or after 6.3.8 Replacement caravan licensing requirements are dealt with by the Council's licensing team. Under the Caravan and Control of Development Act 1960, you're not allowed to use land you own as a caravan site, unless you hold a site licence. A small holiday site is one which has three or less caravans on site for a temporary period. There is no fee for a licence but, a licence cannot be issued without a corresponding planning permission.</p> <p>2(g) the level of habitable accommodation provided by the new dwelling would not be materially greater than that provided by the original dwelling. Proposals must not result in an increase in the number of bedrooms over and above the number in the original dwelling.</p> <p>3. The replacement of existing permitted caravans will be allowed, in doing so opportunities should be taken to improve the resilience/resistance of the replacement caravans. Proposals must not result in an increase in the number of bedrooms over and above the number in the original caravan.</p> <p>4. Extensions to existing properties (beyond any Permitted Development Rights that could be exercised) must not materially increase the amount</p>

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

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

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

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

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

	<p>involved in the water management process.</p> <ul style="list-style-type: none"> Amend wording to refer to Annex B or the latest version of it. <p>RESOLVED: The Task Group agreed the policy, subject to the amendments set out above.</p>		<p>no feasible alternatives (this applies to new developments and redevelopments);—</p> <p>d. That foul and surface water flows are separated where possible.</p> <p>Additional text has been added to 6.11.6 Internal Drainage Boards (IDBs) are local public authorities that manage water levels. They are an integral part of managing flood risk and land drainage within areas of special drainage need. IDBs input into the planning system by facilitating the drainage of new and existing developments within their districts and advising on planning applications as non-statutory consultees. The Middle Level Commissioners are a statutory corporation created under the Middle Level Acts 1810-74 and operating also under the Land Drainage Act 1991, the Flood and Water Management Act 2010 and the Nene Navigation Act 1753. The Commissioners' primary functions comprise the provision of flood defence and water level management to the Middle Level area, and as navigation authority for the navigable waters of the Middle Level system. The Commissioners also have certain conservation duties to fulfil when undertaking their functions. Other bodies involved in the water management process are Anglian Water, Essex and Suffolk Water and Norfolk County Council, as the Lead Local Flood Authority.</p>
<p>LP25</p>	<p>The following amendments were agreed:</p> <ul style="list-style-type: none"> Paragraph to be included recognising the deficit of open space and that the Borough Council would seek ways to address the deficit. Amend clause 2 of the policy by including 'locally' after 'replacement in 3rd line. 	<p>Additional text added to supporting text 6.12.6</p> <p>The word locally has been added in the appropriate place in clause 2</p>	<p>2. Proposals that will result in the loss or restriction of access to locally important areas of open space will be refused planning permission unless such loss can be offset by the replacement locally of equivalent or higher standard of provision or the wider benefits of allowing development to proceed outweigh the value of the site as an area of open space.</p> <p>6.12.6 The Borough Council recognises there may be deficits in the borough, and these could be considered through corporate initiatives if appropriate.</p>

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

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

LP34	Agreed	No change	No change
LP35	Agreed	No change	No change
LP36	<p>RESOLVED: The Task Group agreed the above policy, subject to the amendments set out below:</p> <p>1) Number 5 on page 163 relating to provision of retail space be deleted.</p> <p>2) Number 14 on page 164, cross reference be made to the Borough Council's Biodiversity Policy.</p> <p>3) Number 15 on page 164 to be amended to include reference to the King's Lynn Transport Study and the importance of connectivity.</p>	<p>Clause 14 amended text</p> <p>Clause 15 additional text</p> <p>Reference to</p>	<p>Clause 5 was deleted</p> <p>Clause 14 -The Council will seek to enhance green infrastructure in the town in accordance with the Green Infrastructure Strategy. In particular enhancing the area around the Gaywood Valley to the east of the town. The BC's HRA Monitoring & Mitigation & GI Coordination Panel oversees monitoring, the provision of new green infrastructure and the distribution of the Habitat Mitigation Payments funding to appropriate projects under Policy LP26.</p> <p>Clause 15- Alternative links within the town for walking and cycling will be maintained and extended to meet the future needs of the residents notably within the areas of regeneration and expansion. The King's Lynn Transport Strategy identifies improvements to promote active travel and connectivity between different parts of the town.</p> <p>Insert this after 9.1.12 in the King's Lynn Section The Borough Council are in the process of establishing a climate change informal working group, which will look to input and monitor the Climate Change Strategy and Action Plan, review Policy, make recommendations and feedback to the Environment and Community Panel as appropriate.</p>
9.2 Kings Lynn	<p>The Task Group agreed the above policy, subject to the amendments set out below:</p> <p>1) Page 168 – reference to the Riverfront be included in Regeneration Areas.</p>	<p>Reference to the riverfront been added to 9.2.1</p> <p>Word offer been replaced with potential</p>	<p>9.2.1</p> <ul style="list-style-type: none"> • Introduction • Town Centre (including retail expansion) • Housing Growth and Housing Site Allocations • Employment Land Allocations • Regeneration Areas including Riverfront Regeneration Area • Transport • Infrastructure

	2) Page 168, 9.2.18, word offer to be deleted and replaced with potential.		<ul style="list-style-type: none"> Green Infrastructure West Lynn <p>9.2.18 The Riverfront Regeneration area aims to maximise the potential of the riverfront area in King's Lynn. This scheme, now branded as 'Nelson Quay', is a high priority project for the Borough Council. A delivery plan was agreed in 2017. It encompasses proposals for housing, retail, commercial and employment opportunities together with the creation of a high-quality waterfront area. The scheme will increase King's Lynn's day and evening economies and significantly add to the town's tourism potential.</p>
E1.1	<p>The Task Group agreed the above policy, subject to the amendment set out below:</p> <p>1) Page 171 a. New Government Use Class E be added, and reference be made to this within the policy.</p>		<p>a. development of retail, offices serving visiting members of the public, hotels, assembly and leisure uses, and community and cultural facilities (e.g. Use Classes C1, E, F1, F2 and sui generis theatres) will be particularly encouraged in the area.</p> <p>b. other uses which contribute to the character and vibrancy of the town centre will be encouraged, including residential (C3), and offices/light industry (E). The development of high-quality housing in the town centre would be particularly welcomed for its contribution to its architectural quality, social mix, and economic health.</p>
E1.2- Town Centre retail expansion area Policy	This policy be deleted, and other King's Lynn policies be re-numbered accordingly.	Deleted from the LPR	Deleted from the LPR
E1.2a	Agreed	No change	No change
E1.3	<p>The Task Group agreed the policy, subject to the amendments set out below:</p> <p>1) Page 176 a. New Government Use Class E be</p>	Amendment to policy clause a - Class E replaces Classes A1-5.	<p>Supporting text after 9.2.4.1: The King's Lynn Transport Strategy identifies improvements to promote access to Gaywood Clock by active travel modes and by public transport.</p> <p>Policy:</p>

	<p>added, and reference be made to this within the policy.</p> <p>2) Page 176 c. Officers to amend text as per discussion.</p> <p>3) Reference be made to the use of non- motorised users and the King's Lynn Transport Study.</p>	<p>Clause c has been amended to be a separate clause 2</p> <p>New clause 3 has been added reflecting the same text as clause d in E1.1</p> <p>New supporting text after 9.2.4.1 reference to KLATS</p>	<ol style="list-style-type: none"> 1. Development will be supported in the Gaywood Clock Area (as defined on the Policies Map) where it is: <ol style="list-style-type: none"> a. a retail use (Class E) or otherwise complementary to the neighbourhood retail function of the area; and b. of an appropriate scale to serve the population of their catchment without harming the vitality and viability of other centres. 2. The loss of shopping facilities will be resisted where this would detract from the role and function of this neighbourhood retail centre. 3. Improvements to access to the district centre, especially in terms of public transport, walking and cycling, and to parking provision and management, will be encouraged where this is compatible with the overall aims above.
E1.4	Agreed to delete	Deleted from the LPR and map	Deleted from the LPR and map
King's Lynn Riverfront Regeneration Area Policy	The Task Group agreed	No change	No change
E1.5	<p>The Task Group agreed the policy subject to the amendment set out below:</p> <p>1) Land amounting to 4.1 hectares is allocated for mixed use including residential development of not more than 50 dwelling</p>	Change wording to "up to"	Land amounting to 4.1 hectares is allocated for Mixed Use including residential development of up to 50 dwellings.

Local Plan Task Group- 2nd December 2020

E1.6	Agreed	No change	No change
E1.7	Agreed	No change	No change
E1.8	The Task Group agreed the Policy subject to the following amendment set out below: 1) Land amounting to 0.5 hectare is allocated for mixed use including residential development for at least 50 dwellings.	Make textual change	Land amounting to 0.5 hectare is allocated for mixed use including residential development for at least 50 dwellings.
E1.9	Agreed	No change	No change
E1.10	Agreed	No change	No change
E.11	Agreed	No change	No change
E1.12	Agreed	No change	9.2.13.3 A third site off Estuary Road, previously allocated in the 1998 Local Plan, is allocated to provide an additional 3 ha for B2, B8 and E use (and potential ancillary uses to support the employment uses). Part of the site was recently granted full planning permission for three commercial/industrial units - B2, B8 and E use on the redundant former farmyard.
E1.13	The map on page 170 be expanded and additional supplementary text be inserted as discussed by the Task Group. The amendments suggested would be presented to the next meeting of the Task Group.	Map will be amended in due course. Additional text has been added to 9.2.14.6	Additional supporting text to new 9.2.14.6 - Policy LP22 deals with the overall approach to green infrastructure in the borough. Norfolk local authorities comprising Broadland, Breckland, Great Yarmouth, King's Lynn & West Norfolk, North Norfolk, Norwich City and South Norfolk Councils and the Broads Authority (together forming the Norfolk Strategic Planning Framework (NSPF)), commissioned Place Services in April 2019 to prepare a Green Infrastructure (GI) and Recreational Impact Avoidance and Mitigation Strategy (RAMS). This study will form part of the evidence base for each of the authorities' Local Plans and provides the basis for future agreements through the NSPF.
9.3 West Lynn and E1.14	Agreed	No change	No change

E1.15	The Task Group agreed the policy, subject to the provision of cycle storage to serve the West Lynn Ferry.	Point 1- cycle parking and storage	1.Provision of additional car parking and cycle storage to serve the West Lynn Ferry
9.4 West Winch	Page 210: Number 7 to be deleted as it was a duplication of 6b. Agreed	Changed clause 6a to just clause 6 and deleted 6b due to duplication Added text to para 9.4.13 and new clause 10 to E2.1 Part B	Add to para 9.4.13 – ‘Significant detail of how the development should be brought forward, and the aspects it should address, are given in the policy below and various supporting documents including the Infrastructure Delivery Plan, and Neighbourhood Plan. It will be added to when S106 Agreements and landowner agreements are concluded. However in order to bring these provisions into a unified document the Borough Council is preparing a Strategic Growth Area Masterplan Supplementary Planning Document. This will be subject to public consultation.’ Policy E2.1 Part A: 6. Provision of suitable arrangements for public transport to route through the wider site, and connectivity to main routes to encourage non car modes Part B, new clause 10 to policy: 10. The Borough Council will prepare a supplementary planning document ‘Masterplan’ to co-ordinate development provisions for the Strategic Growth Area.
E2.1/E2.2	Agreed	No change	No change
Downham Market F1.1 Town Centre	Officer amendments	Add Class E	1. In order to achieve this, development of retail, offices serving visiting members of the public, hotels, assembly and leisure uses, and community and cultural facilities (e.g. Use Classes C1, D1, D2, E and sui generis theatres) will be particularly encouraged in the area.
Hunstanton Policy F2.1	Officer amendments	Add Class E to replace A	Clause 3- In order to achieve this, proposals for retail, offices serving visiting members of the public, hotels, assembly and leisure uses, and community and

			cultural facilities (e.g. Use Classes C1, D1, D2, E and sui generis theatres) will be particularly encouraged in the area and will be assessed against their compliance with Policy LP34.
East Rudham	Officer amendments	Description has been amended	It has a range of facilities including a primary school, bus service, pub, shop, and limited mobile post service.
Terrington St Clements 12.9.4 TSC1	Officer amendments	DB Map changed Update to TSC1 Supporting text paragraph 2	12.19.4.2 A significant proportion of the site has brownfield status as it was granted a certificate of lawful use for B2 General Industrial purposes in 2010. The rest of the site comprises remnants of a previous horticultural business, including a range of semi-derelict / derelict structures associated with this. There also some parcels of land which could be classed as greenfield. The site has been vacant for some considerable time (approximately 10 years). Given the rural nature of the Borough the vast majority of sites which come forward are wholly Greenfield, the site therefore represents an opportunity to develop a brownfield and dilapidated site that has a very limited current use and ensure it makes a positive contribution to the local area and housing supply. This is very much in line with current Government thoughts as set out within the National Planning Policy Framework (NPPF 2019).
Upwell Section	Officer amendments	Update the reference to Upwell neighbourhood plan and provide links to this document in para 12.21.6. Update the map to reflect Upwell allocations. Removing G104.3 from the map and replacing it with A1.	12.21.6 Upwell Parish Council neighbourhood plan has reached the stage where the decision statement has been signed and it is now awaiting a referendum. The Upwell Neighbourhood Plan makes 5 allocations (A1, A2, A3, A4 and A5). These can be seen on the policies map. Allocation A1 reflects the same site allocation as G104.3, however, the allocation size has been extended in the neighbourhood plan to cater for at least 20 dwellings instead of at least 5 dwellings at present in the adopted SADMP 2016. Allocations A2, A3, A4 and A5 have allocations which add up to 27 new dwellings. In the Local Plan Review G104.3 has now been removed and shows A1 as the policy allocation. For further details please see the Upwell Neighbourhood Plan, link below: https://www.west-norfolk.gov.uk/info/20127/neighbourhood_plans/775/upwell_neighbourhood_plan

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

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