

Local Plan Review Pre-Submission Stage 2021

8 Settlements & Sites - Allocations and Policies

8.0.1 This part of the document provides more specific details of individual sites and allocations.

9 King's Lynn & Surrounding Area

9.1 King's Lynn

Introduction

9.1.1 This King's Lynn section of the Plan is divided as follows:

- Introduction
- Town Centre (including retail expansion)
- Housing Growth and Housing Site Allocations
- Employment Land Allocations
- Regeneration Areas including Riverfront Regeneration Area
- Transport
- Infrastructure
- Green Infrastructure
- West Lynn

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

9.1.3 King's Lynn is the largest town in the Borough, and its administrative and cultural centre. It acts as a sub-regional centre to the surrounding rural hinterland (including some areas beyond the Borough boundary) providing an important service and retail function. The town expanded rapidly in the 20th Century from its historic core and now accommodates a population of approximately 41,200 (2016 estimate).

9.1.4 Further growth in King's Lynn is constrained by the River Great Ouse to the west, and by the A149 strategic road to the east. Much of the undeveloped land around King's Lynn is at risk of tidal and/or fluvial flooding. Opportunities for expansion are therefore limited to the lower flood risk areas selected as strategic directions of growth in the Local Plan.

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

- The historic town centre which includes five Conservation Areas, over 200 Listed Buildings and two historic market places and the 12th century King's Lynn Minster;
- The River Great Ouse;
- The Gaywood Valley;

Local Plan Review Pre-Submission Stage 2021

- Reffley Wood; and
- The Walks and Tower Gardens (parks and gardens).

9.1.6 The King's Lynn Conservation Area was first designated in 1969 and most recently amended in 2003, when five distinct character areas were identified within it. These areas are St Margarets, St Nicholas, Norfolk Street, The Walks, and The Friars. Together, they encompass the majority of the historic town, except an area in the town centre that was redeveloped in the mid-twentieth century.

9.1.7 This history is reflected in the town's historic environment, with a stimulating mixture of surviving medieval and post-medieval street patterns, nineteenth and twentieth century expansion, fine domestic, civic and commercial buildings as well as the remains of the various medieval friaries. The King's Lynn Heritage Action Zone area, with the Conservation Area at its heart, contains 462 listed buildings (17 Grade I, 55 Grade II* and 390 Grade II), including the Grade I St Nicholas Chapel, England's largest surviving parochial chapel; the Grade I St George's Guildhall, the largest surviving medieval guildhall in the country and the Grade I Hanse House (1485), the only surviving Hanseatic Warehouse in England; and 6 Scheduled Monuments (SM). This showcases the heritage of King's Lynn and highlights its historic local, national and international significance.

9.1.8 The town has two key public transport hubs with a central bus station connecting with surrounding rural settlements and other towns and cities, and a railway station which has hourly services to Cambridge and London. The town also has strategic road links to Hunstanton via the A149; to Fakenham on the A148; to Thetford and Bury St Edmunds via the A10/A134; to the cities of Norwich and Peterborough on the A47 Trunk Road; and towards Cambridge and London via the A10.

Housing Growth

9.1.9 The Local Plan distributes the majority of future residential development within the Borough in King's Lynn as the most sustainable location for growth. The Distribution of Development chapter of this document sets out how these are distributed. After allowing for planned strategic growth on the outskirts of the town, dwellings built since the adoption of the Core Strategy, and current planning permissions yet to be built, 1,700 new dwellings will need to be provided within the existing built up areas of King's Lynn and West Lynn. It is anticipated that most of these 1,700 dwellings will result from the redevelopment of existing uses or vacant sites.

Allocated Sites

9.1.10 Allocated sites are specifically identified for a planned type and quantity of development and identified on the Policies Map. The sites in King's Lynn and West Lynn identified below are proposed for development. These are each either available for development at present or there is a reasonable expectation that they will become so during the plan period. These allocations provide for 1,126 dwellings during the plan period. In

Local Plan Review Pre-Submission Stage 2021

relation to the comparative assessment process all of these sites are located within the existing urban area which is well served by existing facilities. This is the main comparative reason for their selection as allocations. The sites chosen have been previously identified through the growth planning, and associated urban capacity and SHLAA processes. (No other competing sites of the appropriate scale for allocation were identified.)

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

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

9.1.13 There also needs to be adequate provision of both this and other types of recreation space, such as children's play areas and sports pitches, in the interests of quality of life, amenity and health.

9.1.14 However, in the context of the King's Lynn allocated sites this does not mean that such provision necessarily has always to be either new provision or provided on site. The localities of some of these sites are already well provided with one or more of the requisite types of recreation provision (for example at Lynnsport, The Walks, and Harding's Pits). In each particular case there will be a need to identify and assess the existing provision in the locality of the site for the purposes mentioned, and provide any necessary additional links to these and/or on-site provision meet recreational needs and avoid adverse habitats impacts. Site specific habitats assessments will need to address the latter.

9.1.15 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.

Economy

9.1.16 The Strategic Policies indicate the distribution of employment development across the Borough and for King's Lynn approximately 50 hectares of employment land is allocated.

9.1.17 The King's Lynn Diagram 1 illustrates the Employment Expansion areas and King's Lynn Port. The Borough Council has identified the Port with the intention of protecting and supporting its function and role in the town as a strategic transport hub.

Local Plan Review Pre-Submission Stage 2021

9.1.18 The Employment Expansion areas are shown on the map. The land adjacent to Hardwick Industrial Estate is an allocation brought forward from the 1998 Local Plan and has been identified as a strategic employment site for the County. The site area for this is approximately 27 hectares and now has planning consent.

9.1.19 The second allocation site is approximately 23 hectares and lies south-east of the A47(T) Saddlebow roundabout, east of Saddlebow Road and west of the King's Lynn - Cambridge/London railway line.

Regeneration Areas

9.1.20 Regeneration plans include the Nar Ouse Regeneration Area (NORA), which is already underway with houses already constructed and an Enterprise Zone designation; the Riverfront Regeneration Area; and the Town Centre Extension Development Framework (see Retail section above). The Enterprise Zone comprises 15-hectares of serviced employment land and can accommodate approximately 40,000m² of employment floor space. Sites are available for a range of uses including office, industrial and research and development. A reserved matters application was approved in November 2018.

9.1.21 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.

9.1.22 The Heritage Action Zone (HAZ) status granted in 2017 is about ensuring new development works with historic Lynn and reinforce the economic, social and environmental vitality of this modern medieval town. HAZ projects include:

- Researching the history of key sites in King's Lynn to inform future new development;
- Reviewing King's Lynn's listed buildings to improve knowledge;
- Designing new developments to reinforce the importance of historic King's Lynn;
- Finding economic uses for underused historic town centre buildings;
- Bringing historic buildings back into use;
- Programming community events exploring historic King's Lynn and its future.

Transport

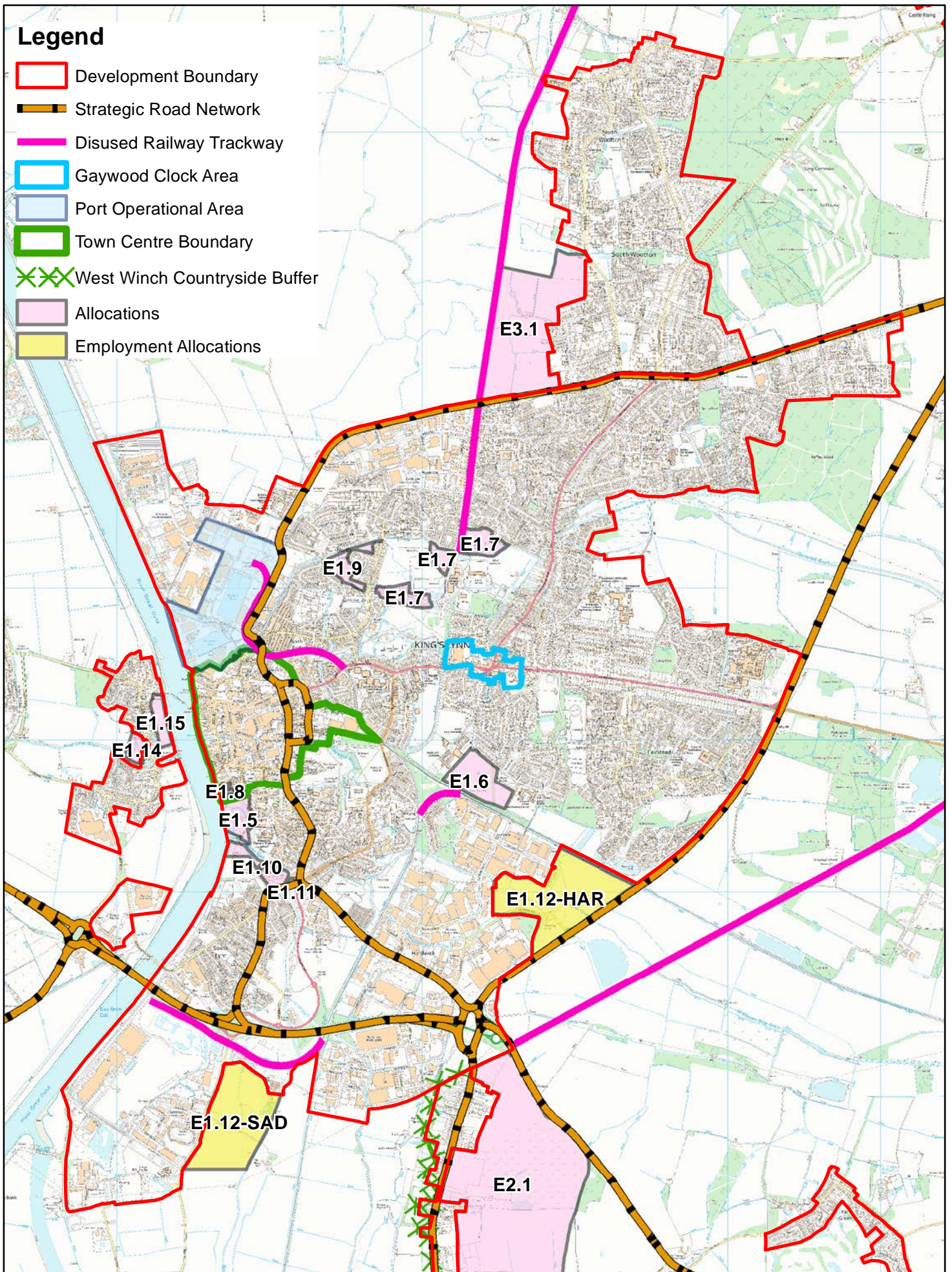
9.1.23 In support of the overall approach to regeneration and growth in King's Lynn the Borough Council worked with the County Council to produce the King's Lynn Transport Study and Strategy (KLTSS). Strategic Policy SP11 deals with strategic transport issues. In King's Lynn strategies will seek to balance ease of access from a wide rural catchment and the

Local Plan Review Pre-Submission Stage 2021

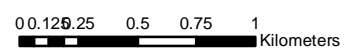
ability to park with measures to tackle air quality, deal with local congestion pinch points, improve public transport and develop the strategic cycling network. Transport measures associated with the allocation of strategic sites are identified in those sections of the document.

Health

9.1.24 Planning in Health, an engagement protocol between local planning authorities, public health and health sector organisations in Norfolk, was adopted in March 2017. This health protocol came about in recognition of a need for greater collaboration between local planning authorities, health service organisations and public health agencies to plan for future growth and to promote health. It reflects a change in national planning policy and the need for health service organisations to deliver on the commitments within the 5-year forward view.



Inset E1 King's Lynn & West Lynn



Local Plan Review Pre-Submission Stage 2021

9.1.1 LP38-King's Lynn Policy

Introduction

9.1.1.1 The Council will continue to promote the regeneration of King's Lynn and focus major growth within and around the town to enable the town to deliver the services and facilities necessary for a sub-regional centre.

Strategic Policy

Policy LP38 King's Lynn Area

In support of the overall development strategy King's Lynn will continue to fulfil its key function as the Borough's main town and administrative and cultural centre and develop its role as a sub-regional centre.

The strategy for growth is to:

1. Provide at least 4,950 new dwellings within and around King's Lynn including:
 - a. West Lynn;
 - b. South Wootton; and
 - c. West Winch.
2. At least 1,100 of these dwellings are provided as part of the regeneration of the central part of the town and the remaining number will be/are allocated within urban expansion areas to the north and south east of the town.
3. The area south east of the town adjoining West Winch will continue to contribute significantly to meeting needs.
4. Provide at least 3,000 new jobs in existing and new employment areas to the east and south of the town at the Nar Ouse Business Park Enterprise Zone, the Hardwick Extension and Saddlebow Road and Estuary Road, as part of a balanced mix of uses within areas of renewal and replacement.
5. Continue conserving and enhancing the historic environment of King's Lynn in order to promote the town for its unique heritage and cultural offer.
6. To achieve these outcomes precedence will be given to proposals set out in the:
 - a. Urban Development Strategy;

Local Plan Review Pre-Submission Stage 2021

- b. Riverfront Delivery Plan;
 - c. St Margaret's Conservation Area Management Plan;
 - d. Heritage Action Zone; and the
 - e. Town Centre Extension Development Framework.
7. Within the historic and commercial cores of the town, new development will be required to demonstrate a high quality of design which, without stifling innovation, respects and enhances the wider historic surroundings (including archaeological interest) and reinforces a positive visitor experience to the town and consequently supports the local tourism, leisure and cultural economies.
 8. The expansion areas, and sites of significant redevelopment, are indicated on the Policies Map.
 9. Regard will be had to existing Neighbourhood Plans (South Wootton, West Winch/North Runcton).
 10. Elsewhere throughout the urban area, schemes of renewal or replacement that positively contribute to the regeneration of the town will be encouraged where there is no detrimental impact upon:
 - a. flood-protection strategies set out in Policies LP15 & LP25;
 - b. the transportation network, including the operation of the port as a strategic transport facility;
 - c. local services and facilities;
 - d. significant trees, wildlife or historic assets;
 - e. enjoyment of the public realm;
 - f. crime prevention.
 11. In support of these policies the Council will continue to monitor and seek to influence improvements in the efficiency of the public transport network within the town, its links to main towns and villages within the Borough, and major destinations beyond the Borough. Improvements may require change to operational aspects of the services or appropriate improvements to the highways infrastructure including traffic management and car-parking strategies.

Local Plan Review Pre-Submission Stage 2021

12. Open space and recreational facilities will be provided within and around the town to serve the needs of the existing residents and to meet the needs of the growing population.
13. 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 LP27.
14. 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.
15. The Council will work with its strategic partners to ensure the continued presence of a general hospital at King's Lynn to serve the needs of its growing population, the broader population of West Norfolk and the relevant catchment areas from Breckland, North Norfolk, Cambridgeshire and Lincolnshire.

Policy LP38 contributes to Local Plan objectives 1-15 Economy, Society and Environment and 16-20 King's Lynn.

Local Plan Review Pre-Submission Stage 2021

9.1.2 E1.1 King's Lynn - Town Centre Policy

Introduction

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

9.1.2.2 King's Lynn has an enviably rich variety of uses in the town centre. The nature and mix of uses in town centres in general are undergoing particularly rapid change at present, and the policy seeks to be supportive and flexible in the light of this. It is no longer considered desirable, for instance, to provide blanket protection to specified primary and secondary retail frontages but rather to identify the criteria and objectives against which changes will be assessed.

9.1.2.3 The industrial operations of the Port abut the identified town centre area. While this adds to the vibrancy of the area as a whole, housing proposals in the vicinity of the Port need to be considered in the light of the defined hazard zoning around the Port, the potential for noise and lighting, etc., disturbance to potential future residents and the potential for conflict between these and the operation for the Port. The East Marine Plans' Policy PS3 considers future opportunities for the expansion of ports and harbours.

Strategic Policy

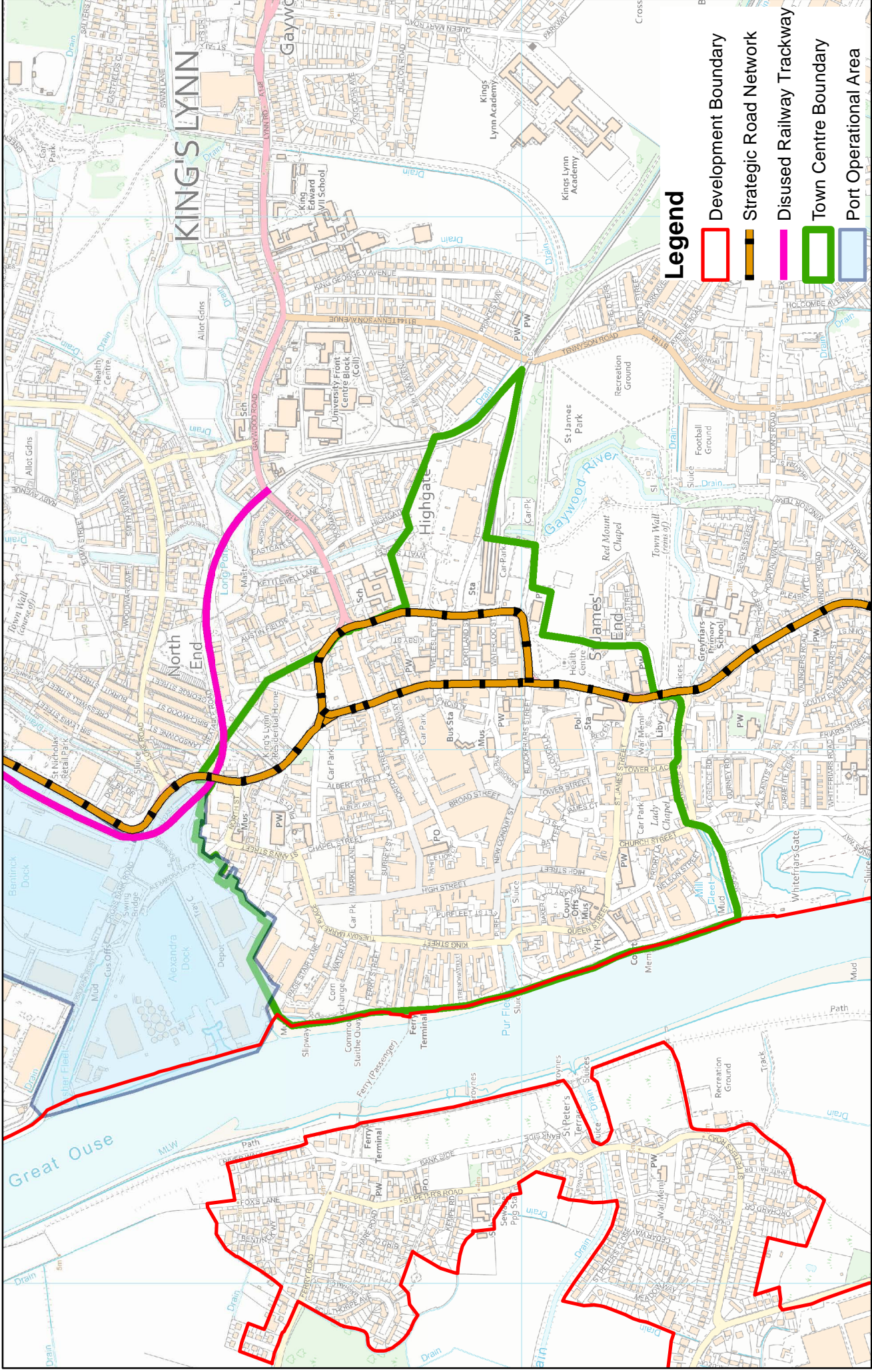
Policy E1.1 King's Lynn - Town Centre

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

1. The Borough Council will promote this area as the prime focus in the Borough for retail, community and professional services, leisure, culture and entertainment. The historic character, local distinctiveness, facilities, amenity and vibrancy of the area will be maintained and enhanced, both for their own sake and to strengthen the appeal of the town centre. In order to achieve this and taking account of the requirements of Policy LP25 Sites in Areas of Flood Risk:
 - a. development of retail, offices serving visiting members of the public, hotels, assembly and leisure uses, and community and cultural facilities (e.g. Use Classes C1, E, F1, F2 and sui generis theatres) will be particularly encouraged in the area.

Local Plan Review Pre-Submission Stage 2021

- 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.
- c. Markets will be supported and enhanced
- d. additional general industrial uses (B2) and warehousing and distribution (B8) will not be permitted in the town centre area unless it can be demonstrated that they will not have adverse impacts on the character, amenity and traffic of the town centre.
- e. improvements to town centre access, especially in terms of public transport, pedestrians and cyclists, and to parking provision and management, will be encouraged where this is compatible with the overall aims above.
- f. redevelopment to increase the provision of larger, modern format retail units will be encouraged where this can be achieved in a way that is consistent with the other objectives for the town centre.
- g. the retention of active frontages (i.e. window displays, entrances, and views of internal activity, etc.) will be encouraged in the main retail streets of the Town Centre, as will the refurbishment or replacement of shop frontages where this secures an active frontage and strengthens the local distinctiveness of the town and its heritage, and the active use of upper storeys of buildings. However, this does not preclude the removal of retail frontages outside the main retail streets of the town. The reinstatement of the original ground floor frontages of historic townhouses, for instance, will be particularly welcome for the contribution to the town's historic character, unless this has adverse impacts on the retail function of the town as a whole or on designated heritage assets.
- h. development in the vicinity of the Port will be carefully scrutinised to ensure its compatibility with Policy E1.2.



Kings Lynn Town Centre Area

© Crown copyright and database rights 2021
 Ordnance Survey 100024314

0.04 0.085 0.17 0.255 0.34
 Kilometers

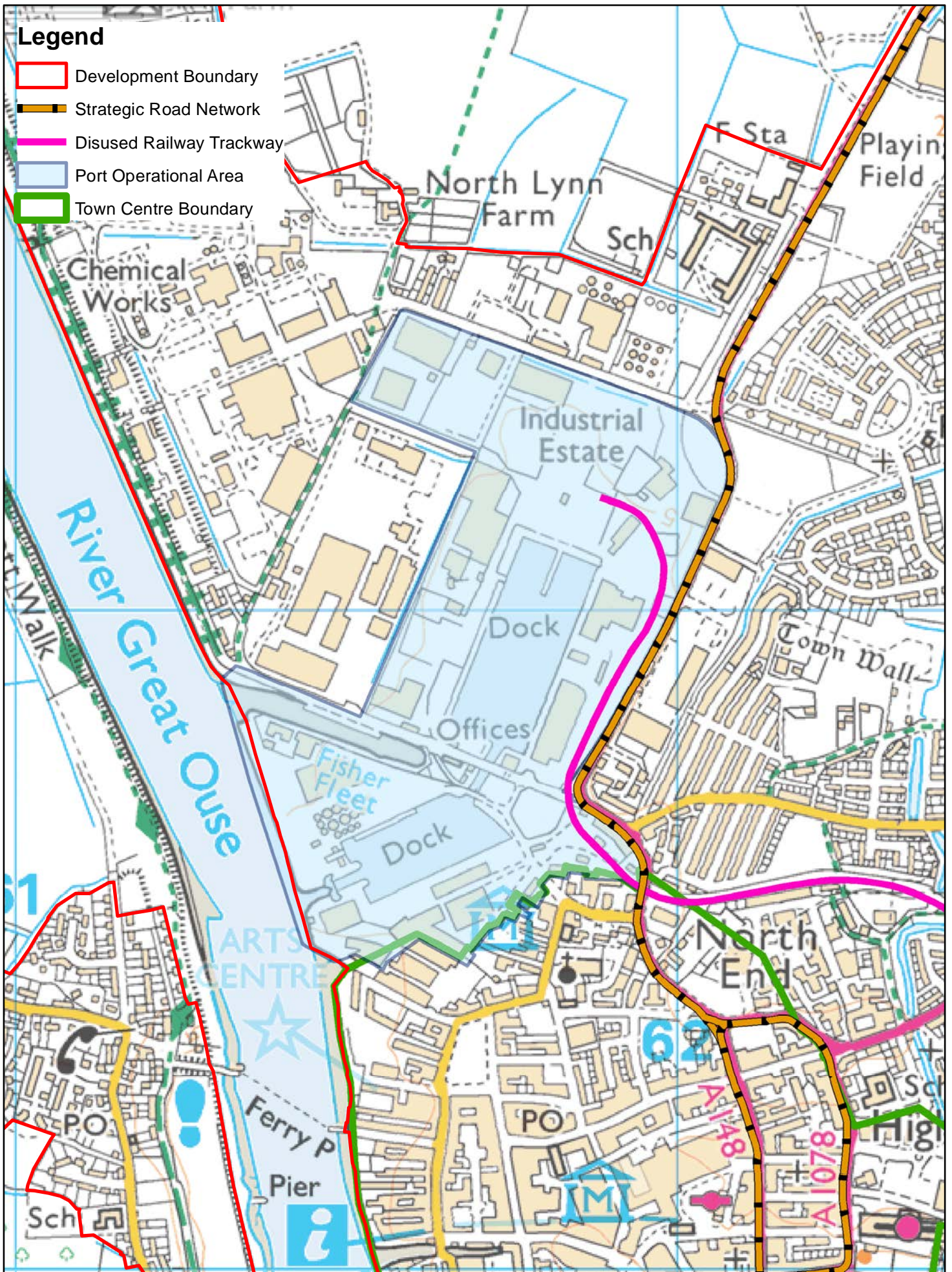
Local Plan Review Pre-Submission Stage 2021

9.1.3 E1.2 King's Lynn - Port Policy

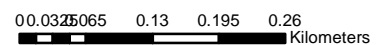
Policy E1.2 King's Lynn Port

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

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



King's Lynn Port



Local Plan Review Pre-Submission Stage 2021

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

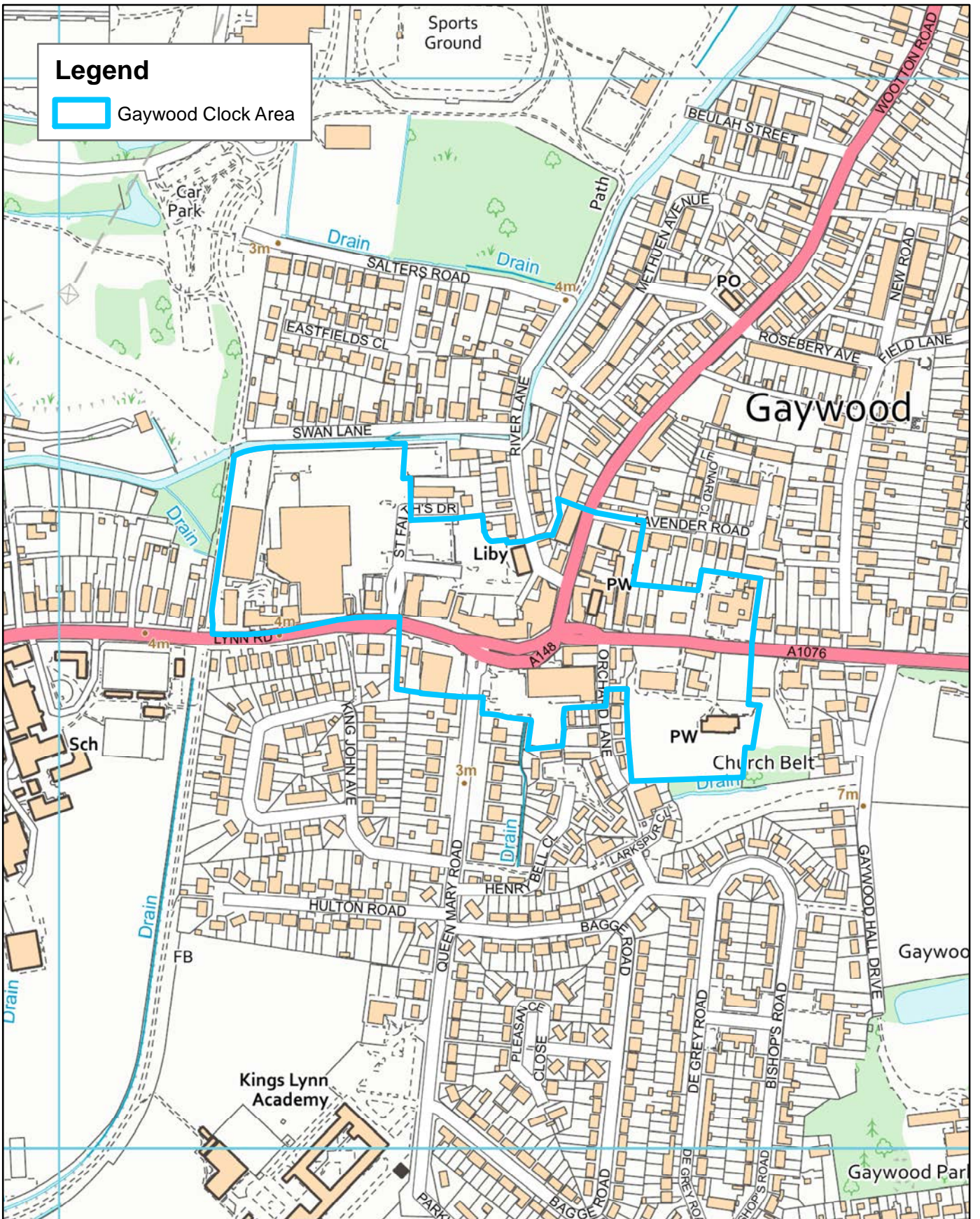
Introduction

9.1.4.1 The Gaywood Clock Area is situated within the built-up area of King's Lynn at the junction of the A148 (Wootton Road and Lynn Road) and A1076 (Gayton Road) principal roads, approximately one mile to the east of the town centre. The Gaywood Clock Area acts as a district shopping centre for the large residential areas in the east of King's Lynn. It has two supermarkets, local shops, a library, chemist, health centre, pub, takeaways, church, community hall, bowling alley and other services. This area includes a number of grade II listed buildings and the grade II* Church of St Faith. The remainder of the area is a mixture of housing interspersed with open space. The centre particularly benefits local residents without a car or with constrained mobility. The Council's policy approach seeks to ensure that the Gaywood Clock Area continues to fulfil its primary role of providing convenient and accessible shopping facilities within walking distance of nearby housing areas by retaining and enhancing the existing retail choice. Policy E1.3 below sets out this approach.

9.1.4.2 The King's Lynn Transport Strategy identifies improvements to promote access to Gaywood Clock by active travel modes and by public transport.

Policy E1.3 King's Lynn - Gaywood Clock

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



Gaywood Clock Area

© Crown copyright and datadase rights 2019
 Ordnance Survey 100024314



Local Plan Review Pre-Submission Stage 2021

9.1.5 E1.KLR - King's Lynn Riverfront Regeneration Area Policy

9.1.5.1 A high calibre mixed-use scheme that maximise the use of the brownfield elements, that respects the natural and historic sensitivities of the area, whilst making the most of King's Lynn's waterfront setting is sought.

9.1.5.2 The King's Lynn riverfront is an important space for business, living, leisure and activities. The areas which are allocated in the Site Allocations and Development Management Policies Plan (SADMP) (2016) still hold importance for creating a unique place which balances the needs of the economic, social and considerations to create a balanced and sustainable place.

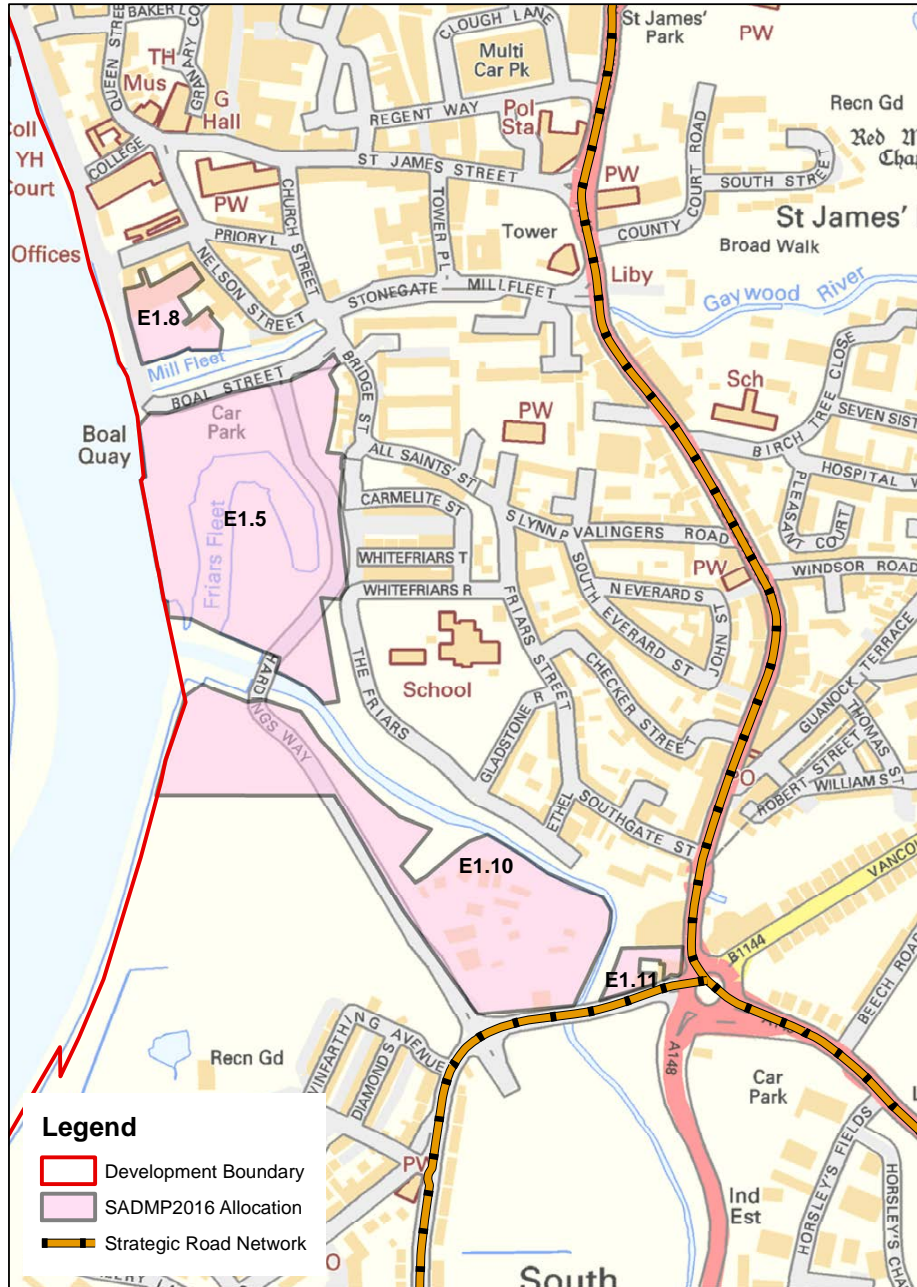
9.1.5.3 The riverfront regeneration policy aims to build upon the foundations laid by the SADMP and aims to bring a long standing and high-level ambition together by drawing together in one strategic policy which sits above the four sperate polices for each site. With the overall aim of maximising the potential of the riverfront area in King's Lynn with the provision of a substantial, high calibre, mixed use regeneration vision.

9.1.5.4 This encompasses proposals for a mixture of uses potentially including housing (most likely apartments), retail, recreation, commercial and employment opportunities together in order to facilitate the creation of a high-quality waterfront area. The scheme should increase King's Lynn's day and evening economies and significantly add to the town's appeal to existing and new residents as well as the tourism offer.

9.1.5.5 Whilst housing numbers are provided for each area, the requirements of each individual sites policy will determine which parcels of land can or cannot be developed i.e. clearly some portions will be for green or blue space. A very careful approach to each site is required in terms of assessing the viability of any scheme proposed and the Borough Council will consider this on a case by case basis considering the merits of each, and in particular its contribution to achieving the overall aim as highlighted with the strategic policy E1.KLR.

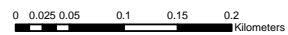
9.1.5.6 Strategic Policy E1.KLR relates to the allocated sites E1.5 Boal Quay, E1.8 South Quay, E1.10 North of Wisbech Road, and E1.11 Southgates. These sites are illustrated on the Policies Map and inset overleaf.

Local Plan Review Pre-Submission Stage 2021



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

© Crown copyright and database rights 2018
Ordnance Survey 100024314



Local Plan Review Pre-Submission Stage 2021

Strategic Policy

Policy E1.KLR: King's Lynn Riverfront Regeneration Area

This policy covers the allocated sites E1.5, E1.8, E.10 & E1.11, as indicated on the policies map, collectively are allocated for regeneration to create a high calibre mixed-use waterfront area. Development of this waterfront area will be subject to the following (in addition to the individual site policies):

1. The following uses will be broadly acceptable for development within the Waterfront Regeneration Area:
 - Residential
 - Commercial/Offices
 - Cultural
 - Cafés/Restaurants
 - Shops
 - Community uses
 - Open space
 - Entertainment/Recreational/Leisure activities
2. Should individual parcels of land within the Regeneration Area will be brought forward they will need to specify the use(s), meeting and balancing those outlined above. Ensuing that the proposal is complementary to the wider Regeneration Area;
3. Development will be subject to compliance with the following:
 - Consideration of adjacent property/heritage assets/archaeology, through a heritage impact and archaeology impact assessment;
 - Suitable access arrangements, to the satisfaction of Norfolk Council as the Local Highway Authority, and provision for active travel;
 - Flood risk considerations, including submission of a site-specific flood risk assessment;
 - Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
 - Consideration of location specific attributes – including references to visitor opportunities. The potential to provide a wider regeneration benefit if particular uses are incorporated;
 - Consideration of wider regeneration benefits;
 - Informal recreation provision on, or in the vicinity of, the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to the exercising

Local Plan Review Pre-Submission Stage 2021

of dogs) on Roydon Common Special Area of Conservation. This provision may consist of some combination of:

- a. informal open space (new and/or existing);
 - b. pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;
 - c. a contribution to greenspace provision or management in the wider area within which the site is located;
- In judging the amount of on-site open space appropriate under Policy LP19 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Harding's Pits Doorstep Green to the south of the site). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;
 - Consideration of Nature conservation issues and the Borough Council's Biodiversity Policy through the Submission of an Ecological Study that establishes that either:
 - d. there would be no negative impact on flora and fauna;
 - e. or, if any negative impacts are identified, establishes that these could be suitably mitigated;
 - Financial contributions towards the provision of appropriate infrastructure.
 - Provision of affordable housing in line with the current standards.

Local Plan Review Pre-Submission Stage 2021

9.1.6 E1.5 King's Lynn - Boal Quay Policy

Site Allocation

9.1.6.1 A high calibre mixed-use scheme that maximise the use of the brownfield element of this site, which respects the natural and historic sensitivities of the area whilst making the most of the waterfront location is sought.

9.1.6.2 The area of derelict land at Boal Quay, currently used for car parking, has long since been identified for regeneration and was allocated in the Site Allocations and Development Management Policies Plan in 2016. The Local Plan review carries this forward.

9.1.6.3 The site contains the former loop of the River Nar, with elements of reedbed and saltmarsh, habitats of principal importance (UK Biodiversity Action Plan habitats), which should be addressed through the Ecological Study requirement in the policy.

9.1.6.4 The King's Lynn Conservation Area lies immediately to the east and north of this site. The Conservation Area includes a large number of listed buildings near to this site, many of which are listed at grade II but also including the Church of All Saints which is listed at Grade II*. Whitefriars Gateway scheduled monument lies on the eastern boundary of the site. Any development of the site therefore has the potential to impact upon the setting of these heritage assets.

Policy E1.5 King's Lynn - Boal Quay

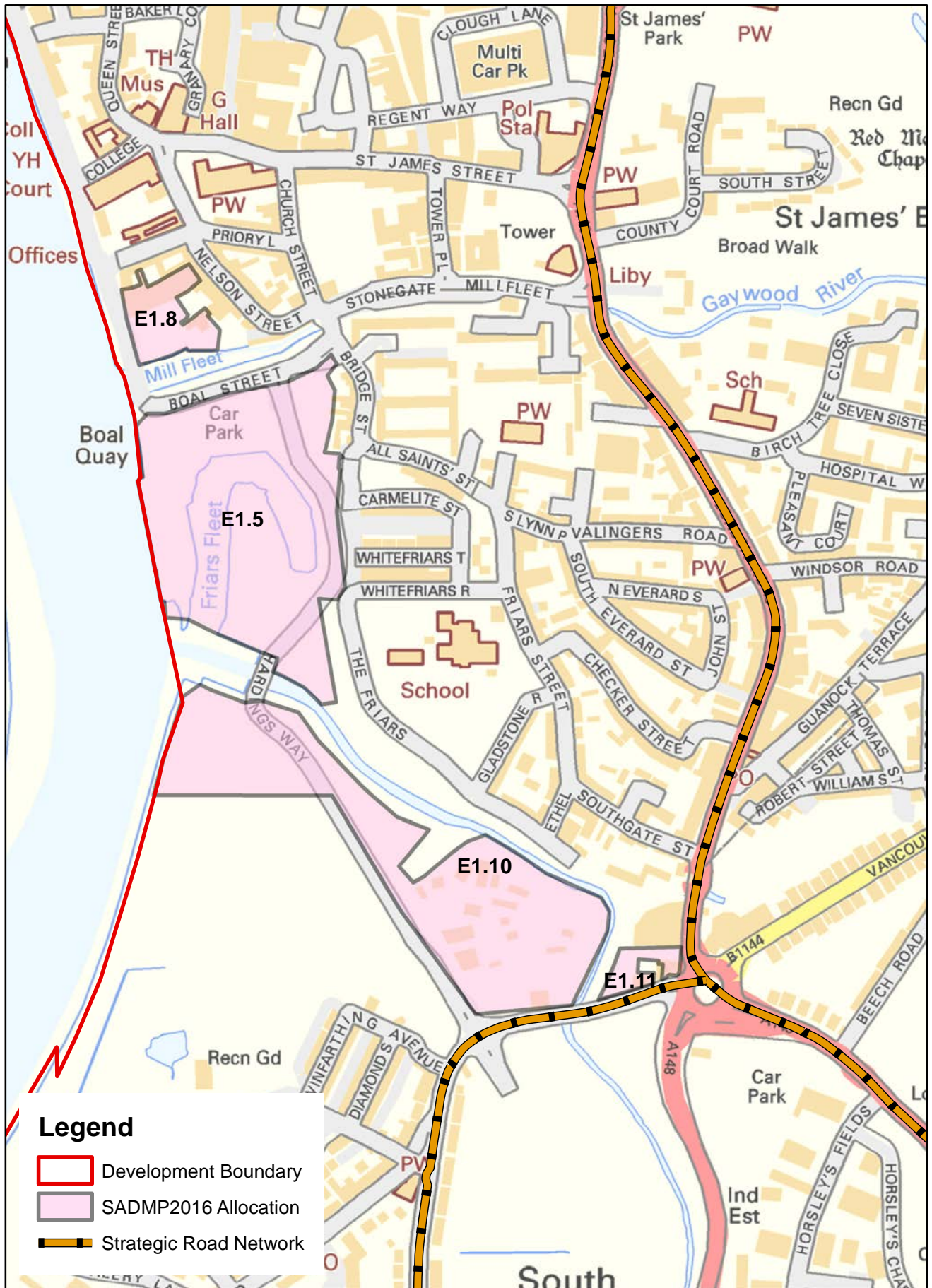
Land amounting to 4.1 hectares as identified on the Policies Map is allocated for a high calibre mixed use. This could include residential development, most likely apartments, of no more than 50 homes.

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

1. Submission of an Archaeological Assessment;
2. The need to conserve and enhance the significance and setting of nearby heritage assets, specifically listed buildings and the conservation area;
3. Submission of a site-specific Flood Risk Assessment. This must consider the residual risk of flooding to the site in the event of a breach of the flood defences. This should include details of the impact and likelihood of a breach occurring;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;

Local Plan Review Pre-Submission Stage 2021

5. Informal recreation provision on, or in the vicinity of, the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to the exercising of dogs) on Roydon Common Special Area of Conservation. This provision may consist of some combination of:
 - a. informal open space (new and/or existing);
 - b. pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;
 - c. a contribution to greenspace provision or management in the wider area within which the site is located;
6. In judging the amount of on-site open space appropriate under Policy LP22 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Harding's Pits Doorstep Green to the south of the site). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;
7. Submission of an Ecological Study that establishes that either:
 - a. there would be no negative impact on flora and fauna;
 - b. or, if any negative impacts are identified, establishes that these could be suitably mitigated;
8. Financial contributions towards the provision of infrastructure;
9. Provision of affordable housing in line with the current standards.



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

Local Plan Review Pre-Submission Stage 2021

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

Site Allocation

9.1.7.1 The site at Parkway, Gaywood consists of former College of West Anglia playing fields, lying between the King's Lynn Academy to the west, the Howard schools to the east and the cycleway and Sand Line railway to the south. Development of this land is being taken forward as part of the Government's Accelerated Construction Programme. A full planning application was submitted in June 2020 following a consultation process. This is for 380 new homes and associated green space, landscaping and infrastructure, together with a new vehicular bridge over the sand line, including new roads, infrastructure and hard and soft landscaping on a larger site.

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

Land amounting to 8.8 hectares is allocated for residential development of some 260 dwellings.

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

1. Retention of the Cross Belt avenue of trees and southern boundary tree belt;
2. Submission of a site specific Flood Risk Assessment;
3. Submission of an Arboricultural Assessment;
4. Submission of an Archaeological Assessment;
5. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
6. Informal recreation provision on, or in the vicinity of, the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to the exercising of dogs) on Roydon Common Special Area of Conservation. This provision may consist of some combination of:
 - a. informal open space (new and/or existing);

Local Plan Review Pre-Submission Stage 2021

- b. pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;
 - c. a contribution to greenspace provision or management in the wider area within which the site is located;
7. In judging the amount of on-site open space appropriate under Policy LP22 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at The Walks to the west of the site). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;
8. Provision of a project level habitats regulations assessment, with particular regard to the potential for indirect and cumulative effects through recreational disturbance to the Roydon Common Special Area of Conservation;
9. Submission of an Ecological Study that establishes that either:
 - a. there would be no negative impact on flora and fauna;
 - b. or, if any negative impacts are identified, establishes that these could be suitably mitigated;
10. Financial contributions towards the provision of infrastructure;
11. Provision of affordable housing in line with the current standards.

Local Plan Review Pre-Submission Stage 2021

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

Site Allocation

9.1.8.1 A Land Review and Feasibility Study in 2009 identified the potential to rationalise existing uses and develop parts of the Lynnsport site for housing. Lynnsport is situated to the east of Columbia Way. A new access road from Edward Benefer Way was completed in 2016. This is another of the sites being brought forward through the public/private joint venture. Full permissions have been issued for 225 dwellings on the 3 sites and construction is underway and largely completed.

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

Land amounting to 13.7 hectares is allocated for residential development of at least 297 dwellings.

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

1. Submission of a site specific Flood Risk Assessment;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Informal recreation provision on, or in the vicinity of, the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to the exercising of dogs) on Roydon Common Special Area of Conservation. This provision may consist of some combination of:
 - a. Informal open space (new and/or existing);
 - b. Pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;
 - c. A contribution to greenspace provision or management in the wider area within which the site is located;
4. In judging the amount of on-site open space appropriate under Policy LP22 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Lynnsport adjacent to the site).

Local Plan Review Pre-Submission Stage 2021

The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;

5. Submission of an Ecological Study that establishes that either:
 - a. there would be no negative impact on flora and fauna;
 - b. or, if any negative impacts are identified, establishes that these could be suitably mitigated;
6. Financial contributions towards the provision of infrastructure;
7. Provision of affordable housing in line with the current standards.

Local Plan Review Pre-Submission Stage 2021

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

Site Allocation

9.1.9.1 The site consists of the former Grain Silos and the vacant former Sommerfeld and Thomas Warehouse and accordingly is classed a brownfield site.

9.1.9.2 The site has a frontage to South Quay and the River Great Ouse. It is bounded to the south by the Millfleet, a watercourse that discharges to the River Great Ouse. To the east the site adjoins the backs of residential properties in Nelson Street. To the north it adjoins Hampton Court and properties fronting South Quay. Devil's Alley, a public footpath, runs through the site, linking Nelson Street to South Quay.

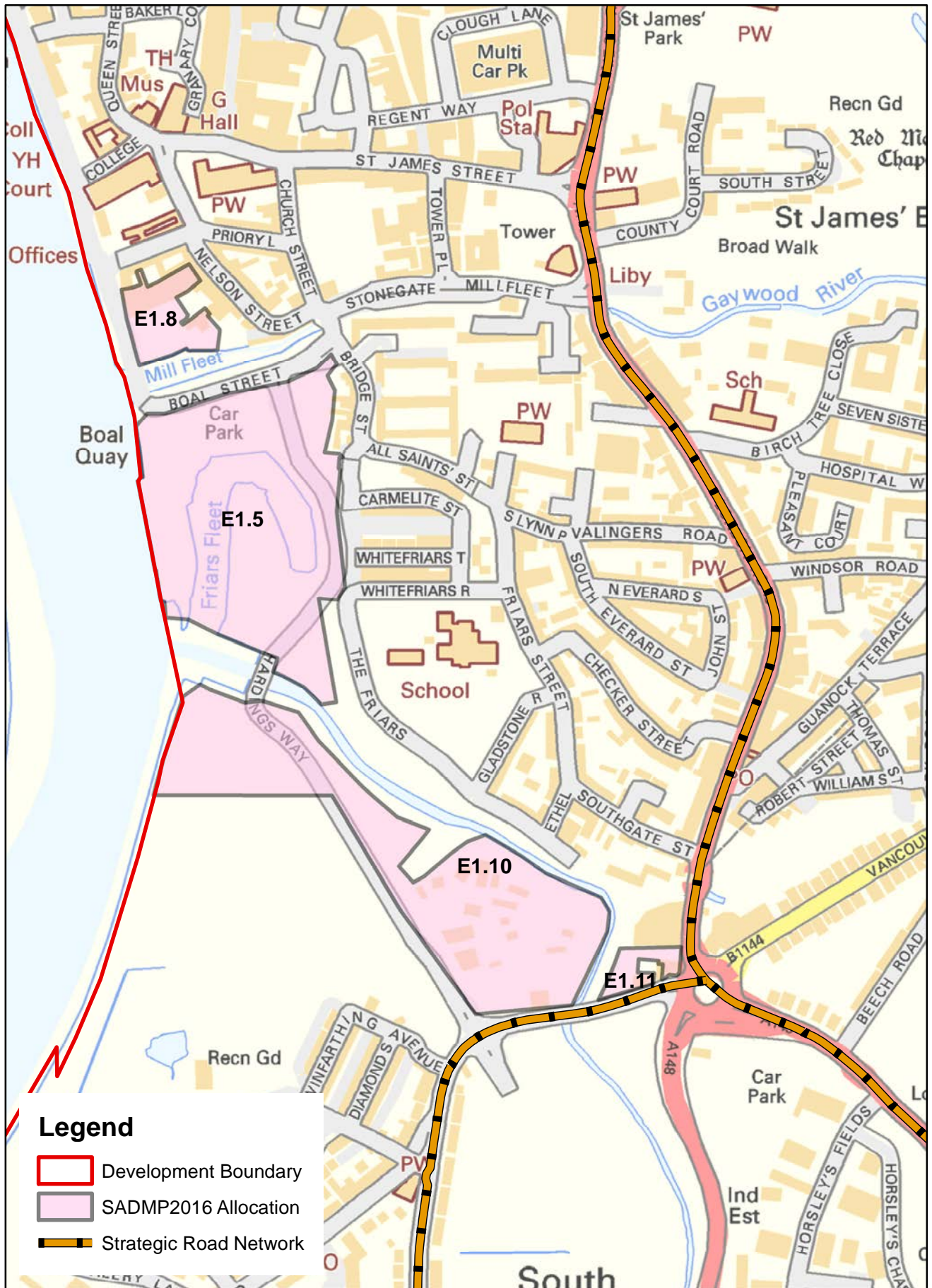
9.1.9.3 The former Grain Silos site (0.32 ha) received planning permission, subject to a section 106 agreement, for 37 apartments and commercial unit(s) in 2014. The Silos site has since been purchased by the Borough Council.

Policy E1.8 King's Lynn - South Quay

Land amounting to 0.5 hectare is allocated for residential development for no more than 50 dwellings.

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

1. Retention of Devil's Alley as a Public Right of Way;
2. Creation of a public walkway along the north bank of the Millfleet;
3. Retention of the Grade II listed Sommerfeld and Thomas Warehouse;
4. A design approach that has regard to massing, materials, scale and views in and out of the site and the impact on nearby listed buildings and the King's Lynn Conservation Area;
5. An Arboricultural Assessment in relation to adjoining trees;
6. Submission of an Archaeological Assessment;
7. Submission of a site-specific Flood Risk Assessment. This must consider the residual risk of flooding to the site in the event of a breach of the flood defences. This should include details of the impact and likelihood of a breach occurring;
8. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
9. Financial contributions towards the provision of infrastructure;
10. Provision of affordable housing in line with the current standards.



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

Local Plan Review Pre-Submission Stage 2021

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

Site Allocation

9.1.10.1 Land west of Columbia Way is being brought forward as part of the public/private joint venture with funding from the Government's Accelerated Construction Programme.

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

Land amounting to 3.3 hectares is allocated for residential development of at least 100 dwellings.

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

1. Provision of a link to the existing cycleway network in the vicinity of the site;
2. Submission of a site specific Flood Risk Assessment;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
4. Informal recreation provision on, or in the vicinity of, the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to the exercising of dogs) on Roydon Common Special Area of Conservation. This provision may consist of some combination of:
 5. Informal open space (new and/or existing);
 6. Pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;
 7. A contribution to greenspace provision or management in the wider area within which the site is located;
 8. In judging the amount of on-site open space appropriate under Policy LP22 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Lynnsport to the east of the site). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;
9. Submission of an Ecological Study that establishes that either:

Local Plan Review Pre-Submission Stage 2021

- a. there would be no negative impact on flora and fauna;
 - b. or, if any negative impacts are identified, establishes that these could be suitably mitigated;
10. Financial contributions towards the provision of infrastructure;
 11. Provision of affordable housing in line with the current standards.

Site Description

9.1.10.2 This site consists of grass and scrubland between the Bawsey Drain and cycleway to the north, Columbia Way and Waterside to the west, Salters Road to the south and Losing a Road to the east.

Local Plan Review Pre-Submission Stage 2021

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

Site Allocation

9.1.11.1 The land north of Wisbech Road consists of a mixture of industrial/former industrial uses to the east of the Hardings Way bus route adjoining the River Nar to the east, together with derelict, scrubland north of Blubberhouse Creek on the eastern side of the bus route and land between the northern boundary of the Harding's Pits Doorstep Green and the Rivers Great Ouse and Nar, west of the bus route.

9.1.11.2 Planning permission for accesses and the moving of the bus gate was granted in September 2017. In addition, planning permission for 7 dwellings at the rear of Harvest House on part of the allocated area was granted in September 2018.

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

Land amounting to 3.8 hectares is allocated for residential development of up to 50 dwellings.

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

1. Submission of a site-specific Flood Risk Assessment. This must consider the residual risk of flooding to the site in the event of a breach of the flood defences. This should include details of the impact and likelihood of a breach occurring;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. Development should preserve or where opportunities arise enhance the King's Lynn Conservation Area and its setting;
4. Informal recreation provision on, or in the vicinity of, the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to the exercising of dogs) on Roydon Common Special Area of Conservation. This provision may consist of some combination of:
 - a. Informal open space (new and/or existing);

Local Plan Review Pre-Submission Stage 2021

- b. Pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;
 - c. A contribution to greenspace provision or management in the wider area within which the site is located;
5. In judging the amount of on-site open space appropriate under Policy LP22 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Harding's Pits Doorstep Green adjacent to the site or Central Park to the south). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;
6. Submission of an Ecological Study that establishes that either:
 - a. there would be no negative impact on flora and fauna;
 - b. or, if any negative impacts are identified, establishes that these could be suitably mitigated;
7. Financial contributions towards the provision of infrastructure ;
8. Provision of affordable housing in line with the current standards.

Local Plan Review Pre-Submission Stage 2021

9.1.12 E1.11 King's Lynn - Southgates Policy

Site Allocation

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

Policy E1.11 King's Lynn - Southgates

Land amounting to 0.2 hectare is allocated for residential development of up to 20 dwellings.

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

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

Local Plan Review Pre-Submission Stage 2021

9.1.13 E1.12 King's Lynn - Employment Land Policy

Employment Allocation

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

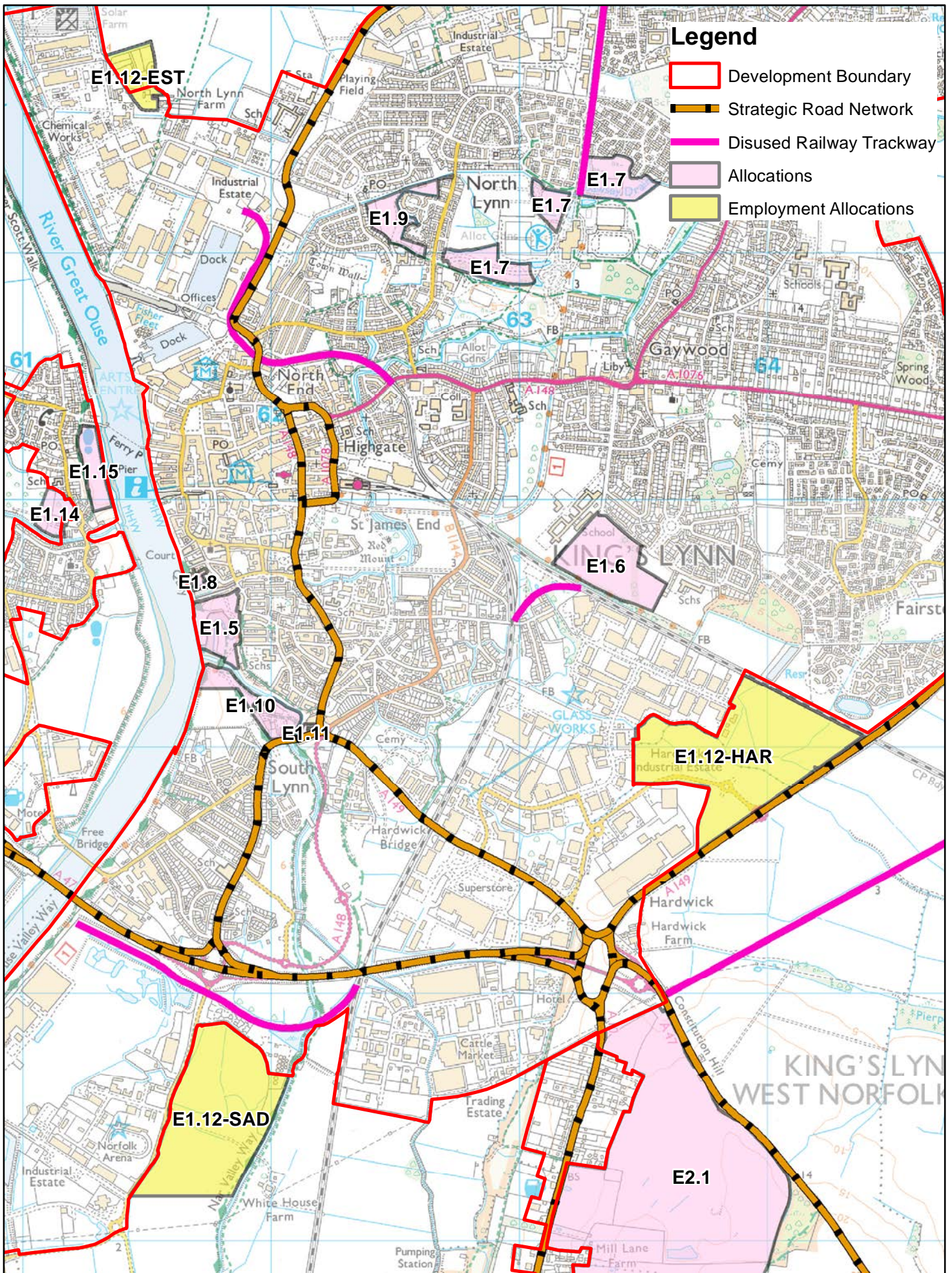
9.1.13.2 The second allocation site (E1.12-SAD) is approximately 23 hectares and lies south-east of the A47(T) Saddlebow roundabout, east of Saddlebow Road and west of the King's Lynn - Cambridge/London railway line.

9.1.13.3 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.

9.1.13.4 Strategic Policy

Policy E1.12 King's Lynn - Employment Land

1. Sites at Hardwick (E1.12-HAR) (27 hectares), Saddlebow (E1.12-SAD) (23 hectares) and Estuary Road (E1.12-EST) (3 hectares) as shown on the Policies Map will be the preferred locations for employment expansion in King's Lynn.
2. The development of these sites to provide for business, industrial and distribution uses will create opportunities to meet future need and provide for choice in line with Strategic Policy LP07 - The Economy.



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

Local Plan Review Pre-Submission Stage 2021

9.1.14 E1.13 King's Lynn - Green Infrastructure Policy

Introduction

9.1.14.1 The Green Infrastructure Strategy identifies gaps in the current Green Infrastructure (GI) network as being:

- the lack of opportunities to cross the A149 to access resources to the east of the town such as Bawsey Country Park, the Gaywood Valley and Roydon Common National Nature Reserve;
- linkages and movement corridors for recreation and wildlife between the town centre and key resources to the north, east and south of the town;
- high quality urban landscape within the town centre;
- further GI provision in the south east of the town, especially where urban expansion is proposed;
- a lack of provision in the northwest of the town.

9.1.14.2 The GI Strategy identifies the need for GI to be included within the urban expansion areas; to protect the GI assets that currently exist in these areas and to configure new GI provision to create a coherent network. The scale of development in the Riverfront area requires GI linkages and provision to be considered. The Bawsey/Leziate Countryside and Recreation Zone (identified in the GI Strategy) offers the opportunity to provide access to an area of countryside and former mineral workings close to the eastern edge of the urban area of King's Lynn. There may be future opportunities to enhance or extend the green infrastructure provision in the vicinity of the Gaywood Valley and Bawsey/Leziate.

9.1.14.3 GI can be used to improve the environmental quality of an area and therefore enhance the image of a town. Employment sites are also included in the strategy, as it is possible to incorporate GI within these commercial areas through green roofs, formal garden areas for workers and sustainable transport routes. The inclusion of such provision in commercial areas can make such sites more appealing with a related positive impact upon rental prices.

9.1.14.4 Additional green infrastructure provision is planned as part of the development of the strategic growth areas around King's Lynn at West Winch/North Runcton, South Wootton, and Knight's Hill. These will enhance the overall provision available in the King's Lynn area, as well as serving a local function in relation to the new housing developed at these locations.

9.1.14.5 The Policy seeks to protect, as well as enhance and extend, GI in and around King's Lynn; by including wording to say that "An agreed package of habitat protection measures to mitigate the potential adverse effects of additional recreational pressures on

Local Plan Review Pre-Submission Stage 2021

Natura 2000 sites will be required”; by including reference to the preparation of more detailed local Green Infrastructure solutions for King’s Lynn and to show named areas in the Policy (Gaywood Valley and Bawsey/Leziate) on the Policies Map.

9.1.14.6 Policy LP23 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.

Policy E1.13 King's Lynn -Green Infrastructure

1. Strategic Green Infrastructure in and around King's Lynn will be protected, enhanced and extended.
2. Additional green infrastructure will be provided in conjunction with the strategic housing developments in and around the town. This will include elements of habitat protection measures relating to mitigation of potential adverse recreational impacts on Natura 2000 sites associated with housing and other developments.
3. Opportunities will be sought to enhance provision in and around the Gaywood Valley, Bawsey and Leziate.