

## Local Plan Review Pre-Submission Stage 2021

# 5 Economy and Transport

## 5.1 LP07 - The Economy Policy

### Introduction

**5.1.1** The Employment Land Review Background Paper 2017/2018 sets out a detailed analysis of the data underpinning the employment land section of the plan. The Retail Overview: King's Lynn Town Centre background paper reviewed the approach to town centre policy in King's Lynn.

### Tourism

**5.1.2** For the purposes of this document Tourism is defined as in the Planning Practice Guidance i.e. the World Tourism Organisation's definition. Tourism plays a significant role in our local economy and the definition highlights the diverse nature of tourism related development.

**5.1.3** The tourism sector is a significant employer in the Borough. The PPG identifies that tourism is extremely diverse and covers all activities of visitors. It advises that local planning authorities, where appropriate, should articulate a vision for tourism in the Local Plan, including identifying optimal locations for tourism. When planning for tourism, local planning authorities should:

- consider the specific needs of the tourist industry, including particular locational or operational requirements;
- engage with representatives of the tourism industry;
- examine the broader social, economic, and environmental impacts of tourism;
- analyse the opportunities for tourism to support local services, vibrancy and enhance the built environment; and
- have regard to non-planning guidance produced by other government departments.

**5.1.4** Local planning authorities may also want to consider guidance and best practice produced by the tourism sector.

**5.1.5** The main tourist appeal in the borough is based on the unique natural environmental assets and the built and historic environment that reflects the heritage of our towns. Care is needed when considering locations for growth, but also in considering how to build upon the existing tourism offer and facilities.

**5.1.6** 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. There are also risks from tourism growth for European sites in relation to recreational pressure from increased numbers of visitors. Any tourism growth will need to comply with Policy LP27.

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### Retail

**5.1.7** The Retail Overview: King's Lynn Town Centre background paper concluded that there was still a need to provide for an additional 20,000 m2 of retail floorspace in King's Lynn Town Centre. However, in the light of the impact of the Pandemic on the Town Centre's retail provision this proposal has now been withdrawn. The focus should now be on a raft of policy measures supporting the King's Lynn Town Centre Partnership and Business Improvement District (BID); aiming for a qualitative improvement of the town centre; and fighting current deficiencies. Redevelopment of vacant units and sites to house new development should be a focus, but also reuse of smaller units, with strategies for (unused) upper floors.

### Employment Land Requirements

**5.1.8** The Employment Land Review 2017/18 concludes that allocating large areas for employment land as in the 1998 Local Plan seems to be unnecessary, in particular the fact that the current SADMP allocations include available employment land worth 19.6 years of supply. In addition, employment land is available at other sites in the borough, such as the Nar Ouse Regeneration Area.

### Locations for Employment Growth

**5.1.9** In the light of the Employment Land Review 2017/18 findings it is proposed in this plan to continue to allocate the existing sites from the SADMP, with one small additional site at Estuary Road, King's Lynn.

**5.1.10** Furthermore, the Council priority to support the regeneration and expansion of our town centres will continue with a town centre first approach in line with the NPPF, in particular for retail, leisure and cultural uses.

### King's Lynn

**5.1.11** The role of King's Lynn as the economic driver for the sub-region means that most growth will be located within/adjoining the town. This sustainable approach to development aims to ensure new jobs are located near to the proposed residential development outlined in the Plan.

#### **5.1.12 Allocated employment locations are the:**

- land adjacent to the Hardwick Industrial Estate;
- land adjacent to the Saddlebow roundabout; and
- land off Estuary Road.

**5.1.13** The employment allocations in King's Lynn total 53 ha.

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### Downham Market

**5.1.14** It is also important to recognise the existing employment related uses at Bexwell, and the significant commitment for an additional 23 ha of employment uses. Given the close proximity of Bexwell to the town, these employment uses will serve the wider area.

**5.1.15** A location for employment is allocated to the south west of the town off St. John's Way (17 ha in total area).

### Hunstanton

**5.1.16** An allocation of employment land is carried forward to the east of the town, adjacent to the A149, south of Hunstanton Commercial Park, of approximately 1 ha in size.

### Rural Areas

**5.1.17** The completions and commitments of employment land illustrate the important role the rural areas play in our local economy. Rather than indicate specific locations for employment growth in rural areas, the policy is intended to enable a flexible approach to employment generating development.

### Supporting East Marine Plan Policies are:

**5.1.18** In summary the policies bullet pointed below support policy LP07, to find out more information on the supporting policies the hyperlink is active over the policy number.

- Economic - [EC1 and EC2](#)
- Tourism and Recreation Areas - [TR3](#)

### Strategic Policy

#### Policy LP07 The Economy

1. The local economy will be developed sustainably:
  - a. job growth will be achieved through the provision of employment land as well as policies for tourism, leisure, retail and the rural economy;
  - b. to increase the proportion of higher skilled jobs while ensuring that opportunities are available for the development of all sectors of the economy and workforce;
2. Some 71 hectares of employment land will be allocated in the period up to 2036 to provide for business, industrial and distribution uses. This will achieve a mix and range of sites consistent with the Settlement Hierarchy to meet identified and future needs and to provide for choice. Some 75% of employment land will be located in King's Lynn, in line with Policy LP01;

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3. The distribution of employment land will be approximately as follows:

Area	Approx. Total land
King's Lynn	53ha
Downham Market	17ha
Hunstanton	1ha
<b>Total</b>	<b>71ha</b>

### Tourism, Leisure and Town Centre Uses

4. Retail, tourism, leisure, and cultural industries are key elements of the economic and social vibrancy of our borough, and contribute to the regeneration and growth of the area. The policy approach to retail development is addressed within the Settlement Hierarchy policy;
5. The Council will promote opportunities to improve and enhance the visitor economy:
  - a. supporting tourism opportunities throughout the borough.
  - b. promoting the expansion of the tourism (including leisure and culture) offer in Hunstanton to create a year-round economy.
  - c. smaller scale tourism opportunities will also be supported in rural areas to sustain the local economy, providing these are in sustainable locations and are not detrimental to our valuable natural and historic environment.
6. The Council will permit the development of new and existing tourism accommodation in rural areas subject to the following criteria being met:
  - 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.

### Rural Employment Exception Sites

7. The Council will support the rural economy and diversification through a rural exception approach to new development within the countryside; and through a criteria-based approach to retaining employment land and premises;

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8. Permission may be granted on land which has not been allocated for development for an employment generating use which assists in delivering sustainable economic development in the rural area. Any development must satisfy the following criteria:
  - a. it should be appropriate in size and scale to the local area;
  - b. it should be adjacent to the settlement;
  - c. the proposed development and use will not be detrimental to the local environment or local residents

### **Retention of Employment Land**

9. The Council will seek to retain land or premises currently or last used for employment purposes (including agricultural uses) unless it can be demonstrated that:
  - a. continued use of the site for employment purposes is no longer viable, taking into account the site's characteristics, quality of buildings, and existing or potential market demand; or
  - b. use of the site for employment purposes gives rise to unacceptable environmental or accessibility problems particularly for sustainable modes of transport; or
  - c. an alternative use or mix of uses offers greater potential benefits to the community in meeting local business and employment needs, or in delivering the Council's regeneration agenda.

### **Skills and Aspirations**

10. Opportunities for innovation, skills and training will be expanded through:
  - a. facilitating the expansion of, and access to, further and higher education provision.
  - b. encouraging links between training and education provision and relevant business concentrations;
  - c. supporting primary and secondary schools, throughout the borough, to improve facilities for the provision of a good range of vocational and academic education for the whole community.

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**Policy LP07 contributes to Strategic Objectives 1, 2, 3, 4, 5, Economy.**

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### 5.2 LP08 - Retail Development Policy

#### Introduction

**5.2.1** Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

**5.2.2** Planning policies should:

- define a network and hierarchy of town centres and promote their long-term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters;
- define the extent of town centres and primary shopping areas, and make clear the range of uses permitted in such locations, as part of a positive strategy for the future of each centre;
- retain and enhance existing markets and, where appropriate, re-introduce or create new ones;
- allocate a range of suitable sites in town centres to meet the scale and type of development likely to be needed, looking at least ten years ahead. Meeting anticipated needs for retail, leisure, office and other main town centre uses over this period should not be compromised by limited site availability, so town centre boundaries should be kept under review where necessary;
- where suitable and viable town centre sites are not available for main town centre uses, allocate appropriate edge of centre sites that are well connected to the town centre. If sufficient edge of centre sites cannot be identified, policies should explain how identified needs can be met in other accessible locations that are well connected to the town centre; and
- recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.

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

#### Relevant Local and National Policies

- National Planning Policy Framework: Ensuring the vitality of town centres
- Strategic Policy LP07: Economy

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### Policy Approach

**5.2.4** Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan.

**5.2.5** Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

**5.2.6** When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.

**5.2.7** This sequential approach should not be applied to applications for small scale rural offices or other small scale rural development.

**5.2.8** The policy makes provision for the creation of local services and facilities including appropriate scale retail provision in locations well related to new residential development, as an aid to reducing the need to travel to such services. Such provision is incorporated in many of the specific urban expansion areas and the approach for consistency is reflected in the retail development policy.

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### Strategic Policy

#### Policy LP08 Retail Development

1. The Council attach a high priority to the need to support and maintain King's Lynn, Downham Market and Hunstanton as retail centres. This will be achieved by a combination of measures to improve attractiveness (by increased accessibility, environmental enhancements, events and promotions), as well as strongly supporting proposals to redevelop and invest in the town centres including, where necessary, the use of compulsory purchase powers to consolidate land.
2. New retail uses will be expected to be located in these town centres unless an alternative location is demonstrated to be necessary. If there are no suitable sites in the town centre, an edge of centre location will be expected. Other locations will only be acceptable where it is demonstrated either that there are no suitable sites in the town centre and edge of centre, or the format or nature of the proposed use would not be appropriate in a town centre location (e.g. bulky goods and trade, rural retail services, etc.).
3. The Council will strongly resist proposals for out of centre retail uses that either individually or cumulatively would undermine the attractiveness and viability of the town centres. Retail impact assessments will be required for individual schemes having a gross floorspace greater than 2,500 square metres, although in the case of the Hardwick area in King's Lynn (where there is already a significant accumulation of out of town centre retailing) greater weight will be attached to the cumulative impact of new development on the town centre. New retail uses in this area will not be subject to a floorspace threshold and will only be approved where they meet the sequential test set out in the NPPF and will not individually or cumulatively undermine the viability of the town centre.
4. The provision of local scale retail and service provision as part of the development of larger residential-led schemes will be supported where these are designed to provide facilities for local residents and are of small scale (individual units not exceeding 500 sq. m.) because these assist in reducing the need to travel to such services and hence the sustainability of the development, without undermining the viability of the town centres.



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### 5.3 LP09 - Touring and Permanent Holiday Sites Policy

#### Introduction

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

**5.3.2** Permanent holiday sites can have a significant impact on the landscape and are vulnerable to the effects of flooding. Whilst these types of development occur across the Borough, they are most prevalent within the coastal settlements of Hunstanton, Heacham and Snettisham, which are largely within the Coastal Change Management Area (see policy LP17). Touring caravan and camping sites have a lower impact on the landscape as they are not permanently occupied and there may be little evidence of activity in winter months. However, in summer months they can be intrusive in the landscape and may add to visitor pressure on particular areas if not controlled.

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

#### Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Supporting a prosperous rural economy
- National Planning Policy Framework: Meeting the challenge of climate change, flooding and coastal change
- National Planning Practice Guidance

#### Strategic Policies:

- LP07 The Economy
- LP15 Coastal Areas
- LP16 Norfolk Coast AONB Policy
- LP18 Design and Sustainable Development Policy
- LP41 Development in Rural Areas

#### Supporting East Marine Plan Policies are:

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In summary the policies bullet pointed below support policy LP09, to find out more information on the supporting policies the hyperlink is active over the policy number.

- Economy - [EC1 and EC2](#)
- Tourism and recreation areas - [TR3](#)
- Climate Change - [CC1](#)
- The Wash Shoreline Management Plan (SMP) (2010) and North Norfolk SMP (July 2011)

### Policy Approach

**5.3.4** In order that touring and permanent holiday sites do not have a significant adverse impact on the landscape, it is proposed that new sites and extensions to and intensification of existing sites will not normally be permitted within the Norfolk Coast AONB, SSSIs and the coastal change management area.

**5.3.5** Policy LP17 Coastal Change Management Area defines how proposals for touring and permanent holiday sites within the coastal change management area (as defined on the policies map) will be assessed.

### Policy LP09 – Touring and Permanent Holiday Sites

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

#### Location requirements

1. Proposals for new holiday accommodation sites or units or extension or intensification to existing holiday accommodation will not normally be permitted unless:
  - a. the proposal is supported by a business plan demonstrating how the site will be managed and how it will support tourism or tourist related uses in the area;
  - b. the proposal demonstrates a high standard of design in terms of layout, screening and landscaping ensuring minimal adverse impact on visual amenity and conserves and enhances the historical and natural environment; and
  - c. the site can be safely accessed;
  - d. it is in accordance with national policies on flood risk;
  - e. the site is not within the coastal change management area indicated on the Policies Map, or within areas identified as flood zone 3 in the Borough Council’s Strategic Flood Risk Assessment.

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2. Major development proposals for holiday accommodation in the Norfolk Coast Area of Outstanding Natural Beauty (AONB) will be refused other than in exceptional circumstances and where it can be demonstrated that the development is in the public interest. Minor development proposals for holiday accommodation will only be permitted within the AONB where it can be demonstrated that the proposal will not negatively impact on the landscape setting and scenic beauty of the AONB or on the landscape setting of the AONB if outside the designated area.
3. Proposals for uses adversely affecting Sites of Special Scientific Interest (SSSIs) or European Sites will be refused permission. Project level HRA will be required for proposals affecting European Sites in line with Policy LP27.

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

4. Where development is permitted in the open countryside for new holiday accommodation, it is essential that such uses are genuine and will be operated and maintained as tourist facilities in the future. To achieve this aim, occupancy conditions will be placed on future planning permissions requiring that:
  - a. the accommodation is occupied for holiday purposes only and shall be made available for rent or as commercial holiday lets;
  - b. the accommodation shall be for short stay accommodation only (no more than 28 days per single let) and shall not be occupied as a person's sole or main place of residence; and
  - c. the owners / operators shall maintain an up-to-date register of lettings/occupation and shall make this available at all reasonable times to the Local Planning Authority.

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### **5.4 LP10 - Development associated with the National Construction College site, Bircham Newton (CITB), British Sugar Factory, Wissington and RAF Marham Policy**

#### **Introduction**

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

**5.4.2** Strategic Policy LP01, 'Spatial Strategy', identifies encouraging economic growth and inward investment as one of the Borough's development priorities. Strategic Policy LP07, 'The Economy', states the local economy will be developed to facilitate job growth, and to increase the proportion of higher skilled jobs. The National Planning Policy Framework (para. 81) states that planning policies should "set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration".

**5.4.3** The RAF base (and associated facilities) at Marham is the largest single employment site in the Borough, supporting over 4,000 jobs, with a wide range of roles, and in particular a strong emphasis on high-end engineering skills. The estimated annual value to the local economy is in excess of £150 million. The base hosts the whole of the RAF strategic strike capability, and this pre-eminence will continue into the future as RAF Marham has been designated the sole operating base for the Lightning II aircraft which has replaced the current Tornado.

**5.4.4** The National Construction College employed staff numbers of around 650. It has recently moved its headquarters to Peterborough and outsourced some administrative activities. However it has retained the training function pending sale to a third party. It is the leading facility of its type in the UK and can perform a key role in supporting the UK construction industry through provision of highly specialised professional and technical training. It has the capacity to train and employ around 20,000 people per annum and at full capacity contributes some £25m to the local economy. The college can also provide facilities for other, training or similar private operations. It currently hosts the global architectural training company "Constructionarium".

**5.4.5** Furthermore, it provides a range of facilities that are used by the local community and others. These include conference facilities for training, education and life/celebration events, a 25 metre indoor heated swimming pool, other sports facilities and hosts an RAF Heritage Museum. Following its sale to a third party it is important to encourage the continuing

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use of all of the site, preferably for employment purposes but other developments could be considered within the overarching policies of this local plan and providing the rural character of the area is maintained.

**5.4.6** British Sugar's diverse operations at Wissington Sugar Factory are of national importance, as it is one of the largest sugar beet processing factories in the world and one of the four sugar beet factories in the UK. It is a major enterprise in the Borough and the wider region, generating and supporting onsite and off-site jobs, including sugar beet growers.

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

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

**5.4.9** In order to strengthen these facilities, the policy highlights the support given to development for their improvement. It also indicates that a positive approach will be taken to development in support of this, provided this is not inconsistent with the Strategic Policies, taken broadly. There will be a need to balance the economic and employment benefits with environmental and other factors, but the Borough Council will be willing to consider some relaxation of the application of policies for the location of, say, housing and new employment uses, provided this does not compromise the settlement strategy taken as a whole, and such a relaxation is justified by the overall benefits and sustainability.

**5.4.10** In order to ensure the policy intentions are delivered an application for supporting development would be expected to be accompanied by:

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

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### **Policy LP10 - Development associated with the National Construction College site, Bircham Newton (CITB), British Sugar Factory, Wissington and RAF Marham**

1. The Council strongly supports the roles that the former National Construction College site, Bircham Newton, British Sugar Factory, Wissington and RAF Marham play as local employers and as centres of excellence for construction and advanced engineering respectively.
2. The Council will adopt a positive approach to new development to improve these facilities. Non-operational development which supports the retention, enhancement or expansion of these facilities will be permitted where it can be demonstrated that:
  - a. the development will enhance the facility's long term value to the Borough's economy and employment; and
  - b. there are robust mechanisms to ensure the improvements justifying the supporting development are delivered and sustained; and
  - c. the resulting development will not undermine the spatial strategy set out in Strategic Policy LP01; and
  - d. it will not result in the loss of land needed for operation of the facility or reduce its reasonably foreseeable potential to expand or be reconfigured.

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### 5.5 LP11 - Strategic and Major Road Network Policy

#### Introduction

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

#### Relevant Local and National Policies

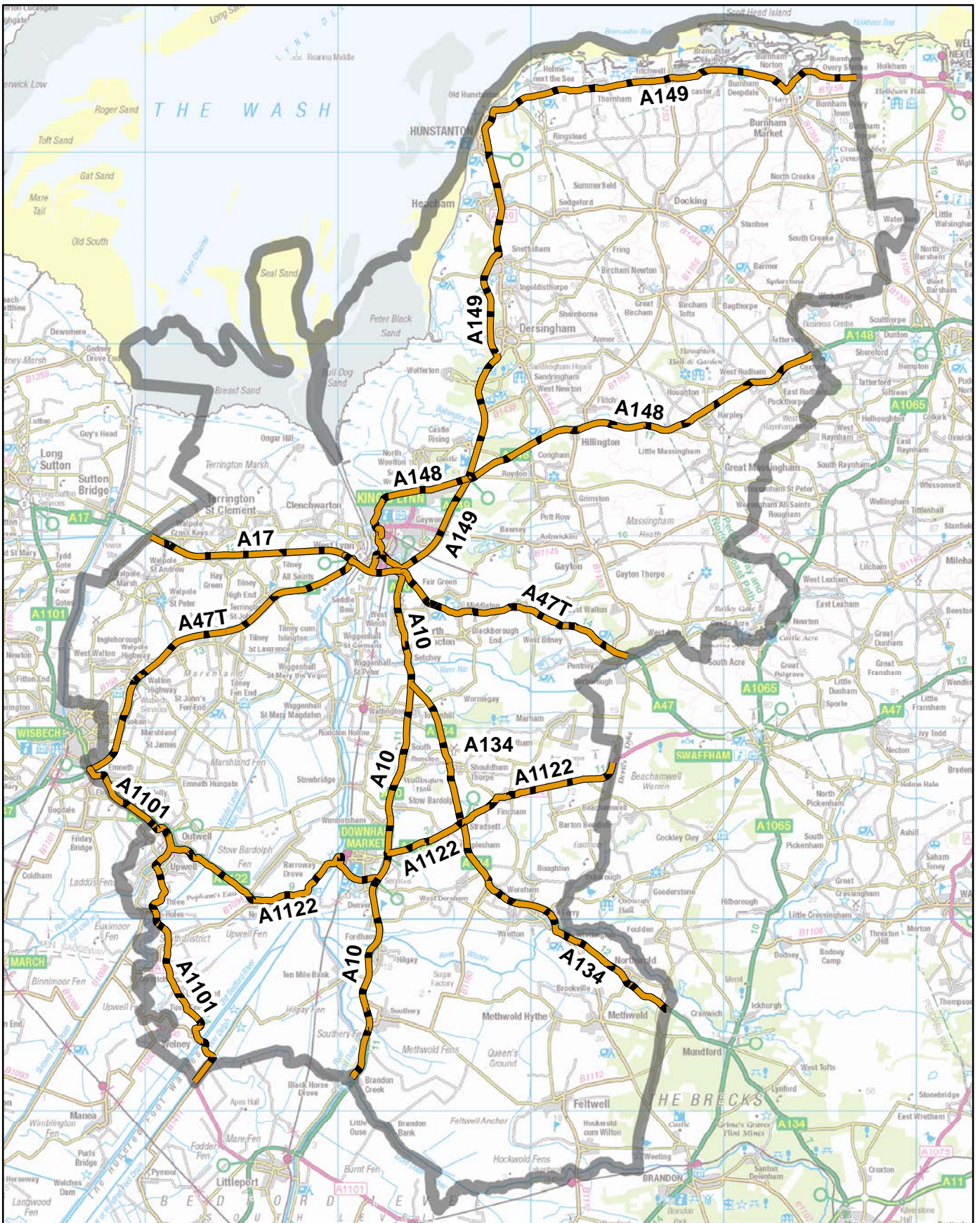
- National Planning Policy Framework: Promoting sustainable transport
- National Planning Policy Framework: Promoting healthy and safe communities
- National Planning Policy Framework: Supporting a prosperous rural economy
- Strategic Policy LP13 Transport

#### Policy Approach

**5.5.2** New development near strategic routes, or on side roads connecting to them, can add significant volumes of local traffic so the proposed policy approach is to not allow development that could undermine their function as long distance routes. Norfolk County Council have designated such roads, these include the A10, A17, A47, A134, A148, A149, A1101 and A1122 and are identified on the Policies Map. The Major Road Network (MRN) forms a middle tier of the country's busiest and most economically important local authority 'A' roads, sitting between the national Strategic Road Network (SRN) and the rest of the local road network. A specific new funding stream will be dedicated to improvements on MRN roads.

**5.5.3** Strategic Policy LP13 identified some of this same network for improvement, including measures to reduce congestion and improve reliability and safety. The purpose of the Policy below is not to reproduce that, but to reflect and ensure that the most important roads in the area do not have their safety and reliability degraded by ill-designed or located development. Hence it is considered desirable to include within this provision the additional main routes (not subject of the Strategic Policy) of the A1101, A1122 and the north coast part of the A149.

**5.5.4** The NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. This wording is reflected in the policy.



## Strategic Road Network - Corridors of Movement

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### Strategic Policy

#### Policy LP11 – Strategic and Major Road Network

1. The Strategic Road Network within the Borough, comprising the A10, A17, A47, A134, A148, A149, A1101 & A1122 and shown on the Policies Map, will be protected as follows outside of the settlements specified within Strategic Policy LP02:
  - a. New development, apart from specific plan allocations, will not be permitted if it would include the provision of vehicle access leading directly onto a road forming part of this Strategic and Major Road Network;
  - b. New development served by a side road which connects to a road forming part of the Strategic and Major Road Network will be permitted provided that any resulting increase in traffic would not have a severe cumulative impact on:
    - i. the route's national and strategic role as a road for long distance traffic;
    - ii. highway safety;
    - iii. the route's traffic capacity over peak times - this may be anytime depending on different area's characteristics;
    - iv. the amenity and access of any adjoining occupiers.
2. In appropriate cases a Transport Assessment will be required to demonstrate that development proposals can be accommodated on the local road network, taking into account any infrastructure improvements proposed.
3. Strategic Policy LP13 sets out the transport requirements for development proposals to demonstrate that they accord with. Paragraph 013 - Transport Assessments and Statements of the Planning Practice Guidance should also be considered.

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### 5.6 LP12 - Disused Railway Trackways Policy

#### Introduction

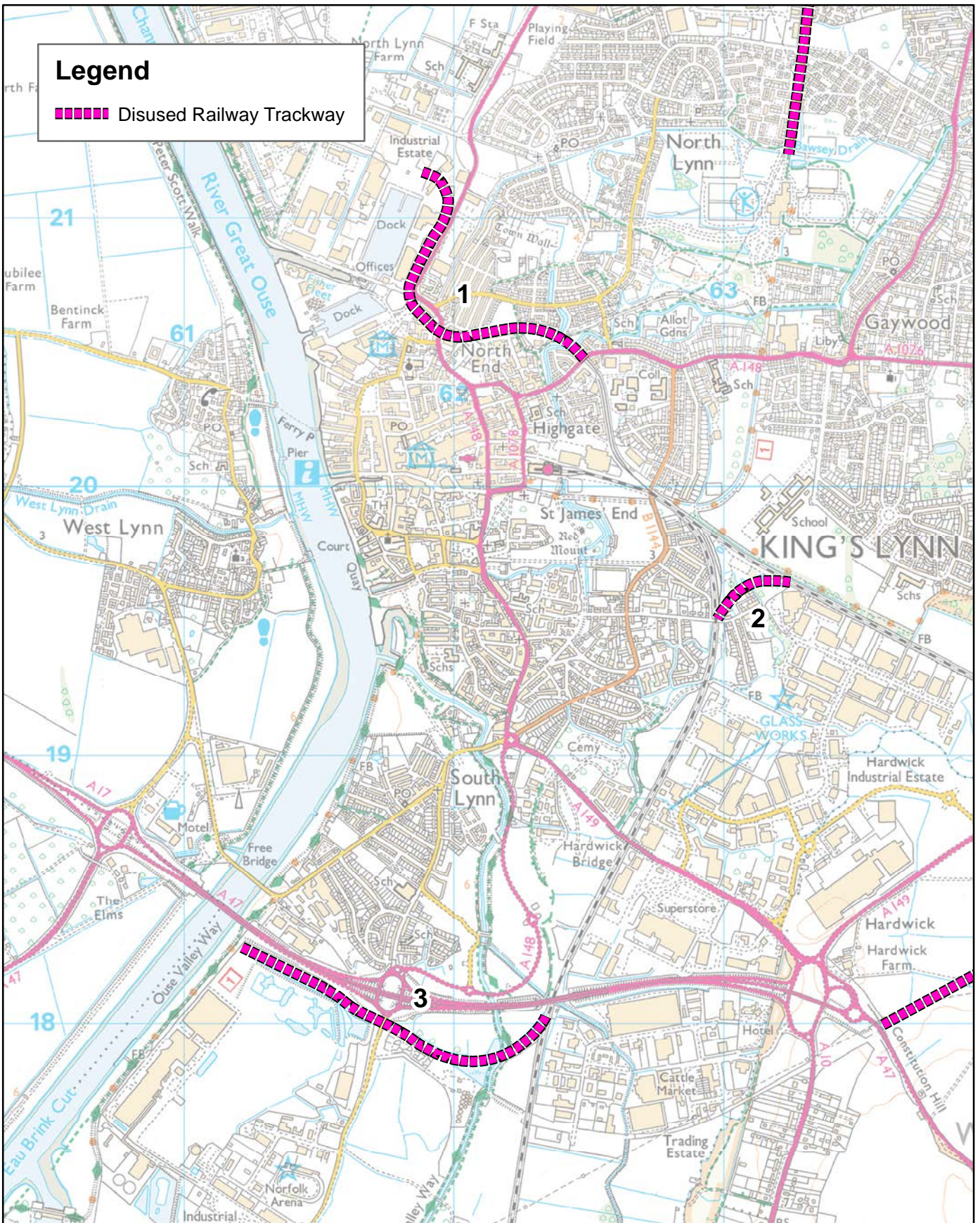
**5.6.1** One of the key aims of the National Planning Policy Framework is to promote sustainable transport. Encouragement is given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Disused railway trackways and routes can be a valuable resource, such as, providing future routes for footpaths or cycleways. It is therefore important to protect them from adverse development which might otherwise compromise their future as alternative economic or recreational transport routes. The County Council's Greenways Project is examining the potential reuse of the former railway track beds between King's Lynn and Hunstanton and King's Lynn and Fakenham as walking and cycling routes.

#### Relevant Local and National Policies

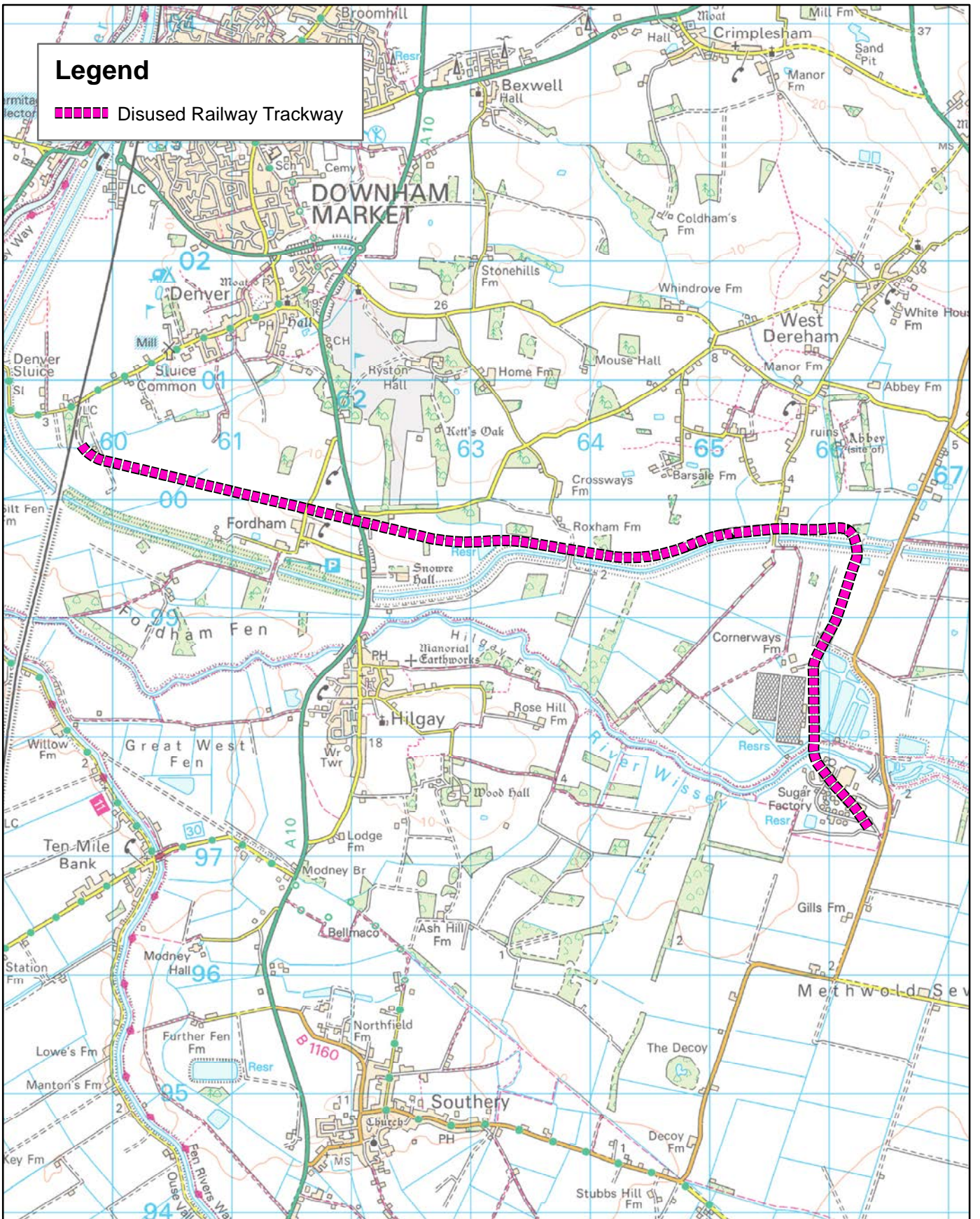
- National Planning Policy Framework: Promoting sustainable transport
- National Planning Policy Framework: Supporting a prosperous rural economy
- Strategic Policy LP13 Transport

#### Policy Approach

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



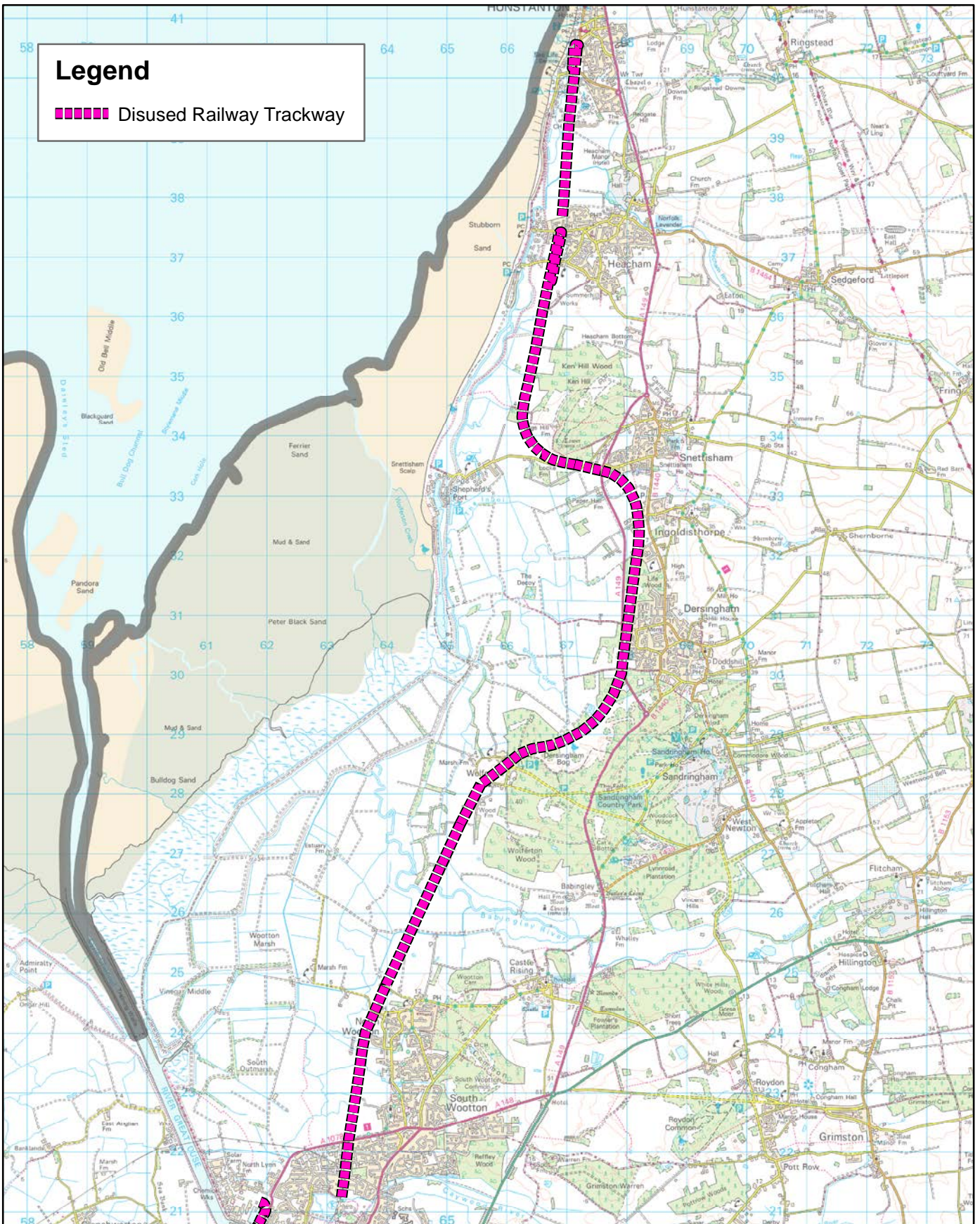
**Disused Railway Trackway - King's Lynn**  
**1. Alexandra Docks to Bentinck Docks**  
**2. East Curve**  
**3. Harbour Junction to Saddlebow Road**



## Disused Railway Trackway - Denver to Wissington

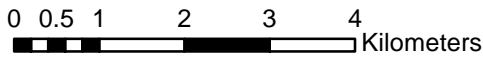
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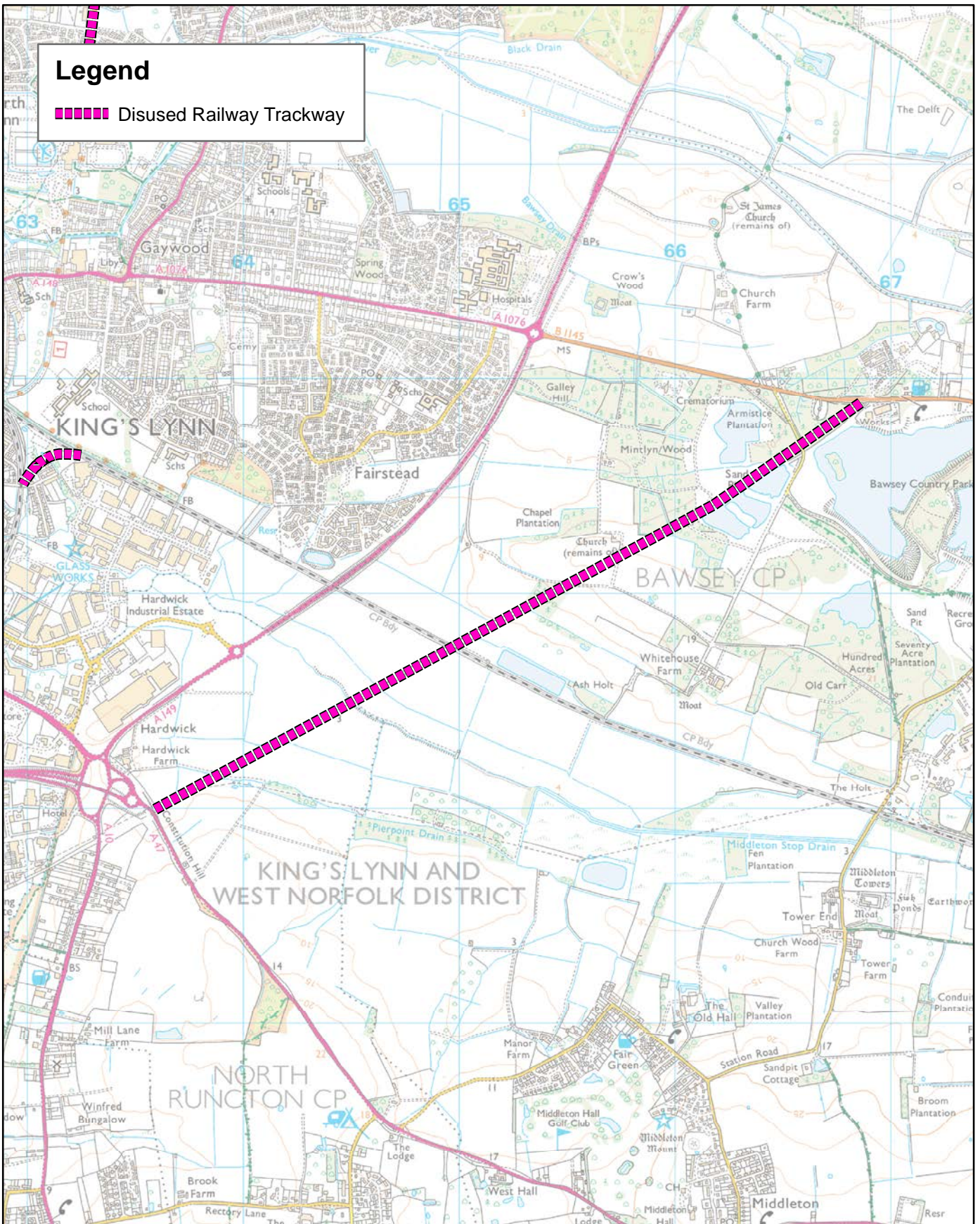




## Disused Railway Trackway - King's Lynn to Hunstanton

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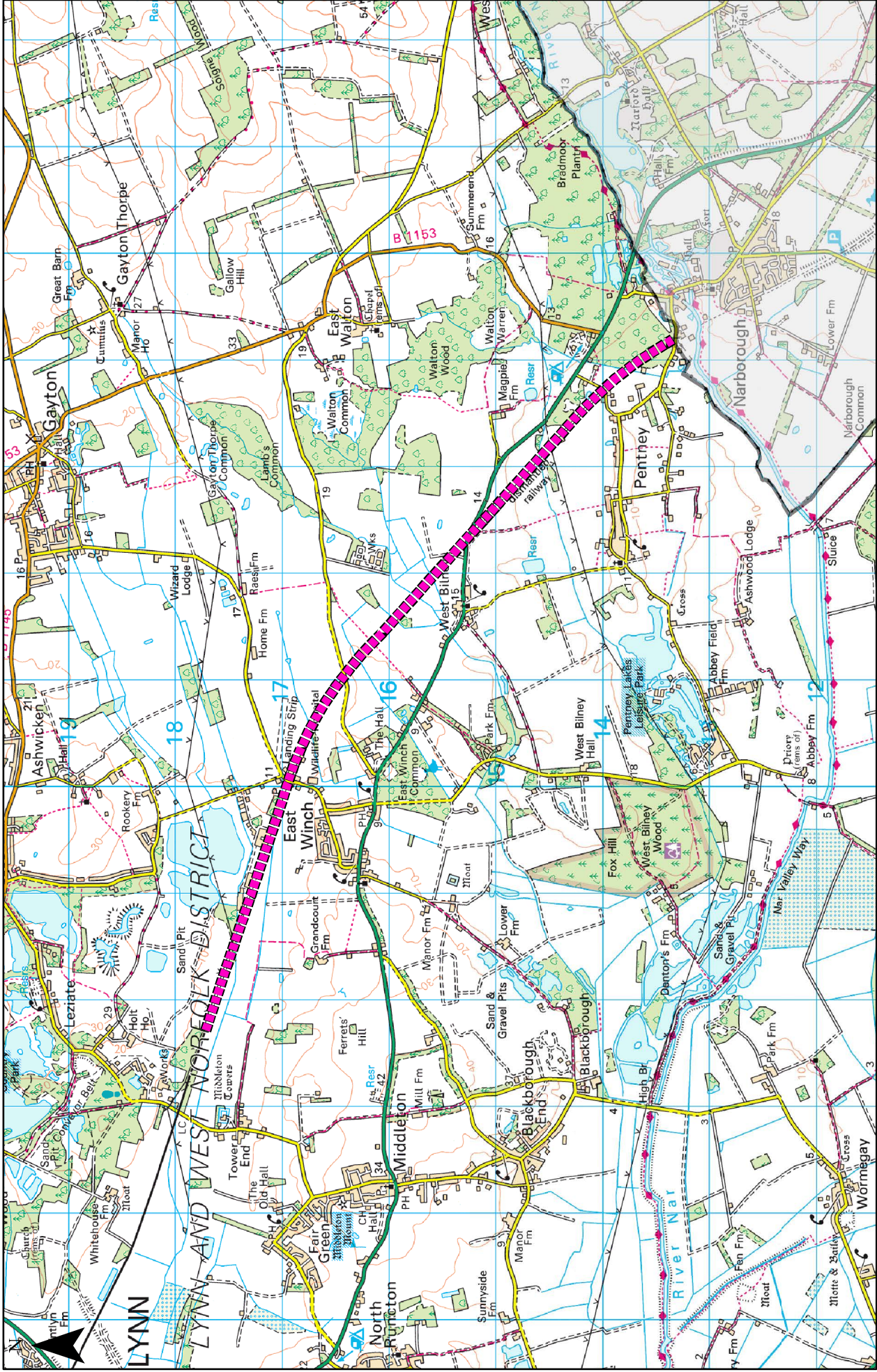




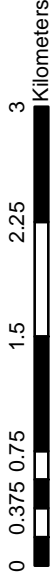
### Disused Railway Trackway - King's Lynn to Fakenham Line

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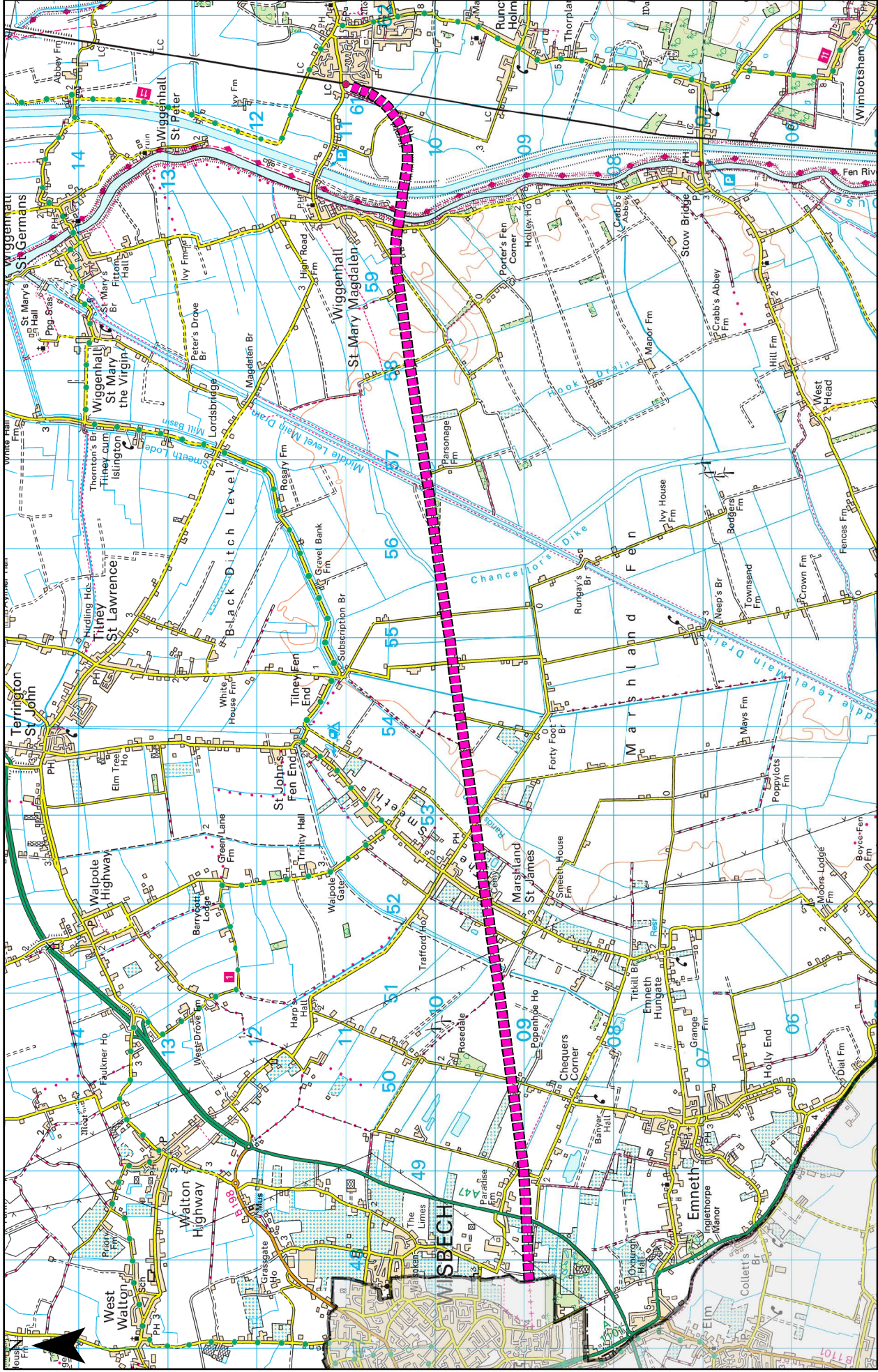




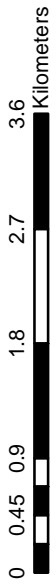
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**Disused railway trackway  
 From Middleton Towers to the borough boundary at Pentney**



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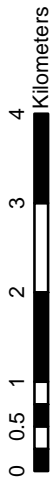
**Disused railway trackway  
 From the A47 near Wisbech to Watlington (Magdalen Road)**





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**Disused railway trackway  
 Heacham to the borough boundary at Burnham Overy**



## Local Plan Review Pre-Submission Stage 2021

### Strategic Policy

#### Policy LP12 - Disused Railway Trackways

1. The following existing and former railway trackways and routes, as indicated on the Policies Map, will be safeguarded from development which would prejudice their potential future use for paths, cycleways, bridleways, new rail facilities, etc. unless the proposals for trackway use are accompanied by appropriate alternative route provision that makes the safeguarding unnecessary:
  - a. King's Lynn Harbour Junction - Saddlebow Road;
  - b. King's Lynn east curve;
  - c. King's Lynn docks branch to Alexandra Dock and Bentinck Dock;
  - d. Denver - Wissington;
  - e. King's Lynn to Hunstanton;
  - f. Part of the former King's Lynn to Fakenham line route from the West Winch Growth Area to the Bawsey/Leziate countryside sports and recreation area towards Fakenham;
  - g. From Middleton Towers to the borough boundary at Pentney;
  - h. From the A47 near Wisbech to Watlington (Magdalen Road); and
  - i. Heacham to the borough boundary at Burnham Overy.
2. The King's Lynn docks branch (as above) will, however, not be safeguarded to the extent this compromises port operations within the Port Estate.

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### 5.7 LP13 - Transportation Policy

#### Introduction

**5.7.1** The borough sits at important junctions of the A10, A17 and A47 roads, which link West Norfolk to Norwich, Cambridge and Peterborough and more generally to the south and midlands. There are direct, electrified rail links between King's Lynn and Downham Market which provide frequent services to Cambridge and London. West Norfolk has an extensive system of inland waterways, and sea links to northern and eastern Europe.

**5.7.2** The existing strategic transport links are vitally important in connecting settlements in West Norfolk to regional centres and the wider area. However, the borough is characterised as being more poorly connected than the regional economic centres of Norwich and Cambridge, which have connectivity scores well above the national average<sup>(16)</sup>. This is reflected in the low proportion of jobs taken by non-residents of the borough and of residents travelling out to work elsewhere.

**5.7.3** In addition to connectivity, the borough faces some specific transport related issues. It is recognised that in such a rural borough, many people rely on the car as the main mode of transport. Issues relating to the use of vehicles include road accidents, pollution, congestion and parking which particularly affect areas in and around King's Lynn and the market towns. Vehicular related issues can be exacerbated during the summer tourist season and can cause a localised problem on coastal routes such as the A149, and through rural settlements. Whilst it is vital that West Norfolk is accessible by vehicle, the strategy will encourage the use of more sustainable transport methods to move away from fossil-fuelled vehicles, where possible, and will facilitate conditions for the reduction of vehicular traffic in the long term.

#### Norfolk Local Transport Plan (2011-2026)

**5.7.4** Norfolk's third Local Transport Plan 2011-26 has been adopted.

**5.7.5** This describes the county's strategy and policy framework for delivery up to 2026. It will be used as a guide for transport investment and considered by other agencies when determining planning or delivery decisions.

**5.7.6** The plan reflects the views of local people and stakeholders, identifying six priorities;

- Maintaining and managing the highway network
- Delivering sustainable growth
- Enhancing strategic connections
- Reducing emissions
- Improving road safety
- Improving accessibility

## Local Plan Review Pre-Submission Stage 2021

### King's Lynn Transport Study and Strategy

**5.7.7** Norfolk County Council (NCC) and the borough council in partnership are carrying out transport study work leading to the development of a Transport Strategy for the town. The study will comprise a series of workstreams some of which will run in parallel:

- Traffic surveys during spring 2018
- Analysis of the current and future transport problems and issues;
- Development of possible transport options identified by both BCKLWN and NCC to address the issues;
- Building a microsimulation traffic model of the central area of the town and using this to test possible transport schemes;
- Stakeholder consultation/workshop and identification of a preferred strategy for BCKLWN and NCC to pursue.

**5.7.8** The project is to understand current and future issues and develop a preferred strategy, including modelling of the options available, to arrive at a series of implementable scheme proposals. It will provide a focus for activities in and around the town particularly with regard to ongoing initiatives by the Borough Council to improve the town:

- King's Lynn Riverfront Regeneration – Nelson Quay;
- Heritage Action Zone including the HAZ Paving Study;
- Declared Air Quality Management Areas;
- Local Plan review.

**5.7.9** The study is intended to unlock the significant potential of King's Lynn by identifying transport barriers to growth and economic development and setting out a focus and direction for how this will be addressed following the direction of the Local Plan.

**5.7.10** The King's Lynn Transport Strategy sets out the vision, objectives and short, medium and long-term transport improvements required to support the existing community of King's Lynn and to assist in promoting economic growth in the area. The Vision and Objectives can be applied in a slightly modified form to the wider Borough as follows:

#### Vision

**5.7.11** To support sustainable economic growth in King's Lynn and West Norfolk by facilitating journey reliability and improved travel mode choice for all, whilst contributing to improved air quality; safety; and protection of the built environment.

#### Objectives

- a. Provide a safe environment for travel by all modes;
- b. Encourage accessibility by all modes whilst conserving and enhancing the Borough's rich natural and historic environment;

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- c. Support sustainable housing and economic growth;
- d. Reduce the need to travel by car through development planning;
- e. Manage traffic congestion where it occurs;
- f. Increase active travel mode share for short journeys;
- g. Promote and encourage the use of public transport; and
- h. Reduce harmful emissions and air quality impacts.

**5.7.12** Parts of King's Lynn are designated as Air Quality Management Areas due to vehicle emissions. Congestion and associated pollution from vehicle traffic is a key issue in the town centre. Improvements to the public realm will prioritise pedestrian and cycle access, helping to make central King's Lynn less car orientated, as well as safer and more attractive. Congestion is also an issue on the outskirts of the town causing traffic to be held up between King's Lynn town centre and the A47 and A149, ultimately affecting the ability to connect the Sub Regional Centre to the wider area.

**5.7.13** Road safety is a particular issue in the King's Lynn area. There has been a high proportion of road accidents on A roads and several corridors were identified as having large clusters of accidents, including the A148, A149, A1076, and B1144, which form the gyratory and its southern and eastern access routes. The Borough Council are continuing to work with Norfolk County Council and Highways England to improve road safety and reduce accident rates within the King's Lynn and West Norfolk area.

**5.7.14** It is essential for residents and businesses of King's Lynn that the town remains accessible and that planned growth is adequately accessed. In the long term, reducing the necessity for vehicles to access the town centre by improving public transport could reduce congestion and pollution from vehicles.

### **Hunstanton, Downham Market and Growth Key Rural Service Centres**

**5.7.15** The priority for Hunstanton, Downham Market and the Growth Key Rural Service Centres is to increase connectivity between these centres and the surrounding settlements, to ensure people have access to the services they need. As part of this, it is important for the public transport network to be maintained and improved on key routes to and within the main towns and service centres.

**5.7.16** Norfolk County Council is conducting Market Town Network Improvement Strategies. The strategies are transport focused, aimed at resolving issues and delivering local growth in jobs and housing. Downham Market is one of the market towns currently being studied.

**5.7.17** The proposed scope of the study is to understand for each market town the current transport issues in areas such as cycle network, road traffic, parking and access to services and facilities; its future situation such as the impacts of any growth proposals on local transport network; the implications of future changes to the economy and what infrastructure requirements is required to help bring forward growth; and identify and develop appropriate implementation plan.

## Local Plan Review Pre-Submission Stage 2021

### Rural Areas

**5.7.18** The rural nature of the borough means that the car will remain the key transport method for many people. The isolated nature of rural areas makes it difficult to promote or adopt more sustainable methods of transport. Improving communications technology, particularly access to high speed internet connections and broadband will allow people in rural areas to access some services, or even work at home, reducing the need to travel by car. In the long term, promoting behavioural change such as car sharing, as well as facilitating opportunities to operate from home will reduce the frequency of car usage.

### The Coast

**5.7.19** The strategy for the Norfolk Local Transport Plan seeks to protect the North Norfolk Coast by developing market towns as entrance points into the area and by seeking to build strategic links between these and the main urban areas in the county. Innovative schemes including quiet lanes and village traffic management schemes can also help to increase safety and reduce congestion. Any amendments to the transport infrastructure on the coast will need to make reference to environmental policies, particularly the European Habitats Directive. The Coastliner bus service (formerly part of the Coasthopper) is operated from King's Lynn to Wells (and Fakenham).

### Overview

**5.7.20** The Sustainability Appraisal recognised the importance of the strategic road network and rail links to the borough. These documents also support the enhancement of public transport, which will be particularly important in King's Lynn, Hunstanton and Downham Market and the Growth Key Rural Service Centres.

**5.7.21** A key transport aim is to increase connectivity within the borough, particularly between Key Rural Service Centres and surrounding settlements but also increase overall connectivity to the wider area. In accordance with the Settlement Hierarchy Policy LP02, investment in transport infrastructure will be concentrated in those areas which will experience the highest population growth. A crucial aim is to reduce the use of vehicles overall but particularly reducing the need and use of fossil-fuelled vehicles in the longer term with our need to move towards a zero-carbon future by 2050. Sustainable transport links and the encouragement and support needed to move towards active travel is also an important aim to ensure residents and workers can access jobs and services by public transport links, cycling and walking. The transport strategy will aim to protect the coast and rural areas whilst maintaining the existing levels of access.

**5.7.22** The Norfolk Local Transport Plan highlighted that the increase in households could lead to unconstrained traffic growth. For this reason, the strategic policy must work to decrease the vehicular traffic growth in the borough, by encouraging modal shift, promoting a wider coverage of high-speed broadband networks and facilitating improvements to the infrastructure for public transport.

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**5.7.23** Significant levels of new growth are anticipated within the borough over the plan period, it is important that new development is well integrated with the transport and communications networks.

### Strategic Policy

#### Policy LP13 - Transportation Policy

##### Strategic issues

1. The Council will work with partner organisations (including the New Anglia Transport Board, Transport East, Highways England, the Department for Transport, public transport operators, Network Rail, Norfolk County Council and neighbouring authorities) to deliver a sustainable transport network which improves connectivity within and beyond the borough, and reinforcing the role of King's Lynn as a regional transport node, so as to:
  - a. facilitate and support the regeneration and development priorities as identified in Policy LP02 Spatial Strategy;
  - b. foster economic growth and investment;
  - c. improve accessibility for all.
2. Priority will be given to:
  - a. Improving the strategic networks serving passenger and freight movements to, from and through the borough (including via the port) and including the introduction of measures to reduce congestion, and improve reliability and safety of travel within the A10, A17, A134, and A47(T)/A148/9 corridors. This will include seeking:
    - i. bypasses for Middleton and East Winch working with the A47 Alliance;
    - ii. the West Winch Housing Access Road;
    - iii. junction improvements at key interchanges including A47(T)/A149;
    - iv. improvements to rail infrastructure, facilities, and services on the King's Lynn to Cambridge/King's Cross and London Liverpool Street railway lines, aimed at achieving better frequency and quality of travel.
  - b. implementing the King's Lynn Transport Study and Strategy (KLTSS) schemes including delivering a package of transport improvements within King's Lynn arising from the KLTSS. This will involve balancing ease of access, and car parking, with flows and highway safety, active travel and public transport.
  - c. achieving improvements within the towns of King's Lynn, Downham Market and Hunstanton, particularly where there are air quality issues (the Gaywood Clock and King's Lynn Air Quality Management Areas).

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- d. achieving a balanced package of highway, traffic management (including car parking), active travel and public transport improvements.
  - e. maximising the use of alternative modes of freight movement via rail and the port.
  - f. improving accessibility and connections between (and within) towns and villages; so, helping to reduce social exclusion, isolation and rural deprivation. To do this the Council and its partners will seek to:
    - i. improve the quality of the bus network;
    - ii. extend the choice of transport available for communities;
    - iii. work with commercial providers of broadband to increase the accessibility of high speed connections within the borough;
    - iv. provide integrated and safe routes for pedestrians and cyclists;
3. Recognise that in the rural areas the private car will remain an important means of travel.

### Dealing with transport issues in new development

4. Development proposals should demonstrate that they have been designed to:
- a. reduce the need to travel.
  - b. promote sustainable forms of transport appropriate to their particular location and related to the uses and users of the development. In order of preference this should consider:
    - i. walking
    - ii. cycling
    - iii. public transport
    - iv. private car
    - v. development proposals which are likely to have significant transport implications will need to be accompanied by a transport assessment and travel plan to show how car based travel can be minimised.
  - c. provide for safe and convenient access for all modes.

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**5.7.24 Policy LP13 contributes to Strategic Objectives 12, 13, 14, Environment, 19, King's Lynn, 22, Downham Market, 31 Rural Areas, 33 Coast.**



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### 5.8 LP14 - Parking Provision in New Development Policy

#### Introduction

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

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

#### Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Promoting sustainable transport
- National Planning Policy Framework: Delivering a sufficient supply of homes
- Strategic Policy LP13: Transportation
- Norfolk County Council: Parking Standards for Norfolk 2007 (currently under review)

#### Policy Approach

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

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

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

**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.

## Local Plan Review Pre-Submission Stage 2021

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.

### Policy LP14 – Parking Provision in New Development

#### Residential dwellings

1. New dwellings (including flats and maisonettes) will be required to include car parking to the following minimum standards:
  - a. one bedroomed unit – 1 space per dwelling;
  - b. two or three bedroomed unit – 2 spaces per dwelling;
  - c. four or more bedroomed unit – 3 spaces per dwelling
2. This provision may include under-croft parking and car ports providing these have no other use. Garages should be a minimum size 7m x 3m (internal dimensions) if there is no separate cycle storage/other storage or 5.5 x 3m if separate cycle storage/other storage is available (where no garage/storage provision is provided as 2 above).
3. Reductions in car parking requirements may be considered for town centres, and for other urban locations where it can be shown that the location and the availability of a range of sustainable transport links is likely to lead to a reduction in car ownership and hence need for car parking provision.
4. Each dwelling will also be required to provide a minimum of one secure and covered cycle space per dwelling.
5. Each dwelling will be supported and encouraged to provide a minimum of one secure electric vehicle charging point wherever is possible on site.

#### Other developments

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