

Stoke Ferry Neighbourhood Plan 2022-2036



Referendum version
August 2023





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DEALER IN TOBACCO SNUFF
VINEGAR
AND SPICES





1. Introduction to the Neighbourhood Plan

- 1.1 The Stoke Ferry Neighbourhood Development Plan will provide the first ever statutory planning policy document specifically for the parish of Stoke Ferry. Neighbourhood Plans such as this were made possible by powers contained within the 2011 Localism Act which sought to decentralise policy making to the local level and give more powers to communities and the right to shape future development where they live.
- 1.2 The Neighbourhood Plan is a community-led document for guiding the future development of the parish. It is about the use and development of land between 2022 and 2036. Once the Plan is made and adopted, the Borough Council of King's Lynn and West Norfolk will use it to determine planning applications and Stoke Ferry Parish Council will use the Plan to respond to planning applications.
- 1.3 The Stoke Ferry Neighbourhood Plan complements existing national and local planning policy by providing a specifically local level of detail attained through consultation with the local community and further research.
- 1.4 Commissioned by Stoke Ferry Parish Council, the Stoke Ferry Neighbourhood Plan has been developed by a Working Group of residents (see **Appendix A for Working Group members**).



Figure 1: Working party initial workshop, 18th January 2020.



- 1.5 The aim of the Working Group is to establish a Neighbourhood Plan for Stoke Ferry that:
- Gives a voice to residents to shape and reach consensus on new development and regeneration.
 - Allows the village to develop sensitively, in terms of heritage, local character and the environment.
 - Facilitates a sense of community.
 - Protects, maintains and promotes the natural environment.
 - Helps to ensure that development and infrastructure are considered in tandem.
- 1.6 The Neighbourhood Plan has been prepared in accordance with the statutory requirements and processes set out in the Town and Country Planning Act 1990 (as amended by the Localism Act 2011) and the Neighbourhood Planning Regulations 2012 (as amended).
- 1.7 The Stoke Ferry Neighbourhood Plan is not a mechanism for stopping development, it is there to ensure that development takes place in an appropriate way for the parish. It has been positively prepared, and its purpose is to support and manage growth, not prevent it. In practice, higher level planning documents such as the emerging Local Plan for the Borough Council of King's Lynn and West Norfolk cannot feasibly deal with all the issues particular to every town and village across the district, whereas Neighbourhood Plans can by providing additional details which reflect specific local circumstances and conditions.
- 1.8 The Neighbourhood Plan provides clarity on what will be expected from development proposals, gives prospective investors confidence in how the area will change in the future, and ensures that the impact of development is anticipated and planned for in Stoke Ferry. A Neighbourhood Plan is a significant document and will carry legal weight so that developers have to take note when considering future developments in the parish.
- 1.9 This is the Referendum version of the Stoke Ferry Neighbourhood Plan. This version of the Neighbourhood Plan has been prepared following independent examination between January and May 2023. The outcome of the examination is that the Neighbourhood Plan should proceed to Referendum (with recommended amendments).



Accompanying supporting documents

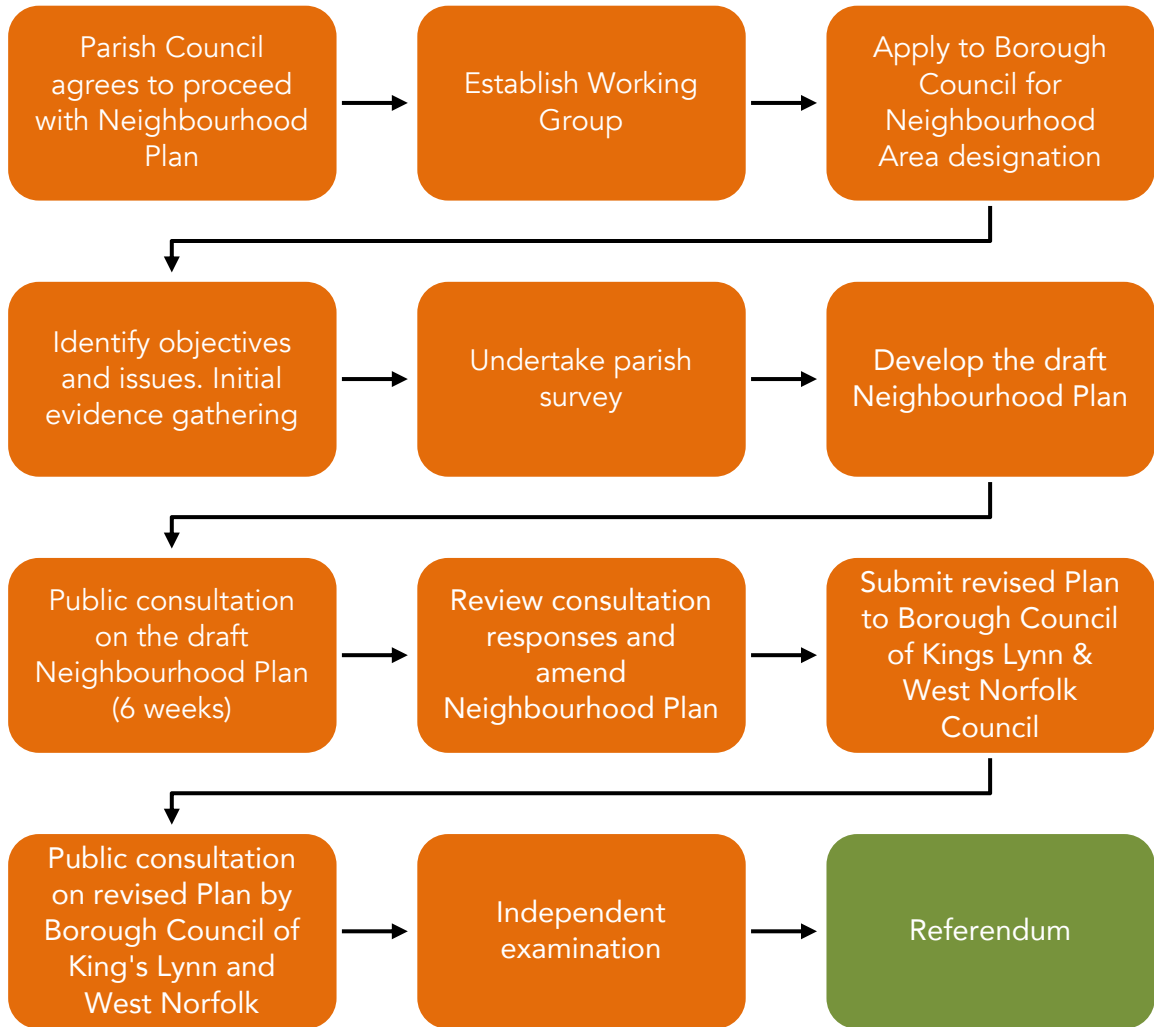
- 1.10 The Stoke Ferry Neighbourhood Plan was accompanied by the following documents:
- **Basic Conditions Statement** – outlines how the statutory basic conditions have been met.
 - **Consultation Statement** – outlines how and when the public have been consulted on the content of the Plan.
 - **Strategic Environmental Assessment Screening Report** – sets out the key environmental, economic and social issues in the plan area.
 - **Habitat Regulation Screening Report** – identifies any potential impacts on protected species or habitats.
 - **Housing Needs Assessment** – undertaken by consultants AECOM in November 2020.
 - **Stoke Ferry Design Codes** – completed by consultants AECOM in June 2022.

Referendum

- 1.11 At referendum, every resident of Stoke Ferry, who is entitled to vote in the Borough Council elections will have the opportunity to vote on whether or not they agree with the Neighbourhood Plan. At referendum, residents will be asked, *'Do you want the Borough Council of King's Lynn and West Norfolk to use the Neighbourhood Plan for Stoke Ferry parish to help it decide planning applications in the Neighbourhood area?'*. If the Plan gets at least 50 per cent support from those who vote in the referendum, the Borough Council will "make" (adopt) the Neighbourhood Plan as part of the statutory development plan.
- 1.12 The Neighbourhood Plan covers the entire parish of Stoke Ferry and was formally designated by the Borough Council of King's Lynn and West Norfolk on 24th October 2018 (see figure 3).



The Neighbourhood Plan process undertaken for Stoke Ferry



Key

Completed stage
 Current stage

Figure 2: Neighbourhood Plan process and progress.





2. The parish of Stoke Ferry

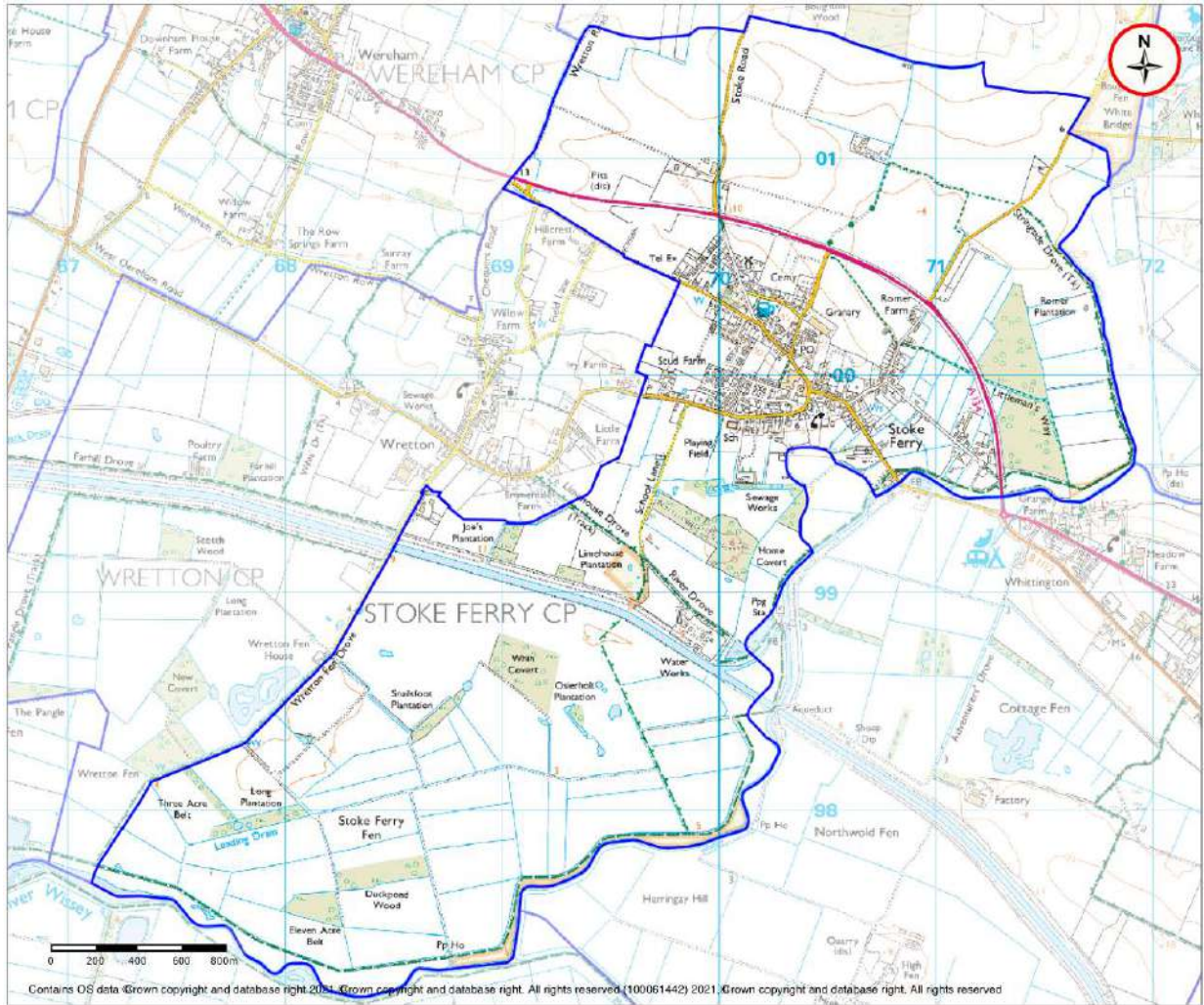


Figure 3: Stoke Ferry parish, the designated Neighbourhood Plan area¹ (source: Parish Online, with own annotations). Blue line denotes parish boundary.

¹ At the time of writing the designation is found at: https://www.west-norfolk.gov.uk/downloads/download/69/neighbourhood_plans_being_prepared



Figure 4: Location of Stoke Ferry in Norfolk (source: Parish Online, with own annotations). Blue line denotes parish boundary.

An introduction to Stoke Ferry

- 2.1 Stoke Ferry is situated on a rising, elevated site above the vale of the River Wissey. It is located 6.5 miles southeast of Downham Market and covers an area of 9.15km². The village is located on the important River crossing and at the connecting points for a number of minor roads and tracks to adjoining settlements.
- 2.2 The village has been bypassed just to the North by the main A134 trunk road which originally passed through the village and connected it to Kings Lynn 22 1/2 km (14 miles) to the north, Downham Market to the north-west and Brandon and Thetford 16 km (10 miles) and 24 km (15 miles) respectively to the south-east.
- 2.3 The River lies to the south of the main settlement, an arrangement dictated by topography, and the need to provide good defense against flooding.



- 2.4 The Fenland fringe area, is dominated by water either in the form of rivers themselves or the man-made drainage components such as the 'cut-off channel', drains and dykes. In soil landscape terms Stoke Ferry lies on the southern edge of the 'West Norfolk Lowland' ² with the 'Black Fens' lying immediately to the south. It is a typical 'Fen Edge' development. The lowland soil is characterised by sandy soils with well drained 'wells' and wet hollows, whereas the Black Fen has peaty soils.
- 2.5 The setting is therefore essentially one of an important River crossing in rich agricultural land, which has provided the basis for, and has sustained, the growth of the settlement over the centuries.
- 2.6 Stoke Ferry is a complex assembly of spaces generated by topography and the patterns of settlement around the interconnecting roads and tracks. The best approach to the village is from the south where the main core of the village reveals itself gradually along the High Street which has a slight incline to the north.

A brief history

- 2.7 The earliest evidence of human activity in the parish comes in the form of Neolithic flint tools, including a stone axe head dredged from the River Wissey. During the Bronze and Iron Ages some evidence of settlement has been recorded to the east of the A134 bypass.³
- 2.8 Stoke Ferry's name comes from the Old English for a settlement named from a ferry over the River Wissey, though 'stoke' can also refer to a religious place or dependent farm. The parish has a long history and was well established by the time of the Norman Conquest, its population, land ownership and productive resources being extensively detailed in the Domesday Book of 1086.⁴ The Domesday Book is the first reliable source which pinpoints the village at its present location. The village is referred to at this time as 'stoches' from the words 'stow' meaning habitation and 'ches' meaning water. It mentions a church and church land. On the NHER entry for the redundant All Saints Church (NHER 4798), the nave is listed as early medieval which in all likelihood links it to the church mentioned in the Domesday Book.

² Landscape Character Assessment, Borough Council of King's Lynn & West Norfolk, https://www.west-norfolk.gov.uk/info/20185/planning_policy_research/383/landscape_character_assessment.

³ www.heritage.norfolk.gov.uk. Data extracted 05.02.2020.

⁴ www.heritage.norfolk.gov.uk. Data extracted 04.02.2020.



2.9 Stoke Ferry developed in a strategic position on the eastern edge of the Fens, where a carrstone ridge of high ground is the only point for some distance where the adjacent River Wissey could be crossed. Prosperity was encouraged by the growth of agriculture and Stoke Ferry's unique location as an important river crossing and road crossing. The River Wissey was navigable to Stoke Ferry Bridge and eventually the settlement grew into a market town, with a Market Charter due to its prosperity as an inland port.



Figure 5: Aerial photo of The Hill/village centre and pre feed mill factory, circa 1950. Source: unknow.

2.10 The town reached peak prosperity from 1750 to the late 19th century. In 1845 the population was 663 and the village had a Post Office, two blacksmiths, two corn millers, four bakers, tailors, bootmakers, carpenters, painters, plumbers, doctors, and a druggist. There was a Parish Church (Church of England) and two non-conformist chapels. For entertainment there were five hotels and seven alehouses. The majority of these premises remain today, converted to dwellings. In 1882 a single-track railway was opened, built by the Downham and Stoke Ferry Company and sold to the Great Eastern Railway in 1898. Stoke Ferry had its own railway station, the terminus of the Denver and Stoke Ferry Railway, a branch from the main line between Cambridge and King's Lynn. By 1930 passenger transport on railways was declining and services withdrawn. Freight traffic eventually stopped when the station closed in 1965.



Figure 6: Studio and shop of photographer, Harry William Harold, 1 Bridhey Road, circa 1920. Source: unknown.

- 2.11 According to the Borough Council's Conservation Area Character Statement "Stoke Ferry was clearly not simply a farming community, but one with busy commercial activity based on agriculture and located on an important river crossing. Its historic core has, at least since the 14th century, been based around the church and its surrounding buildings on, and at, the crown of The Hill. The settlement would have gradually spread outwards along the interconnecting communication routes with further 'nodes' around outlying farmsteads, and the ferry location with its associated wharf".

Stoke Ferry today

Population

- 2.12 The population of Stoke Ferry was 1,020 in the 2011 Census, increased from 896 in the 2001 Census. This is a population increase of 13.8 per cent, higher than the increases seen for King's Lynn and West Norfolk 8.94 per cent and the East of England 8.52 per cent. According to the 2011 Census the parish's population was 52.5 per cent female and 47.5 per cent male and the population density was 1.1 person per hectare.
- 2.13 The mean age of the population of Stoke Ferry is 46.4 years. This compares to 43.5 years for King's Lynn and West Norfolk and 42.7 years for Norfolk. There is a higher percentage of people aged between 45 and 84 years in Stoke Ferry than the percentages in those categories for King's Lynn and West Norfolk and Norfolk.



- 2.14 Data from the 2011 Census shows that in total there were 487 household spaces in Stoke Ferry parish. Of these 440 (90.3 per cent) had at least one usual resident and 47 (9.7 per cent) had no usual residents.
- 2.15 Home ownership data from the 2011 Census indicates that home ownership in the parish is high (71.4 per cent), when compared to Borough (69.4 per cent) and County (66.9 per cent).

Health and Wellbeing

- 2.16 35.9 per cent of the population of Stoke Ferry were recorded in very good health in the 2011 Census, 37.8 per cent good health, 17.7 per cent fair health, 5.4 per cent bad health and 3.1 per cent recorded very bad health. These figures indicate that the general health in the parish is lower than the Borough and County figures.
- 2.17 Of the total population of Stoke Ferry, 11.8 per cent of the population recorded their day-to-day activities were limited by their health a lot, 12.2 per cent limited a little and 76.1 per cent not limited.

Qualifications

- 2.18 Data from the Census 2011 shows that 35.8 per cent of the population of Stoke Ferry have no qualifications, compared to 29.3 per cent for King's Lynn and West Norfolk and 26.3 per cent for Norfolk.

Deprivation

- 2.19 Government data identifies Stoke Ferry parish as falling within the 018C Lower Super Output Area (LSOA) which covers Wissey Ward. In 2019, this LSOA was ranked 13,721 out of 32,844 LSOAs where 1 is the most deprived. This is amongst the 50 per cent most deprived neighbourhoods in the country. In 2015 this LSOA was ranked 13,090 out of 32,844 amongst the 40 per cent most deprived neighbourhoods,⁵ This LSOA was amongst the 40 per cent most deprived neighbourhoods for the Education, Skills and Training domain in 2019. Regarding crime, it was in the 20 per cent least deprived neighbourhoods, 20 per cent most deprived neighbourhoods for barriers to housing and services and 50 per cent least deprived for income deprivation affecting children and older people.

⁵ http://dclgapps.communities.gov.uk/imd/iod_index. Data extracted 31.01.2020.



Public transport

- 2.20 There is no railway station located within the parish of Stoke Ferry now. The former railway station lies in the southeastern corner of the parish on the approach to the village from Whittington. The nearest mainline station is Downham Market, located 14.5km from Stoke Ferry by road. Trains from Downham Market go to King's Lynn, Cambridge, London King's Cross and London Liverpool Street.
- 2.21 Coach Services operate a bus service from Stoke Ferry to Downham Market, King's Lynn and Thetford.⁶ West Norfolk Community Transport provide a dial-a-ride mini-bus service every Tuesday and Thursday into Downham Market.

Traffic

- 2.22 The A134 dissects the parish and connects to King's Lynn, Downham Market and Thetford. Speed of traffic and timetabling and frequency of the bus services were identified as issues in the Stoke Ferry Parish Plan 2007. A transport study completed by SYSTRA LTS⁷ supporting a planning application on the site of the mill owned by 2Agriculture in Stoke Ferry, shows a figure of 902 weekly HGV and LGV lorry movements on Furlong Drive in Stoke Ferry per week, with 98 – 99 per cent of these movements being associated with 2Agriculture.⁸

Cycling and walking

- 2.23 National Cycle Route 30 runs through Stoke Ferry along Wretton Road onto the High Street and to Oxborough Road. This provides an east/west connection for cyclists to neighbouring villages and beyond to Thetford Forest Park and to Denver.
- 2.24 Stoke Ferry Parish Council has published the 'Stoke Ferry Walkers Guide' detailing five walking routes around Stoke Ferry and a map showing the Restricted Byways, Public Bridleways, and Public Footpaths. These are shown in the map below figure 7).

⁶ www.bustimes.org. Data extracted 30.1.20.

⁷ 106560 revA Transport Assessment - Buckenham Drive Site - Stoke Ferry, www.west-norfolk.gov.uk.

⁸ Transport Assessment, Lynn Road, Stoke Ferry.

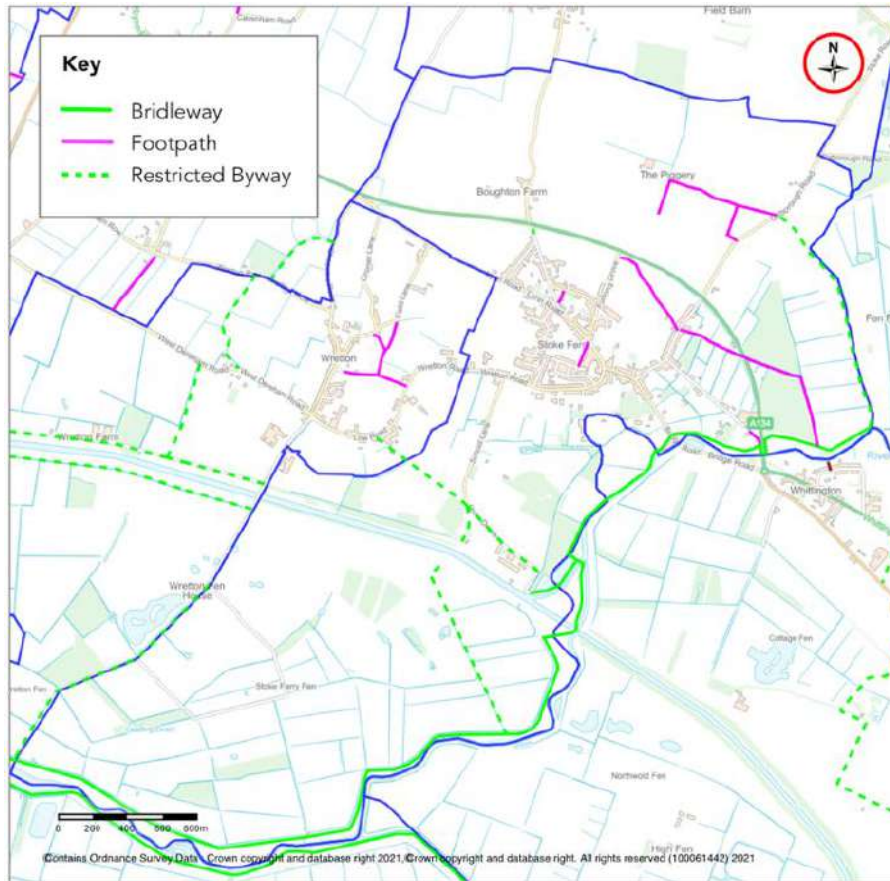


Figure 7: Public Rights of Way (source: Parish Online, with own annotations). Blue line denotes parish boundary.

Historic environment

2.25 Historic England list 22 records in Stoke Ferry Parish. Twenty-one Grade II listed buildings and one Grade II* listed building, which is Stoke Ferry Hall, The Hill.⁹

⁹ <https://historicengland.org.uk/listing/the-list/>. Data extracted 04.02.2020.



Figure 8: Listed buildings in the parish. Insert, listed buildings in the historic core of Stoke Ferry (source: Parish Online, with own annotations). Blue line denotes parish boundary.

- 2.26 Stoke Ferry has a wide-reaching Conservation Area (an area of special architectural or historic interest), the character or appearance of which is desirable to preserve or enhance. The Conservation Area of Stoke Ferry was designated in December 1979 and the map of the area can be seen in figure 9 overleaf.
- 2.27 The Conservation Area is centred on the historic core of the village located around the church and the High Street, Bridge Road to the south of the important buildings near the river, and parts of the adjacent road network (Lynn Road, Furlong Road, Wretton Road, Boughton Road, and most importantly Oxborough Road) which contain elements of historic fabric associated with the settlement.

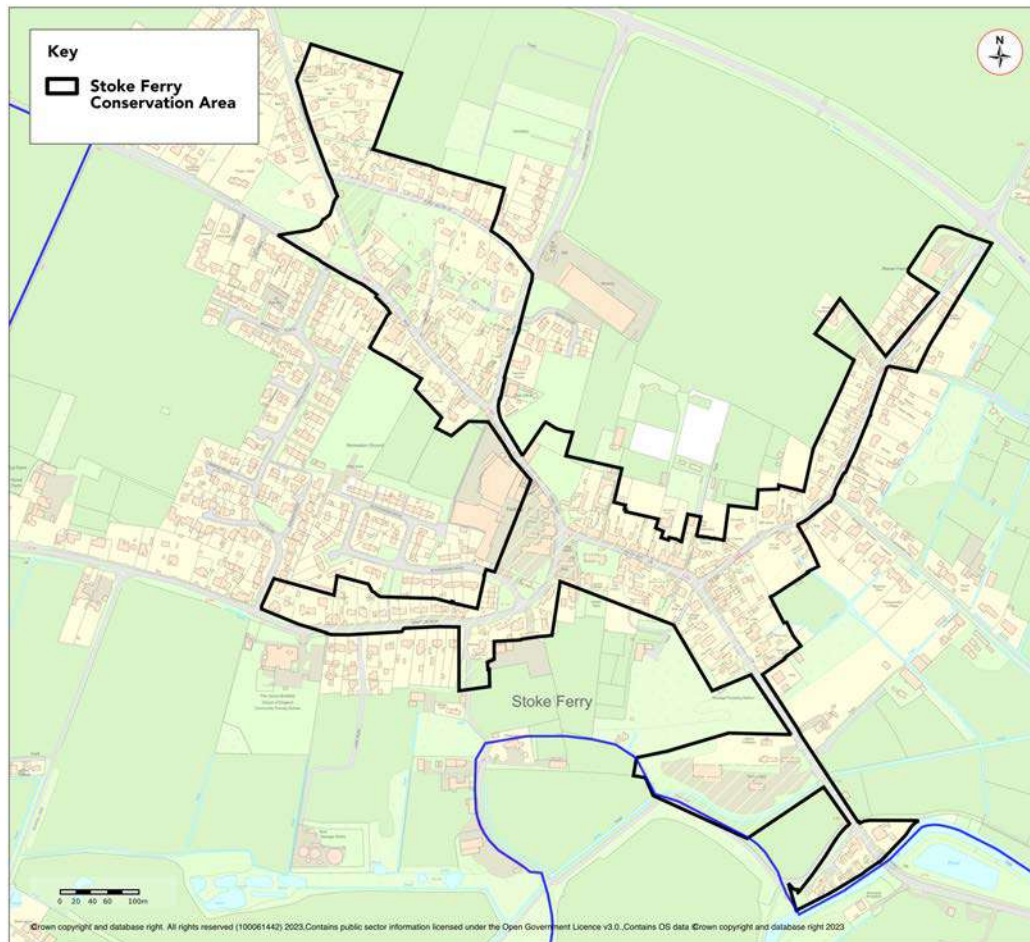


Figure 9: Stoke Ferry Conservation Area (source: Parish Online, with own annotations). Blue line denotes parish boundary.

2.28 The built heritage of the village is highly valued by its residents and a Village Design Statement was produced in 2005 which describes the distinct character of Stoke Ferry village and the surrounding parish. It describes the historical evolution of the present village and discusses the predominant style and the materials used in the traditional village architectural designs and construction. Its purpose was to inform and influence the design of planning proposals. This document has been used to inform this Neighbourhood Plan.

Natural environment

2.29 According to records held by the Norfolk Biodiversity Information Service, there are several Priority Species in Stoke Ferry. These are species of principal importance for the purpose of conserving biodiversity covered under section 41 (England) of the NERC Act (2006) and therefore need to be taken into consideration by a public body when performing any of its functions. These include the Brown Hare, the European Water Vole and the Soprano Pipistrelle bat.



2.30 There are two Sites of Special Scientific Interest (SSSI) protected for their wildlife value, located within the parish. These are Boughton Fen, in the northeast of the parish near the parish boundary and a site known as Wretton SSSI south of Wretton Road.

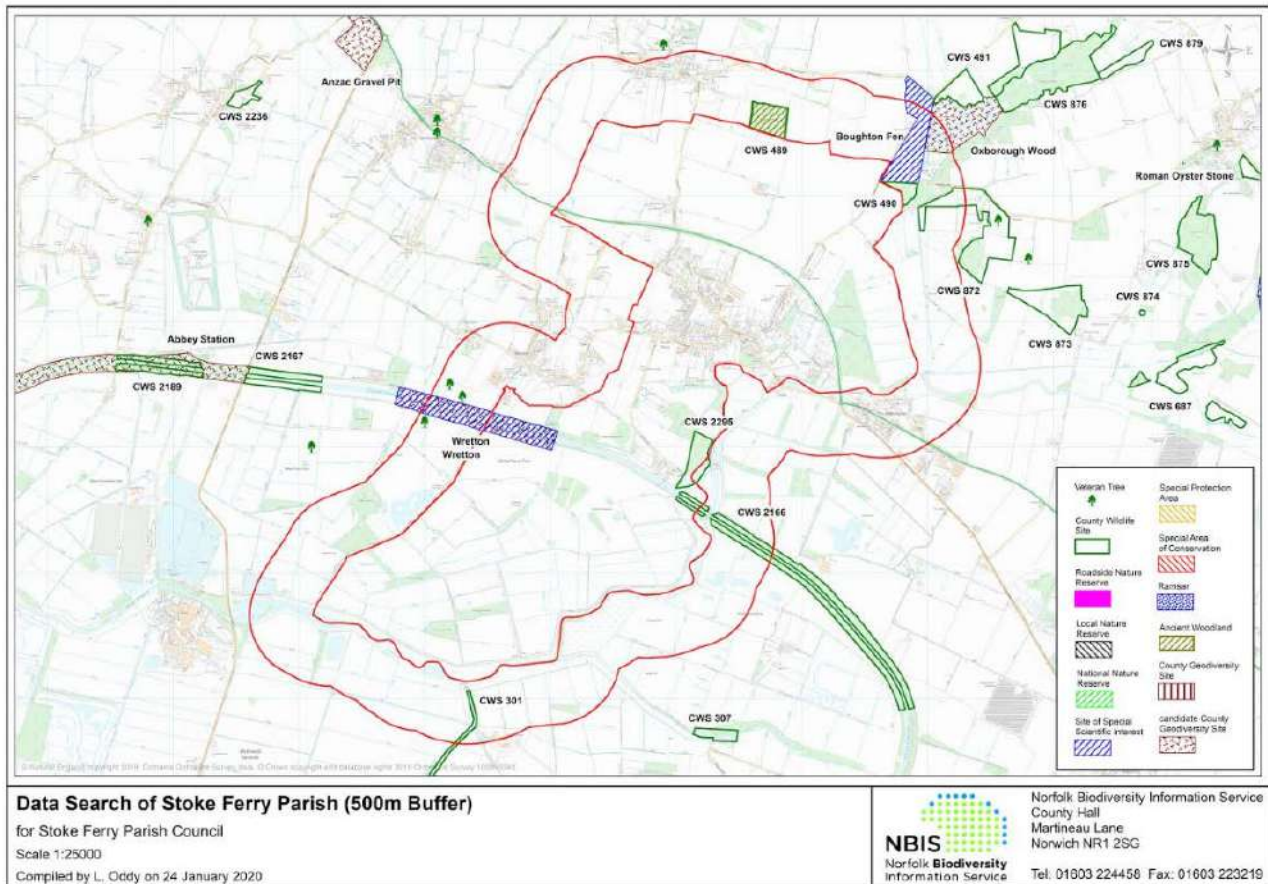


Figure 10: Designated sites within Stoke Ferry Parish, within a 500m buffer area of the parish boundary and in the wider local area (source: Norfolk Biodiversity Information Service).¹⁰

Facilities and activities

2.31 Stoke Ferry benefits from a range of services and facilities. The village pub and Post Office have closed in recent years. At the time of writing the Neighbourhood Plan, The Blue Bell Pub has been acquired as a Community Asset and is set to reopen. The latest information can be found on this website: www.bluebellstokeferry.org.

¹⁰ 'A 500m "buffer zone" beyond the Neighbourhood Area boundary has been illustrated by the Biodiversity Information Service recognising that biodiversity considerations do not stop at administrative boundaries.



The Blue Bell

- 2.32 Built around the late 1700s, the Blue Bell public house lies within the conservation area and is identified as an important unlisted building (see **Policy SF6**) which has served the community and travelers to Stoke Ferry for well over 200 years and has had a number of names over that time including: The Bell, The Bluebell, and The Blue Bell.
- 2.33 The earliest owner/landlord is believed to be John Drake in 1794 and for over a hundred years, the license was held by three generations of the Lock family. Until his death in 1887 at the age of 81, the landlord was John Lock. His son, Edward, then took over the premises but by 1888 the license had passed on to his wife, Mary Ann. In 1925 the pub transferred to Mary Ann's two spinster sisters, Bertha and Florence. Mary Ann stayed there until her death in 1938, aged 91. Bertha and Florence continued to run the pub until 1958 and many in the village still have fond memories of the welcome and service the two sisters provided.
- 2.34 Following that time the pub changed hands very frequently until, in July 2019 it was purchased by APJC Trading Ltd. The pub has been the subject of planning applications for change of use to residential which were refused by the Borough Council. Then, after a successful community campaign, it was purchased by the Social Benefit Company, Stoke Ferry Community Enterprise Limited on the 30 June 2021.

Primary school

- 2.35 All Saints Academy Primary School serves pupils aged 4–11 years-old and had 105 pupils on roll in September 2019. The primary school is part of the Methwold cluster and most High School pupils go to the Icen Academy in Methwold. The Little Oaks Preschool and holiday club runs in term time for 2- to 5-year-olds, and holiday clubs for 2- to 8-year-olds, this is situated beside the Primary School.
- 2.36 All Saints Academy Primary School is co-located with the Stoke Ferry and District Community Centre where there is a paper recycling point and clothes bank. All Saints Church in Stoke Ferry is now a privately owned building. The village has a playing field and village hall.
- 2.37 The Parish Plan 2007 identified the desire for a permanent medical centre in the village. The nearest hospital is the Queen Elizabeth hospital in King's Lynn. The closest GP surgery is in Boughton. The Parish Plan also identified the



desire of parishioners to connect to the mains sewage system. Currently only a small part of the village is on the mains sewage system.

Social and cultural

- 2.38 The Village Pump is a magazine for the Wissey community including the parishes of Boughton, Stoke Ferry, Wereham, West Dereham, Whittington and Wretton. Prior to COVID-19, there was a Stoke Ferry Group and Café at the Community Centre.
- 2.39 The Stoke Ferry Parish Plan 2007 identified a lack of facilities and activities for the 13 to 19, year age range. Extra sports facilities and a youth club were identified, from which a youth club was established. At the time of writing this is no longer running.
- 2.40 The Parish Plan indicated that the two main social venues, the Community Centre and the Village Hall were underused and:
- The desire for increased recreational facilities for young people and the under-use of existing venues should be investigated as an ideal match may be possible.
 - The possibility of introducing more evening classes needs to be discussed with the local education authorities and colleges to see what is possible.
 - The introduction of more and varied social events needs to be considered.
 - The promotion of events being held in the village needs to be investigated to ensure that a lack of awareness is not a reason for villagers not attending.





3. How the Plan was prepared

3.1 The Stoke Ferry Neighbourhood Plan has been prepared by the Neighbourhood Plan Working Group with support from a team of three independent consultants. The Neighbourhood Area was adopted on 24th October 2018 and consultants were appointed in November 2019. Much of the preliminary evidence gathering and informal consultation was undertaken during the COVID-19 pandemic and the associated lockdowns of March 2020, November 2020 and January 2021. It was however possible to hold a face-to-face event at the beginning of the process in February 2020 which enabled local people to identify key issues.

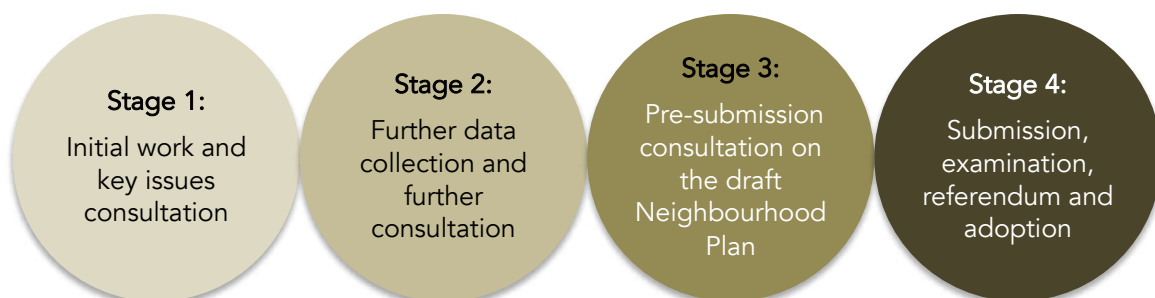
Funding

3.2 The Plan has been commissioned and part funded by Stoke Ferry Parish Council. Other funding has come from a Central Government 'Locality' grant.

Community engagement and consultation

3.3 The Stoke Ferry Neighbourhood Plan has been undertaken, as far as Covid-19 restrictions permitted, with extensive community engagement, consultation and communication. There have been five stages in which the Neighbourhood Plan Working Group has actively engaged the community through consultation. More details of all the consultation are outlined in the Consultation Statement, which accompanies the submission of this Neighbourhood Plan.

3.4 Below is a summary of each of the four stages.





Stage 1: Initial work and key issues consultation (Spring 2020)

- **Working Group workshop** (January 2020): Neighbourhood Plan aims and vision were drafted based on local knowledge of the Working Group. Later revised after consultation with the community.
- **Parish workshop** (15th February 2020): drop-in session for the community to identify key issues and themes in the parish. 37 people attended.
- **Stakeholder engagement** (Spring 2020): Working Group meetings with a range of organisations and individuals in the area to establish key information to feed into the Neighbourhood Plan.
- **Business survey** (February 2020): hand delivered to business in the parish and online.
- **Data profile for Stoke Ferry** (February 2020): document containing key data for the parish, to inform policy writing.
- **Character appraisal** (Spring 2020): Working Group split the built area of the parish into district character areas and described them in detail. The work fed into the Design Codes.



Figure 11: Photographs from the parish workshop (February 2020).





Stage 2: Further data collection and further consultation (Summer 2020 to Winter 2021)

- **Household survey delivered** (August/September 2020): 8-page paper survey sent to households in the parish and available online.
- **Local Green Spaces and Non-designated Heritage Assets work** (Spring/Summer 2021): established details for policies.
- **Housing Needs Assessment** (October 2020): an independent assessment of housing needs for the parish, undertaken by AECOM.
- **Stoke Ferry Design Codes** (Summer 2021): design codes established for Stoke Ferry. Undertaken by AECOM, to support the Neighbourhood Plan policies.
- **Drafting the Neighbourhood Plan** (Summer to Winter 2021).

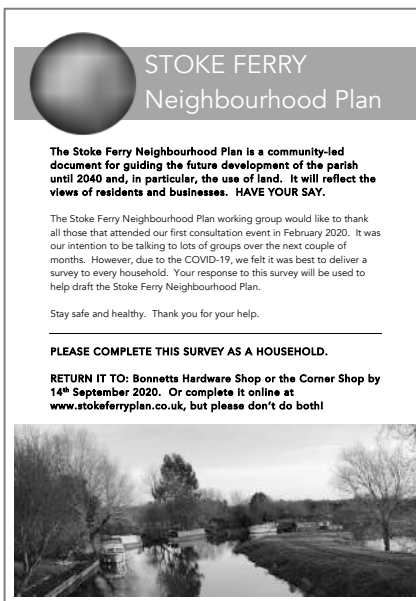
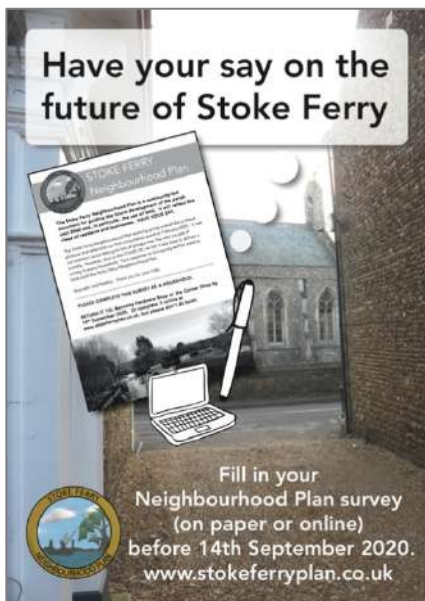


Figure 12 left: Flyer/poster for the household survey.

Figure 13 right: Front cover of the household survey.

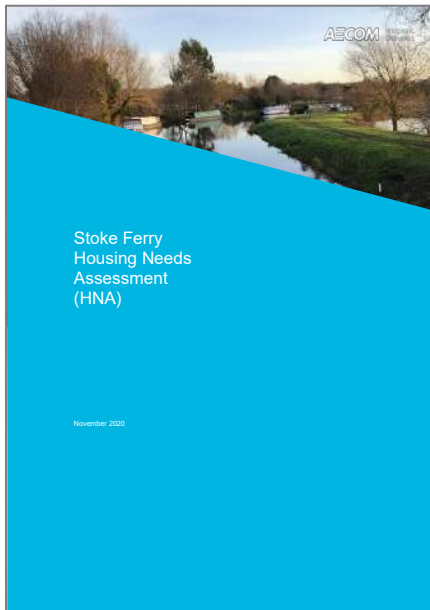


Figure 14 left: Housing Needs Assessment.

Figure 15 right: Stoke Ferry Design Codes.

Stage 3: Pre-submission consultation on the draft Neighbourhood Plan (regulation 14) (Spring 2022)

- Draft Neighbourhood Plan out for pre-submission consultation (from 17th March 2022 until 9th May 2022). Sent to statutory agencies and available for residents to comment.
- Consultation launched with an exhibition on 17th March at the Village Hall between 1pm and 8pm. All documents available at The Corner Shop (hard copy) and on the Parish Council website.
- Over 120 comments received in total – 52 responses from local residents.

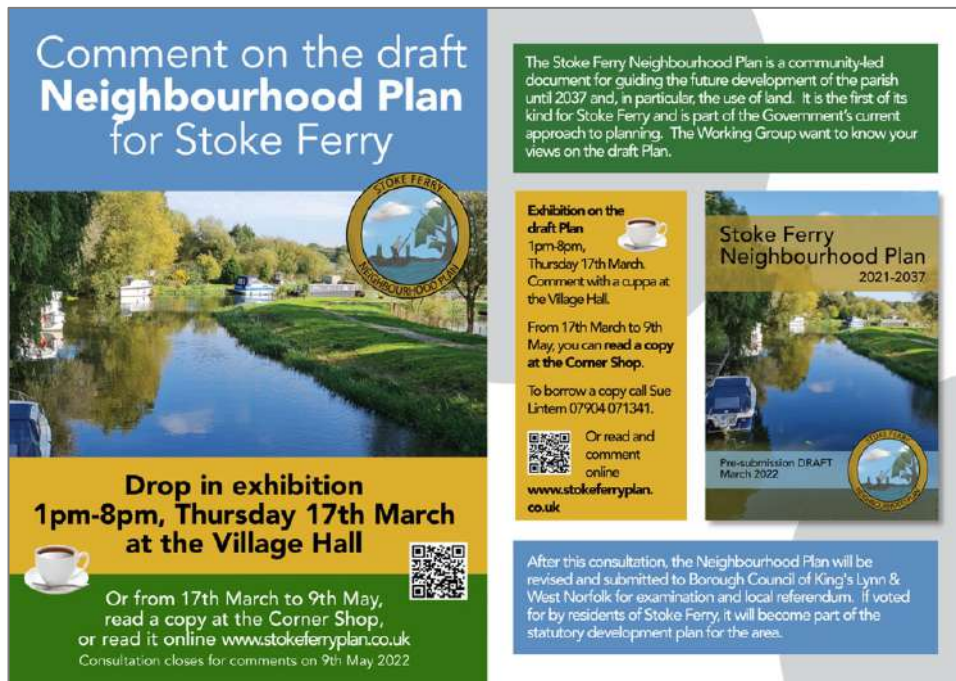


Figure 16 right: Poster/flyer for pre-submission consultation exhibition on the draft Neighbourhood Plan.

Stage 4: Submission, examination, referendum and adoption (Summer 2022 to early 2023)

- Modifications following pre-submission consultation.
- Submission of the Neighbourhood Plan to the Borough Council of Kings Lynn and West Norfolk with supporting documents.
- Examination.
- Referendum and adoption.

Communication

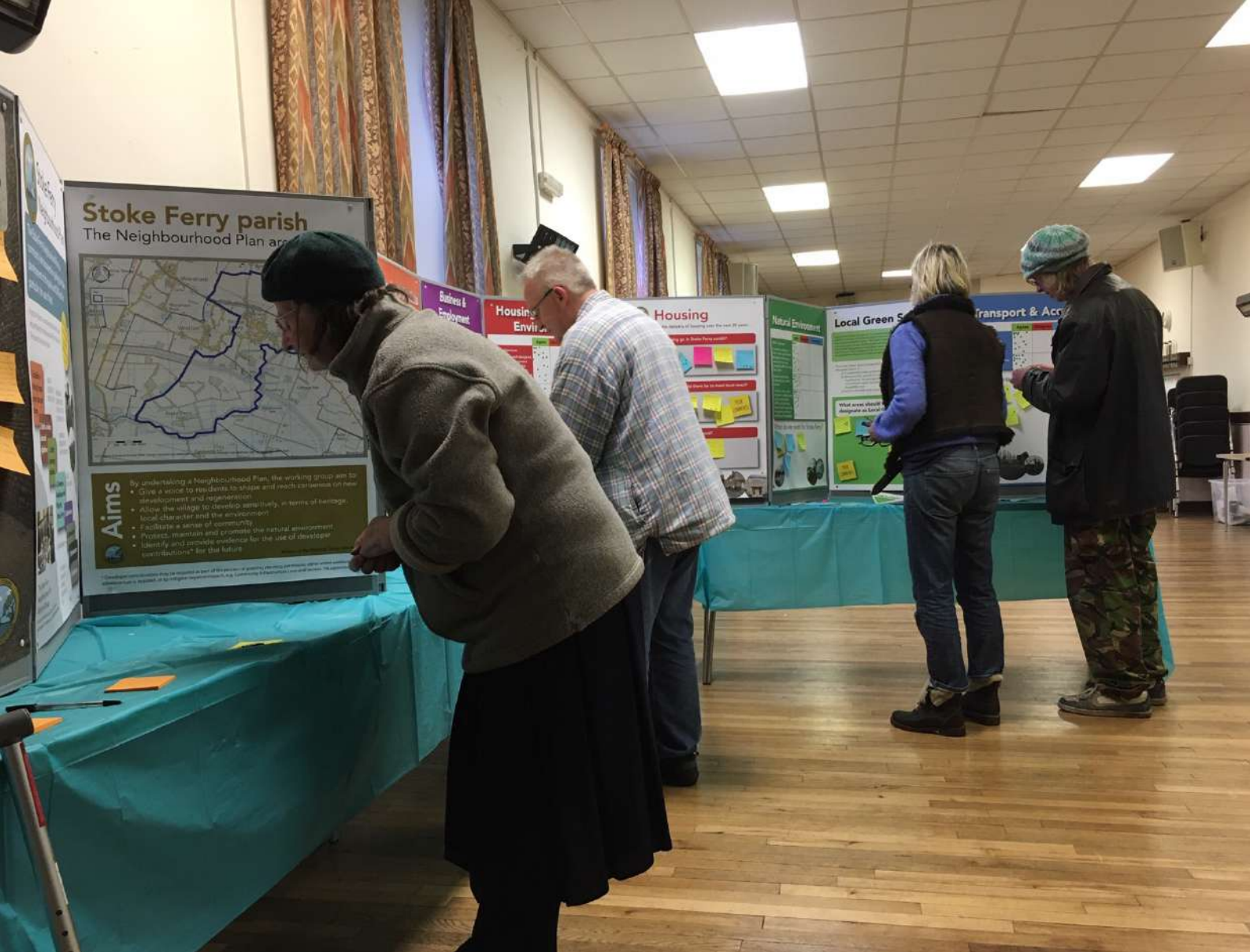
- 3.5 Communicating with residents and businesses through the development of the Stoke Ferry Neighbourhood Plan was particularly important at consultation stages and also in between as planning and writing took place.
- 3.6 The website www.stokeferryplan.co.uk was used for: describing the Neighbourhood Plan; holding documents as they were produced; details of Working Group members; terms of reference; a project plan; meeting dates and agendas; minutes; Parish Council update reports; all details and results of community consultation; contact details; and the latest news on progress.



- 3.7 The monthly magazine which covers Stoke Ferry (and five other parishes) - The Village Pump - had regular articles about the Neighbourhood Plan and advertised consultation events.
- 3.8 Facebook, posters, flyers and banners were used to promote events. An update for the Parish Council on Neighbourhood Plan progress was presented at monthly meetings.

Summary of key issues from consultation

- 3.9 The various stages of consultation resulted in a rich harvest of views. The results of the early consultation exercises and the Household Survey identified the following key issues:
- Importance attributed to the historic buildings in the High Street
 - Residents valued the tranquility and peacefulness of the River Wissey
 - Desire for a Post Office
 - Green spaces should be protected.
 - Concerns over the visual appearance of some dilapidated sites
 - Concerns over dangerous parking in the village centre particularly close to the village hall.
 - Concerns over the level of housing already expected in the parish.
- 3.10 These issues were addressed in the draft Neighbourhood Plan as appropriate. The Pre-Submission Version of the Neighbourhood Plan did not make further allocations for new housing development due to the number of extant permissions and community concerns over future development. The draft Plan also included policies on the protection of Local Green Spaces, the delineation of a River Wissey landscape corridor, the protection of the historic environment and the identification of Non-Designated Heritage Assets, the identification of important views and the allocation of a car park.
- 3.11 The Pre-Submission Consultation resulted in support expressed by the community for the policies protecting landscape, the river corridor, green spaces and the historic environment. The Neighbourhood Plan was amended following the consultation as a result of comments made by statutory consultees and the community. The main changes included, refinement of the Non Designated Heritage Assets and Local Green Spaces list, additions to the important views, clarifications of policy wording, changes to composition of the housing mix policy and mapping amendments.





4. National and local planning policy context

- 4.1 Every local planning authority in England is required to prepare a Local Plan. The Borough's Local Plan includes all of the local planning policies for that area and identifies how land is used, determining what will be built and where. The Borough Council's Local Plan, along with any Neighbourhood Plan, provides the basis for determining planning applications and future development in the local area and should be consistent with the National Planning Policy Framework.
- 4.2 The 'National Planning Policy Framework' (NPPF) was originally published in March 2012 and revised in 2018, 2019 and most recently in July 2021. It sets out the Government's planning policies for England and how these should be applied. The Stoke Ferry Neighbourhood Plan is believed to be in conformity with the revised NPPF, in particular taking a positive approach that reflects the presumption in favour of sustainable development.
- 4.3 Development is defined as "the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land".¹¹ Section 38 of the Planning and Compulsory Purchase Act 2004 emphasises that the planning system continues to be a 'plan-led' system and restates the requirement that 'determination must be made in accordance with the Plan unless material considerations indicate otherwise'.
- 4.4 The Stoke Ferry Neighbourhood Plan once 'made' (adopted) will form part of the statutory Development Plan for the area and future planning applications for new development will be determined using its policies.
- 4.5 Currently, the statutory development plan for the area consists of the King's Lynn and West Norfolk Local Development Framework Core Strategy 2011 and the Site Allocations and Development Management Policies 2016. The Borough Council is in the process of replacing those two documents with a new Local Plan, which was submitted for Examination in March 2022, following a Regulation 19 draft of which was published for consultation in August 2021.

¹¹ Section 55 of the Town and Country Planning Act 1990.



The Plan period of the existing plans runs to 2026 whereas the emerging Local Plan currently looks to 2036. The Plan period of the Neighbourhood Plan extends to 2036.



Figure 17: Spatial and strategic policy context: relationship between the NPPF, the Local Plan, and the Stoke Ferry Neighbourhood Plan. Own diagram.

- 4.6 Stoke Ferry is identified as a Key Rural Service Centre in the Core Strategy. A Key Rural Service centre is defined as a settlement which:

'...provides a range of services that can meet basic day-to-day needs, and a level of public transport that can enable access to and from the settlement... The Borough Council will seek to maintain and enhance facilities to support this function.

6.1.12 Local scale development will be concentrated in identified Key Rural Service Centres. This will include new housing, employment and retail development.'

- 4.7 In the Emerging Local Plan submitted for examination in March 2022, Stoke Ferry is identified again as one of 23 Key Rural Service Centres and as having potential to accommodate growth to sustain the wider rural community. The Site Allocations and Development Management Policies Plan (2016) allocated three sites for at least 27 dwellings. All three sites now have the benefit of planning permission for a cumulative 62 dwellings.



5. Vision and objectives

VISION 2036

Stoke Ferry will be a flourishing community in a unique and historic setting on the River Wissey, able to meet local needs and address the ongoing challenges of climate change.

The parish will have a balanced housing mix in keeping with the character of the area. Important aspects of the natural and historical environment will be actively protected. Stoke Ferry will continue to be an attractive place where people of all ages choose to live, work, and visit.

- 5.1 It is important that any Neighbourhood Plan contains a short and simple vision statement which sums up the community’s aim for the future of the parish. The Neighbourhood Plan vision is an overarching statement describing what Stoke Ferry should be like at the end of the Plan period i.e., 2036. It has been developed with local people and has been refined and adapted. The result is a vision statement which captures the overarching spirit and ambition of the local community and the Neighbourhood Plan.
- 5.2 The vision underpins the objective and policies of the Stoke Ferry Neighbourhood Plan and is referred to throughout.
- 5.3 From the vision flows the different objectives of the Neighbourhood Plan and from there, the policies. The diagram below outlines this relationship.

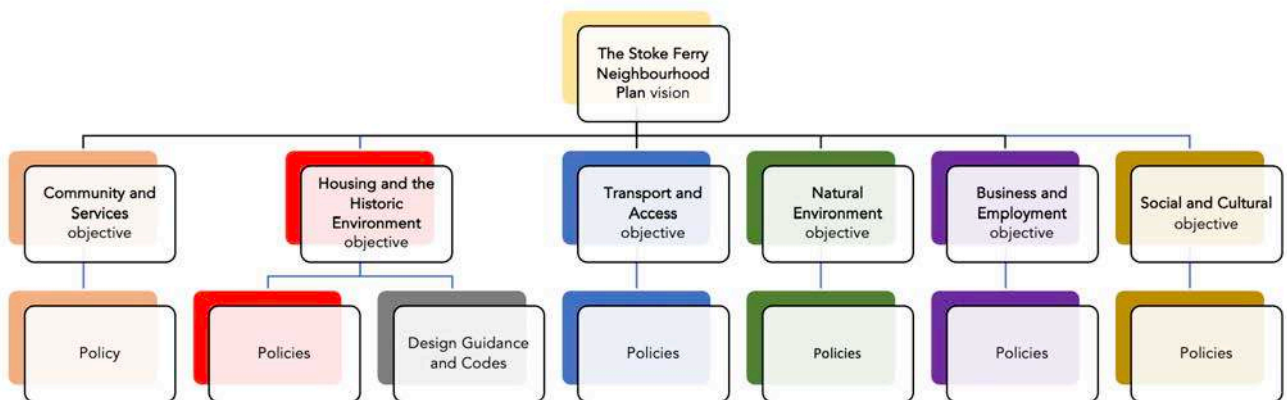


Figure 18: Structure of the Stoke Ferry Neighbourhood Plan.



- 5.4. The objectives of the Neighbourhood Plan are broad statements of intent which are there to help deliver the vision and link to the issues that Stoke Ferry is seeking to address. They have been drafted using themes picked up at an early stage and have been refined through the community consultation exercises.

Stoke Ferry Neighbourhood Plan objectives:

Objective 1: To encourage and support appropriate new and existing services and assets of community benefit.

Objective 2: To encourage well-designed, sustainable development which complements the distinct features of Stoke Ferry and protects the heritage that already exists.

Objective 3: To encourage safe and connected walking and cycling within and beyond the Stoke Ferry Parish.

Objective 4: To improve existing private and public parking.

Objective 5: To preserve the village character of Stoke Ferry and maintain the existing development boundary.

Objective 6: To minimise pollution on land, in water and in the air and protect and enhance access to the river and countryside within the Stoke Ferry Parish.

Objective 7: To protect and improve biodiversity (e.g., wildlife habitats and species).

Objective 8: To create a cleaner, safer, and greener neighbourhood.



Objective 9: To encourage and support appropriate new and existing businesses.

Objective 10: To promote a sense of community identity and belonging by encouraging community participation in a friendly and supportive manner across the Parish.



6. Policies and projects

Introduction to policies

- 6.1 The vision and objectives have provided the framework to develop the policies in the Neighbourhood Plan. Each policy relates to a particular objective under the following six themes: Community & Services, Housing & the Historic Environment, Transport & Access, the Natural Environment, Business & Employment, and Social & Cultural.
- 6.2 The Neighbourhood Plan is first and foremost a land-use document for planning purposes. All policies in the Plan have been derived from a series of consultation events, stakeholder engagement and desk research, which provide the justification and evidence base for their selection.
- 6.3 The Neighbourhood Plan policies follow the government's guidance. They exist to:
- Set out locally led requirements in advance of new developments in the parish.
 - Inform and guide decisions on planning applications.
 - Ensure that the multitude of individual decisions add up to something coherent for the area as a whole.¹²
- 6.4 To aid interpretation for decision makers and planning applicants, each policy is accompanied by supporting text, which includes context for the theme, the views of residents, guidelines and reference to strategic plans. This is set out before each of the policies.

Introduction to community projects and community aspirations

- 6.5 As expected, during consultation events, the local community identified a number of projects that fall outside the remit of planning policy. These have been identified as non-planning policy actions called 'Community Projects'. The Community Projects will be taken forward outside the Neighbourhood Plan process and they will be used by the Parish Council as the basis for the Community Infrastructure Levy income that will be received as a consequence of new development. These are included below, not an exhaustive list. See **Chapter 13** for more details on implementation of the Plan.

¹² Tony Burton, Writing Planning Policies, Locality.



- 6.6 The following have been identified as potential Community Projects to be investigated within the Neighbourhood Plan Period (up to 2036). It should be noted that this is not a definitive list and that things will change over time.

Community projects: action plan

1. CIL List – The Parish Council needs to draw up a list of priorities that Community Infrastructure Levy (CIL) monies, that are derived from new development over the plan period, will be spent on.
2. Request that the Borough Council of Kings Lynn and West Norfolk undertakes a review of the Conservation Area with a view to possible extensions including Buckenham Drive and Lynn Road.
3. To encourage the establishment of a Village Hall Car Park, adjacent to the Village Hall on Lynn Road.
4. Working with adjacent parishes to establish new cycle routes and public rights of way.
5. Encourage tree planting projects to compensate for the carbon footprint of new development.
- 6 Use the National Council of Volunteer Organisations' annual Volunteer's Week to identify a new generation of volunteers.



7. Community and services

- 7.1 The overarching social objective of the planning system as set out in the National Planning Policy Framework (NPPF - Revised July 2021) is to support strong, vibrant and healthy communities by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, with accessible services and open spaces that reflect current and future needs and support the health, social and cultural well-being of communities.
- 7.2 In order to achieve this, planning of new development must go hand in hand with planning for the community services and facilities that need to be in place to support development and meet the needs of residents. This includes transport, education, library provision, green infrastructure, sports facilities, local shops, footways and cycleways, allotments, fire hydrant provision, health services and a range of cultural facilities. These together are described as 'community infrastructure'. Housing and other development will be expected to contribute towards improving local services and infrastructure through either the payment of a Community Infrastructure Levy (CIL); planning obligations (via a Section 106 agreement/Section 278 agreement); or use of a planning condition.
- 7.3 The NPPF requires that the levels and types of infrastructure required to support growth should be set out clearly in strategic policies e.g., the Local Plan.
- 7.4 Presently Stoke Ferry is relatively well served by community infrastructure commensurate with its identification as a Key Rural Service Centre in the adopted and emerging Local Plans. The parish however does not have all of the facilities identified in the Local Plan most notably it does not have a Doctors' Surgery or a Post Office. There is a primary school and nursery, local



shops, takeaway, a pub, village hall and playing field. As the village's population increases over the plan period, which reflects the current permissions and allocations in the emerging Local Plan there may be a need for new or reconfigured facilities in order to at least maintain the quality of life for the whole community.

Objective 1: To encourage and support appropriate new and existing services and assets of community benefit.

- 7.5 Whenever the prospect of housing growth is discussed, it is inevitable that there will be concerns expressed about how the vital community infrastructure needed to support a viable community will keep pace with the expected population growth. It is essential that thought is given to community infrastructure at an early stage and that the needs of the current community, the capacity of existing services and the anticipated needs of new residents are taken into account.
- 7.6 This was very much reflected in the results of the household survey where it was clear that the existing facilities in the village are much valued by the local community. Facilities such as the village hall, the school, the Blue Bell, the playing field and the cemetery are vital to the community's functioning, its community cohesion and make a significant contribute to the social, spiritual and physical well-being of the wider community. (The important green spaces are now protected as Local Green Spaces under Policy SF15). The lack of available doctors and dentists was a key concern together with a Post Office and public transport. The existing facilities are valued by the community and should be retained for the benefit of the local community. This is best illustrated by the recent efforts to retain The Blue Bell Public House as referred to in **Chapter 2**.

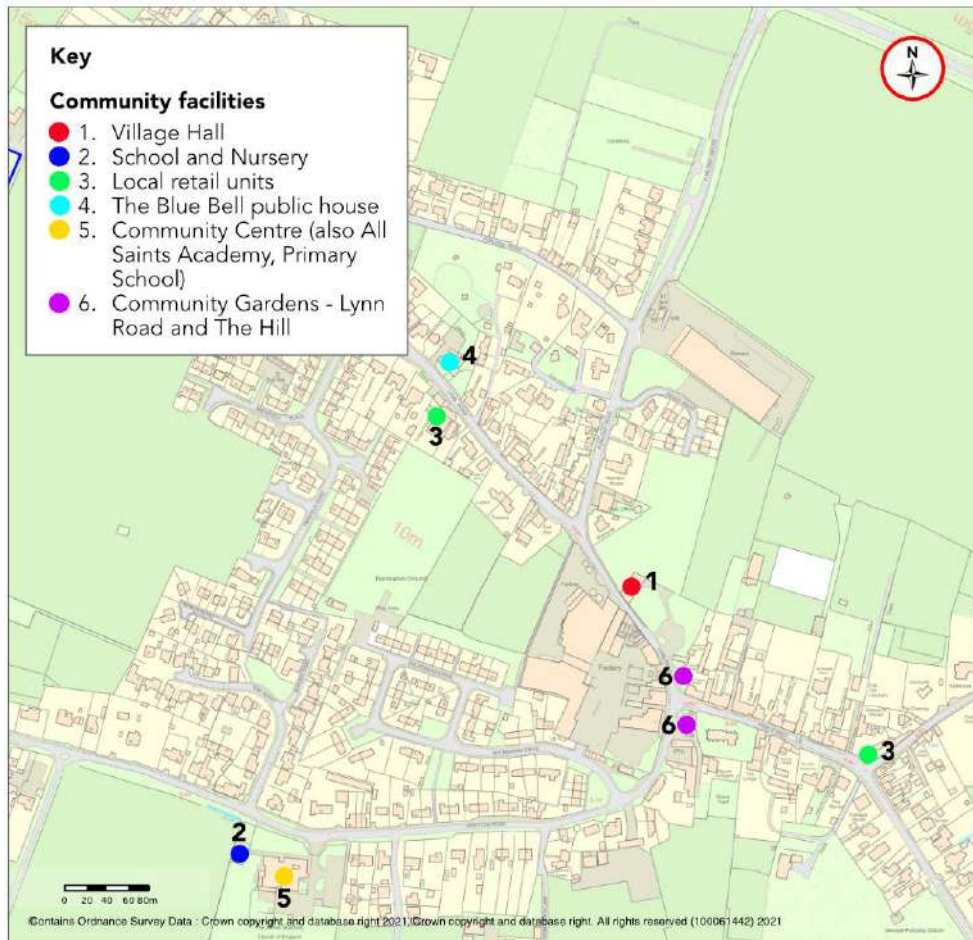


Figure 19: Community facilities (source: Parish Online with own annotations). Blue line denotes parish boundary.

New community facilities

- 7.7 Whilst it is acknowledged that even with new housing growth, the prospect of new community facilities or services is still relatively remote, there are opportunities afforded through the reconfiguration of existing services e.g. part time branch surgeries and the use of shared spaces; and where these opportunities present themselves they will be supported.
- 7.8 The household survey revealed some consistent preferences in relation to new services. Some of this was due to the fact that to currently access such services it requires travel to other settlements e.g., health services and in some cases due to the loss of a facility e.g., the Post Office. The survey results revealed a desire for access to more localised health and medical facilities as a priority together with a Post Office or extended school facilities including educational outreach and outdoor recreation.

**Policy
SF1****Community facilities**

Where a planning consent is required, proposals to redevelop or change the use of an existing community facility as set out in this policy are only supported where:

- i. This would not result in their loss or be detrimental to their community function; or
- ii. It can be demonstrated that it would not be economically viable or feasible to retain the existing community facility.

The following are identified as community facilities and their location is indicated in figure 19:

1. Village Hall
2. School and Nursery
3. Local retail units
4. The Blue Bell public house
5. Community Centre
6. Community Gardens – Lynn Road and The Hill.

Proposals that would result in the enhancement or improvement of existing community facilities are supported.

In principle support is offered for the development of new community facilities with specific support for proposals that would provide: health and medical facilities; school outreach facilities; an outdoor classroom; outdoor recreation facilities; a Post Office; opportunities for shared spaces/multi-use community facilities.

Cemetery

- 7.9 The existing cemetery is located on Furlong Drove to the north of the built-up area of the village and is owned by the Parish Council. The Parish Council has taken a long-term view on the capacity of the cemetery over the plan period and beyond and has considered what future provision may be required. The Parish Council owns land immediately to the southwest of the existing cemetery which it has identified specifically for an extension to the existing cemetery once the need arises. Whilst it is estimated that there is currently capacity in the cemetery for burials and also for ashes interments for the plan period. It is considered prudent for the Parish Council to begin to think about how to accommodate future demand well in advance to ensure that any



extension to the cemetery is delivered and available when required. The reasons for the identification of this site are that it is immediately adjacent to the existing cemetery, it can be accessed through the existing cemetery and forms a logical operational extension, whilst being in the ownership of the Parish Council. This piece of land is therefore allocated specifically for cemetery use in this Neighbourhood Plan to ensure it is retained for future cemetery use once the need arises.

Policy
SF2

Cemetery extension at Furlong Drive

A site of 0.38 acres immediately southwest of the existing cemetery at Furlong Drive, as shown in figure 20 is allocated for use as a cemetery extension.

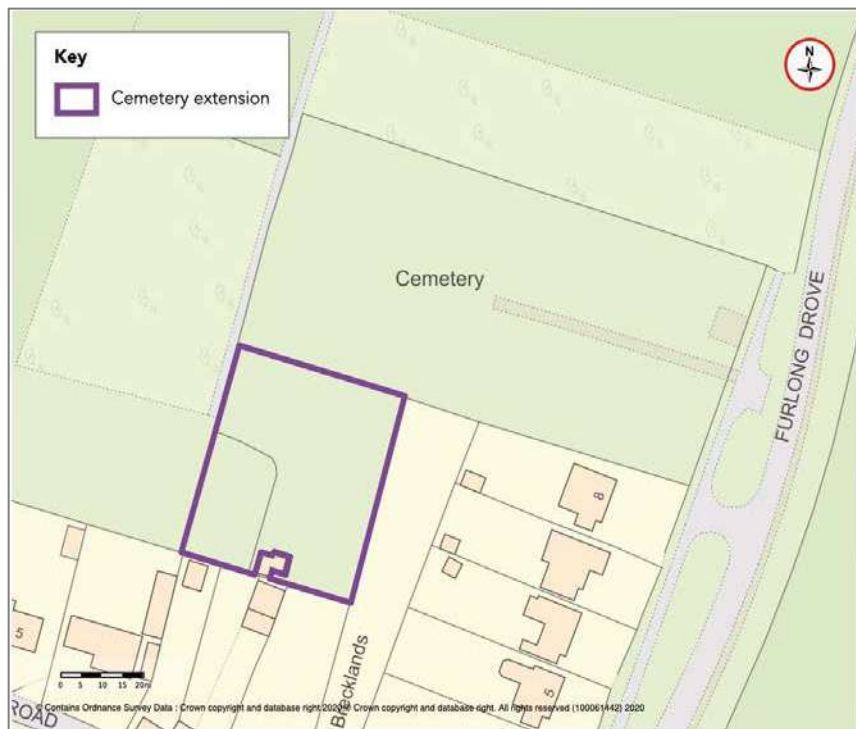


Figure 20: Cemetery extension (source: Parish Online with own annotations).



8. Housing, design and the historic environment

Objective 2: To encourage well-designed, sustainable development which complements the distinct features of Stoke Ferry and protects the heritage that already exists.

Scale and delivery of new housing

- 8.1 The Stoke Ferry Neighbourhood Plan does not anticipate making any specific allocations for new housing growth due to the high levels of existing planning permissions and allocations in the Parish.
- 8.2 Government guidance advises that Neighbourhood Plans must be in general conformity with the strategic policies contained in any development plan that covers their area. In addition, they should support the delivery of strategic policies contained in local plans and should shape and direct development that is outside of these strategic policies. Neighbourhood Plans should not promote less development than set out in the strategic policies for the area or undermine those strategic policies.
- 8.3 The issue of new housing is often a key determinant in the decision by a local community to embark upon the production of a Neighbourhood Plan. The issue of future housing development in Stoke Ferry is a key issue for the parish over the next 20 years, particularly its potential impacts upon the people, services and environment.



- 8.4 The 2011 census indicate that there were 440 dwellings within Stoke Ferry. Data provided by the Borough Council indicates that there are currently permissions either in outline or in full for around 200 dwellings within the Neighbourhood Area. All of these are likely to be constructed over the course of the Local Plan period to 2036.
- 8.5 The pre-submission version of the emerging Local Plan published in August 2021, identifies three specific allocations within the parish. These are as follows:
- G88.1 – Land south of Lark Road/Wretton Road – allocated for at least 5 dwellings; the site has planning permission for 13 dwellings under planning reference: 18/02068/RMM.
 - G88.2 – Land at Bradfield Place – allocated for 10 dwellings; the site has planning permission for 20 dwellings under planning reference: 16/001881/OM.
 - G88.3 – Land at Indigo Road/Lynn Road - allocated for at least 12 dwellings; this site has planning permission for 29 dwellings under planning reference 16/0013/FM.

In 2020, Stoke Ferry Parish Council appointed AECOM to produce a bespoke Housing Needs Assessment (HNA)¹³. This highlighted a total need for 68 affordable houses of differing tenures at Stoke Ferry. The replacement Local Plan (paragraph 4.1.5) identified a reduced Local Housing Need (LHN) for the Borough, such that committed site allocations throughout the Borough (as a whole), including consents on sites allocated at Stoke Ferry through the 2016 Site Allocations Development Plan Document (52 dwellings), should be sufficient to cover the LHN for the Borough as a whole, including meeting Stoke Ferry's needs over the Local Plan period to 2036.

- 8.6 A number of the current planning permissions are at an outline stage in the application process; therefore, scope remains, for the final form of development on sites with outline permission to be shaped by planning policies in this Neighbourhood Plan, once adopted. This is the focus of this Neighbourhood Plan section.
- 8.7 It is acknowledged that there will be additional applications submitted for windfall (unplanned) development during the Plan period. These may be both inside and outside of the development boundary. Such applications will be determined using the relevant Local Plan policies. The Neighbourhood Plan does not intend to alter the current adopted Development Boundary for the

¹³ https://www.west-norfolk.gov.uk/download/downloads/id/7447/stoke_ferry_hna_november_2020.pdf



parish and therefore will use the version shown in the most recent adopted Local Plan for the purposes of the policies in the Neighbourhood Plan.

Housing mix

- 8.8 As well as housing numbers, the size, type and tenure of any new housing is also a key issue for local communities in respect of new housing. The specific mix of housing will clearly have an impact on the existing community and therefore careful thought needs to be applied to determining that mix.
- 8.9 Delivering a wide choice of high-quality homes is essential to support a sustainable, vibrant, and mixed community. Community consultation, including the results from the questionnaire carried out in August 2020, revealed that over 70 per cent of residents felt that their current home would meet their needs for the next five years. However, it was also recognised that it is beneficial to have a range of types of accommodation to meet their changing needs and to cater for any needs that are currently not being met. In terms of the size of property the community preference was very much for 1-3 bedroomed starter homes and 2-4 bedroomed properties in the form of housing and bungalows. Over 79 per cent of respondents indicated that it would be their intention to own their own home but with some limited interest in self or custom builds.
- 8.10 In Summer 2020, the Working Group commissioned a Housing Needs Assessment (HNA) which was completed in November 2020, to explore the issues of housing type and tenure in more detail. The work was undertaken by consultants AECOM and the final report is a submission document that supports this Neighbourhood Plan.
- 8.11 The HNA reveals that almost 3/4 of Stoke Ferry residents own their own home. Approximately 16 per cent live in social rented accommodation with 10 per cent of residents renting privately. There is no shared ownership accommodation within the parish. Home values have increased over the last ten years however this has been at a much lower rate than the rest of the Borough and the County as a whole. Household incomes within the parish are just above the national average but there is still a large gap between those incomes (even with two earners per household) and the majority of the housing stock.
- 8.12 The HNA estimated there will be a need for 40 affordable homes for sale and 28 affordable homes for rent over the plan period. Based on the evidence in the report and other policy considerations, AECOM recommended a tenure



split of 70/30 per cent of all affordable housing delivered might have to be delivered in the form of affordable home ownership products.

- 8.13 Two indicative tenure mixes have been provided, which could serve as a guideline for the breakdown of Affordable Housing tenures in Stoke Ferry. Mix 1 (indicative mix based on local needs) proposes that 70 per cent of affordable homes be provided as rented tenures, and the remaining 30 per cent delivered as affordable routes to home ownership. Mix 2 (indicative mix with 25 per cent First Homes requirement) proposes that 25 per cent is delivered as First Homes with a further 5 per cent as shared ownership and 70 per cent as social/affordable rented. This aligns with the direction of proposed national policy, which includes a mandated minimum level of delivery of the Government's new First Homes affordable home ownership product.

Type and size

- 8.14 The HNA analysis provides an indication of the likely need for different types and sizes of homes based on demographic change. It is important to remember that other factors should be considered in determining the dwelling mix that is desirable in the Neighbourhood Area or on any site. These include the characteristics of the existing stock of housing and the role of the site within the wider housing market area.
- 8.15 In terms of dwelling type, the 2011 Census shows that Stoke Ferry has a high share of detached homes and that there are relatively few flats or apartments located in the neighbourhood area. The housing stock in Stoke Ferry is characterised by a relatively higher percentage of medium-large size homes.
- 8.16 In terms of demographics, 2011 Census data reveals that Stoke Ferry has an older bias to the population. Compared to King's Lynn and West Norfolk, Stoke Ferry has a relatively lower proportion of people between the ages of 0-44, and a relatively higher proportion of people between the ages of 45-84. Approximately 54 per cent of Stoke Ferry's population is over the age of 45, which is higher than the share of people in the same age group in both wider geographies.
- 8.17 In terms of household composition, HNA analysis found that the largest groups of households in of Stoke Ferry are couples without children, including older couples. There are also large numbers of households with grown up children. Over the period 2001-2011, the number of families with dependent children declined in the area, consistent with the ageing of the population.



- 8.18 The result of a life-stage modelling process suggests that by 2036, the size distribution of dwellings should be focused on delivering more three-bedroom homes as a priority but with reasonable proportions of 1,2 and 4 bed homes. The Neighbourhood Plan also considers whether bungalows could be provided as suitable accommodation for older people as well as three-four-bedroom homes for families, the size mix implied by the analysis would appear to support the suggested size mix, though it does not confirm whether these type or sizes of homes can be delivered viably.
- 8.19 It is also important that consideration is given in policy to qualitative evidence from the household survey, about the needs of local people and the community's wider priorities. The following **Policy SF3** has therefore drawn on evidence both from the HNA and the results of the household survey.

Policy SF3

Housing mix (size, type, and tenure)

Support will be given to the provision of a wide range of types of housing that meet local needs and enable the creation of a mixed, balanced and inclusive community.

The housing mix (size, type, tenure) of new housing provided should meet the needs of the parish as reflected in the Stoke Ferry Housing Needs Assessment (HNA) 2020,¹⁴ or successor document. Support is also given for opportunities for Self-Build and Custom Build.¹⁵

Proposals for new housing development on all sites meeting the affordable housing obligation should therefore include the following:

¹⁴ Report produced by independent consultants AECOM in 2020 and commissioned by Locality on behalf of the Parish Council.

¹⁵ **Self-build and custom-build housing: Definition from the 2015 Act** "self-build and custom housebuilding" means the building or completion by (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals or associations of individuals, of houses to be occupied as homes by those individuals. **A Custom Build home** is one where the local authority is satisfied that the initial owner has primary input into its final design and layout. Custom Build can happen where a site is earmarked for housing development. The authors of this Plan support Kings Lynn & West Norfolk Borough Council's Custom Build Action Plan <https://tinyurl.com/y2qob4wl>



Affordable Housing¹⁶

To be provided as 70 per cent affordable rented; and 30 per cent affordable routes to home ownership with the 30 per cent consisting of 25 per cent first homes and 5 per cent shared ownership.

Open market housing

Where open market housing is proposed consideration should be given to the provision of:

- housing, such as bungalows, to allow for downsizing and to meet the particular needs of those requiring housing adaptations.
- housing options that would be suitable for purchase by first time buyers.

Affordable housing should be identical in external form, quality, and character to open market housing. It should be 'pepper-potted' around the site, rather than grouped in clusters.

The importance of design

8.20 One of the determinants of whether any new development is successful or not will be dependent upon how well it is considered to integrate with its surroundings. Matters such as design, impact on local character, layout and scale are the most common issues that will cause the local community concerns about any proposed new development. If a community believes that it has been involved in and been able to influence the design of a development at an early stage, the higher the likelihood that the development will be considered to be acceptable.

8.21 Whilst to an extent design and impact on local character are subjective judgments, these can be influenced by breaking design elements down into component parts and attempting to address them. Whether a proposed new development is 'in keeping' with what is already there is one of the most common judgments to be made, yet there is often very little evidence or guidance to assist local people in making that judgement.

¹⁶ Affordable Housing - Social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.



- 8.22 A key purpose of the Neighbourhood Plan is not only to help influence the designers and proposers of development at an early stage of formulating their proposals, but also to help promote an understanding of what elements make up the character of the area and what constitutes good design that respects local character.
- 8.23 Government guidance places considerable emphasis on achieving well-designed places. Paragraph 126 of the NPPF¹⁷ describes it as fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development proposals acceptable to communities. Effective engagement between applicants, communities and local planning authorities is essential.
- 8.24 Paragraph 127 of the NPPF states ‘Design policies should be developed with local communities so that they reflect local aspirations and are grounded in an understanding and evaluation of each area’s defining characteristics.’ Neighbourhood Plans can play an important role in identifying the special qualities of an area and how they should be reflected in development.
- 8.25 In addition, the NPPF makes clear that all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and the National Model Design Code, which reflects local character and design preferences. Design codes and guides are used to inform development proposals to provide maximum clarity about design expectations at an early stage and reflect local character and preferences. They should provide a framework for creating high-quality places, with a consistent and high-quality standard of design to inform development proposals. It also makes clear that the level of detail and degree of prescription within design codes and guides should be tailored to the circumstances and scale of change in each place and should allow a suitable degree of variety where this would be justified.
- 8.26 A design code is a set of simple, concise, illustrated design requirements that are visual and numerical wherever possible to provide specific, detailed parameters for the physical development of a site or area.
- 8.27 In March 2021, the Parish Council commissioned consultants AECOM to undertake a Design Code for the Parish. This work was completed in June

¹⁷ National Planning Policy Framework – see Glossary.



2022 and is a supporting document to the Neighbourhood Plan. The work has been used to inform **Policy SF4** below.

- 8.28 The Design Codes built on the Character Appraisal work of the Working Group and undertook a detailed analysis of the local character of the parish, developed some strategic design codes and identified a palette of materials which should influence the design of future development. In addition, the report provided specific guidance to be used by the Parish Council when assessing and responding to consultation in future planning applications for new development.
- 8.29 The household survey asked residents for their views on design, which sparked the receipt of a wide range of views on a number of issues. Key issues that it was felt needed to be adequately addressed in the design of new housing development included trees and shrubs (82 per cent), materials (60 per cent), good sized gardens (56 per cent), height no higher than 2 storeys (66 per cent) and pedestrian and cycle connections (67 per cent). It has therefore been important to ensure that the policy and the Design Codes work undertaken by AECOM reflect these key issues.

Policy SF4

Design and character

The detailed design and appearance of all new development should contribute positively to the character of the area by respecting Stoke Ferry's local distinctiveness and character and seek to enhance its quality.

Development proposals should be consistent with the principles and guidance laid out in the **Stoke Ferry Design Codes, June 2022**, which is a supporting document to this Neighbourhood Plan.

Sites for visual enhancement and renewal

- 8.30 Throughout the Neighbourhood Plan process, including the early consultation events, the issue of the visual impact of a number of key existing buildings has been raised. There are a number of key sites within the built-up area of the village that either do not have a current use or are in a relatively poor state of repair when compared to the rich heritage of the historic core. A number of these buildings and sites are significant in size and therefore their current visual appearance does have a bearing on the overall visual appearance and



character of Stoke Ferry. Some of these sites also involve Listed Buildings and are within the Conservation Area.

- 8.31 The Household Survey revealed support for the reuse and/or redevelopment of these sites in order to obtain an overall visual enhancement or benefit to the parish. Words such as 'regenerate, repurpose and renovate' were commonly used in response to the question asked about the derelict buildings.
- 8.32 A number of the sites/buildings now have the benefit of planning permission for redevelopment and the implementation of development in line with those permissions is supported. It is recognised that the costs involved in redeveloping brownfield sites can be considerably higher than developing green field sites due to the costs of clearance, decontamination and issues around access and that this can delay development progressing or result in sites becoming less viable than originally anticipated. However, the Neighbourhood Plan is an appropriate vehicle to indicate support for the redevelopment of underused or unused sites particularly where a visual enhancement to the overall character and appearance of Stoke Ferry can be achieved. The following policy has been written on that basis but is not intended to allocate sites but to instead encourage the implementation of relevant extant planning permissions and to encourage others to come forward for development.
- 8.33 The identified sites are as follows:
1. **Former Dukes Head, The Hill, Wretton Road** – the site occupies a prominent position in the centre of the village, within the Conservation Area and there are concerns locally about the appearance of the building in this highly visible location. The building has been unused for some time although there have been planning permissions granted on the site. The site is considered to be suitable for a sensitive residential conversion.
 2. **Land adjacent to the Village Hall Lynn Road.** The site occupies a prominent position in the village centre and the Conservation Area and is located on one of the key routes into the village centre. Concerns have been expressed about the visual appearance of the site and its impact upon the Conservation Area. The site has had the benefit of planning permission for residential development but is yet to come forward.
 3. **2Agriculture Grain Store, Furlong Drove.** This site occupies a key site located at one the key entrances to the village from the north. The site has the benefit of planning permission.



4. **2Agriculture Mill Site, on the southwest side of Lynn Road.** This is large site in the centre of the built-up area and within the Conservation Area. There are a number of listed buildings on the edge of the site. The site has the benefit of planning permission.
5. **Land between Indigo Road and the 2 Agriculture Grain Store.** This is a large, underused area in a prominent location which would benefit from a sensitive redevelopment.

Community Action 1

Sites for visual enhancement

Measures to improve the visual appearance of these sites are encouraged and the Parish Council will work with interested parties as required to achieve these.

1. Former Dukes Head, The Hill, Wretton Road.
2. Land adjacent to the Village Hall Lynn Road.
3. 2Agriculture Grain Store, Furlong Drove.
4. 2Agriculture Mill Site, on the southwest side of Lynn Road.
5. Land between Indigo Road and the 2 Agriculture Grain Store.

Where a site is located either within or adjacent to the Conservation Area, specific regard should be given to the impact of any proposals on the historic environment in accordance with Policy SF5.

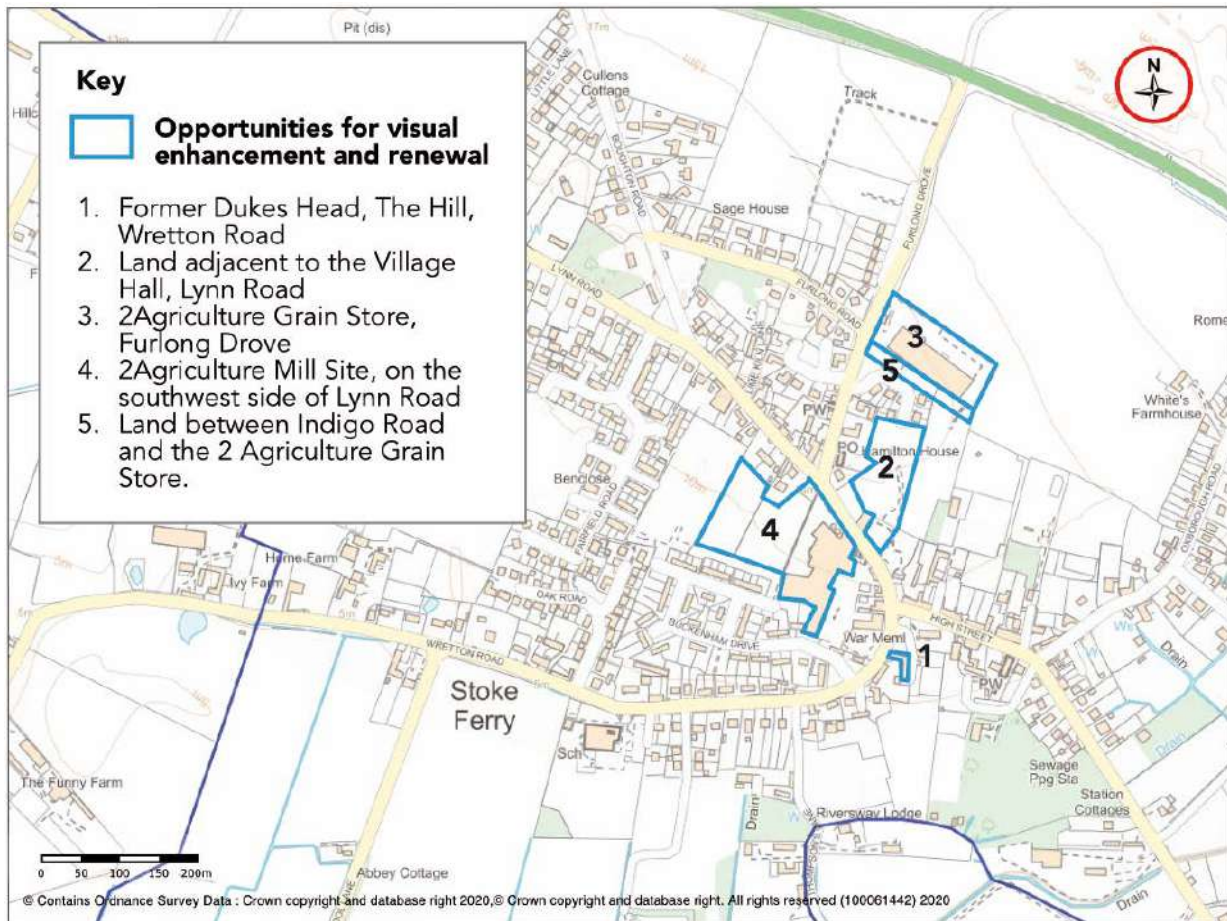


Figure 21: Sites for visual enhancement and renewal (source: Parish Online with own annotations). Blue line denotes parish boundary.

Historic Stoke Ferry

- 8.34 As described in earlier chapters, Stoke Ferry parish possesses a high quality and varied historic environment with a wealth of historic buildings and structures concentrated within the historic core of the village centre which is reflected in its designation as a Conservation Area. The Conservation Area was designated in 1979. In 1992, the Borough Council undertook an appraisal of the Conservation Area resulting in the production of the Stoke Ferry Conservation Area Character Statement 1992.
- 8.35 The Conservation Area Appraisal notes the factors which give the Conservation Area its unique character which can be summarised as:
- An important river crossing site
 - Views outwards of the surrounding countryside
 - A settlement pattern along roads and streets which due to their subtle twists and turns give rise to a variety of views and vistas



- A number of architectural set pieces (including the redundant church) which have generated a unique scale to the High Street
- The many important unlisted buildings
- The varied and interesting spaces between buildings.

8.36 The Parish Council are keen to ensure that the history of the parish is adequately acknowledged in new development, for example through the inclusion of appropriate street names within new developments, that reflect the site or area's past. This should be achieved through early consultation with the Parish Council. A number of the recommendations in the Conservation Area Appraisal are reflected in **Policy SF5** below. In addition, some concerns have been raised through the consultation exercises about the importance of preserving the visual appearance of the Conservation Area and in particular trying to ensure that the impact of signage within it is carefully managed. There is a range of signage in the centre of the village which includes, highway signage, directional signage as well as advertising and information signage. The ability to ensure that signage is appropriate to the Conservation Area was considered to be important to local people and also that any new signage was necessary and that signage that was no longer required for a specific purpose was removed.

Policy SF5

Historic environment and Conservation Area

The special character of Stoke Ferry Conservation Area and its setting will be preserved and enhanced with specific regard to the Stoke Ferry Conservation Area Character Statement 1992.

This will be achieved by:

- a. Encouraging the retention and maintenance of buildings which contribute to the overall character of the Conservation Area, whether listed or not.
- b. Ensuring that new development is in keeping with the special qualities, character and appearance of the Conservation Area
- c. Protecting the setting of the Conservation Area from development which adversely affects views into or out of the Conservation Area.
- d. Encouraging the maintenance and enhancement of features and details which contribute to the area's local distinctiveness.

Where new or reconfigured advertising signage is proposed, consideration must be given to its size, design, and siting to ensure that it



does not detract from the character and appearance of the Conservation Area.

Proposals that seek to rationalise or reduce the amount of signage within the Conservation Area will be supported. Proposals seeking to enhance the streetscape and public spaces through appropriate use of street furniture¹⁸ which preserves and enhances the area will be supported.

Measures to improve the visual appearance of sites before and during construction including the use of well-designed and sympathetic hoardings, which form part of the overall scheme visualisation will be supported.

Non-designated Heritage Assets (important unlisted buildings)

- 8.37 As referred to above one of the key components of Stoke Ferry's rich heritage is the number and quality of important unlisted buildings in the parish which contribute to its overall historic quality and significance.
- 8.38 The Government's Planning Practice Guidance (PPG) recognises that there are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions, but which are not formally designated heritage assets. In some areas, local authorities identify some Non-designated Heritage Assets (NDHA) as 'locally Listed' or as previously in this case as 'Important Unlisted Buildings'. The PPG goes on to explain that these can be identified through Local Plans (and now most commonly through Neighbourhood Plans) and can be a positive way for the local community to identify non-designated heritage assets against consistent criteria so as to improve the predictability of the potential for sustainable development.
- 8.39 The NPPF 2021 at paragraph 203 indicates that the effects of an application on the significance of a non-designated heritage assets should be taken into account in determining the applications.
- 8.40 The Household Survey asked a specific question in respect of local heritage and asked the community to identify any buildings or historic features which they felt were of local importance and significance in terms of their heritage

¹⁸ Including, but not limited to, high quality lighting, railings, seating, litter bins, bollards, and cycle racks.



value. 56 responses were received to the specific question and approximately 10 candidates were identified.

- 8.41 All of the suggested nominations have been assessed against criteria based on the Local Heritage Listing: Historic England Advice Note 7, page 9. The results of this exercise are shown in **Appendix B** and those buildings/structures that are considered to score well when measured against the criteria are included in **Policy SF6** below together with those identified by the Borough Council in the 1992 Conservation Area Appraisal, for completeness.
- 8.42 For clarity it should be noted that the identification of a building does not remove existing permitted development rights, nor does it mean that any additional consents are required (e.g., Listed Building consent). Existing rights enjoyed by the owner remain **unchanged**. Identification as a Non-designated Heritage Asset or Important Unlisted Building purely alters the weight given to the judgment made about the significance of the building when an application is being determined – either for works directly to the building or to an adjacent building that could affect the significance of the building itself or the setting.

Policy SF6

Non-designated Heritage Assets (important unlisted buildings)

The following buildings have been identified as important unlisted buildings due to their locally important character and historic features:

**Denotes building identified by the Borough Council in the 1992 Conservation Area Appraisal as an 'Important Unlisted Building'.*

Inside the Conservation Area

Bridge Road

1. New Drain to Stoke Ferry Fen (crossing under Bridge Road).
2. Milestone outside of Acer House.
3. Hawthorne Lodge.*
4. 1-3 and 4-5 Bridge Road.*
5. Trafalgar House.*

Oxborough Road

6. The Old Brewery.*
7. The Granary.*
8. Fernleigh House and The Haven.*



9. Meadow View.*
10. Craftsmen's Cottages.*
11. Whites Farm.*
12. Hunter's Moon.
13. Hope Cottage *
14. Holme Cottage.*
15. The Old Farmhouse.*
16. Holly Cottage and No 2 Oxborough Road.*
17. The Cottage, Oxborough Road.*
18. Trowel House, former Trowel and Hammer Alehouse.*
19. Rose Cottage, Little Man's Way*

High Street

20. Corner Shop, High Street.*
21. Mill House Cottage.*
22. The Old Hatchery.*
23. 'Crinkle Crinkle' garden walls at Homeleigh.
24. The Cottage, High Street.*
25. All Saints Cottage.*
26. Poppy Seed Cottages.*
27. Coachman's Cottage.*
28. Micklefields.*
29. All Saints Lodge.*
30. Cobble Barn by Old Crown House.*
31. Old School House.*
32. Former Wesleyan Chapel.*
33. The Manse.*
34. Church Cottages, behind Duke's Head.*
35. Former Duke's Head Public House, The Hill.*

Furlong Road

36. Kavenham House, Furlong Road.*
37. The Apiary, attached to Kavenham House.*
38. Furlong House, attached to the Apiary and Kavenheam House.*
39. The Almshouses, 1 and 2 Furlong Road.*
40. Ebenezer Chapel.*
41. The Honey Pot/Chapel House, Furlong House.*
42. 11 Furlong Road.*
43. 7A Clifton Cottage.*
44. 7 Clifton House.*
45. 4 Furlong Road and Furlong Cottage.*

**Lynn Road**

- 46. Grey House.*
- 47. Godsold House.*
- 48. Briar Cottage.*
- 49. Salisbury House*
- 50. Wall on Lynn Road adjacent to Village Hall.
- 51. Rose Cottage.*
- 52. The Blue Bell.*
- 53. The Dell.
- 54. The Cottage.*
- 55. Maltese House.*
- 56. Milestone outside of Forge House.

Lime Kiln Lane

- 57. 1 and 2 Limekiln Lane.*

Wretton Road

- 58. The Cottage and Sunset Cottage.*
- 59. Barn at K Plant Hire.*
- 60. 17 Sidena House and Village Pound incorporated into Garden, Thompson's Lane.*
- 61. 12-14 Wretton Road*
- 62. 38, 40 and 42 Wretton Road.*
- 63. Manor Cottage

Thompson's Lane off Wretton Road

- 64. Hugglescote and Winray.*
- 65. Willow Cottage.*

Other

- 66. Wall on Furlong Road and Boughton Road.
- 67. WWII Spigot Mortar Mounts (1 on BR8 and 2 on BR9).

Outside of the Conservation Area

- 68. Lavender Cottage, Lynn Road.

School Lane and Wretton Road

- 69. Abbey Cottage, School Lane.
- 70. Bradfield Lodge, Wretton Road.
- 71. Former James Bradfield Free School, Wretton Road.



72. The Old School House, Wretton Road.

Oak Road/Wretton Road

73. Barn Conversion, Oak Road.

74. The Limes, Wretton Road

75. 82-84 Wretton Road.

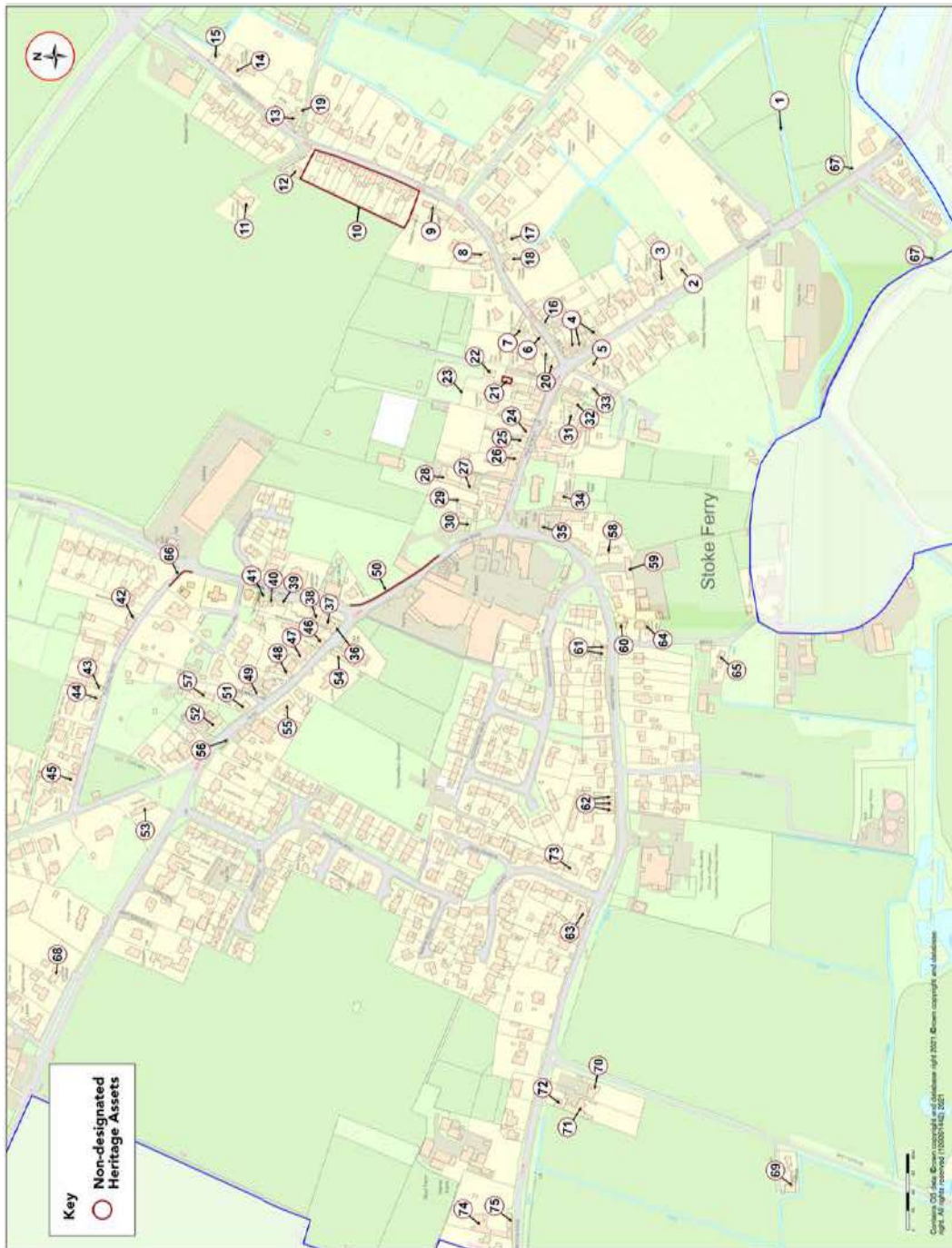


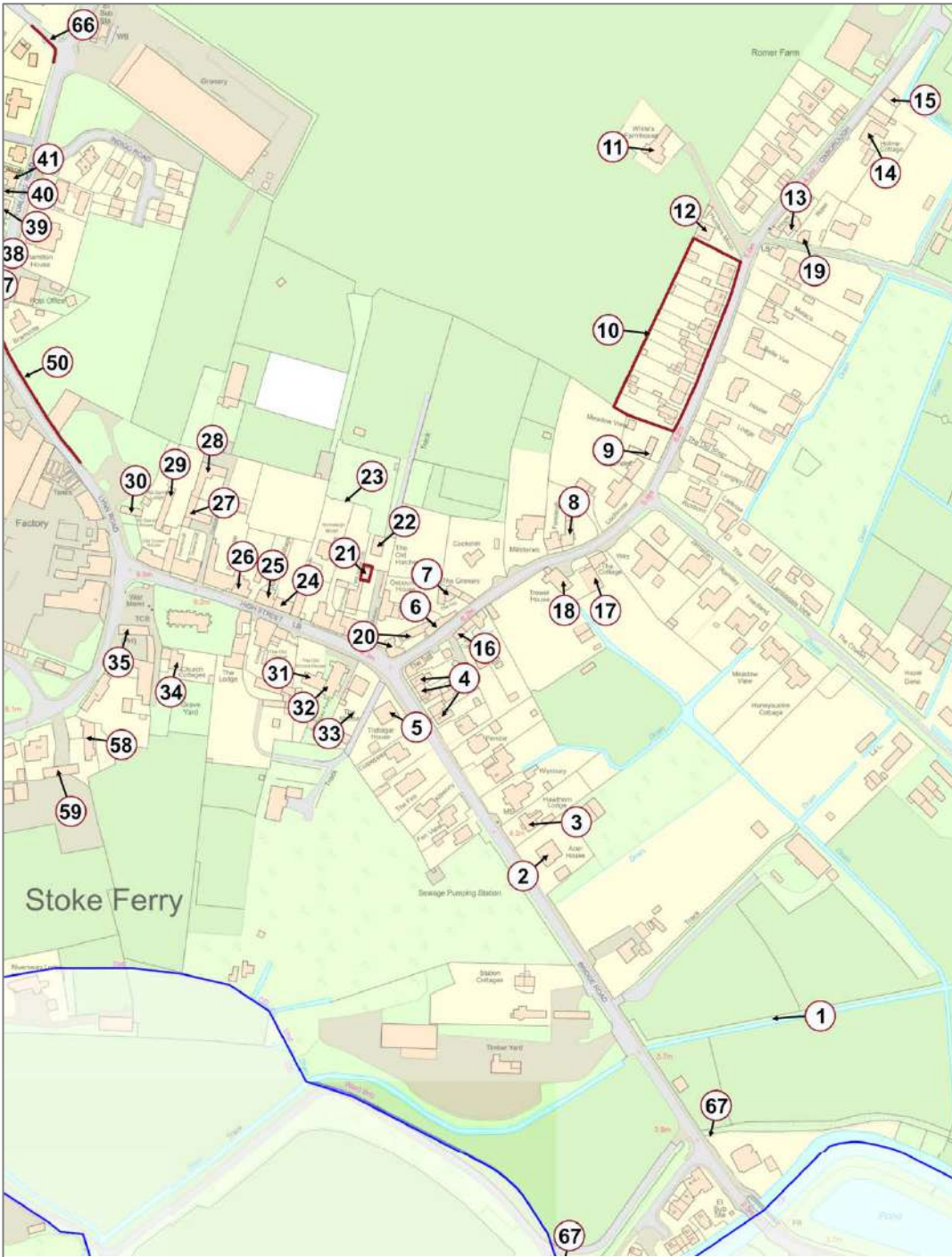
Figure 22: Non-designated Heritage Assets overall map and inset maps (source: Parish Online with own annotations). Blue line denotes parish boundary.



Inset:
Furlong
Drove,
Furlong
Road and
Lynn Road



Inset:
Wretton
Road



Inset: Lynn Road, High Street, Bridge Street and Oxborough Road



9. Transport and access

- 9.1 Stoke Ferry is connected to its surrounding hinterland by the A134 trunk road, which bypasses the village and links to Downham Market, King's Lynn and Thetford.
- 9.2 The B1112 and B1160 minor roads link to other villages such as Methwold and Southery. Stoke Ferry is in close proximity to the villages of Boughton, Wereham, Whittington and Wretton which all lie in within a 2-mile radius. In terms of public transport, there is a long-distance bus service between Thetford and King's Lynn which stops at Stoke Ferry and runs 7 times a day in both directions. The nearest station in Downham Market offers services to Cambridge, Ely, King's Lynn and London.
- 9.3 Government guidance in respect of plan making and transport issues tends to focus on promoting sustainable transport. Plans are urged to consider at an early stage the impacts of development on transport networks, realise opportunities for improvement, promote walking and cycling and public transport use and identify where adverse impacts of traffic require mitigation. . It is also acknowledged that the pattern of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- 9.4 The government advises that major development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes, which can help to reduce congestions and emissions and improve air quality and public health

Objective 3: To encourage safe and connected walking and cycling within and beyond the Stoke Ferry Parish.



Public Rights of Way

- 9.5 Stoke Ferry benefits from a scenic network of public rights of way linking the village to other nearby villages, hamlets and farmsteads and scenic walking routes along the River Wissey and The Cut-Off Channel. From the north clockwise, footpath FP1 leads from Furlong Drove northwards connecting to restricted bridleway RB7 which loops east and south to bridleway BR8 coming back into the village by the River Wissey. This provides an attractive walking route through the countryside to the north. In addition two connector footpaths FP4 and FP5 run between Furlong Drove, Oxborough Road and the River Wissey. FP5 is also known as Little Man's Way and offers a scenic walking route through some woodland east of the A134 bypass. A corridor of bridleways BR8, BR9, BR10, BR15 run along the north hand side of the River Wissey away to the southwest before a fork. Here walkers or riders can choose to head straight on along the River Wissey on a long-distance bridleway all the way to Hilgay or turn right towards Wretton on restricted byway RB14.
- 9.6 The village of Wretton is within relatively easy walking distance of Stoke Ferry and the villages are linked by pavement. Wretton Road has a 40mph speed limit and a pavement on its southern side meaning that is safe and pleasant for pedestrians and cyclists. Lynn Road, Oxborough Road and Bridge Road are examples of less safe routes out of the village because although they have a 30mph speed limit, there is no pavement. Other minor lanes can be enjoyable for pedestrians and cyclists because of the limited amount of traffic, and narrowness which acts to naturally restrain the speed of motorists. Good examples of this effect are Great Man's Way and School Lane which are attractive lanes linking several scattered homes. The parish contains a number of 'droves' – traditional routes used for herding flocks of animals, usually cattle – a number of which form part of the footpath network in the parish and are nowadays used for recreational walking. These traditional 'droves' are considered an important characteristic of the parish and are to be protected from development that would impede their continued use. The droves identified in the policy below have been identified through local knowledge and historical records.
- 9.7 The household survey asked local residents for their views on opportunities to improve transport and access in the parish. The issue of speeding through the village (over 70 per cent of respondents mentioned this) and village signs at the entrances to the village (68 per cent of respondents) were the two most popular identified. Other issues such as road maintenance (63 per cent), new cycle path provision (57 per cent) and increasing the number of parking space



in the village (51 per cent) were also identified by residents as requiring attention.

- 9.8 Whilst concerns over traffic congestion, speeding and unregulated parking are often issue of concern to local communities, the planning process and Neighbourhood Plans more specifically are limited in the ability to address many transport issues as their policies are only enacted where development occurs. Neighbourhood Plan policies therefore cannot address issues such as speeding, congestion or nuisance parking where these are already existing problems but may be able to influence such issues in the future and ensure that new development does not exacerbate existing problems or cause new ones. This is reflected in **Policy SF7** below.

Policy SF7

Accessibility

Proposals should maximise opportunities for sustainable transport,¹⁹ prioritising these modes as follows:

1. Walking
2. Cycling
3. Public Transport

Highway safety and access

Major development proposals should be accompanied by a travel plan to assess traffic impacts and identify opportunities for mitigation.

Walking and cycling

Unless demonstrably impractical, new developments, as appropriate should contribute to the health and wellbeing of residents through increasing levels of walking and cycling by the provision of safe and attractive pedestrian and cycle routes and crossings, that are suitable for all users including those with a disability.

Large scale new developments i.e., over 25 dwellings, should contain more than one point of access for pedestrians and cyclists and improve community cohesion by providing good connections to the rest of the

¹⁹ **Sustainable transport** refers to ways of transportation that are sustainable in terms of their social and environmental impacts. Components for evaluating sustainability include the particular vehicles used for road, water or air transport; the source of energy; and the infrastructure used to accommodate the transport.



village and existing services e.g., pub, school, shop, village hall, playing field and allow for access to the wider countryside and neighbouring villages.

Public Rights of Way

Existing Public Rights of Way, including bridleways should be protected and enhanced.

Enhancement can take the form of new routes, connections, improved surfaces and/or signage increasing access to the countryside and connectivity between communities suitable for all users including horse-riders. Where Public Rights of Way may be unavoidably impacted or lost, appropriate diversions or new routes should be provided that are equally safe, accessible, and convenient for users.

Community Action 2

Historic Drove

The Parish Council recognises and will work to retain and, where appropriate, enhance the routes of the historic 'droves' identified below and in Figure 23, only a few which have Public Right of Way status.

- a. Furlong Drove.
- b. Barker's Drove.
- c. Little Man's Way (Footpath 5).
- d. Great Man's Way.
- e. Limehouse Drove.
- f. River Drove.
- g. Stringside Drove.
- h. Herringay Drove.
- i. Romer Drove.
- j. Stoke Drove (now School Lane).

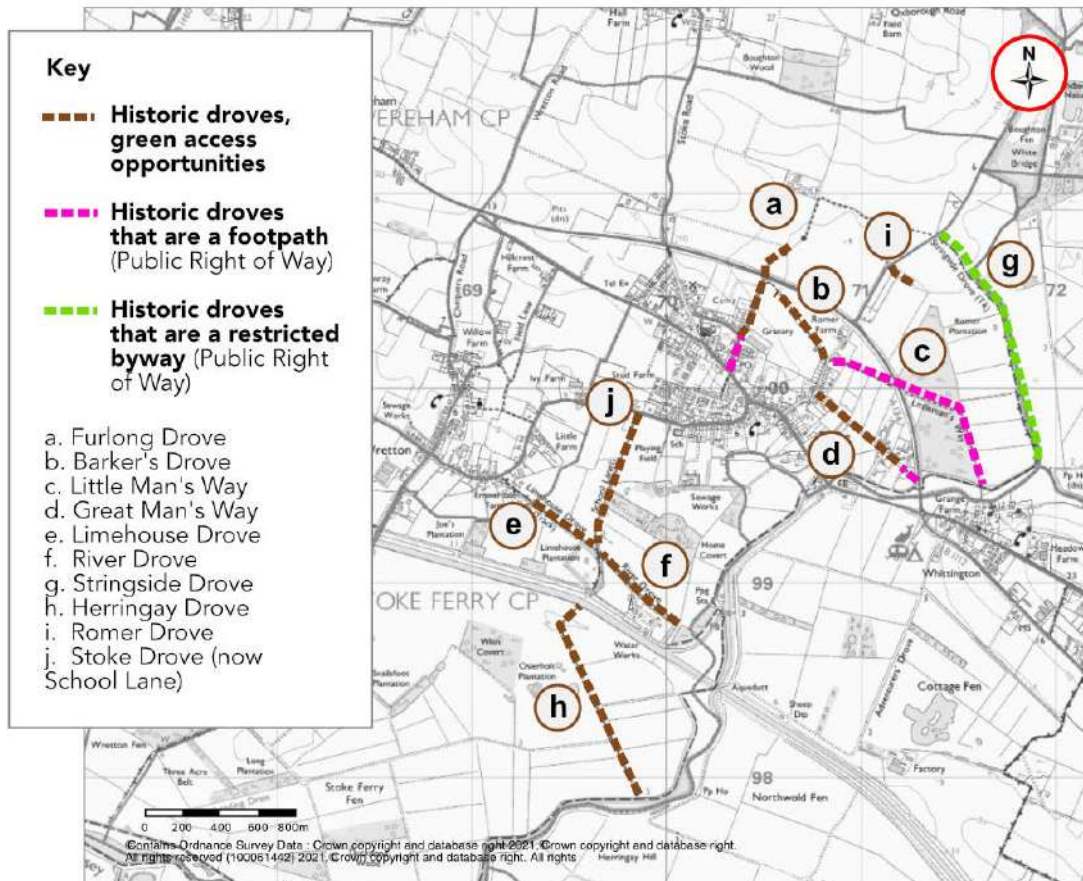


Figure 23: Historic droves in Stoke Ferry (source: Parish Online with own annotations). Blue line denotes parish boundary.

Objective 4: To improve existing private and public parking.

Parking

- 9.9 Government guidance recognises that there continues to be a demand for parking in both residential and non-residential developments. The NPPF makes it clear that parking standards for residential and non-residential development should only be set where there are clear and compelling reasons for doing so that are necessary to manage the local road network. Parking provision for developments in West Norfolk will be made in order to satisfy the relevant adopted standards of the Borough Council as local planning authority, which are the Norfolk Parking Standards 2007 (updated 2020).
- 9.10 Adequate and well-maintained parking provision is an important element of new development, whether it is for a single dwelling or for a major housing scheme or business premises. The Neighbourhood Plan encourages



sustainable transport options; however, it is also a reality that private cars will be used to access services and employment either within or beyond the village.

- 9.11 Allocated parking on new residential estate should seek to minimise the opportunities for indiscriminate and on-kerb parking. Where communal parking areas are proposed they should be used for domestic vehicles and not for the parking of caravans and motor homes.
- 9.12 In larger housing developments, unless parking provision is well designed it can either dominate or detract from the overall visual appearance of that development. Where parking is to be provided it should be an integral part of the design and layout and it should also be designed to meet the needs of residents it is intended to serve. As demand for electric vehicles is expected to increase over the plan period, opportunities should be taken to encourage the installation of electric charging points both in residential and non-residential developments. The **Stoke Ferry Design Codes**, provides guidance on the design of parking areas in order to best assimilate them into the character of the area and this document should be used by developers in order to enhance the design of their schemes.

Village Hall car park

- 9.13 The Adopted Site Allocations Development Management Document 2016, contains a specific allocation for a village car park for 26 spaces, on Lynn Road as part of the G88.3 residential allocation. This allocation has not yet come forward and is linked to a specific planning permission on an adjacent site where construction has begun but has not been completed. The need for the car park is still underpinned by community support expressed in the household survey and therefore the allocation is now rolled forward into the Neighbourhood Plan in **Policy SF8** below. Whilst it is recognised that it may be some time before development comes forward, the site occupies a prominent position in the village centre and its visual appearance was mentioned in the household survey. Therefore, measures to safeguard the site and improve its visual appearance in the interim such as the use of more aesthetically pleasing perimeter fencing will be supported.



Policy SF8

Village Hall car park

Land adjacent to the Village Hall on Lynn Road (figure 24) is allocated as a car park.

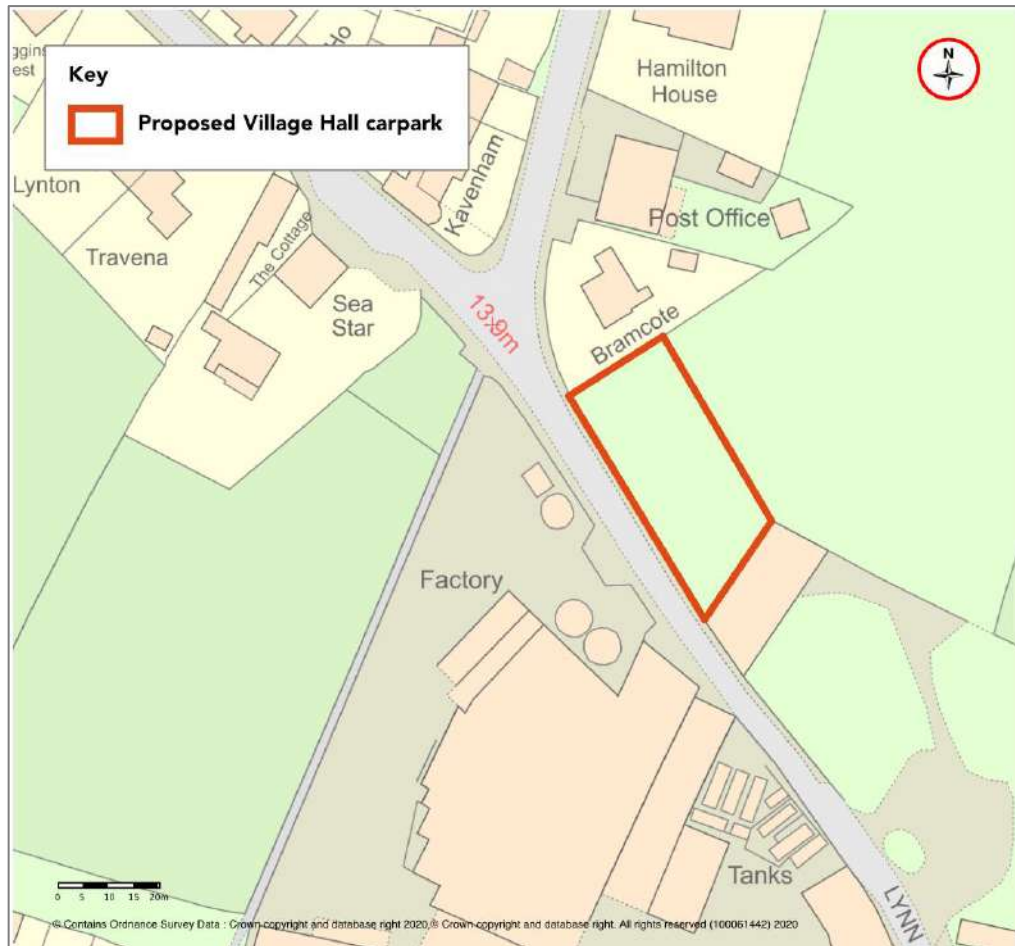


Figure 24: Proposed Village Hall car park (source: Parish Online with own annotations).



10. Natural environment

Objective 5: To preserve the village character of Stoke Ferry and maintain the existing development boundary.

Development boundary and strategic gap

10.1 As referred to in previous chapters the Neighbourhood Plan does not intend to amend the Development Boundary for the parish established in accordance with the policy approach set out on page 18 of the Site Allocations and Development Management Policies Plan 2016²⁰. Development boundaries define the areas where development (of a type suitable for the settlement) is likely to be acceptable, provided it conforms to other policies in either the Local or Neighbourhood Plan. Areas outside the development boundaries will be subject to policies for development in the countryside. Development boundaries are useful tools for developers, the public and planning authorities, in that they provide more certainty when assessing planning applications for development. The identification of such boundaries helps avoid development encroaching on the countryside and limits village sprawl. For the purposes of the Neighbourhood Plan policies, where they refer to development boundaries, the Plan will use the boundary identified in the most recent version of the Adopted Local Plan. The expectation is that applications for new development, either inside or outside of the development boundary will be determined using the policies of the Adopted Local Plan, and that the focus of new development will be small

²⁰ https://www.west-norfolk.gov.uk/info/20220/site_allocations_and_development_management_policies_plan/514/adopted_plan



scale, incremental infill development within the development boundary rather than new development outside of it (except on specifically allocated sites identified in the Local Plan).

- 10.2 The landscape and topography of Stoke Ferry contribute to its recognisably Norfolk Fens visual identity. The parish falls within the Fens National Character Area (NCA) designated by Natural England. This is a distinctively historic and human influenced wetland landscape which stretches from Lincoln and Peterborough all the way to King's Lynn and Cambridge. Stoke Ferry is located towards the eastern edge where it meets the Northwest Norfolk NCA and The Brecks NCA.
- 10.3 The landscape is recognisable from its large, flat and open landscape with vistas to level horizons. This contributes to create the appearance of very large skies in contrast to the rest of the country. There are patches of higher elevation (although these rarely pass the 10m contour,) such as the Isle of Ely, however, their isolation and rarity renders these higher points dramatic and visible for miles. Stoke Ferry is an example of a small area of elevated topography by a river course, and this makes the village visible from the surrounding flat landscape. Much of the Fens landscape is intensively drained and cultivated, but the salt marshes and wetlands which remain support internationally important populations of birds.
- 10.4 King's Lynn and West Norfolk Borough Council have prepared a Landscape Character Assessment for the area to support the review of the Local Plan. Stoke Ferry is identified as falling within the 'H Settled Farmland with Plantations Landscape Character Type', and more specifically the 'Landscape Character Area H4 Wereham. The Settled Farmland with Plantations Landscape Type consists of a transition from the low-lying flat landscape of The Fens and the more elevated and variable landscapes of The Brecks heathlands. Fields are medium to large interspersed by belts of woodland that provide some enclosure. Landmark features include churches and windmills, such as at Stoke Ferry where the windmill is prominently visible on higher ground. While the landscape is less open as a result of trees and sparse settlement, there are still very extensive views out towards the Fens from the settlements.
- 10.5 The H4: Wereham Landscape Character Area has several linear villages strung along the A134 and nearby roads between Downham Market and Stoke Ferry. Moving towards Stoke Ferry, the settlement becomes denser and the villages become closer together. There is a strong sense of rural tranquillity and peaceful roads connect many of the farms and villages together away from the busy transport corridor of the A134.



- 10.6 Of particular importance to conserve in this landscape are the hedgerows and woodlands, views out into the wider landscape and the sense of tranquillity. New development should seek to conserve the area's rural character and ensure that it responds to the historic settlement patterns.

Policy SF9

Development boundary

The development boundary for Stoke Ferry is shown on Figure 25. Development within the boundary is supported in principle but the areas outside the development boundary (excepting specific allocations for development) are treated as countryside where new development will be more restricted and will be limited to that identified as suitable in rural areas by other policies of the Development Plan.

Important views

- 10.7 Given the importance of the landscape as described above, the household survey through a specific question, sought feedback from the community on important views and vistas into and out of the built-up area of the village.
- 10.8 Unsurprisingly views into or across the River Wissey Valley were very popular with respondents together with those from the village across open farmland to the north. These have been mapped and are shown on figure 25.
- 10.9 The Working Group were mindful that any policy which sought to protect these views should focus on those that are 'important' to the overall landscape character of the parish and which can be enjoyed from publicly accessible locations, e.g., footpaths, public highway, an existing open space, or through a gap between buildings.
- 10.10 Taking this into account, the following views have been identified as 'important public views' in **Policy SF10** below.

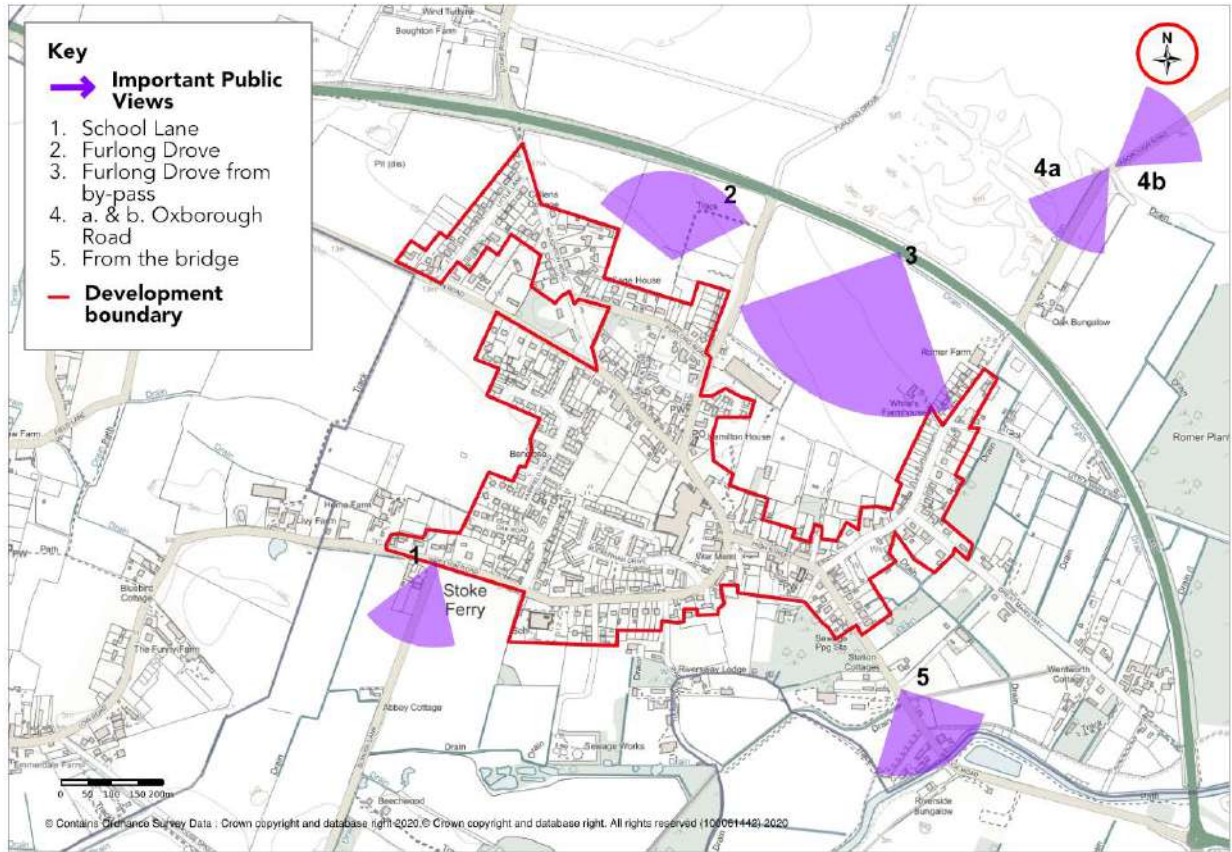


Figure 25: Important Public Views and development boundary (source: Parish Online with own annotations). Blue line denotes parish boundary.

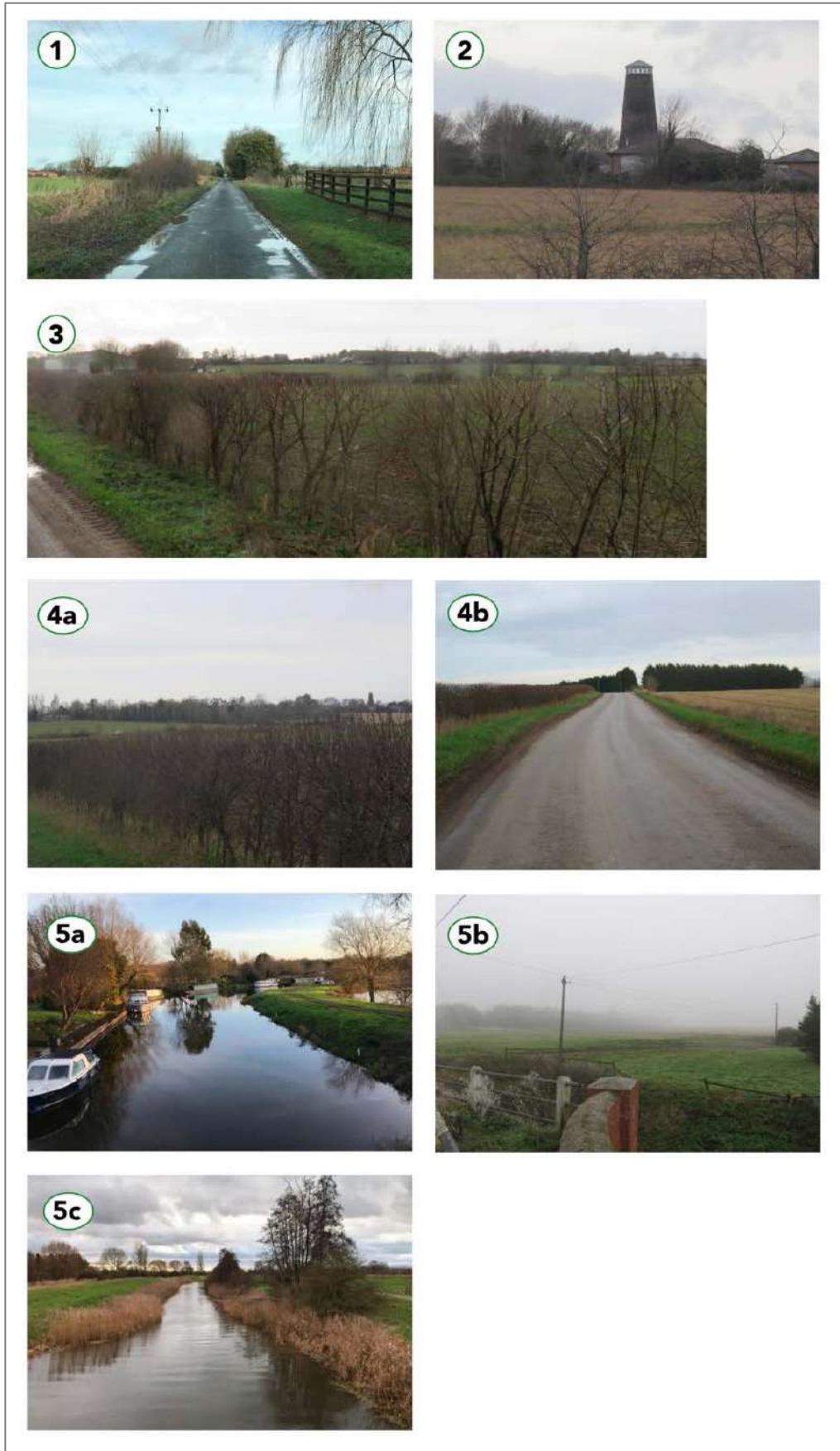


Figure 26:
Important
Public Views.

**Policy
SF10****Protection of Important Public Views**

The following views are identified as Important Public Local Views (figure 25 and 26):

1. View south from School Lane.
2. Views looking west towards Old Tower Mill from Furlong Drove.
3. View from the bypass looking south towards the village.
4. Views along Oxborough Road:
 - a. south.
 - b. north.
5. Views from the Bridge looking:
 - a. east along the River Wissey.
 - b. south away from the village.
 - c. west along the River Wissey.

Development proposals within the ambit of a valued view must assess and address their impacts to ensure acceptability within the landscape, with mitigation as appropriate. Proposals that would result in a visual enhancement to an approach to the village will be supported.

River Wissey corridor

10.11 The responses to the household survey in respect of the question on 'Strategic Gaps' and on important views both highlighted the importance that residents of Stoke Ferry attach to the River Wissey, both in terms of its landscape value but also its recreational value. This recreational value is gained predominantly through access to the river from the number of walks, footpaths and routes that either run alongside the river or to and from the river as it winds its way through the parish.

10.12 Views across the river and the number of public footpaths and routes in this are well served; such as Great Man's Way, a lane leading away from Oxborough Road. There are key strategic views and vistas towards the surrounding natural environment (farmland, copses, river, swans, river boats and waterfowl) approaching from the Whittington roundabout and the Bridge. The present bridge is relatively modern replacing a cast iron one, demolished in 1899, and represents the key access point to the village. River Walk is an important public Bridleway (BR9) running along and in close proximity to the River Wissey. There are pleasant views across the River and to meadows from the bridleway. There



is another Public Right of Way (FP6) that intersects Bridleway (BR8) at the approach to Great Man's Way.

- 10.13 The predominant character here is open and undeveloped with long scenic views over and along the river and in some case towards farmland beyond. This general undeveloped character provides an important aspect to the rural setting of the village when viewed from the east and this character would be significantly eroded should development take place in this area. Therefore the River Wissey corridor has been identified for special protection in order to safeguard its visual and undeveloped character and the rural setting it provides to the village.

**Policy
SF11**

River Wissey corridor

Development that may adversely affect the visual, scenic and undeveloped nature of the River Wissey corridor within the Parish (figure 27) should demonstrate regard for:

- a. the value of its landscape character,
- b. views across the river,
- c. its contribution to the setting and entrance to the village,
- d. its wildlife value, or
- e. its recreational use.

Subject to the above, proposals to provide/improve public access, will be supported.

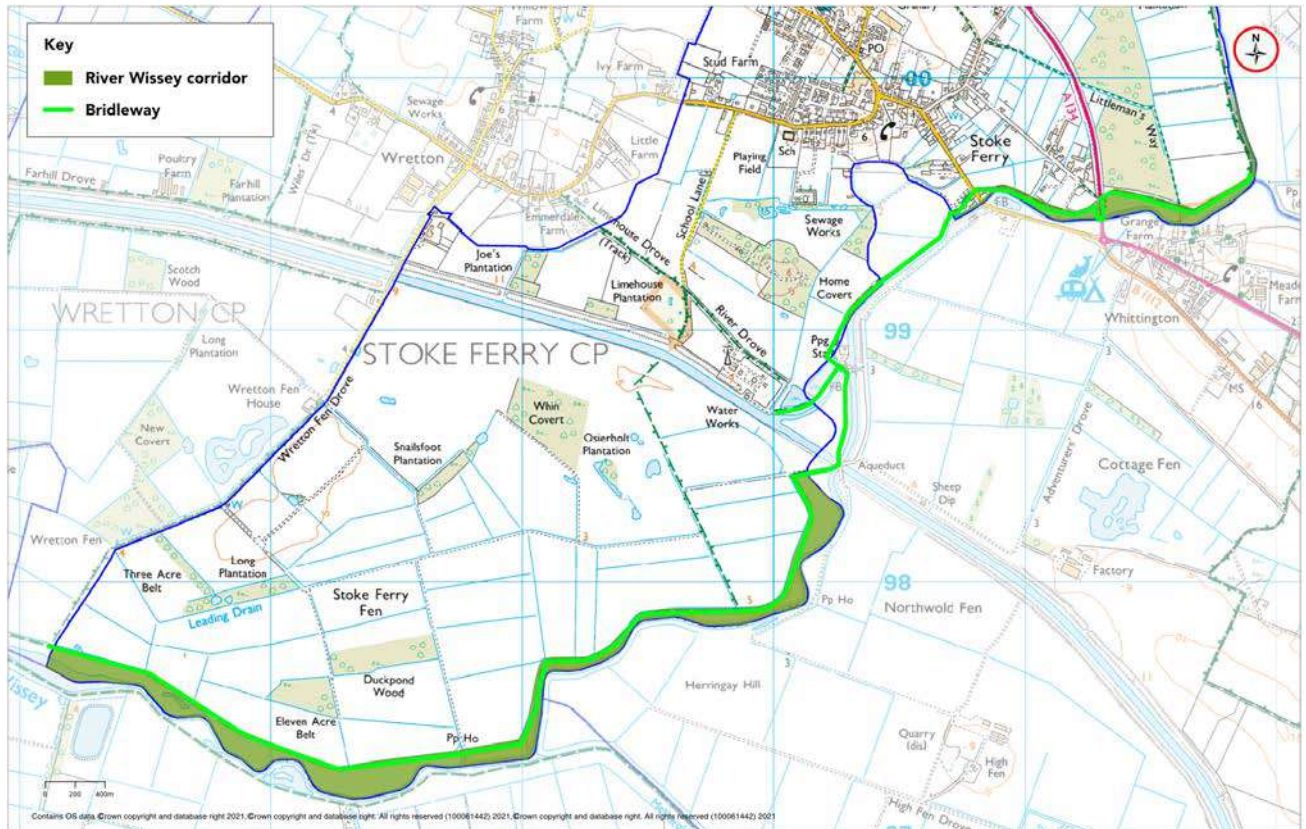


Figure 27: River Wissey corridor, within Stoke Ferry parish (source: Parish Online with own annotations). Blue line denotes parish boundary.

Objective 6: To minimise pollution on land, in water and in the air and protect and enhance access to the river and countryside within the Stoke Ferry Parish.

Drainage and flood risk

10.14 The River Wissey begins as a small chalk-fed stream, rising at Shipdham, near Bradenham in Norfolk. The Wissey flows in a westerly direction for nearly 31 miles through the villages of Necton, North and South Pickenham, Great Cressingham, Bodney, Ickburgh, Didlington, Northwold, Whittington and the southern boundary of Stoke Ferry. The Wissey eventually joins the Great Ouse at Fordham, after passing through the Fens.

10.15 The Cut-off Channel is a man-made waterway, which runs along the eastern edge of the Fens in Norfolk and Suffolk including through the parish of Stoke Ferry. The Cut-off Channel was constructed in the 1950s and 1960s as part of flood defense measures.



10.16 A significant area of Stoke Ferry parish is located within Flood Zone 3 in areas protected by flood defenses. There are some small areas of Flood Zone 2 in Stoke Ferry parish, which are at a medium probability of flooding with land having between a 1 in a 100 and 1 in 1,000 annual probability of river flooding.²¹ A Strategic Flood Risk Assessment (SFRA) has been commissioned by the Borough Council to support its Local Plan which contains more detail on flood risk within the Borough.

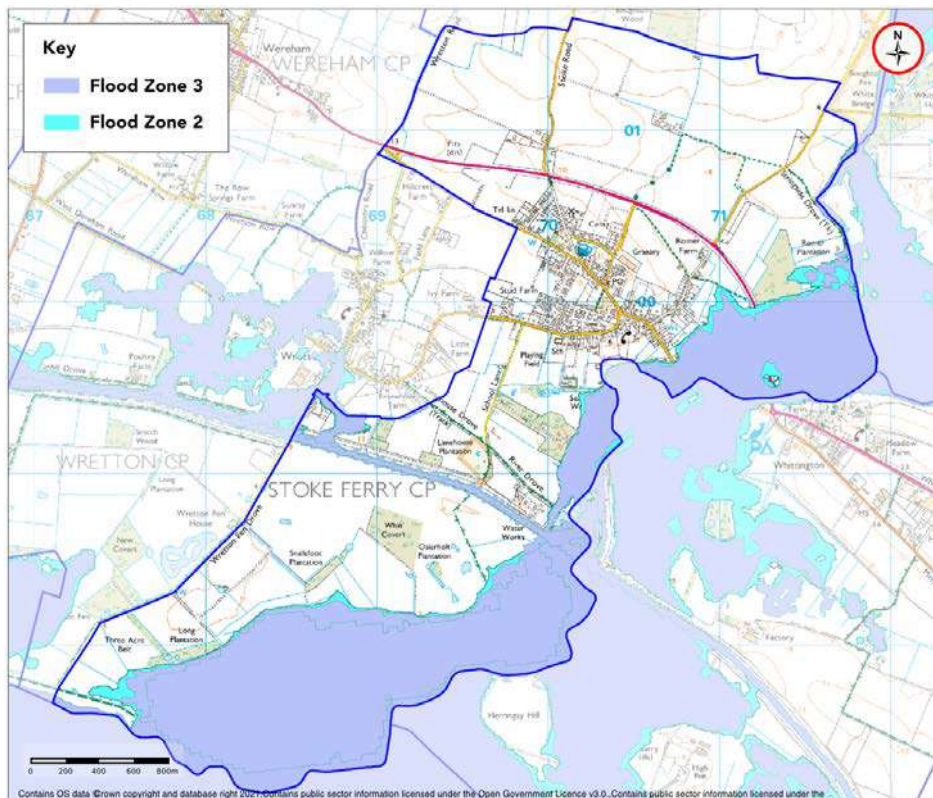


Figure 28: Flood risk in Stoke Ferry (source: Parish Online with own annotations, data from Environment Agency). Blue line denotes parish boundary.

10.17 Respondents to the household survey also indicated that their experience of flooding within the parish tended to be in the south and east of the parish where land was affected by the river. A large part to the south of the Parish of Stoke Ferry falls within the Downham Market Group of Internal Drainage Boards (IDBs), specifically the Stoke Ferry IDB.

²¹ Flood risk assessment - Level 1, Borough Council of King's Lynn & West Norfolk (west-norfolk.gov.uk).



- 10.18 In addition, regular incidences of flooding within the village were identified, including the centre which are largely the result of surface water drainage issues rather than river-based flooding.
- 10.19 The use of Sustainable Urban Drainage Systems (SUDs) is now commonly promoted by Norfolk County Council as the Local Lead Flood Authority. This is due to their benefits not only to flood relief but also in preventing pollution and their potential to benefit wildlife. The County Council encourages all new development (including minor developments of less than 10 dwellings or less than 1000m²) to use appropriate sustainable drainage systems (including SuDS and drainage lagoons), wetland and water features, to protect against pollution, provide drainage and wider amenity, recreational and biodiversity benefits. See the Norfolk County Council (NCC) – Lead Local Flood Authority (LLFA) Statutory Consultee for Planning: Guidance Document²²
- Policy SF12** below has been constructed with this mind.

Policy SF12

Drainage and flood risk

All development will be expected to demonstrate how it can mitigate its own flooding and drainage impacts, avoid increase of flooding elsewhere and take account of the impacts of climate change.

Development will not be supported in areas of high probability of flood risk as identified in the Borough Council's Strategic Flood Risk Assessment.²³

New development should not exacerbate existing surface water, groundwater or foul drainage problems, nor should it have an adverse effect on historic drainage features. e.g., the New Drain (Dutch Drain).

Development proposals should demonstrate regard for the related design guidance in the **Stoke Ferry Design Codes, June 2022**.

²² <https://www.norfolk.gov.uk/-/media/norfolk/downloads/rubbish-recycling-planning/flood-and-water-management/lead-local-flood-authority-guidance-document.pdf>

²³ https://www.west-norfolk.gov.uk/info/20173/information_for_planning_agents/391/flood_risk_assessment_-_level_1



Light pollution and dark skies

- 10.20 In rural areas, the peace, tranquillity, and lack of pollution are issues that local communities value about the area in which they live. Nil or low levels of light pollution are an important aspect of tranquillity. Light pollution comes in many forms:
- Sky glow is a product of light being scattered by water droplets or particles in the air.
 - Light trespass occurs when unwanted artificial light illuminates an area that would otherwise be dark.
 - Glare is created by light that shines horizontally.
 - Over illumination refers to the use of artificial light beyond what is required for a specific activity.
- 10.21 There is increasing evidence of issues arising as a result of artificial lighting. Wildlife and human health can be affected and inefficient use of lighting wastes money and energy affecting homes and businesses. Artificial lighting is not detrimental in all cases, and the solution to light pollution is not turning off all lighting. Light pollution refers to artificial light that is excessive or intrudes where it is not wanted or expected. For example, some older streetlights emit light pollution, as do security lights mounted at an angle above the horizontal.
- 10.22 Well-designed lighting, on the other hand, sends light only where it is needed without scattering it elsewhere - *“The right amount of light and only when and where needed”* (Campaign for Dark Skies motto).
- 10.23 The NPPF states at Paragraph 185 that ‘by encouraging good design, planning policies and decisions ‘should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation’.
- 10.24 From the national dark skies/light pollution maps produced by the Campaign for Rural England (CPRE),²⁴ Stoke Ferry falls into Categories 4-8 (of a scale of 9, with 9 being the most polluted). However, many of the surrounding villages fall into Category 3 and 4 – less light pollution - and from the mapping it can be seen that Stoke Ferry is clearly visible as an island of light in an otherwise darkened landscape. The main reason for this would be that Stoke Ferry is the largest centre of population for some distance when compared to neighbouring villages. However there remains more that can be done to reduce the levels of light pollution in and around Stoke Ferry.

²⁴ England’s Light Pollution and Dark Skies (CPRE), <https://www.nightblight.cpre.org.uk/maps/>.



- 10.25 When considering lighting as part of any development scheme, applicants need to consider the following early on in the design of a scheme, and justification for it contained in the planning/design and access statement submitted with the planning application. The **Stoke Ferry Design Codes, June 2022** give some guidance on lighting levels and dark skies which will assist applicants. Applicants are required to demonstrate that they meet or exceed the Institute of Lighting Professionals guidance and other relevant standards or guidance for lighting.
- 10.26 It is acknowledged that lighting schemes alone do not always need planning permission. However, where they are part of the proposal it is reasonable to seek to control them. The policy addresses both general street lighting and specific lighting on residential and commercial buildings. On the latter point the Plan acknowledges that certain lighting on buildings is permitted development and therefore beyond planning control.

Policy SF13

Dark skies

Development proposals should address light spillage and eliminate all unnecessary forms of outdoor lighting to appropriately maintain dark skies throughout the Parish.

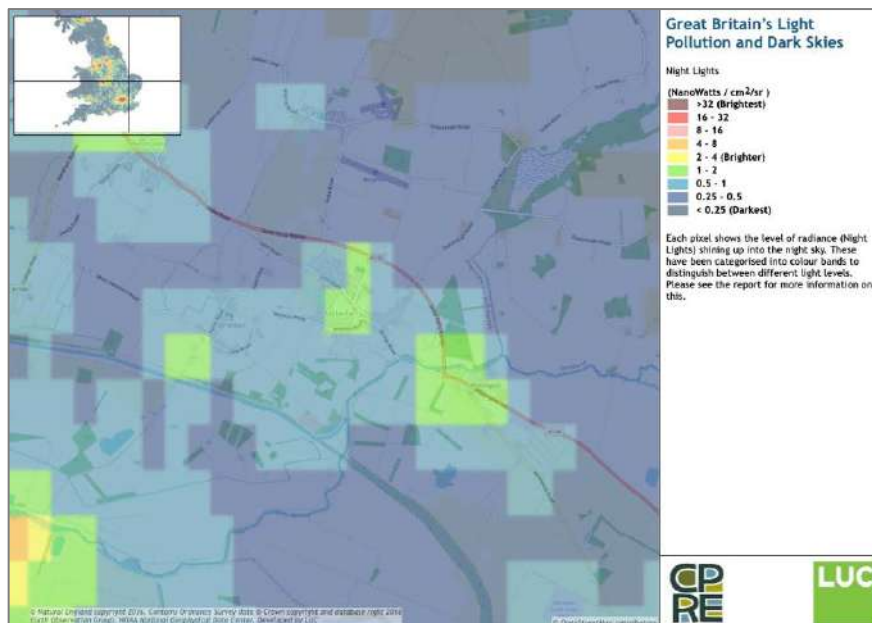


Figure 29: Stoke Ferry light pollution and dark skies (source: CPRE, <https://nightblight.cpre.org.uk/maps/>).



Biodiversity

Objective 7: To protect and improve biodiversity (e.g., wildlife habitats and species).

- 10.27 The Norfolk Biodiversity Information Service have identified several Priority Species in Stoke Ferry. These are species of principal importance for the purpose of conserving biodiversity covered under section 41 (England) of the NERC Act (2006) and therefore need to be taken into consideration by a public body when performing any of its functions. These include the Brown Hare, the European Water Vole and the Soprano Pipistrelle bat.
- 10.28 Wretton Site of Special Scientific Interest is located partly within the western parish boundary of Stoke Ferry and can be seen on the map in Chapter 2. Boughton Fen Site of Special Scientific Interest is adjacent to the northeastern parish boundary.
- 10.29 There are two County Wildlife Sites within the parish boundary of Stoke Ferry. County Wildlife Site designation is non-statutory, but it recognises the high value of the site for wildlife. Many sites are of county, and often regional or national, importance. They are often designated because they support characteristic or threatened species or habitats.
- 10.30 County Wildlife Site 2295 Stoke Ferry Marsh. Stoke Ferry Marsh is situated beside the River Wissey and the Cut-Off Channel and is part of Stoke Ferry Anglian Water works. It comprises an area of tall fen with marshy grassland and two artificial lakes. There are considerable areas of reed *Phragmites australis* swamp fringing the lakes moving into grey willow *Salix cinerea* scrub and woodland. Tall willow trees and scrub are scattered across the site and form a distinct block in the central area. Unmanaged tall fen is found across the central area of the site.



- 10.31 County Wildlife Site 2166 Cut-off Channel (Northwold). The site includes both banks of the Cut-off Channel, along a 2.5km stretch to the north-west of the village of Brookville. The channel is crossed by an aqueduct carrying the River Wissey 200m from the western limit of the section, while a further drain links the River Wissey with the Cut-off Channel at the western end. The banks, which consist of the lower riverbank, the berm²⁵ and the channel and landwards sides of the flood bank vary in height for much of the stretch, levelling out on the west bank just east of the aqueduct. The northern bank of the 200m length between the River Wissey and the drain to the west has a different construction, with no berm or flood bank as such: the riverbank is short and slopes up steeply from the water, then levels out at the top. In the eastern 2.3km the habitats are made up of significant areas of dense, mixed scrub, with the ridge top generally more open and supporting an often extensive, herb-rich calcareous sward.
- 10.32 Nationally designated sites are protected through national planning policy in the NPPF and also in specific legislation. However, there is often less protection for locally designated sites or Non-designated local sites which have a wildlife value. **Policy SF14** below seeks to protect locally designated sites such as County Wildlife Sites from development that would damage their wildlife value.
- 10.33 The policy also refers to ‘wildlife corridors’ which is a term used to refer to any linear feature in the landscape that can be used for the migration or dispersal of wildlife. Such corridors allow for the linking of habitats and reduce the isolation of populations. Linear features may vary and may also not be continuous however patches of natural habitat can benefit wildlife and occasionally the term ‘steppingstones’ is used to refer to them. The role of wildlife corridors is assuming greater importance and opportunities should be taken to create them as a consequence of new development. The **Stoke Ferry Design Codes, June 2022** provides further guidance on improving and enhancing developments for the benefit of wildlife.

²⁵ Berm - A berm is a level space, shelf, or raised barrier separating areas in a vertical way, especially part-way up a long slope. It can serve as a terrace road, track, path, a fortification line, a border/separation barrier for navigation, good drainage, industry, or other purposes. Source: Wikipedia, 04.03.22.

**Policy
SF14****Protection and enhancement of natural features and species**

Natural features typical of the Fens landscape character of the area will be protected from development that would have an adverse impact upon their character, appearance, and biodiversity value.

Development proposals should retain existing features of biodiversity or landscape value where possible to do so (e.g., ponds, trees, including veteran trees, dykes, the River Wissey, marshes, the cut-off channel hedges, woodlands and verges) and provide at least a 10 per cent net gain for wildlife through:

- a. the creation of new natural habitats.
- b. the planting of additional trees and hedgerows.
- c. the restoration and repair of fragmented biodiversity networks.
- d. the connecting of fragmented habitats to create new wildlife corridors.

Where loss or damage to a feature is unavoidable, adequate mitigation measures or, as a last resort, compensation measures will be sought. If suitable mitigation or compensation measures cannot be provided, then planning permission should be refused.

New tree planting should be of a scale, location and type which adds value, and with a view to optimising benefits to wildlife. Planting plans should take account of the expected eventual size of the tree including future shading and the relationship with surrounding buildings. The design of gardens should take account of the contribution gardens can make to enhancing wildlife and include trees and hedgerows in boundary treatments, where appropriate. Tree species selection should take into account the warming climate and native species.

Proposals for new buildings should incorporate measures to protect and enhance wildlife species including the incorporation of wildlife friendly measures e.g., bat, swallow and swift boxes, hedgehog doors and insect bricks, etc., new garden hedgerows and trees.

Development proposals should demonstrate regard for the related design guidance in the **Stoke Ferry Design Codes, June 2022**.



Objective 8: To create a cleaner, safer, and greener neighbourhood.

Local Green Spaces

10.34 The National Planning Policy Framework 2021, at paragraphs 101-103²⁶ introduces the concept of Local Green Spaces which can be identified through neighbourhood plans by local communities and allows green areas identified as being of particular importance to be protected. Paragraph 102, sets out 3 broad criteria for identifying and designating such spaces as follows:

'The Local Green Space designation should only be used when the green space is:

a) in reasonably close proximity to the community it serves.

b) demonstrably special to a local community and holds particular local significance, for example, because of its beauty, historic significance, recreational value (including as a playing field) tranquillity and richness of its wildlife: and

c) local in character and not an extensive tract of land'.

10.35 The NPPF at paragraph 103 then goes on to state that 'policies for managing development within a Local Green Space should be consistent with those for green belts' and therefore affords them a very high level of protection. It is also clear that the designation of Local Green Spaces should not be used as a mechanism to try to block or resist development on agricultural land immediately adjacent to village development boundaries and that a successful designation must meet the criteria outlined above.

10.36 Such spaces can be viewed locally as equally as important as the landscape setting of an area. Such spaces are green spaces found within the built-up area that contribute to the character of a settlement. These can vary in size, shape, location, ownership and use but such spaces will have some form of value to the community particularly for benefits to mental and physical health and wellbeing and help define what makes that specific settlement what it is.

10.37 Local Green Space designation does not in itself confer any rights of public access over what exists at present. Any additional access would be a matter for separate negotiation with landowners, whose legal rights must be respected.

10.38 The Neighbourhood Plan household survey included a question on Local

²⁶ Paragraph 101. Policies for managing development within a Local Green Space should be consistent with those for Green Belts.



Green Spaces and asked the community to identify spaces that would meet the criteria and should be protected because of their value to the local community. A number of different spaces were identified through the survey results.

10.39 The candidate spaces and some additional spaces identified by the Working Group were assessed against the NPPF criteria. The result is the four spaces shown in figure 30 and listed within **Policy SF15**. Assessments for each one against the criteria set out in the NPPF have been carried out and these are shown in **Appendix C**.

Policy SF15

Local Green Spaces

The following (figure 30) are identified as Local Green Spaces:

1. The Playing Field.
2. Cemetery on Furlong Drove
3. Victorian Cemetery.²⁷
4. Former Church of All Saints graveyard.²⁸

Development on the local green spaces will be consistent with national policy for Green Belts.²⁹

²⁷ Please note there is no public access or right of way to this area. Area in private ownership

²⁸ Please note there is no public access or right of way to this area. Area in private ownership

²⁹ Paragraph 101. Policies for managing development within a Local Green Space should be consistent with those for Green Belts.

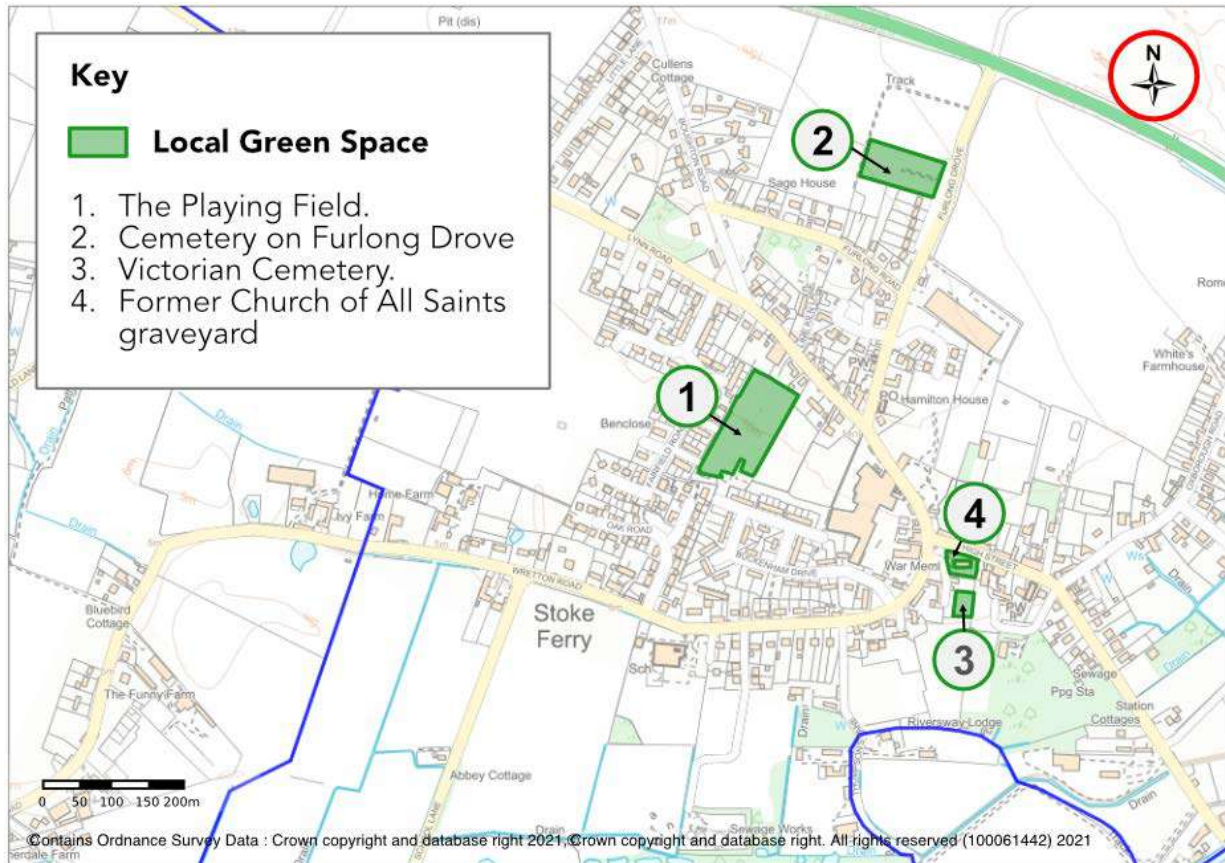


Figure 31: Composite map of Local Green Spaces (source: Parish Online with own annotations). Blue line denotes parish boundary. See individual maps in the Appendix C.

Climate change and sustainability

10.40 The period for this Neighbourhood Plan looks ahead to 2036. When looking into the future it is difficult not to consider the issues of climate change and future sustainability taking account of flood risk. Government guidance encourages the planning system to support the transition to a low carbon future in a changing climate. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience, encourage the re-use of existing resources, including the conversion of existing buildings and support renewable and low carbon energy.

10.41 Unsurprisingly given the prominence of low carbon and the future sustainability of the planet in the media, the length of the plan period of the Neighbourhood Plan and the likelihood of significant technological improvements during that period, many neighbourhood plans include planning policies that seek to reduce green-house gas emissions by controlling the location, orientation and



design of new development. Some also include policies to increase the supply and use of renewable low carbon energy and heat.

10.42 In March 2021, consultants AECOM were commissioned to produce a **Design Code for Stoke Ferry**. The report recommends technologies that could be incorporated in buildings and at broader Parish design scale as principles. Use of such principles and design tools are encouraged in order to contribute towards a more sustainable environment. Energy efficient or eco design combines all around energy efficient appliances and lighting with commercially available renewable energy systems, such as solar electricity and/or solar/water heating. Starting from the design stage there are strategies that can incorporate technologies such as passive solar heating, cooling and energy efficient landscaping which are determined by local climate and site conditions.



11. Business and employment

Objective 9: To encourage and support appropriate new and existing businesses.

- 11.1 As mentioned earlier in Chapter 2, Stoke Ferry parish benefits from a range of businesses, these include the corner shop, hardware and bespoke ironwork, garage, hairdresser, take-aways, funeral directors, timber yard, plant hire, many other small businesses, and potentially, the Blue Bell Pub-Café.
- 11.2 The centre of the village is dominated by the mill owned by 2Agriculture, which supplies poultry feed. Stoke Ferry Mill is one of the company's four feed mills located across the UK.
- 11.3 The Stoke Ferry Parish Plan 2007 identified the need for more light industry employment opportunities and any retail development should add to the variety already available in the village rather than a major supermarket. The Parish Plan stated that the existence of local employment opportunities is a tremendous benefit to the local community, but many people also feel that certain aspects of Grampian Foods (now 2Agriculture) were drawbacks to living in the village, namely neglected historic (including some listed) buildings in the village centre, smell, dust, heavy traffic and noise. Two sites owned by 2Agriculture now have the benefit of planning permission for redevelopment for housing use including the large site in the village centre.
- 11.4 The NPPF states that planning policies and decisions should help create the conditions in which businesses can expand and invest and adapt. Weight should be given to the need to support economic growth and productivity taking into account local business needs. In rural areas planning policies should enable the sustainable growth of all types of business both through the conversion of existing buildings and well-designed new buildings. The use of



previously developed land and sites that are well related physically to existing settlement should be encouraged.

- 11.5 The following policy has been constructed in this context and takes a supportive and cautious approach mindful of the impacts upon local residents and the local environment that can be derived from business and commercial activity. Parking provision should have regard to the relevant adopted standards.

**Policy
SF16**

New and existing business

Proposals for new businesses and extensions to existing businesses, shall be sensitively designed and not have a significant adverse impact upon the character of the area, the historic environment, adjoining uses, or the amenity of local residents, through either their built form, proposed use, or traffic generated.

Development proposals suitable for small businesses or homeworking, including shared spaces, are supported in principle.

Such proposals should include provision for high-speed broadband connections and adequate parking and servicing for visitors including deliveries and couriers.



12. Social and cultural

Objective 10: To promote a sense of community identity and belonging by encouraging community participation in a friendly and supportive manner across the Parish.

- 12.1 As indicated earlier in **Chapter 2** of this Plan, Stoke Ferry benefits from a wide range of community and social activities and events. It also prides itself on its high level of community spirit and participation, which has recently been evidence by the successful campaign to buy the Blue Bell pub for the benefit of the community. There is also an active 'creative' community in the village with a range of artists, musicians and actors, resident in the community.
- 12.2 At present the Parish boasts a wide range of activities for all age groups including the elderly and the youth. However, the issue of finding a new generation of volunteers who are willing and able to give up their time to contribute to community endeavors is always a challenge for communities, particularly as those people, who have previously been heavily involved are no longer able to.
- 12.3 The Stoke Ferry Parish Plan 2007 identified a lack of facilities and activities for the 13-19-year, age range. Extra sports facilities and a youth club were identified.
- 12.4 The Stoke Ferry Parish Plan 2007 indicated that the two main social venues in the parish at that time were underused and:
- The desire for increased recreational facilities for young people and the underutilisation of existing venues needs to be investigated as an ideal match may be possible.



- The possibility of introducing more evening classes needs to be discussed with the local education authorities and colleges to see what is possible.
- The introduction of more and varied social events needs to be considered.
- The promotion of events being held in the village needs to be investigated to ensure that a lack of awareness is not a reason for villagers not attending.

12.5 Whilst the role of the Neighbourhood Plan is confined to land use matters, it is able to express support in principle for development proposals that would contribute to enhancing community identity and encourage participation. Proposals that encourage new community activities and events in the village and involves a wider variety of people in activities and as volunteers are welcomed.

Policy
SF17

New cultural and creative facilities

Proposals for new buildings and extensions or the change of use or conversion of existing buildings providing spaces or facilities for community cultural or creative uses including digital, artisanal or creative facilities, school outreach, or rehearsal spaces will be supported in principle.





13. Implementation

Implementation

- 13.1 The Stoke Ferry Neighbourhood Plan has been developed to assist with the planning of sustainable growth across the parish for the period up to 2036. The implementation of the Stoke Ferry Neighbourhood Plan will require the coordinated input and co-operation of a number of statutory and non-statutory agencies, private sector organisations, landowners and the local community.
- 13.2 Alongside other strategic documents and policies, the Stoke Ferry Neighbourhood Plan is intended to provide a starting point for working together to implement positive sustainable growth in the parish.
- 13.3 The policies in this Neighbourhood Plan shape the way in which development will happen within the parish of Stoke Ferry. Some of the policies included within the Stoke Ferry Neighbourhood Plan have a delivery element, often a requirement of development or 'planning obligation'. See table below.

Policy reference	Policy title	Main delivery mechanism(s)
SF1	Community facilities	<ul style="list-style-type: none"> • CIL – priority infrastructure • S106 – where specific infrastructure is required (e.g. open space, additional classrooms) to service new development
SF2	Cemetery extension at Furlong Drive	<ul style="list-style-type: none"> • CIL – priority infrastructure
SF3	Housing mix	<ul style="list-style-type: none"> • S106 – affordable housing contributions
SF7	Accessibility	<ul style="list-style-type: none"> • CIL – priority infrastructure, e.g. improved accessibility to droves/opening up Public Rights of Way • S106 – provision for walking and cycling, to service development
SF8	Village Hall car park	<ul style="list-style-type: none"> • CIL – priority infrastructure
SF16	New and existing business	<ul style="list-style-type: none"> • CIL – priority infrastructure – high-speed broadband



- 13.4 Planning obligations (often referred to as Section 106 Agreements) are legal agreements negotiated between the Borough Council and a developer or landowner (usually in the context of a planning application). Planning obligations are typically used to ensure that new developments:
- Comply with planning policy, for instance, by requiring affordable housing or public open space to be provided; and
 - Do not impose undue burdens on existing facilities - for instance, by requiring financial contributions to improve local services such as schools, libraries or transport.
- 13.5 In order to see delivery realised, it will require Stoke Ferry Parish Council and partner organisations to be proactive in getting the best results for Stoke Ferry. Working in partnership with the Borough Council and Norfolk County Council will be particularly important regarding strategic matters such as addressing traffic and highway safety issues.
- 13.6 The Community Infrastructure Levy (CIL) is a planning charge, introduced by the Planning Act 2008, to help deliver infrastructure to support the development of the area. The Borough Council of King's Lynn and West Norfolk has introduced CIL which currently operates at 15 per cent, although Stoke Ferry Parish Council will benefit from 25 per cent of the levy revenues arising from development that takes place in Stoke Ferry once the Neighbourhood Plan is made (adopted).
- 13.7 In addition to its role as part of the statutory Development Plan, the Neighbourhood Plan will be the key document used by Stoke Ferry Parish Council in formulating their responses to the Borough Council in respect of consultations on planning applications.

Monitoring

- 13.8 A formal review process in consultation with the local community and the Borough Council should be undertaken every five years, to ensure that the Plan is still current and remains a positive planning tool to deliver sustainable growth. In order to determine when a review is necessary, the Borough and Parish Councils will monitor development in Stoke Ferry along with the local and national policy and legislative context.
- 13.9 It is understood that the Stoke Ferry Neighbourhood Plan will require review during its life and that it will be the role of the Parish Council to update the Neighbourhood Plan at the appropriate time. Some of the first Neighbourhood



Plans that were “made” (adopted) across the country are now in the process of review and alteration.

- 13.10 The Parish Council will endeavor to report annually on the implementation of policies, and the progress made on taking forward any Community Actions.



STOKE FERRY
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Appendix

Appendix A: Neighbourhood Plan Working Group members

The Stoke Ferry Neighbourhood Plan Working Group included the following members:

- **Andy Hayward** (chair)
- **Bette Hopkins**
- **Carol Lee**
- **Sue Lintern**
- **Trudy Mann**
- **Jim McNeill**
- **Sandra McNeill**

Thanks also to **Anne Corrigan** who was a Working Group Member until Summer 2021.

Supported by

- **Andrea Long** – Independent consultant (policy development and writing)
 - **Rachel Leggett** – Independent consultant (consultation, mapping and layout)
 - **Emma Harrison** – Independent consultant (data)
-



Appendix B: Non-designated Heritage Assets (important unlisted buildings) justification

The table below outlines the justification for the inclusion of important character buildings and historic features. The criteria are based on the 'Local Heritage Listing: Historic England Advice Note 7', page 9.

Non-designated heritage assets	Age	Rarity	Aesthetic interest	Group value	Archeological interest	Archival interest	Historical association	Designed landscape	Landmark status	Social and communal value	Identified in Conservation Area Character Statement 1992
1. New drain to Stoke Ferry Fen A new drain to Stoke Ferry is marked on Faden's 1797 Map.	Pre-1797	*	*				*	*	*		
2. Milestone outside of Acer House One of seven surviving milestones along the former Stoke Ferry Turnpike	Post 1770	*	*	*		*	*		*	*	
3. Hawthorne Lodge A late Georgian house with original wooden sash windows and exterior	Pre-1840	*	*	*					*		*
4. 1-5 Bridge Road	No 1 pre-1907,	*	*	*					*		*



Non-designated heritage assets	Age	Rarity	Aesthetic interest	Group value	Archeological interest	Archival interest	Historical association	Designed landscape	Landmark status	Social and communal value	Identified in Conservation Area Character Statement 1992
Two groups of attached quality townhouses, each with imposing original door surrounds.	2-3 pre-1840, 4-5 pre-1884										
5. Trafalgar House Late Victorian/Edwardian house built by local builder Edward Eggett. Unique stained glass front door commemorating Nelson's victory at Trafalgar.	1913	*	*	*			*				*
6. The Old Brewery Said to date from 1746 and appears to be from the earlier structure despite a fire in 1910.	1746	*	*	*			*	*		*	*
7. The Granary This formed part of the Osborne Estate together with The Old Brewery. Much altered.	1746	*	*	*		*	*			*	*



Non-designated heritage assets	Age	Rarity	Aesthetic interest	Group value	Archeological interest	Archival interest	Historical association	Designed landscape	Landmark status	Social and communal value	Identified in Conservation Area Character Statement 1992
8. Fernleigh & The Haven Traditional dormer cottage dated 1746 and links with Osborne House	1746	*	*				*				*
9. Meadow View (former Cock Inn) A former pub that was licensed until the 1950's. Now a dwelling with large attached outbuilding.	Pre-1840	*	*	*		*				*	*
10. Craftsmen's Cottages (Nos 1-12 Oxborough Road) Thirteen cottages all with small front gardens behind iron railings. A rare survival even if some are much altered.	Post 1840	*	*	*			*		*		*
11. Whites Farm Possibly built at the time of the Enclosures, it is L-shaped and includes an attached barn.	Pre 1840	*	*						*		*



Non-designated heritage assets	Age	Rarity	Aesthetic interest	Group value	Archeological interest	Archival interest	Historical association	Designed landscape	Landmark status	Social and communal value	Identified in Conservation Area Character Statement 1992
12. Hunter's Moon This may have been a previous farmstead, but no outbuildings survive. Much altered.	Pre-1884	*									
13. Hope Cottage The small chimney stacks suggest it could be 18th century or earlier.	Pre-1840	*	*	*							*
14. Holme Cottage Originally three farms workers' cottage, now one house.	1780/90	*	*	*		*	*				*
15. The Old Farmhouse Possibly 18th century cobble construction with galleting. Partially hipped roof.	18 th C	*	*	*			*				*
16. Holly Cottage & No 2 Oxborough Road Two cottages, possibly 18th century.	18 th C	*	*	*							*



Non-designated heritage assets	Age	Rarity	Aesthetic interest	Group value	Archeological interest	Archival interest	Historical association	Designed landscape	Landmark status	Social and communal value	Identified in Conservation Area Character Statement 1992
17. The Cottage, Oxborough Road Render and cobble in traditional style.	Pre 1840	*	*	*			*				*
18. Trowel House Former Ale House, now a dwelling. Garden has a fine brick/cobble wall.	Pre-1840	*	*	*			*	*	*	*	*
19. Rose Cottage, Little Man's Way Rose Cottage is a traditional two-storey white-washed cottage with original windows.	Pre-1840	*	*	*							*
20. Corner Shop, High Street. A former brewery and wine store rebuilt as a bakery after a fire in 1910. Now a general store and newsagents.	1910	*	*	*						*	*
21. Mill House Cottage Originally the engine room	Pre-1840	*	*	*			*				*



Non-designated heritage assets	Age	Rarity	Aesthetic interest	Group value	Archeological interest	Archival interest	Historical association	Designed landscape	Landmark status	Social and communal value	Identified in Conservation Area Character Statement 1992
attached to the Granary, pre-1840.											
22. The Old Hatchery Built of flint and cobble with a millstone in its gable end.	Pre-1884	*	*	*							*
23. Crinkle Crinkle Walls at Homeleigh Early 19th century serpentine walls providing shelter for tender plants. Thought to be built by French prisoners of war.	18 th C	*	*	*		*	*	*			
24. The Cottage, High Street This house was formerly a shop, has flint cobble walls, and forms part of the historic townscape.	Pre-1884	*	*	*							*
25. All Saints Cottage A cobble building with galleting, was formerly a shop.	Pre-1884	*	*	*							*



Non-designated heritage assets	Age	Rarity	Aesthetic interest	Group value	Archeological interest	Archival interest	Historical association	Designed landscape	Landmark status	Social and communal value	Identified in Conservation Area Character Statement 1992
26. Poppyseed Cottages Double-fronted, of flint and brick construction with galleting, previously the Post Office and Pratt's Petrol Station.	Pre-1884	*	*	*							*
27. Coachman's Cottage Presumed to be the former coach house to Park House.	Pre-1840	*	*	*			*		*		*
28. Micklefields Originally the stables and grain store to Park House.	Pre-1840	*	*	*			*		*		*
29. All Saints Lodge Formed part of the Crown Hotel and was one time used as a brewery. Cobble and clunch construction.	Pre-1840	*	*	*		*	*			*	*
30. Cobble Barn by Old Crown House A rectangular barn of cobble and brick	Pre-1840	*	*	*			*		*		*



Non-designated heritage assets	Age	Rarity	Aesthetic interest	Group value	Archeological interest	Archival interest	Historical association	Designed landscape	Landmark status	Social and communal value	Identified in Conservation Area Character Statement 1992
construction with arrow slit windows.											
31. The Old School House The Old School House is associated with the attached Wesleyan Chapel.	Pre-1903	*	*	*		*			*	*	*
32. Former Wesleyan Chapel, High Street The first services were held in 1903. Gault brick with original stained-glass windows.	Pre-1903	*	*	*		*	*		*	*	*
33. The Manse The Manse was built prior to the Wesleyan Chapel as a home for a resident minister. Red brick with grey tile mansard roof.	Pre-1900(?)	*	*	*		*	*		*		*
34. Church Cottages, behind Duke's Head These attached rendered cottages may have associations with All	Pre-1840	*	*	*			*	*			*



Non-designated heritage assets	Age	Rarity	Aesthetic interest	Group value	Archeological interest	Archival interest	Historical association	Designed landscape	Landmark status	Social and communal value	Identified in Conservation Area Character Statement 1992
Saints' Church and the Victorian cemetery.											
35. Former Duke's Head Public House, The Hill John Flower and William Flower had the license from 1794-1824. Currently derelict.	Pre-1840	*	*	*			*		*	*	*
36. Kavenham House, Furlong Road Kavenham House is L-shaped with a two-storey bow front. It has some bricked in windows and its original iron gate on Lynn Road.	Pre-1840	*	*	*					*		*
37. The Apiary, attached to Kavenham House Has original sash windows (now being replaced with replicas). Clunch construction.	Pre-1840	*	*	*					*		*
38. Furlong House, attached to the	Pre-1840	*	*	*					*		*



Non-designated heritage assets	Age	Rarity	Aesthetic interest	Group value	Archeological interest	Archival interest	Historical association	Designed landscape	Landmark status	Social and communal value	Identified in Conservation Area Character Statement 1992
Apiary and Kavenham House Originally outbuildings to the Apiary, but converted to a dwelling at an unknown date.											
39. The Almshouses, 1 and 2 Furlong Road A pair of cottages of knapped flint similar to others in the village.	Pre-1884		*	*							*
40. Ebenezer Chapel A former Wesleyan Methodist chapel built in 1860, closed 1995. Original façade with intact stained-glass window.	1860	*	*	*			*		*	*	*
41. The Honey Pot/Chapel House, Furlong Road A colour-washed rendered dwelling formerly a barn.	Pre-1884		*	*			*				*



Non-designated heritage assets	Age	Rarity	Aesthetic interest	Group value	Archeological interest	Archival interest	Historical association	Designed landscape	Landmark status	Social and communal value	Identified in Conservation Area Character Statement 1992
42. 11 Furlong Road Semi-detached cottages, now one house. Brick and cobble.	Pre-1840		*	*			*				*
43. 7A Clifton Cottage Formerly an outbuilding to Clifton House. Clay lump and clunch construction.	Pre-1840	*	*	*			*				*
44. 7 Clifton House Of flint and cobble construction with iron braces on the front elevation with initials 'H' and 'D'.	Pre-1840		*	*			*				*
45. 4 Furlong Road and Furlong Cottage Attached cottages. No. 4 is flint and Gault brick. Original iron fencing survives.	Pre-1840	*	*	*							*
46. Grey House, Lynn Road Grey House is flint and cobble and	Pre-1840	*	*	*							*



Non-designated heritage assets	Age	Rarity	Aesthetic interest	Group value	Archeological interest	Archival interest	Historical association	Designed landscape	Landmark status	Social and communal value	Identified in Conservation Area Character Statement 1992
appears to be shown on the 1840 Tithe Map.											
47. Godsold House, Lynn Road (formerly the Vicarage to All Saints Church) A large double fronted brick house with pillared porch.	Pre-1904	*	*	*							*
48. Briar Cottage, Lynn Road An unusual gable end; it appears to be rendered to look like stone.	Pre-1884	*	*	*							*
49. Salisbury House, Lynn Road Shown on the 1840 Tithe Map as a barn. Now a house.	Pre-1884	*	*	*			*				*
50. Wall on Lynn Road, adjacent to Village Hall Long intact stretch of brick and flint wall facing roadside.	1880s	*	*	*			*		*		
51. Rose Cottage, Lynn Road	Pre-1840	*	*	*							*



Non-designated heritage assets	Age	Rarity	Aesthetic interest	Group value	Archeological interest	Archival interest	Historical association	Designed landscape	Landmark status	Social and communal value	Identified in Conservation Area Character Statement 1992
Brick house, formerly two cottages. Brick façade.											
52. The Blue Bell, Lynn Road Last remaining pub in the village. Now purchased as a community enterprise.	Pre-1884	*	*	*		*			*	*	*
53. The Dell, Lynn Road A large farmhouse set down in a dip, the former Basham's Quarry. Dated 1847.	1847	*	*	*		*			*		
54. The Cottage, Lynn Road A cottage of cobble and white-washed render with its gable end facing the road.	Pre-1884	*	*								*
55. Maltese House, Lynn Road A large attractive farmhouse with a Maltese Cross over	Pre-1840	*	*	*	*		*				*



Non-designated heritage assets	Age	Rarity	Aesthetic interest	Group value	Archeological interest	Archival interest	Historical association	Designed landscape	Landmark status	Social and communal value	Identified in Conservation Area Character Statement 1992
the doorway. Associated with the Eggett family.											
56. Milestone outside of Forge House One of seven surviving milestones along the former Stoke Ferry Turnpike created in 1770.	Pre-1884	*	*	*		*	*	*	*	*	
57. 1 and 2 Lime Kiln Lane Shown as three dwellings on the 1840 Tithe Map, but now two. Cobble and clunch construction.	Pre-1840	*	*	*			*				*
58. The Cottage and Sunset Cottage, Wretton Road A pair of two-storey cottages with wooden sash windows in keeping.	Pre-1840	*	*	*							*
59. Barn at K-Plant Hire, Wretton Road	Pre-1840	*	*	*			*	*			*



Non-designated heritage assets	Age	Rarity	Aesthetic interest	Group value	Archeological interest	Archival interest	Historical association	Designed landscape	Landmark status	Social and communal value	Identified in Conservation Area Character Statement 1992
A barn is shown here on the 1840 Tithe Map.											
60. 17 Sidena House and Village Pound incorporated into Garden, Thompson's Lane A detached house of flint and cobble with the Village Pound situated in the garden.	Pre-1884	*	*	*			*	*	*	*	*
61. 12-14 Wretton Road Three attached cottages with original flint and cobble walls.	Pre-1884		*	*							*
62. 38, 40 and 42 Wretton Road Another terrace of three properties similar to Tucks Cottages. Well maintained and built of flint and clunch.	Pre-1884		*	*							*
63. Manor Cottage, Wretton Road	Pre-1900	*	*	*							



Non-designated heritage assets	Age	Rarity	Aesthetic interest	Group value	Archeological interest	Archival interest	Historical association	Designed landscape	Landmark status	Social and communal value	Identified in Conservation Area Character Statement 1992
Converted farm building of flint, brick and clunch											
64. Hugglescote & Winray, Thompson's Lane A large house of brick and flint, now two properties. Partly rendered. Original windows.	Pre-1840	*	*	*							*
65. Willow Cottage, Thompson's Lane A cobble cottage shown on the 1840 Tithe Map.	Pre-1884	*	*	*							*
66. Wall on Furlong Road and Boughton Road	Pre-1840	*	*	*					*		
67. WWII Spigot Mortar Mounts (1 on BR8 and 2 on BR9) Remains of a WWII	WWII	*	*	*		*	*	*	*	*	
68. Lavender Cottage, Lynn Road Gault brick appears to be shown on the 1840 Tithe Map.	Pre-1840?	*	*	*			*				
69. Abbey Cottage, School Lane	Pre-1900	*	*	*			*			*	



Non-designated heritage assets	Age	Rarity	Aesthetic interest	Group value	Archeological interest	Archival interest	Historical association	Designed landscape	Landmark status	Social and communal value	Identified in Conservation Area Character Statement 1992
A detached two-storey cottage that originally formed part of the railway network to Stoke Ferry.											
70. Bradfield Lodge, Wretton Road L-shaped converted barn of brick and flint which may have been part of Bradfield Free School.	Pre-1884	*	*	*						*	
71. Former James Bradfield Free School, Wretton Road Built 1819 from a bequest from James Bradfield.	1819	*	*	*		*	*		?	*	
72. The Old School House, Wretton Road Probably the Schoolmaster's house for the James Bradfield Free School.	1819	*	*	*		*	*		?	*	



Non-designated heritage assets	Age	Rarity	Aesthetic interest	Group value	Archeological interest	Archival interest	Historical association	Designed landscape	Landmark status	Social and communal value	Identified in Conservation Area Character Statement 1992
73. Barn Conversion, Oak Road A brick and flint-built barn conversion with wooden doors and windows.	Pre-1900	*									*
74. The Limes, Wretton Road A very large brick house with unusual chimney and original sash windows.	Pre-1884	*	*	*							
75. 82-84 Wretton Road L-shaped barn conversion of wood, brick and clunch with windows set high up.	Pre-1884	*	*	*							



Appendix C: Local Green Space justification

The table below outlines the justification for the inclusion of each Local Green Space identified. The criteria are based on paragraph 102 of the National Planning Policy Framework (July 2021).

1. The Playing Field	
<p>Description: The Playing Field is owned and managed by Stoke Ferry Playing Field Trust. It was established in 1970</p>	
<p>In reasonably close proximity to the community it serves</p>	<p>The Playing Field is in the heart of the village, situated between Buckenham Drive and Lynn Road with the land owned by 2Agriculture to the east.</p>
<p>Demonstrably special to a local community and holds a particular local significance</p>	<p>The Playing Fields is an essential feature of village life, providing play equipment and sports facilities and is the site of the annual village fair.</p>
<p>Local in character and is not an extensive tract of land</p>	<p>It is in character with a village recreational space and is not an extensive tract of land</p>



2. The Cemetery

Description: The Stoke Ferry village cemetery is located on Furlong Rd. It is owned and managed by Stoke Ferry Parish Council. Part of it is consecrated and there is additional land which is currently rented to a local resident. The cemetery is independent of the church and churchyard and is in-keeping with traditional landscaped rural burial grounds.

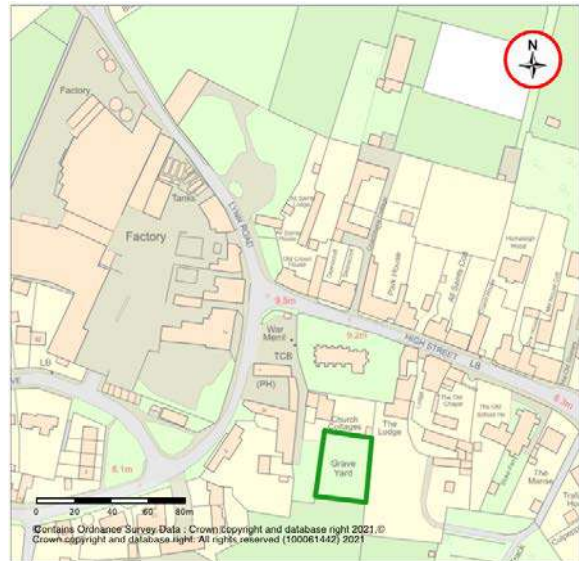


<p>In reasonably close proximity to the community it serves</p>	<p>The cemetery is located within the village</p>
<p>Demonstrably special to a local community and holds a particular local significance</p>	<p>As well as providing an essential local service of interment, including World War One war graves and a garden of remembrance. With numerous hedges and trees, the cemetery provides a wildlife habitat for a wide range of birds, insects and mammals.</p>
<p>Local in character and is not an extensive tract of land</p>	<p>It is in keeping with a village cemetery and is not an extensive tract of land</p>



3. Victorian Cemetery adjacent to the Church Graveyard

Description: The Victorian cemetery is set behind the churchyard with two residential dwellings between the two. It is privately owned and there is no public access. It became an overflow cemetery when the church graveyard was full.

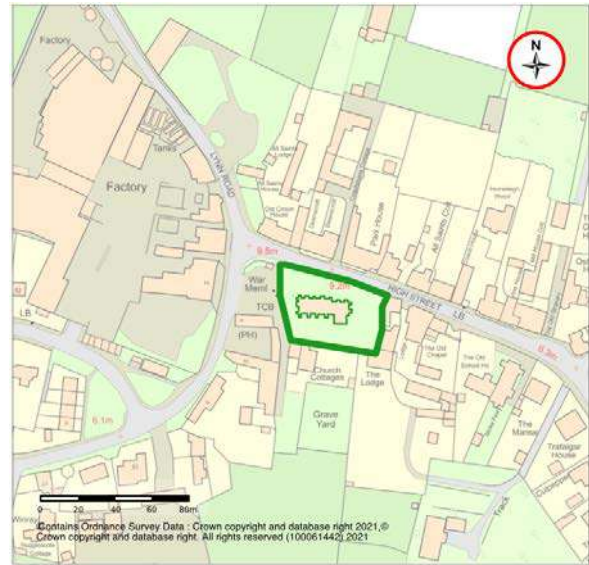


<p>In reasonably close proximity to the community it serves</p>	<p>The cemetery is located within the village, behind the redundant All Saints Church.</p>
<p>Demonstrably special to a local community and holds a particular local significance</p>	<p>It contains numerous historic monuments, gravestones and tombs from the 19th and early 20th Century. It is also a rich area for wildlife and is a quiet tranquil spot in the heart of the village.</p>
<p>Local in character and is not an extensive tract of land</p>	<p>It is typical of a small, walled Victorian cemetery. It is not an extensive tract of land.</p>



4. Former All Saints Church Graveyard

Description: Former All Saints Churchyard surrounds the redundant All Saints Church on all sides. The churchyard has numerous historic monuments, tombs and memorial stones from the 19th to the 21st Century and is a garden of remembrance. It features an evergreen yew in the tradition of churchyards as well as numerous other trees, including cherry, and shrubs. The lichen-encrusted walls are vertical and sheltered wildlife habitats. The site is in private ownership and there is no public access.



<p>In reasonably close proximity to the community it serves</p>	<p>It is in the heart of the village and is a central and important feature</p>
<p>Demonstrably special to a local community and holds a particular local significance</p>	<p>The churchyard is special to the village for multiple reasons. It is a site of historic importance. It is a garden of remembrance and its current owners have made it available for community use. The church and its grounds are regularly used to hold art exhibitions for fundraising events, community celebrations, the annual service of remembrance and much more.</p>
<p>Local in character and is not an extensive tract of land</p>	<p>The churchyard is not an extensive tract of land but it is wholly in-keeping with the character of a typical English rural churchyard.</p>



Appendix D: Glossary

Glossary of terms used and/or relevant to the Stoke Ferry Neighbourhood Plan and supporting submission documents. Definitions are taken directly from the glossary of the National Planning Policy Framework July 2021.

Affordable housing: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

- a) **Affordable housing for rent:** meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20 per cent below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).
- b) **Starter homes:** is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of Plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.
- c) **Discounted market sales housing** is that sold at a discount of at least 20 per cent below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.
- d) **Other affordable routes to home ownership** is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low-cost homes for sale (at a price equivalent to at least 20 per cent below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision or refunded to Government or the relevant authority specified in the funding agreement.



Ancient or veteran tree: A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.

Archaeological interest: There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

Biodiversity: the variety of plant and animal life in the world or in a particular habitat, a high level of which is usually considered to be important and desirable

Build to Rent: Purpose built housing that is typically 100 per cent rented out. It can form part of a wider multi-tenure development comprising either flats or houses but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more and will typically be professionally managed stock in single ownership and management control.

Climate change adaptation: Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.

Climate change mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Conservation: The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Deliverable: To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. Sites that are not major development, and sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (e.g., they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans). Sites with outline planning permission, permission in principle, allocated in the development plan or identified on a brownfield register should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.



Designated heritage asset: A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Development plan: Is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made.

Green infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

Historic environment: All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

International, national and locally designated sites of importance for biodiversity: All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

Local housing need: the number of homes identified as being needed through the application of the standard method set out in national planning guidance, or a justified alternative approach.

Local planning authority: The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority include the district council, London borough council, county council, Broads Authority, National Park Authority, the Mayor of London and a development corporation, to the extent appropriate to their responsibilities.

Local plan: A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the



development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

Major development: For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floor space of 1,000m² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Neighbourhood plan: A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.

Non-strategic policies: Policies contained in a neighbourhood plan, or those policies in a local plan that are not strategic policies.

Non-designated heritage asset: Local planning authorities may identify Non-designated heritage assets. These are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets. In some areas, local authorities identify some Non-designated heritage assets as 'locally listed'. A substantial majority of buildings have little or no heritage significance and thus do not constitute heritage assets. Only a minority have enough heritage interest for their significance to be a material consideration in the planning process.

(Definition from <https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment#non-designated-heritage-assets>)

Older people: People over or approaching retirement age, including the active, newly retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.

Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Planning condition: A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.



Planning obligation: A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Playing field: The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Primary shopping area: Defined area where retail development is concentrated.

Priority habitats and species: Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Renewable and low carbon energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Setting of a heritage asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Significance (for heritage policy): The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

Strategic environmental assessment: A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Strategic policies: Policies and site allocations, which address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004.



Strategic policy-making authorities: Those authorities responsible for producing strategic policies (local planning authorities, and elected Mayors or combined authorities, where this power has been conferred). This definition applies whether the authority is in the process of producing strategic policies or not.

Supplementary planning documents: Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Sustainable transport modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

Wildlife corridor: Areas of habitat connecting wildlife populations. **Windfall sites:** Sites not specifically identified in the development plan.

Annex: Stoke Ferry Design Codes, June 2022.

