Borough Council of
King's Lynn &
West Norfolk

KING`S LYNN AND WEST NORFOLK





















LOCAL PLAN

2021 - 2040

Adopted March 2025


Welcome to King’s Lynn
and West Norfolk

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King's Lynn and West Norfolk Local Plan 2021-2040

Foreword

''Thursday 27th March 2025 saw the adoption by King's Lynn and West Norfolk Borough Council of this Local Plan 2021-2040.

This Plan, which will guide so many of the decisions that both this, and any successor council might make, has been around ten years in the making, has taken in excess of 175,000 hours of research analysis, planning, public meetings and more. Members of multiple administrations have led and supported the process and there have been no fewer than eight consultations on different parts of the Plan. Consultations which have seen productive and constructive engagement from numerous residents, developers, professionals and interested parties.

So, now we finally have the agreed Plan which will help identify where development will take place, how new jobs will be supported and how the environment of the borough will be protected and enhanced; ensuring we retain the natural beauty of Northwest Norfolk.

The Government tells us how many houses we need to build – our Local Plan says where, when and how we are going to deliver them. It balances housing need against the impact on the environment, whilst also considering economic growth, transport, health and communities. It will guide the mix of housing brought forward to ensure the needs of first-time buyers and older people are met, along with those looking for 'affordable' housing or larger properties appropriate for a growing family. The intention is that increasing numbers of high quality, well-designed, sustainable 'homes' will come forward, supported by appropriate new infrastructure, which are complemented by, and show respect for, healthy, green and accessible places within which our communities can flourish.

This Local Plan is not just about hitting 'housing targets', it is about ensuring we build homes. Homes that are safe, homes that respect our heritage and homes that are built mindful of climate change and flood risk.

This Local Plan will sit alongside Norfolk County Council's Minerals and Waste Plan and numerous made neighbourhood plans to form the statutory Development Plan for King's Lynn and West Norfolk.

Northwest Norfolk is a wonderful place to live. This Local Plan will guide how we can accommodate the increasing numbers wishing to live here, whilst protecting our rich historic, natural and cultural heritage, diverse habitats and landscapes. It will help shape transport infrastructure and active, healthy lifestyles in changing times.

Our thanks must go out to all who have contributed to the making of this Plan over the years. Whether it was by responding to a consultation, playing a role in site selection or policy development, sitting on task groups, attending the public examination or, and the task continues, working up a new neighbourhood plan – all of these efforts have played a part in this resulting Local Plan – thank you''.

Cabinet Member for Planning and Licensing – Cllr James Moriarty



Deputy Leader of the Conservate Group – Cllr Richard Blunt





1 Introduction

The King's Lynn & West Norfolk Local Plan (2021 – 2040)

1.1 Planning law requires that applications for planning permission should be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The Development Plan for Borough Council of King`s Lynn and West Norfolk includes: this Local Plan, Policies Map, any adopted Neighbourhood Plans and The Minerals and Waste Local Plan produced by Norfolk County Council. The Neighbourhood Planning Act 2017 and latest National Planning Practice Guidance (PPG) requires that every 5 years from the date of adoption of the plan document, a local planning authority must complete its review and decide either:

a. that their policies do not need updating and publish their reasons for this decision; and/ or

b. that one or more policies do need updating and update their Local Development Scheme to set out the timetable for this revision.

1.2 If necessary, authorities should then update their policies.

1.3 Reviewing a plan means undertaking an assessment to determine whether the policies need updating, which should include consideration of any changes to local circumstances and national policy. A Local Planning Authority should consider introducing any necessary changes to policies which addresses their strategic priorities.

1.4 This Local Plan will replace the Core Strategy and Site Allocation Development Management Plan and will ensure a set of deliverable and achievable housing sites for the duration of the Plan period (2021 - 2040), with the most up to date policy framework in a single plan to secure continuity for the longer term. The Local Plan will identify the full, objectively assessed housing needs for the borough and proposals to ensure that this is met in a consistent manner with national policy.

1.5 Preparation of this Local Plan began in 2016 and continued in 2017 including the Sustainability Appraisal (SA) Scoping Consultation with statutory consultees (Environment Agency, Natural England and Historic England) and the 'Call for Sites and Policy Suggestions' Consultation (Regulation 18). The latter ran for 6 weeks, between the 17 October and 28 November 2016, and offered an opportunity for developers, agents, landowners, individuals, and other interested parties to promote sites located within the Borough for future development, suggest locations/areas for special policy treatment, and put forward policy suggestions. The Housing and Economic Land Availability Assessment (HELAA) process also commenced.

Consultation

1.6 Consultation with the public and relevant organisations is both a statutory requirement in plan-making and something the Council is keen to do. This is carried out in accordance with our adopted Statement of Community Involvement

(available on the Council's website[1]). The Consultation process for the Local Plan with estimated timings is as follows:

a. Sustainability Appraisal Scoping Report Consultation (2016);
b. Development of options;
c. Publish and Consult on Draft Local Plan Regulation 18 - Winter/Spring 2019;
d. Pre-Submission Plan Development - January 2021 - June 2021;
e. Pre-Submission publication and consultation Regulations 19 & 20 July 2021 – September 2021;
f. Submission of document to Secretary of State Regulation 22 - March 2022;
g. Examination (Including Hearing Sessions) Regulation 24 - April 2022 – February 2025;
h. Receipt of Inspector's Fact Check Report - February 2025;
i. Receipt of Final Inspector's Report Regulation 25 - February 2025;
j. Adoption Regulation 26 - March 2025.

Sustainability Appraisal (incorporating Strategic Environmental Assessment)

1.7 Legislation requires plans to be assessed against both Strategic Environmental Assessment (SEA) and Sustainability Appraisal (SA). These two requirements, although slightly different, overlap considerably and have been carried out together in the preparation of the Plan. Sustainability Appraisal aims to promote sustainable development by assessing the extent to which the Plan will help to achieve: social, economic and environmental objectives, and show how these have informed the plan's contents. The importance of the processes, in addition to meeting statutory requirements, is in ensuring that the decisions that are made explicitly consider the principles of sustainable development and that any potential adverse impacts are minimised, and beneficial impacts maximised.

1.8 The SA process (incorporating the SEA) has been fully integrated into the plan making process, informing the choices of sites and policies within this document. This is shown in the SA Report which is published as a separate document alongside the Plan[2].

Appropriate Assessment

1.9 There is also a requirement introduced by the EU Habitats Directive for an Appropriate Assessment (AA) of the potential significant adverse effects of a Plan on European Sites designated for their nature conservation importance.

[1] https://www.west-norfolk.gov.uk/info/20079/planning_policy_and_local_plan/550/statement_of_community_involvement_sci

[2] https://www.west-norfolk.gov.uk/info/20079/planning_policy_and_local_plan/629/sustainability_appraisal

These include Special Areas of Conservation (SACs), Special Protection Areas (SPAs), and International Ramsar sites. The Borough Council has to undertake a Habitats Regulation Assessment (HRA)[3] to ensure that the policies in the Plan do not harm sites designated as being of European importance for their biodiversity interest.

Other Strategies and Plans

National Planning Policy Framework and Planning Practice Guidance

1.10 The National Planning Policy Framework (NPPF)[4] is the national tier of planning policy. National Planning Practice Guidance (PPG)[5] sits alongside the NPPF. The Local Plan must be consistent with the NPPF and be prepared with regard to the PPG.

1.11 At the heart of the NPPF is a presumption in favour of sustainable development. This presumption guides local planning authorities when they are writing Local Plans and making decisions on planning applications. The Borough Council has reflected the presumption in favour of sustainable development in the Local Plan by ensuring that the needs of the Borough is at least met through the appropriate allocations and policies.

Strategic Cooperation (the 'Duty to Cooperate'/ Statement of Common Ground) and the Norfolk Strategic Planning Framework (NSPF)

1.12 The Localism Act 2011 imposed upon Local Planning Authorities and other statutory bodies/ non-governmental organisations a "duty to cooperate" on strategic planning matters (i.e. those that affect more than one planning authority area). Many land use planning issues are not constrained to Local Authority administrative boundaries and the Local Plan considers the implications of planning policies of neighbouring authorities and relevant strategic cross boundary issues.

1.13 The Borough Council of Kings Lynn and West Norfolk has worked with neighbouring councils in Norfolk, Suffolk, Cambridgeshire and Lincolnshire; non-governmental organisations, such as water companies as well as statutory bodies, such as Environmental Agency at all stages of preparation of the Local Plan. As part of this work, planning authorities within Norfolk have developed a combined Norfolk Strategic Planning Framework (NSPF)[6], which provides the

[3] https://www.west-norfolk.gov.uk/info/20079/planning_policy_and_local_plan/1179/habitat_regulations_assessment

[4] https://www.gov.uk/government/publications/national-planning-policy-framework--2

[5] https://www.gov.uk/government/collections/planning-practice-guidance

[6] https://www.norfolk.gov.uk/media/19713/Latest-Endorsed-Version-Of-The-Norfolk-Strategic-Planning-Framework/pdf/2olatest-endorsed-version-of-the-norfolk-strategic-planning-framework.pdf?m=1701471872323

overarching framework for planning issues across the County with an emphasis on strategic land issues with cross boundary implications.

1.14 Additionally, framework includes strategic guidance in relation to housing, economic growth, infrastructure provision and environmental considerations. This document is being redrafted to become the Norfolk local planning authorities' Statement of Common Ground; however it should be noted, it is not a policy document and not a Development Plan. Examples of our engagement can be seen in the justification for the inclusion, exclusion or particular details of individual policies, and the Council will publish a statement of common ground showing its activities under the 'duty to cooperate' at each stage of the plan process.

1.15 The Duty to Cooperate/ Statement of Common Ground will inform the preparation of Local Plans produced by individual planning authorities during this period. The current version was agreed by Borough's and districts in May 2021[7].

Neighbourhood Plans

1.16 Several neighbourhood plans have been completed and a number of others are in preparation for parts of the Borough, and more may be produced during the life of this Plan. Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan, but may change more detailed polices, or add further such policies, within the neighbourhood plan area.

1.17 The Borough Council considers this means that neighbourhood plans must support the overall scale and nature of growth for their area indicated by the Plan and, this Plan will specify the minimum scale of growth appropriate for each settlement, and in the case of strategic growth locations support the relevant policy in this Plan. Otherwise, they may provide revised development boundaries, policies and allocations to those in this Plan to shape development in their area in line with community aspirations.

1.18 Those considering undertaking development should check whether any neighbourhood plan is in force in the area, as its policies need to be considered alongside this Plan.

[7] https://www.west-norfolk.gov.uk/download/downloads/id/6804/local_plan_review_duty.pdf



2 Spatial Portrait

Introduction

2.1 The Borough of King's Lynn and West Norfolk is about 100 miles north of London and extends from the north Norfolk coast, along the eastern side of The Wash, through the Marshlands, Fens and Brecks to the borders of Lincolnshire, Cambridgeshire and Suffolk. The regional centres of Peterborough, Cambridge and Norwich are some 40-50 miles distant creating a role for King's Lynn as a service centre and economic driver to a sub-region within excess of 200,000 population.

2.2 The Borough is the fourth largest district in England covering an area of some 550 square miles (142,879 hectares) with a population of 154,300 (ONS, 2021). The main population centre is King's Lynn (43, 600) though the borough also includes the market town of Downham Market (11,300), the coastal resort of Hunstanton (4,210) and more than 100 villages of varying sizes. The number of properties in the district are approximately 67,500 (ONS, 2021) and the average household size in the district is 2.3 (ONS, 2021). By 2040 around 29% of the population will be over retirement age, with around 17% of residents aged over 75; while the proportion of those under 25 will be below the national average.

2.3 Main transport routes include the A47(T) trunk road (Leicester to Lowestoft), three principal roads (A10, A17 and A134), a direct electrified rail service to Cambridge and London, sea links to northern and eastern Europe and an extensive system of navigable waterways.

2.4 The Borough has a large rural area with a diverse landscape, ranging from coastal marsh and reclaimed marshland to fen, and chalk plateau through undulating sandstone to The Brecks. Although it is sparsely populated it nevertheless contains over 100 villages, each with its own distinctive character, needs and aspirations. Tracts of unspoilt coast, attractive countryside and numerous historic settlements and buildings form major attractions to the area and there are many examples of nationally and internationally important designations protecting aspects of the built and natural environments[1].

2.5 West Norfolk has extensive tracts of high quality and productive agricultural land, meaning agriculture is a key sector in the Borough's economy. Although the importance of agricultural production must not be underestimated, a legacy of the agricultural based economy is a low-wage economy stemming from relatively low skills levels and associated low aspiration levels. Pockets of isolation and deprivation are real issues, both in King's Lynn and in some of the more rural parts of the borough. Nevertheless, the economic base is changing and the borough is now home to world-leading businesses in pharmaceuticals, precision and aerospace engineering and advanced manufacturing sectors including commercial refrigeration, robotics, electronics and specialist chemicals. The key employment sectors now fall within advanced engineering and manufacturing, added value food activity and tourism.

2.6 Access to high quality communications technology is important for such a rural area. However, the borough currently lacks consistent access to quality broadband services, even in urban areas, such as King's Lynn.

2.7 The coastal areas of the borough are a major asset in terms of providing tourism, employment, homes, recreation, and habitats for species. Nevertheless, these assets also introduce significant challenges in the management of visitor related development, environmental and ecological assets, and physical processes including erosion.

2.8 King's Lynn is centred upon an historic medieval core although there are numerous examples of Georgian heritage and Victorian town expansion. Further expansion to the town during the 1960s and 1970s with influx from the Greater London area created additional housing and employment areas. A large part of the car free shopping centre has recently been redeveloped. The local fishing industry retains access to the riverside although the commercial port activities have migrated northward towards the Alexandra and Bentinck docks.

2.9 Downham Market is the second largest town in the borough with a population of 9,994. It is a compact market town and service centre to the surrounding rural area with modern employment sites at Trafalgar Way and St John's business parks. The town's position between the A10 and railway has proved to be attractive for commuters and there has been substantial residential expansion in recent years.

2.10 Hunstanton has a dual function. The town is an important service centre for the surrounding rural area and a local employment centre providing a number of jobs for the local population, especially in the summer months. Hunstanton is also a successful seaside resort originally developed around the former railway terminus and now offers a short-stay and day-visit attraction. A masterplan for the regeneration of the town centre and southern seafront has been produced.

2.11 Hunstanton town itself has a population of approximately 4,210 people, however is surrounded by a number of smaller rural villages which are served by the town. The population structure of the town is considerably weighted towards residents of retirement age, with the proportion of the resident population of retirement age at over 43%.

2.12 Although outside of the borough, Wisbech abuts the County boundary and some of the town's urban area is within the borough. Wisbech presently fulfils the role of a local service centre to the western part of Norfolk but remains under the influence of King's Lynn as the primary service centre in the sub-region. It is accessible to the A47(T) and also has a riverside port.

Strategic Assets

2.13 The following assets are of strategic importance; essential to the future growth of King's Lynn and the wider area:

- King's Lynn – Cambridge – London rail link;
- A47(T), A10 and A17 principal roads along with the A148/9 supporting the cost and tourism;

- The College of West Anglia;
- The Queen Elizabeth Hospital;
- The towns of Downham Market and Hunstanton;
- The cumulative impact and interdependencies of a large number of villages and hamlets in the rural areas;
- Extensive tracts of high quality and productive agricultural land;
- Large areas of diverse yet attractive countryside supporting both agricultural and tourism economies and also affecting the quality of life of those who live and work there;
- Numerous national and international environment designations, notably large areas extending across the North Norfolk Coast and The Wash;
- The Norfolk Coast National Landscapes;
- The specialised role of major employers for example, Associated British Ports, RAF Marham/ BAE complex and the National Construction College at Bircham Newton;
- The area's many conservation areas listed buildings and other important heritage assets;
- See also Environmental Assets - Policy LP19;
- 2011 Census Report;
- 2016 Parish Population Estimates Norfolk Insight.

Key Sustainability Issues

2.14 Balancing the competing demands of regeneration within the urban areas, strategic growth, and maintaining sustainable rural villages and services is a complex matter affecting both the investment in infrastructure and the nature and levels of service provision. The impact of climate change exacerbates these problems, notably the increasing challenge of living with flood risk; the management of both coastal erosion and the separate risks of tidal, fluvial and surface water flooding are increasingly significant to the future development of the borough.

2.15 With a population spread across such a broad and diverse area it is not surprising that social cohesion, accessibility to numerous essential services and consequent logistics of service delivery are seen to be important issues by many.

2.16 The Sustainability Appraisal has identified the following issues to be considered in determining the future development within the borough:

Environment

- Impending climate change and issues associated with it.
- Much of the borough is low-lying, meaning that it is at risk of flooding. Coastal locations are particularly at risk.
- There is a potential lack of water resources due to over abstraction, and climate change leading to decreased water availability.
- The borough is renowned for its wildlife and natural resources, which should be protected from any negative impacts of development.
- A large number of designated sites protecting habitats and species.
- The borough contains part of the Norfolk Coast National Landscape, which requires protection.
- There are 132 Scheduled Ancient Monuments, 2008 Listed Buildings, 6 Registered Parks and Gardens, 44 Conservation Areas and buildings and landscapes with cultural value.
- Greenhouse gas emissions from the borough are contributing to climate change and are higher than the national average.
- Air Quality targets are unlikely to be met for nitrogen dioxide and PM10.
- Government targets for a reduction in energy demands are rising, therefore energy from renewable energy sources is needed as well as efficiency improvements in buildings.
- Consideration needs to be given to the impact of water quality (including wastewater infrastructure) from future development.

Social

- Unsustainable transport patterns as a result of dispersed populations.
- A low skills base - under the national average for GCSE and A level attainment.
- There are higher proportions of people living with limiting long term illnesses than the national, regional or county averages.
- The difference in life expectancy between the best and worst wards is over 10 years, representing significant health inequalities.
- An ageing population. This place demands on the health/care sector and means a shortage of residents of working age.
- A lack of facilities for young people. This leads to younger people leaving the area and not returning.
- There is a low proportion of affordable housing developed.
- Impact on communities, particularly on the coast, from 'second homes'.
- Hunstanton, and other coastal locations, have significant retired populations, which creates an imbalance in the age structure.

- The isolated rural nature of parts of the borough leads to inaccessibility of essential services and facilities.
- Growing rural populations are increasing demand for housing and service provision in the countryside.
- Withdrawal of village services.

Economy

- A lack of good quality employment sites. This discourages potential businesses from coming to the area.
- Attracting and retaining key workers.
- There is a high level of employment in agriculture and manufacturing compared with other districts in Norfolk, and Britain in general, reflecting the focus on low-skilled employment sectors.
- Average earnings are lower than both the national and regional averages.
- King's Lynn is under performing in terms of services, the economy, housing, and tourism given its role as a significant sub-regional centre.
- Some areas of King's Lynn town centre appear uncared for and unsafe.
- An increase in residential development in Downham Market has led to the town outgrowing its compact market town characteristics and facilities.
- Downham Market has suffered from a number of years of under-investment and is in need of improvement of its visual amenity and regeneration of the economy.
- Downham Market is used as a dormitory town due to its location on the main line to Cambridge and London. This leads to under-spending in the town and a lower community spirit.
- The seasonal nature of visitors to Hunstanton and other coastal locations leads to variations in population and demands on local services.
- The role of Hunstanton and other coastal locations as seaside resorts means there is large seasonal variation in employment opportunities and income in those areas.
- Changes in farming needs and practice mean that agricultural diversification is needed.
- Loss of high-quality agricultural land.

2.17 These factors and the elements of the Spatial Portrait are reflected through in the Vision and Objectives and policies in the following chapters.





3 Vision and Strategic Objectives (Where do we want to be in 2040?)

Vision and Objectives

Introduction

3.1 As part of the Local Plan process, the Vision and Objectives from the Core Strategy (2011) have been reviewed and a revised Vision and set of Objectives prepared.

3.2 The themes considered included:

- Acknowledging current modes of transport;
- Providing a high calibre communications network;
- Retaining a focus on tourism;
- Acknowledging a shift in working patterns, in terms of flexible working and those working and trading from home;
- Recognising changing demographics and changes to society;
- Reducing carbon emissions;
- Recognising the importance of sustainable development and housing;
- A shift towards encouraging development towards Downham Market based upon the sustainable nature of the settlement and the key role the town plays within the borough, as opposed to the previous approach which sought to allow for a slower pace of growth;
- Continuing to support development within the most sustainable villages; the Key Rural Service Centres;
- Recognising the importance of future challenges of climate change, including flood risk;
- Allowing for technological advancements, which have taken place since the Core Strategy Vision and Objectives were written and those that may take place in the future;
- Striving for a better work/life balance.

3.3 Additional themes arose from discussions relating to the potential strategic growth options for the borough, these have also been taken into consideration:

- Continuing to support King's Lynn, as the Main Town;
- Continuing to support the growth of Hunstanton and the growth aspirations of Wisbech;
- Supporting the growth of Downham Market and Watlington as they both have sustainable transport hubs on the main railway line to King's Lynn, Cambridge and London;
- Supporting growth at Marham, with the continued presence of a key employer in RAF Marham.

3.4 In the Rural Areas directing sustainable growth towards the Key Rural Service Centres, as the most sustainable villages.

3.5 A Vision for King's Lynn and West Norfolk to 2040 and a set of Objectives incorporating the above is proposed below:

Vision

- People want to be part of the success story that is West Norfolk, drawn here to live, work, invest and visit.
- West Norfolk enjoys an unparalleled balance between quality of life and quality of opportunity with people drawn to the area to take advantage of this.

Economy

- We want to continue to grow a strong local economy in a sustainable manner, which is both responsive and competitive, and one which recognises technological innovations. This will be supported through the provision of infrastructure to enable the desired growth, including improvements to strategic transport connections, and a high calibre communications network.
- We aim to support changing, and flexible, working patterns including those of people who work and trade from home.
- We want to help people of all ages improve their skills and knowledge qualifications and help raise their aspirations.
- We want to assist people in becoming entrepreneurs and in benefiting from the growing economy.
- We want to be a place where businesses want to locate, establish and grow and therefore skilled people want to live and work.

Society

- We want to support our strong, vibrant and healthy communities, through the provision of housing to meet current needs and that of future generations.
- We want to create a high-quality built environment, including good quality housing which includes a mix of types and tenures, with access to local services and which supports the health, social and cultural well-being of local communities.
- New development will be located and designed so as to be better adapted to climate change, including the risk of flooding.
- We want to help reduce inequality wherever it exists.

- We want to make sure that people have access to good quality housing and local facilities.
- We want to help people deal with social change and ensure that a growing economy brings higher wages, an improved quality of life and a better work/life balance.

Environment

- We want to protect and enhance our justifiably famous natural and historic environment, ensuring growth of the borough in a sustainable manner, at the same time making sustainability a central principle to our vision.
- Whilst recognising the current transport modes and trends, we will support the use and development of integrated sustainable transport systems and ensure that people have access to these services.
- We want to build connections with other local and regional wider economies, reduce reliance on the car, and ensure that we meet the current, and future challenges posed by preparing ourselves for the challenges of climate change.

Vision for Places

3.6 Development will support a pattern of growth which reinforces the roles of towns and key centres. This will be distributed to the most sustainable locations: the Main Towns of King's Lynn, Downham Market, Hunstanton, the Wisbech Fringe Area; and the Key Rural Service Centres (most notably Watlington and Marham), whilst ensuring that development is of an appropriate scale, locating the majority of development to the main towns as the most sustainable locations including land adjacent to Wisbech; and providing for an appropriate scale of development at key rural settlements in the rest of the borough

King's Lynn

Is an urban centre of regional significance; an exemplar town balancing the needs of conservation with urban renewal and strategic growth.

Downham Market

Remains a key local centre serving the Fens and the southern part of the Borough with the services necessary to meet the demands of a growing population. The town has taken advantage of being situated on the main railway line from King's Lynn to Cambridge and London.

Hunstanton

Meets the needs and expectations of those who choose to live and work in and near the town and has developed its role as a tourist seaside visitor destination.

Wisbech Fringe Area

Wisbech, located within the Fenland District Council area, is an important local centre for a number of rural settlements within West Norfolk. Further development adjacent to the town on land within West Norfolk will support its growth aspirations.

Rural Areas

The economy has been bolstered by a modest an appropriate scale of new development, including affordable housing, in settlements which have both a range of services and which are accessible by a daily public transport service to the main urban areas, in particular, those identified as Key Rural Service Centres.

Watlington and Marham have been identified for growth as Watlington benefits from a railway station on the main line from King's Lynn via Downham Market to Cambridge and London, whilst Marham hosts one of the borough's key employers in RAF Marham.

Coastal Areas

The impact of climate change and the associated threats of coastal erosion and flooding continue to be managed in a sensitive and sustainable manner that respects the distinctive landscape of the coast, the ecology and the social and economic needs of the local communities along it.

Strategic Objectives

Spatial Objectives are indicators of the success or otherwise in achieving the Vision. The means of achieving these objectives are broadly set out in the Spatial Strategy and more specifically in the policies. The chapters list which objectives have been addressed at the end of each policy.

Economy

1. King's Lynn and West Norfolk is known as a great place to live and work has spread across the country and reflects its regional importance.
2. West Norfolk has a thriving economy with local employment opportunities.
3. King's Lynn and West Norfolk is strategically well-connected in terms of rail, road and communications networks.
4. All young people have access to educational facilities schools that motivate and raise aspirations to succeed and contribute to in a prospering local economy.
5. All adults have the opportunity to develop their skills and knowledge or learn new ones throughout their lives, raising aspirations to succeed and contribute to a prospering local economy.
6. West Norfolk is among the premier visitor destinations in the country with tourism based on its historical, cultural and natural environmental offer.

Society

7. All communities are strong, cohesive and safe.
8. Everyone receives quality services that meet their needs.
9. Residents are active and engaged in their communities, helping to identify and respond to local needs, with cross boundary working as appropriate.
10. Housing is focused in sustainable towns; in the rural areas local demand is targeted towards sustainable villages.
11. All people are active and healthy.

Environment

12. West Norfolk has undergone regeneration and growth that is well planned and complements its high quality historical and natural inheritance.
13. Communities benefit from quality public spaces and parks with access to the coast and countryside that make the area special.
14. West Norfolk is meeting the challenges of climate change and reducing or mitigating carbon emissions.
15. Public transport has improved, and people are increasingly reliant on sustainable modes of transport and less reliant on the motor car to access places and services.
16. West Norfolk is still considered to be somewhere unique retaining its own local distinctiveness.

Places

King's Lynn

17. The town offers good quality housing, including a mix of dwelling types and a range of tenures and is a popular place to live. Population of the town has grown to more than 50,000 reflecting the Growth Point status.
18. There is a continued emphasis on brownfield redevelopment, heritage led regeneration and renewal within the town, together with urban extension.
19. The risk of both tidal and fluvial flooding has been reduced through the provision of effective defences and the design of new developments in lower lying areas.
20. The central areas of the town have been revitalised to provide a sub-regional shopping, cultural and leisure destination with high quality public realm, preserving and enhancing this major heritage asset.
21. The town is a major employment centre with good communications and a diverse economy attractive to new employers and investors.

Downham Market

22. The town offers good quality housing, including a mix of dwelling types and a range of tenures, and is an attractive place to live.
23. The town provides employment land and premises within, or adjacent to, the urban area to meet the needs of existing and potential new businesses and has capitalised on its role as a retail centre and also as a service base for the local tourism economy.

24. Inadequacies in Local Service Provision meets the needs of the community and have been resolved as part of the development strategy which recognised the benefits of the town's key location, particularly on the King's Lynn – Cambridge – London main railway line, and consequent contributions towards optimising opportunities for sustainable public transport are realised.

Hunstanton

25. The town offers good quality housing, including a mix of dwelling types and a range of tenures, and is an attractive place to live.
26. The town meets the needs of residents with an expanded and improved retail core offering year-round services.
27. A town that respects its heritage whilst continuing to look to the future.
28. A more attractive seaside destination where visitors stay longer and spend more.
29. An active town with all year-round tourism potential and expanded water sports offer.
30. An environmental resort making the most of the coast's natural assets, whilst continuing to protect the town from coastal flooding and reducing the impact of coastal erosion.

Wisbech Fringe Area

31. The Wisbech Fringe Area supports the growth aspirations of the town and meets the needs of the local community.

Rural Areas

32. Development in the rural areas of the borough is directed to the most sustainable locations, most notably those identified as Key Rural Service Centres, and in particular Watlington and Marham, taking advantage of sustainable transport hubs and opportunities to support key employers.
33. Beyond the villages, the locally distinctive countryside has been protected in its many attributes and continues to provide for the social and economic needs of those who live and work there. (This includes acknowledging the value that farming contributes to the economy and landscape).
34. The needs for businesses located within rural areas to diversify and take advantage of technological innovations is recognised, as are changes to work patterns in terms of flexibility and location. Elsewhere the local economy has been bolstered by guiding new development (including market housing) to the most sustainable locations, the needs of the agricultural sector and the potential for diversification into other activities, and by retaining where possible, current employment sites.
35. Local housing needs have been secured in a sustainable manner.

36.	There is improved accessibility to essential services

Coastal Areas

37.	The threats of coastal erosion and flooding have been reduced or mitigated in a sensitive and sustainable manner, working with local communities.
38.	There is a good balance between improved accessibility to the coast and retention of the distinctiveness of the landscape and protection of its ecology.

Policy LP01 - Spatial Strategy and Settlement Hierarchy

Introduction

3.7 In line with National Planning Policy, the spatial strategy for Kings Lynn and West Norfolk seeks to distribute the majority of growth within the most sustainable locations of Kings Lynn, Downham Market and Hunstanton and on the edge of Wisbech, to continue to support their roles as established large settlements.

3.8 This approach makes the most of existing services and facilities, delivering growth to where it is most needed. It also provides associated opportunities to regenerate urban areas, provide new jobs and new homes in accessible locations, and focus infrastructure improvements where they will have the greatest effect.

3.9 Whilst supporting the continued sustainability of existing settlements, the Plan seeks to promote the establishment of a major sustainable growth area to the south-east of Kings Lynn. As the most significant site allocation over the longer term, the West Winch Growth Area is a focal point for development within the Borough, contributing to supporting housing delivery, increasing the productivity of the local economy, reducing out-commuting, increasing the number and quality of better paid jobs in the Borough and improving accessibility to services for the rural communities.

3.10 Outside of these areas, the Borough's smaller communities vary in size, accessibility, facilities, character, constraints, and opportunities. The impact upon infrastructure capacity and the ability for rural settlements to expand to accommodate the needs generated by new development also varies. The spatial strategy recognises that settlements within the rural area should be allowed to grow appropriately in order to maintain rural vitality. Policy LP02 – Residential Development on Windfall Sites and Policies LP18-LP21 ensure that this growth is sensitive to place, ensuring that each rural community retains its identity and distinctiveness, built form and character, and is in keeping with each settlement's size, scale of services and infrastructure capacity.

3.11 Whilst development is focused within the urban areas and to a lesser extent in villages there will be occasions where development is proposed within the countryside. For most uses, there are strong reasons why such development

would be contrary to the overall strategy of this plan and would not result in sustainable development. However, some proposals and some uses will be wholly appropriate in some scenarios such as those supporting the local economy, agriculture, and other rural land-based activities.





Local Plan Strategy Diagram May 2024

- King's Lynn Sub Regional Centre
- Main Towns
- Main Towns (outside area)
- Key Rural Service Centre (KRSC)
- Settlements adjacent to King's Lynn or a Main Town
- Rural Village
- Railway
- West Winch Growth Area
- A47
- A10
- Main Roads
- Extension to Wisbech

The Key Diagram Illustrates the Spatial Strategy in This Plan

Creation of a Settlement Hierarchy

3.12 The distribution of growth has been informed by the settlement hierarchy:

- determining the overall level of growth for the Borough; and
- distribution of growth within individual tiers of the settlement hierarchy.

3.13 The Settlement Hierarchy provides a framework to enable the distribution of the Borough's growth in accordance with the spatial strategy. Each tier of the hierarchy reflects the settlement/ area's role, including:

- the range of services present;
- proximity and functional relationships between settlements;
- their accessibility by public transport;
- their infrastructure capacity; and
- their ability to expand sustainably to accommodate the needs generated by new development.

3.14 The Settlement Hierarchy is as follows:

- **Tier 1:** Kings Lynn Sub Regional Centre (including the West Winch Growth Area).
- **Tier 2:** Main Towns.
- **Tier 3:** Settlements adjacent to King's Lynn and the Main Towns.
- **Tier 4:** Key Rural Service Centres.
- **Tier 5:** Rural Villages.
- **Tier 6:** Smaller Villages and Hamlets.

Tier 1: King's Lynn Sub Regional Centre

3.15 King's Lynn is the principal town in the Borough and has a population of approximately 42,100 (2021 Census[8]). It enjoys relative ease of access to a range of higher order health, education, cultural, retail and employment opportunities.

3.16 The town and its wider urban area are the most sustainable locations to accommodate growth and provide the best opportunity to deliver the ambitions identified in Policy LP40 and site-specific allocations. The King's Lynn Sub Regional Centre includes the West Winch Growth Area which is the Council's main allocation providing for long-term housing growth in the Borough, over the Plan period and beyond. The town and its wider urban area, including the West Winch Growth Area, is expected to deliver substantial growth reflecting its easy access to the wider strategic road network and its ability to maximise sustainable

[8] https://www.ons.gov.uk/census

transport choices. As such, it is the place where most new jobs will be created over the lifetime of the Plan. Significant regeneration is expected to start in the town centre and its environs by 2040.

3.17 Growth will be delivered through the West Winch Growth Area, housing commitments and land allocations in/ around the urban area. Totalling at least 3,759 dwellings over the Plan period, with a further 1,970 dwellings at the West Winch Growth Area anticipated to come forward beyond 2040. In addition, approximately, 53ha of employment land will be delivered in these locations in/ around King's Lynn.

Tier 2: Main Towns

3.18 Away from Kings Lynn, Downham Market and Hunstanton are the Main Towns in the Borough with populations around 11,300 and 5,200 respectively (2021 Census). They both have a wide range of services, shops and employment opportunities with good public transport links. They are considered sustainable locations for growth and provide a significant role in supporting the needs of their residents and the residents in nearby communities in line with Policies LP39 and LP40. Both towns are expected to deliver local employment and housing growth appropriate to meet general needs, and to maximise opportunities for sustainable transport choices.

3.19 Growth at Downham Market and Hunstanton will be delivered through a combined strategy of urban regeneration, sustainable urban extensions and on other urban sites. Growth will also be delivered to the east of Wisbech, known as Wisbech Fringe, through a joint Fenland and West Norfolk urban extension to that settlement for 1,400 dwellings, of which 550 are situated within the Borough. Housing commitments and site allocations at the Main Towns should deliver at least 1,724 dwellings over the Plan period with 716 in Downham Market, 508 in Hunstanton and 500 (out of 550) at Wisbech Fringe. In addition, 32ha of employment land will be delivered in these locations.

Tier 3: Settlements adjacent to King's Lynn and the Main Towns

3.20 Although separate villages, the settlements of North Wootton, South Wootton, West Winch and West Lynn are in close proximity to the King's Lynn urban area. Similarly, Walsoken which adjoins Wisbech, a town within the neighbouring Fenland District, which is sited adjacent to the Borough Boundary. Their relationship with these larger settlements is different to other villages, due to their close proximity. This provides unique benefits in terms of enhanced accessibility and the ability to access a good range of services.

3.21 These settlements will accommodate at least 720 dwellings over the Plan period through housing commitments and site allocations to support their needs, but other nearby large allocations or urban extensions within or adjacent to the larger settlements will be the focus for growth within these areas.

Tier 4: Key Rural Service Centres

3.22 These are considered the most sustainable settlements within the rural areas of the district. They are large enough to sustain a range of local facilities. These services and facilities help meet the day-to-day needs of their residents but also provide services to other nearby smaller settlements. Key Rural Service Centres will provide some growth to support their roles as 'service centres' and to enhance local service and public transport provision.

3.23 The majority of growth within the rural areas will be delivered at the Key Rural Service Centres, through a combination of existing housing commitments and small to medium size allocations, where 2,383 dwellings should be delivered over the Plan period.

Tier 5: Rural Villages

3.24 The Rural Villages vary significantly in size and structure. These settlements provide some limited local services such as schools, shops and public transport.

3.25 Limited growth will support local service provision and to meet the housing needs of these more rural communities. This will be delivered through a combination of existing housing commitments and small allocations, where 636 dwellings will be delivered over the Plan period.

Tier 6: Smaller Villages and Hamlets

3.26 Smaller Villages and Hamlets are those which have little to no local services.

3.27 Growth will be limited to supporting local service provision and to meeting the housing needs of these more rural communities. Smaller Villages and Hamlets will not be required to deliver any growth via allocations due to their small size, rural character and limited opportunities to deliver sustainable development. However, 127 dwellings are expected to be delivered over the Plan period through existing commitments and Neighbourhood Plan allocations.

Housing Supply

3.28 The Standard Method for calculating Local Housing Need (LHN), as per the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG), has been used to calculate the LHN for the Local Plan. As of March 2024, this provides a figure of 554 new homes per year. Over the 19-year Local Plan period (2021/22 to 2039/40) this provides an overall need of 10,526 new homes. The end date ensures, consistent with the PPG, that there are 15 years of the Plan period remaining at the point of adoption of the Local Plan.

3.29 To establish the number of jobs required, the Employment Land Review 2017 (ELR)[9] identified a high quantity of employment land supply, including approximately 85 hectares of extant Local Plan allocations and/ or major commitments at King's Lynn and the Main Towns. This equates to at least

[9] https://west-norfolk-consult.objective.co.uk/resources/portal/supportingfiles/711588

13,000 new jobs[10]. Policies LP07-LP10 provide the detailed policy framework regarding managing development for proposed employment and retail uses within the Borough. Housing growth over the Plan period should support the level of jobs growth within the Borough, in line with the 2020 Housing Needs Assessment (HNA)[11] and ELR.

3.30 Table 1 Housing Supply during the Plan Period demonstrates that the LHN of 10,526 over the Plan period can comfortably be met. Planning for almost an exact number to meet the need leaves little room for manoeuvre over the Plan period should any site not come forward as envisaged. This considers the growth which is planned through site-specific allocations contained within the Local Plan and Neighbourhood Plans. It also considers the sites allocated by the previous Local Plan (Core Strategy 2011 & Site Allocations and Development Management Policies Plan 2016) which are not carried forward as allocations in this Local Plan. It is important to note the contribution of windfall development, i.e., those sites which will come forward and gain planning permission (and subsequently be built) which are not site-specific development plan allocations. Such sites could come forward within or adjacent to existing built-up areas (as defined by development boundaries through Policy LP04 and illustrated on the Policies Map) in line with Policy LP02 - Residential Development on Windfall Sites and other relevant policies in this Plan.

3.31 The Housing Trajectory and the Schedule which underpins this is provided in full as Appendix C - Housing Trajectory.

Table 1 - Housing Supply During the Plan Period

Housing Supply over 19 Year Plan Period (2021/22 – 2039/40)	No. of Dwellings
Completions Total	**1,562**
Completions (2021/22)	387
Completions (2022/23)	569
Completions (2023/24)	606
Commitments on 1 April 2024 Total (excluding Local Plan allocations)	**2,676**
Sites of 1 to 4 dwellings	709
Sites of 5 to 9 dwellings	318
Sites of 10 dwellings or more	1,571
Neighbourhood Plan allocations with planning permission	78
Local Plan Allocations Total	**5,044**
Local Plan Allocations with Planning Permission	1,978

[10] This applies the standard 1ha of employment land accommodating 4,640m^2 floorspace, defined in the 2017 Employment Land Review, and 2010 Employment Densities Guide for the calculation of job numbers.

[11] https://www.west-norfolk.gov.uk/download/downloads/id/6252/2020_housing_needs_assessment.pdf

Local Plan Allocations without Planning Permission	3,066
Neighbourhood Plan Allocations without Planning Permission	**75**
Windfall Allowance (2027/28 to 2039/40)	**3,081**
Total Deliverable Supply	**12,438**
Housing Need (LHN 554 x 19 years)	**10,526**
Surplus of Housing Supply over the Housing Need	**1,912**

Windfall Allowance Explanation

3.32 The windfall allowance which is considered a part of the anticipated supply has been calculated on a basis consistent with NPPF & PPG. There is compelling evidence that this will provide a reliable source of supply. The allowance is realistic and has regard to the Housing and Economic Land Availability Assessment (HELAA)[12], historic windfall delivery rates, and expected future trends.

3.33 The average annual housing completions from windfall sites is 412. This is based upon the last 23 years' worth of data (2001/2002 - 2023/24). This time period has been selected as it coincides with the start of the previous Plan period and ends with the last complete financial year. It also takes into account changes in the housing market over time, including different economic climates. In addition, it is a similar time period to that of the Local Plan. Recognising that land is a finite resource this figure is discounted by 25% to a give a windfall allowance of 309 dwellings per year.

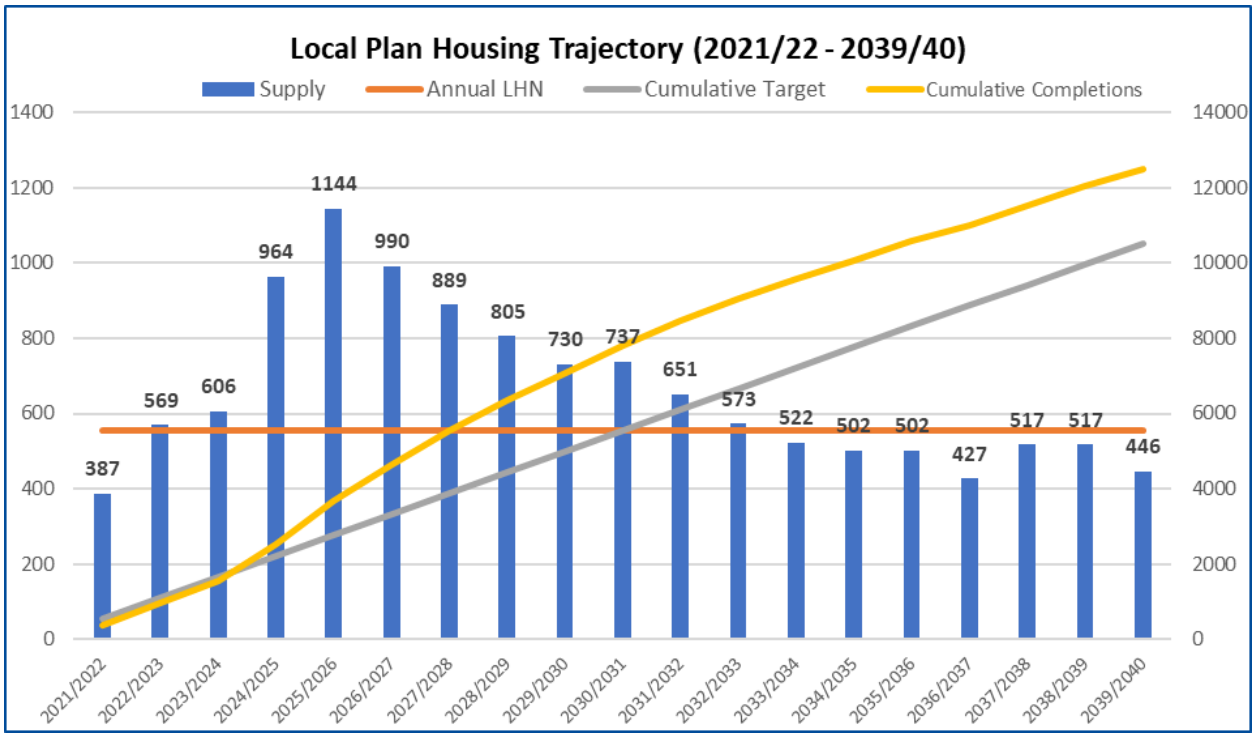
3.34 The windfall allowance is applicable for the last 13 years of the Plan period, from 2027/28 to 2039/40 to avoid double counting (309 (annual allowance) x 13 (years) = 4,017).

3.35 However, the settlement capacity sense check (Appendix I – Neighbourhood Plan Housing Requirement. This includes the capacity sense check, which includes taking account of the HELAA sites submitted capacity, indicates that for 3 Main Towns (King's Lynn, Downham Market, and Hunstanton) and North Wootton, South Wootton, and West Winch that 938 dwellings are unlikely to be accommodated. This number of dwellings is therefore taken away from the total. 4,017 - 938 = 3,079. The total of 3,079 is then divided by the number of years the windfall allowance is applicable for. 3,079 / 13 = 237 (rounded up). The final windfall allowance for the housing trajectory and land supply calculations is 237

[12] https://www.west-norfolk.gov.uk/info/20079/planning_policy_and_local_plan/1107/housing_and_economic_land_availability_assessment_and_appendices_helaa

dwellings per year (from 2027/28 onwards). In total this is a figure of 3,081 dwellings.

Housing Trajectory



5 Year Housing Land Supply Position

3.36 Table 2 – Identified Housing Land Supply, below, illustrates that the Identified Housing Land Supply for the five-year period from 2024/25 to 2028/29 is 4,619 dwellings. This comprises the various sources of housing listed, including two years' worth of the windfall allowance in years 4 and 5, to avoid double counting.

3.37 A 7% discount/ lapse rate is applied to commitments as per the table below. These are houses which have planning permission and are on sites which were not specifically allocated in the Development Plan. This recognises that some homes from this source might not come forward as originally envisaged. The rate is based upon the fact that over a recent 5-year period (2018/19 – 2022/23) 2,326 dwellings were granted planning permission on windfall sites, and in this same timeframe planning permissions for 166 dwellings have lapsed. The calculation is as follows: 166/2,326 x 100 = 7%.

3.38 A similar rate has not been applied to the Local and Neighbourhood Plan Site-Specific Allocations, as these have broadly been expressed as 'at least' and have in most cases come forward for planning permission and are being built out for a higher number of homes than the original policies stated. There has also been a detailed examination of the progress of these sites, they have been categorised and their future delivery predicted based on a combination of evidence from the site owner/controller/agent/developer and planning judgment.

Table 2: Identified Housing Land Supply

5 Year Housing Supply Source (2024/25 – 2028/29)	No. of Dwellings	7% Discount / Lapse Rate
Commitments on 1 April 2024 (excluding Local Plan allocations)		
Windfall sites of 10 dwellings or more	1,092	1,016
Windfall sites of 5 to 9 dwellings	318	296
Windfall sites of 1 to 4 dwellings	709	659
Windfall Commitments Total	**2,119**	**1,971**
Neighbourhood Plan allocations with planning permission		78
Total Commitments (excluding Local Plan allocations)		**2,049**
Local Plan Allocations		
Local Plan allocations with planning permission		1,603
Local Plan allocations without planning permission		485
Local Plan Allocations Total		**2,088**
Neighbourhood Plan allocations without Planning Permission		**8**
Windfall Allowance		**474**
Total 5 Year Identified Supply (IDS)		**4,619**

3.39 Table 3 - 5 Year Housing Land Supply Calculation provides the 5-Year Housing Land Supply Calculation at 1 April 2024. It takes the total identified housing supply from Table 1 - Identified Housing Land Supply and demonstrates that the Housing Land Supply Position for The Borough Council of King's Lynn and West Norfolk on 1 April 2024 is 8 years. This is a healthy position that is significantly in excess of the required minimum 5 years' worth.

Table 3 - 5 Year Housing Land Supply Calculation

Local Housing Need (LHN) (based on standard method)	**554**
LHN x 5 (Years)	**2,770**
LHN x 5 (Years) + 5% NPPF Buffer (to ensure choice and competition in the market for land)	**2,909**
Identified Housing Supply (as per Table 2	**4,619**
Identified Housing Supply / LHN x 5 + 5% NPPF Buffer	**1.59**
Above x 5 (Years	**7.9**

3.40 Distribution of Growth across the Borough, consistent with the Spatial Strategy and the Settlement Hierarchy, will be delivered via existing sites with planning permission, sites allocated in the Local Plan and Neighbourhood Plans (including sites with planning permission), and new planning permissions granted in accordance with the policies of the Local Plan, including windfall development. The distribution of housing and employment growth is set out in Policy LP01 - Spatial Strategy and Settlement Hierarchy.



Strategic Policy

Policy LP01 - Spatial Strategy and Settlement Hierarchy

1. The spatial strategy for King's Lynn and West Norfolk will deliver a minimum of 12,438 dwellings and around 85ha of employment land between 2021 – 2040, distributed broadly in accordance with Table 4 as follows:

	Completions 2021-24	Commitments on 1 April 2024 Total (excluding Local Plan allocations)	Local Plan Allocations (deliverable sites, 2024-2040)	% planned growth: Local Plan allocations	Neighbour-hood Plan Allocations (excluding completions and commitments2021-24)	Total Growth (2021-2040)	% of Housing Growth	Employment Growth (ha)
King's Lynn Sub-Regional Centre	391	906	2,462	49%	0	3,759	30%	53
Main Towns	215	291	1,218	24%	0	1,724	14%	32
Settlements adjacent to King's Lynn and Main Towns	79	65	576	11%	0	720	6%	
Key Rural Service Centres (KRSCs)	601	1,024	708	14%	50	2,383	19%	
Rural Villages (RVs)	245	286	80	2%	25	636	5%	
Smaller Villages & Hamlets	29	98	0	0%	0	127	1%	
Countryside	2	6	0	0%	0	8	0%	
Sub-Total	**1,562**	**2,676**	**5,044**	**100%**	**75**	**9,357**	**75%**	
Windfall						3,081	25%	
TOTAL						**12,438**	**100%**	**85**

2. To deliver the spatial strategy, appropriate levels of growth will be distributed to the Settlement Hierarchy, as follows:

Settlement Hierarchy

Tier 1: King's Lynn Sub-Regional Centre

Settlement	Completions 2021-24	Commitments (as of 1 April 2024)	Local Plan Allocations (deliverable sites, 2024-2040)	Neighbourhood Plan Allocations (excluding completions and commitments, 2021-24)	Total
King's Lynn Existing Urban Area: (Including Gaywood, Hardwick and South Lynn)	391	906	432	0	**3,759**
West Winch Growth Area	0	0	2,030	0	

Tier 2: Main Towns					
Settlement	**Completions 2021-24**	**Commitments (as of 1 April 2024)**	**Local Plan Allocations (deliverable sites, 2024-2040)**	**Neighbourhood Plan Allocations (excluding completions and commitments, 2021-24)**	**Total**
Downham Market	31	89	596	0	**1,724**
Hunstanton	184	202	122	0	
Wisbech (Fringe – East Wisbech urban extension)	0	0	500	0	

Tier 3: Settlements adjacent to King's Lynn and the Main Towns					
Settlement	**Completions 2021-24**	**Commitments (as of 1 April 2024)**	**Local Plan Allocations (deliverable sites, 2024-2040)**	**Neighbourhood Plan Allocations (excluding completions and commitments, 2021-24)**	**Total**
North of King's Lynn: North Wootton and South Wootton	51	26	538	0	**720**
East of Wisbech: Walsoken	20	29	0	0	
Southeast of King's Lynn: West Winch	8	10	0	0	
West of King's Lynn: West Lynn	0	0	38	0	

Tier 4: Key Rural Service Centres					
Settlement	**Completions 2021-24**	**Commitments (as of 1 April 2024)**	**Local Plan Allocations (deliverable sites, 2024-2040)**	**Neighbourhood Plan Allocations (excluding completions and commitments, 2021-24)**	**Total**
Brancaster with Brancaster Staithe/ Burnham Deepdale	13	26	0	0	**39**
Burnham Market	26	28	0	0	**54**
Castle Acre	16	5	0	4	**25**
Clenchwarton	32	53	20	0	**105**
Dersingham	5	4	20	0	**29**
Docking	102	47	0	0	**149**
Emneth	17	205	0	0	**222**
Feltwell with Hockwold-cum-Wilton	13	43	50	0	**106**
Great Massingham	2	1	16	0	**19**
Grimston/ Pott Row with Gayton	81	74	37	0	**192**
Heacham	12	16	133	0	**161**

Marham/ Upper (RAF) Marham	1	19	85	0	**105**
Methwold with Northwold	96	67	0	0	**163**
Middleton	6	7	0	0	**13**
Snettisham	29	86	0	0	**115**
Stoke Ferry	1	117	52	0	**170**
Terrington St Clement	40	19	119	0	**178**
Terrington St John with St Johns Highway/ Tilney St Lawrence	25	65	40	0	**130**
Upwell/ Outwell	39	75	90	46	**250**
Walpole St Peter/ Walpole St Andrew/ Walpole Marsh	17	18	6	0	**41**
Watlington	3	24	40	0	**67**
West Walton/ Walton Highway	25	25	0	0	**50**
				TOTAL	**2,383**

Tier 5: Rural Villages

Settlement	Completions 2021-24	Commitments (as of 1 April 2024)	Local Plan Allocations (deliverable sites, 2024-2040)	Neighbourhood Plan Allocations (excluding completions and commitments, 2021-24)	Total
Castle Rising	0	3	0	0	**3**
Denver	2	6	6	0	**14**
East Rudham	4	11	10	0	**25**
East Winch	6	8	0	0	**14**
Fincham	7	14	3	0	**24**
Flitcham	0	0	0	0	**0**
Great Bircham/ Bircham Tofts	4	17	10	0	**31**
Harpley	0	1	0	0	**1**
Hilgay	9	23	16	0	**48**
Hillington	7	11	0	0	**18**
Ingoldisthorpe	26	6	0	0	**32**
Marshland St James/ St John's Fen End with Tilney Fen End	29	23	6	0	**58**
North Creake	3	7	0	0	**10**
Old Hunstanton	2	2	0	0	**4**
Pentney	9	17	0	0	**26**
Runcton Holme	11	2	0	0	**13**

Sedgeford	5	11	11	25	**52**
Shouldham	2	11	0	0	**13**
South Creake	0	0	0	0	**0**
Southery	22	12	0	0	**34**
Stanhoe	1	0	0	0	**1**
Stow Bridge	27	25	0	0	**52**
Syderstone	6	2	0	0	**8**
Ten Mile Bank	0	0	0	0	**0**
Thornham	20	11	0	0	**31**
Three Holes	0	0	0	0	**0**
Tilney All Saints/ Tilney High End	0	2	0	0	**2**
Tottenhill	0	0	0	0	**0**
Walpole Highway	10	7	2	0	**19**
Welney	10	7	12	0	**29**
Wereham	12	4	0	0	**16**
West Newton	0	1	0	0	**1**
Whittington	0	0	0	0	**0**
Wiggenhall St Germans	6	3	4	0	**13**
Wiggenhall St Mary Magdalen	4	10	0	0	**14**
Wimbotsham	0	7	0	0	**7**
Wormegay	1	2	0	0	**3**
				TOTAL	**636**

Tier 6: Smaller Villages and Hamlets

Settlement	Completions 2021-24	Commitments (as of 1 April 2024)	Local Plan Allocations (deliverable sites, 2024-2040)	Neighbourhood Plan Allocations (excluding completions and commitments, 2021-24)	Total
Ashwicken	0	0	0	0	**0**
Barroway Drove	0	0	0	0	**0**
Barton Bendish	1	0	0	0	**1**
Bawsey	1	1	0	0	**2**
Blackborough End	0	0	0	0	**0**
Boughton	0	3	0	0	**3**
Brookville	0	0	0	0	**0**
Burnham Norton	0	0	0	0	**0**
Burnham Overy Staithe	2	0	0	0	**2**
Burnham Overy Town	0	0	0	0	**0**

Burnham Thorpe	4	2	0	0	**6**
Congham	0	0	0	0	**0**
Crimplesham	1	2	0	0	**3**
Gayton Thorpe	0	0	0	0	**0**
Hay Green	0	0	0	0	**0**
Holme Next the Sea	0	6	0	0	**6**
Lakes End	0	0	0	0	**0**
Leziate	0	10	0	0	**10**
Methwold Hythe	0	0	0	0	**0**
Nordelph	1	4	0	0	**5**
North Runcton	1	2	0	0	**3**
Ringstead	0	13	0	0	**13**
Roydon	0	3	0	0	**3**
Saddlebow	0	0	0	0	**0**
Salter's Lode	0	4	0	0	**4**
Shouldham Thorpe	1	5	0	0	**6**
Tilney cum Islington	0	0	0	0	**0**
Titchwell	5	6	0	0	**11**
Walpole Cross Keys	9	20	0	0	**29**
West Acre	0	4	0	0	**4**
West Dereham	1	2	0	0	**3**
West Rudham	0	0	0	0	**0**
Wiggenhall St Mary the Virgin	0	0	0	0	**0**
Wretton	2	11	0	0	**13**
				TOTAL	**127**

Other hamlets and smaller groups of rural dwellings which are not listed in this table are excluded from the Settlement Hierarchy as they are deemed to be within the wider countryside and will be subject to other policies in this Plan.

Justification

3.41 The following supporting text provides a brief description of each of the tiers within the Settlement Hierarchy.

Tier 1: King's Lynn Sub-Regional Centre

3.42 Includes the historic town of King's Lynn, the suburbs of Gaywood, Hardwick and South Lynn and the West Winch Growth Area. It contains the greatest number and diversity of employment uses, retail, leisure, cultural and administrative facilities and services within the Borough and is an important driver of economic growth and prosperity. Growth will be delivered through a combination of committed developments and site-specific allocations. There may also be the delivery of additional growth through windfall development via planning applications and/or allocations in Policy LP03 - Neighbourhood Plans over the Plan period.

Tier 2: Main Towns

3.43 The Main Towns of Downham Market, Hunstanton and Wisbech (which falls mainly within Fenland District Council's area) have a significant range of local employment, retail, service and facility provision which provide daily needs to their residents and a wider catchment of settlements. Growth will be delivered through a combination of committed developments and site-specific allocations. There may also be the delivery of additional growth through windfall development via planning applications and/or allocations in Policy LP03 - Neighbourhood Plans over the Plan period.

Tier 3: Settlements adjacent to King's Lynn and the Main Towns

3.44 Provide significant local facilities which meet the daily needs. Each adjoins and is functionally related to the King's Lynn Urban Area or Wisbech but have their own distinctive character which marks them out as separate and distinct places. Growth will be delivered through a combination of committed developments and site-specific allocations. There may also be the delivery of additional growth through windfall development via planning applications and/or allocations in Policy LP03 - Neighbourhood Plans over the Plan period.

Tier 4: Key Rural Service Centres

3.45 Key Rural Service Centres are larger villages that provide a good range of services that meet the daily needs of their residents and other nearby villages. Growth will be delivered through a combination of committed developments and site-specific allocations. There may also be the delivery of additional growth through windfall development via planning applications and/or allocations in Policy LP03 - Neighbourhood Plans over the Plan period.

Tier 5: Rural Villages

3.46 Rural Villages provide only a limited number and range of services that help meet some of the daily needs of their residents. Growth will be delivered through a combination of committed developments and site-specific allocations. There

may also be the delivery of additional growth through windfall development via planning applications and/or allocations in Policy LP03 - Neighbourhood Plans over the Plan period.

Tier 6: Smaller Villages and Hamlets

3.47 Smaller Villages and Hamlets have very limited services and facility provision. Growth will be delivered through committed developments. There may also be the delivery of additional growth through windfall development via planning applications and/or allocations in Policy LP03 - Neighbourhood Plans over the Plan period.

Policy LP02 - Residential Development on Windfall Sites

Introduction

3.48 Windfall development will be an important component of housing growth throughout the Plan period. Its location and scale should reflect the Plan's spatial strategy and settlement hierarchy set out in Policy LP01 – Spatial Strategy and Settlement Hierarchy. Windfall development refers to development which occurs on sites other than those allocated in the development plan.

3.49 Most windfall development will be on sites within development boundaries. However, in the interests of positive planning, this policy makes provision for some development outside, but adjoining, the development boundaries of the most sustainable settlements (Tiers 1-4), provided certain criteria are met.

3.50 The housing needs of rural settlements within Tiers 5 and 6 of the Settlement Hierarchy, will largely be provided for by existing planning permissions and sites allocated in this Plan or a Neighbourhood Plan. Windfall development can also take place in Tiers 5 and 6. However, this should normally be confined to sites located within development boundaries. This restriction is intended to protect the smaller villages from over development, promote local choice, and protect their character and distinctiveness. Furthermore, it would not preclude Neighbourhood Plans allocating sites for residential development outside development boundaries.

Strategic Policy

Policy LP02 - Residential Development on Windfall Sites

Residential development within development boundaries

1. Residential development within the development boundaries of settlements in Tiers 1-6 of the Settlement Hierarchy in Policy LP01 – Spatial Strategy and Settlement Hierarchy, as defined on the Policies Map, will be supported, provided it complies with other relevant policies in the development plan, and meets the following criteria:

    a. It results in a sustainable design of development which respects and enhances local character, contributes to place making and the reinforcement of local distinctiveness, and can be readily assimilated into the settlement in accordance with design and sustainable policies LP18, LP21, LP22;

    b. It has regard to the size, type, tenure and range of housing that supports the needs of communities in accordance with housing policies LP28, LP29, LP30;

    c. It will not cause significant adverse impacts on services and infrastructure, and the local infrastructure is sufficient to accommodate the demands of the development in accordance with Policy LP05; and

    d. Its context makes a positive contribution to the local environment and landscape setting in accordance with environment policies LP06, LP15, LP16, LP19, LP23, LP26;

    e. It does not result in an unacceptable impact on highway safety, or residual, cumulative impacts on the road network which would be severe in accordance with transport Policy LP13; and

    f. The development maximises opportunities to reduce the need to travel and encourages sustainable and active travel modes of transport in accordance with Policy LP13.

Residential development outside of development boundaries

2. In tier 1-4 settlements, as defined by Policy LP01 - Spatial Strategy and Settlement Hierarchy, proposals for new residential development outside of, but adjoining development boundaries, as defined on the Policies Map, will be supported provided they comply with other relevant policies of the development plan, and meet the criteria set out under Part 1 of this Policy, as well as the following criteria:

    a. It respects or enhances the character of the adjoining settlement and countryside, and can be readily assimilated into the existing fabric of the adjoining built up area;

    b. It can be supported by existing and future service and infrastructure provision, or adverse effects can be mitigated through financial contributions towards improving provision;

c. It is not located within the boundary of the Norfolk Coast National Landscape, and would not adversely affect its setting;

d. It preserves or enhances the significance of nearby heritage assets and their settings, and protects and enhances the appearance and character of designated and valued landscapes; and

e. It would maintain the physical separation between existing settlements and protect their identity.

3. Residential developments in excess of the following dwelling thresholds outside of, but adjoining, the development boundary must be brought forward as allocations through the Local Plan or Neighbourhood Plans:

King's Lynn	100 dwellings
Downham Market and Wisbech	75 dwellings
Hunstanton	50 dwellings
Settlements adjacent to King's Lynn and Main Towns	25 dwellings
Key Rural Service Centres	25 dwellings

4. Where it appears that windfall sites brought forward separately could be part of a larger development exceeding these thresholds, the Council will require it to be demonstrated that the provision of infrastructure and other essential services that ought to be provided to meet the needs of the larger development, would not be prejudiced by piecemeal development.

5. In tiers 5 and 6 of the settlement hierarchy, residential development will not normally be supported outside development boundaries, unless allocated through the Local Plan or a Neighbourhood Plan. That is except at Tier 5 settlements that have a housing requirement identified in Appendix I to Policy LP03 – Neighbourhood Plans, for which there are no opportunities within the development boundaries and which the relevant Neighbourhood Plan does not address through allocations. In such circumstances, small scale development of up to 5 dwellings will be supported here this is necessary to meet that housing requirement, and subject to the criteria under Parts 1 and 2 of this policy.

Policy LP03 - Neighbourhood Plans

Introduction

3.51 Neighbourhood Plans were introduced through the Localism Act 2011 and enable communities to produce their own policies and to allocate sites for development. It is for Town and Parish Councils to decide whether they wish to produce a Neighbourhood Plan and where they do the Council has a supporting role in the production of the Plan.

3.52 The National Planning Policy Framework requires local planning authorities to provide a housing requirement for designated Neighbourhood Plan areas.

3.53 It is acknowledged that not all Neighbourhood Plan groups will wish to address housing, however the Council's starting point is that Neighbourhood Plan groups should have the opportunity to address housing wherever this is appropriate to the strategy of the Local Plan. Policy LP03 - Neighbourhood Plans therefore provides each Neighbourhood area designated at the time of Plan preparation with a minimum housing number. The methodology used to calculate the housing number is set out in Appendix I – Neighbourhood Plan Housing Requirement and will be used to calculate the housing requirements for future neighbourhood areas.



Strategic Policy

Policy LP03 – Neighbourhood Plans

1. The Council will support the production of Neighbourhood Plans in identifying appropriate, locally specific policies that are in general conformity with the strategic policies of this Local Plan.

2. Where Neighbourhood Plans seek to plan for housing growth, they will be expected to plan for the minimum housing requirements set out below:

Neighbourhood Plan Area	Minimum Net Housing Requirement	Neighbourhood Plan Area	Minimum Net Housing Requirement	Neighbourhood Plan Area	Minimum Net Housing Requirement
Brancaster	**12**	Hunstanton	**100**	South Wootton	**134**
Burnham Market	**11**	Ingoldisthorpe	**2**	Stoke Ferry	**8**
Burnham Overy	**0**	Marshland St James	**3**	Syderstone	**1**
Castle Acre	**4**	North Runcton	**0**	Terrington St John	**6**
Congham	**0**	Old Hunstanton	**2**	Thornham	**2**
Dersingham	**38**	Outwell	**16**	Tilney All Saints	**1**
Docking	**11**	North Wootton	**73**	Tilney St Lawrence	**11**
Downham Market	**473**	Pentney	**1**	Upwell	**0**
Gayton	**12**	Ringstead	**0**	Walpole	**13**
Great Massingham	**7**	Roydon	**0**	Walpole Cross Keys	**0**
Grimston	**15**	Sedgeford	**0**	Watlington	**18**
Heacham	**43**	Shouldham	**1**	West Dereham	**0**
Holme Next the Sea	**0**	Snettisham	**25**	West Winch	**92**

3. Where new Neighbourhood Plan areas are designated, minimum housing requirements will be based on the methodology set out in Appendix I – Neighbourhood Plan Housing Requirement Methodology.

Policy LP04 - Presumption in Favour of Sustainable Development

Introduction

3.54 The National Planning Policy Framework (NPPF) explains the presumption in favour of sustainable development so that sustainable development is pursued in a positive way. This Plan seeks to provide positive opportunities to meet the development needs of our borough through the use of strategic policies and sustainable development is at the heart of the Plan.

Relevant Local and National Policies

- National Planning Policy Framework: Achieving Sustainable Development
- Marine Policy Statement/East Marine Plans[13]: climate change; support for sustainable economic growth/employment benefits/health and social wellbeing

Justification

3.55 This policy is nationally set and intended to ensure a positive approach to applications. When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively and jointly with applicants and local representatives to find solutions that allow proposals to be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

13 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/312496/east-plan.pdf

Strategic Policy

Policy LP04 – Presumption in Favour of Sustainable Development

1. Proposals that accord with the policies in this Local Plan (and, where relevant, with policies in made neighbourhood plans) will be approved without delay.
2. Where there are no development plan policies relevant to the application or the policies which are most important for determining the application are out of date at the time of making the decision, the Council will grant permission unless:
    a. the application of policies in the National Planning Policy Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or

    b. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.



Policy LP05 - Implementation

Introduction

3.56 The successful delivery of the borough's growth strategy includes the provision for significant new homes and jobs. The provision of both will be crucial to the success of the Plan.

3.57 The Borough Council will coordinate and manage the delivery programme, through effective and efficient project management, partnership working and through dedicated staff working on the delivery and management of the growth programme. Together with long-term funding commitments, the Council is confident that the borough's long-term sustainable future can be delivered.

3.58 Effective monitoring is essential to check that the Plan is being implemented correctly, and to assess whether the desired outcomes are being achieved. The Council is required to produce a Monitoring Report each year. The Monitoring Report provides the main way in which we publish the results of our monitoring.

3.59 In order to achieve the vision and strategic objectives of this Plan, it is vital that appropriate infrastructure is provided both to support new development and investigate ways to remedy existing deficiencies.

Infrastructure Provision and Funding

3.60 The development industry has a key role to play, bringing investment into the borough, providing new homes, helping to bring about regeneration, and contributing towards the improvement of our local infrastructure. In order to deliver the proposed growth in the borough and to create sustainable communities the necessary infrastructure has to be put in place to address community needs. This includes not only the works such as roads and utilities which are required to enable new development to proceed, but the community facilities which ensure that occupiers of those developments have access to services such as education, healthcare, leisure activities and open space which can enhance their quality of life.

3.61 It is important that we plan carefully to provide for adequately and timely utilities infrastructure, including water supply, foul drainage, sewage treatment capacity, as well as the provision of other basic services to new development. This will continue to involve working closely with utility providers to ensure adequate and timely infrastructure provision.

3.62 New and existing housing, infrastructure and businesses rely on flood management infrastructure, including the Denver complex, King's Lynn tidal defences and Welches Dam Pumping Station. The way flood risk is currently managed and funded will need to evolve to accommodate future challenges, such as ageing infrastructure, climate change and growth. The Borough Council will work together with Norfolk County Council and the Environment Agency to identify future flood risk infrastructure needs and funding mechanisms, including developer contributions.

3.63 In some parts of the borough, existing infrastructure, including community facilities, may already be inadequate and the shortfall would be exacerbated by any new development. Elsewhere, the impact of a particular development may be such that in itself it creates a need for additional or improved infrastructure. In these cases, we expect developers to address the impacts of their proposals, either through the provision of facilities on-site as part of the new development, or through financial contributions which will be used to provide or improve facilities in the surrounding area. Where the combined impact of a number of developments creates the need for new or improved infrastructure, we will pool contributions to allow the infrastructure to be secured in a fair and equitable way.

3.64 Identified investment requirements, priority programmes and projects where additional funding is required, these include:

- Nar Ouse Regeneration Area – Utilities provision.
- Waterfront Regeneration Scheme – Remediation and Utilities Provision.
- King's Lynn Transportation Strategy – Implementation.
- Provision of Green Infrastructure and Community Facilities.
- Flood Coastal Risk Management (FCRM) (Phase 1) for the Fens
- Surface Water Management - in collaboration with Norfolk County Council as the Lead Local Flood Authority and other relevant organisations

3.65 Where relevant, developer contributions will also be required to provide appropriate compensation and/or mitigation wherever development would harm an environmental or community resource.

3.66 Where community infrastructure (including financial contributions) cannot be secured by a planning condition, it will be secured through planning obligations made under Section 106 of the Town & Country Planning Act, 1990 (as amended) or other successor mechanisms. The specific requirements to be sought from developer contributions within the policy (indicated by bullet points) are not intended to be considered in rank order and simply reflect examples of the contributions that could be sought. The Borough Council collects Community Infrastructure Levy (CIL), and has a Fund from which projects providing new infrastructure. A CIL Governance and Spending Panel has been established, operating under a CIL Governance and Spending document agreed by the Council in 2020.

3.67 Notwithstanding the above, in considering the need for contributions towards strategic infrastructure where funds from developments may need to be pooled, tools such as Integrated Development Programmes, strategic infrastructure studies and other evidence bases will be utilised. These sources of evidence could help identify at the earliest opportunity, those geographical areas and the specific infrastructure requirements where the pooling of contributions may be necessary.

Supporting East Marine Plan Policies are

3.68 The policy bullet pointed below supports Policy LP05, to find out more information on the supporting policies the hyperlink is active over the policy number.

- Infrastructure - GOV1

Strategic Policy

Policy LP05 Implementation

Infrastructure Provision - Focus

1. All development in the plan area will need to be accompanied by appropriate infrastructure (including off-site infrastructure) in a timely way, with arrangements for its subsequent maintenance.
2. The Borough Council operates a Community Infrastructure Levy (CIL). These contributions (in accordance with the CIL Charging Schedule) will support borough wide facilities to accommodate increasing population.
3. In addition, obligations will be sought from developers through Section 106 Legal Agreements or other successor mechanisms. All obligations are required to meet the tests in the NPPF and CIL Regulations. These contributions will be sought for specific on-site infrastructure (or otherwise directly related to the development). Details of required provision are listed in the Infrastructure Delivery Plan and its subsequent updates, and either set out in allocation policies in this plan or will be negotiated at planning application stage if it is not an allocation. This will apply to but is not limited to infrastructure, including, where applicable:
    a. community and recreation facilities (including:- education facilities, community halls, health facilities, libraries, social services facilities, allotments, indoor/outdoor sports facilities);
    b. improved public transport facilities;
    c. other appropriate transport infrastructure including pedestrian and cycle links;
    d. affordable or supported housing (in line with LP28 Housing and the NPPF);
    e. Sustainable Drainage Systems (SuDS), including surface water;
    f. flood management infrastructure;
    g. green infrastructure including habitat creation/ recreation facilities/landscaping;
    h. water conservation measures;
    i. emergency services;

j. recycling/composting facilities;

k. improvements to the public realm including the historic environment: S106 will continue to offer opportunities for funding improvements to and the mitigation of adverse impacts on the historic environment, such as archaeological investigations, access and interpretation, and the repair and reuse of buildings or other heritage assets;

l. utilities;

m. green infrastructure as required by Policy LP19.

4. Key borough wide infrastructure projects will be funded by CIL, they will include:

   a. infrastructure detailed in Policy LP13 – Transportation;

   b. infrastructure needed to support policies LP41 Downham Market and LP42 Hunstanton;

   c. infrastructure needed to support regeneration in King's Lynn detailed in Policy LP40 King's Lynn and appropriate transport infrastructure including the implementation of the King's Lynn Transport Study and Strategy (KLTSS);

   d. Infrastructure needed with regard to flood resilience and resistance measure.

5. Provision will be achieved through:

   a. CIL;
   b. contributions from all market residential and commercial development in the plan area through appropriate legal agreements or other successor mechanisms;
   c. coordination with the investment programmes of other public bodies and utility providers;
   d. taking full advantage of mainstream Government funding streams;
   e. active use, where necessary, by the local planning authorities and County Council of their legal powers to bring about the strategically significant development, including compulsory purchase.

6. The resulting funds will be collected, managed and spent according to infrastructure priorities.

7. Future maintenance of infrastructure provided on the site or built or improved as part of the development will be achieved either through adoption by a public body with appropriate maintenance payments or other secure arrangements such as the establishment of a local infrastructure management body.

8. The type, amount and phasing of contributions sought from developers should identify, where relevant, the number/floorspace and phasing of homes and/or employment development to be permitted and the infrastructure delivery linked with the level and type of development proposed. Proposals should ensure that:

a. infrastructure needs and delivery timescales have the support of the relevant infrastructure partner(s), informed by relevant assessments and other relevant policies in this Plan; and

b. the infrastructure required to support each phase should address the specific site constraints, potential impacts of each phase and harness the site opportunities to deliver the relevant infrastructure.

Where appropriate, any such infrastructure provision will firstly be required to be provided on-site. Where this is not possible, a commuted payment will be sought to deliver the necessary infrastructure elsewhere.

9. The Council will take account of the impact of non-CIL contributions on the viability of a scheme (particularly on brownfield sites) and where appropriate agree a lower or nil contribution provided:

    a. the development of the site accords with the policies and proposals of this Plan; and

    b. Where an applicant considers there are significant economic viability constraints that would prevent the provision of infrastructure in accordance with this policy, they will be required to provide full justification of the particular circumstances. Where a viability assessment is required, it should refer back to the viability assessment that informed the Plan, providing evidence of what has changed since then. Any viability assessment will be funded by the applicant and should reflect the Government's recommended approach as set out in National Planning Practice Guidance.

Policy LP05 contributes to Strategic Objectives 5, Economy, 7, Society, 12, 14 Environment 19, King's Lynn, 22, Downham Market, 23, 26, Hunstanton, 31, Rural Areas, 34, Coast.





Policy LP06 Climate Change

Introduction

3.69 The NPPF emphasises the important role the planning system must take in supporting the movement towards a low carbon economy. Plans must respond in an appropriate manner, with reference to their local environment, putting mitigation and adaptation measures in place to cope with the risks of coastal change, flood risk and rising temperatures.

3.70 King's Lynn & West Norfolk Borough Council is following national targets to become net zero by 2050. This is broadly a two phased approach:

- Phase 1 focuses on reducing the council's carbon footprint
- Phase 2 focuses on how the council can influence borough emissions reductions. The borough council will look to influence borough emissions simultaneously to phase 1 work, as and when opportunities arise.

3.71 This climate change policy contributes to this phase 2 work. The borough council adopted a climate change policy in October 2020[14] and will develop a separate strategy and action plan to reduce its corporate emissions.

3.72 One example of change has been shown in the flood risk and climate change allowance guidance published by the Environment Agency where it is expected that potential change could lead to sea level rise, an increase rate of coastal erosion and peak flow rise. This guidance, first published in 2016 and most recently updated in May 2022, provides the Government's definitive guidance as to how local planning authorities, developers and their agents should use climate change allowances in flood risk assessments. For the East of England, the cumulative rise from 1990 to 2125 is expected to be 1.21m (13); just one issue that we must acknowledge for future development in West Norfolk. This is built into the strategic flood risk assessment which supports the Local Plan.

3.73 West Norfolk is the fourth largest district in England and is mainly a rural area with a diverse landscape and sparsely populated, it is also one of the highest emitting boroughs in the UK for total CO2 emissions. Data analysis from the DBEIS 2020 report on UK local authority carbon dioxide emissions estimates 2005-2018 (14) ; highlighted for the year 2018 that West Norfolk has the highest level of C02 in the Industry & Commercial category at 647Kt and totalling the areas emissions at 47.6%. Industry and Commercial can be broken down into sectors such as: electricity, gas, large industrial installations, other fuels and agriculture. As stated in the report, emissions for many Local Authorities are heavily influenced by industrial activities and the likely source for this being a high emission over the years in the borough is from authorised developments.

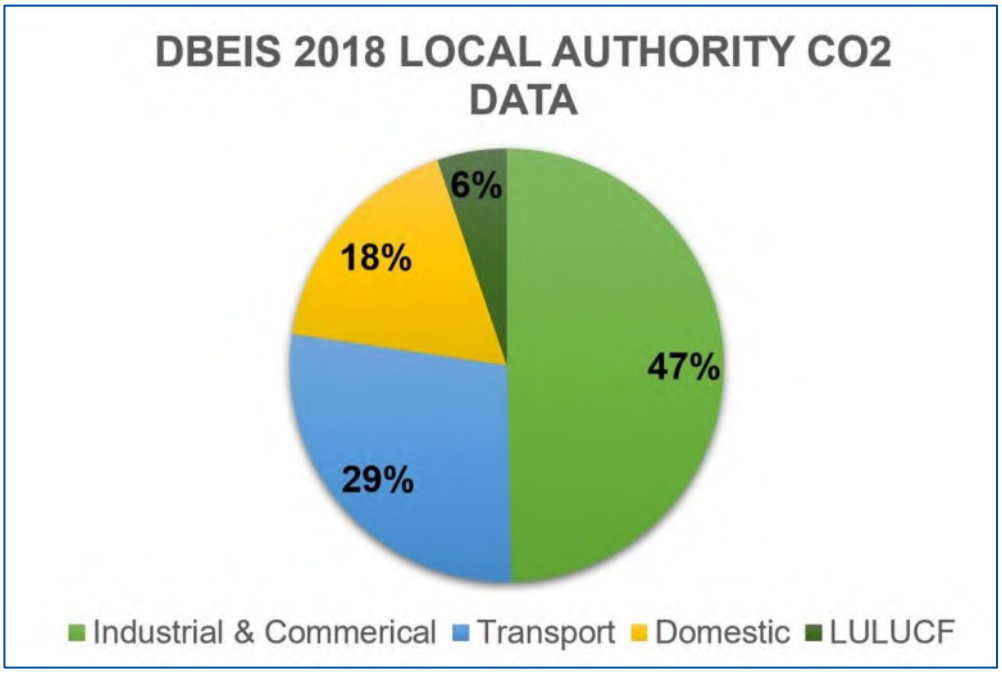
3.74 The second highest contributor to CO2 emissions in the borough was transport which totalled to 389.5Kt and 28.6% of our total emissions. The largest majority

[14] https://democracy.west-norfolk.gov.uk/documents/s42842/Climate%20Change%20Policy%20-%20Cabinet%20Report%20v.02.pdf

being from A Roads at 15.5%. The next emissions which fell lower in our emissions output was Domestic which was 242.3Kt (17.8% total emissions) and the output averaged out in-between electricity, gas and other fuels. The Land Use, Land Use Change & Forestry (LULUCF) fell under 80.9Kt at 5.9% total emissions.

3.75 Emissions in the borough are high due to a number of sectors as shown in the diagram below, and the reasons for this are as follows:

- **Industry & Commercial** - the borough has several large industrial and commercial sites and a number of old landfill sites.
- **Domestic** - Within our borough we have the highest amount of domestic properties in Norfolk. Emissions from these come from electricity use, gas consumption and other fuels. Other fuel emissions such as oil are relatively high because many of these houses are rural therefore do not have access to gas heating.
- **Transport** – Strategic A Roads and Minor B Roads both contribute significantly into the borough's emissions. There are a number of strategic A Roads which are critical for use in moving around and through the Borough which brings many car and HGV trips (A10, A17, A47, A134, A148, A149, A1101 and A1122).
- **Geology** - Fen peat deposits are a net contributor due to methane/CO2 emissions.



Main sources of CO2 emissions in King's Lynn & West Norfolk in 2018 (DBEIS, 2020)

3.76 In West Norfolk, we acknowledge the impact climate change can have on our unique landscape and we are in support of mitigating strategies which can be

tackled in our Local Plan. The impacts climate change can bring to West Norfolk can threaten our distinctive villages, landscapes and the heritage of the area. Adaptation and mitigation methods are encouraged in the Local Plan to deal with risks such as coastal or fluvial flooding to our natural assets and ensure strategies are put in place for habitats and species to adapt to climate change. The Wash Shoreline Management Plan 2010 and The North Norfolk Shoreline Management Plan 2011 identifies that coastal development is likely to be exposed to a much higher risk of flooding within 10 to 15 years, but this could be sooner.

3.77 The reduction of carbon emissions in West Norfolk will be carefully examined and tackled in reference to strategic matters such as: green infrastructure, sustainable transport (encouraging active travel and reducing fossil fuel-based vehicle use), improving building design and encouraging energy efficiency measures.

3.78 King's Lynn Transport Study is an integrated transport strategy which balances a range of strategic and local highway improvement schemes to improve transport reliability and options in the town of King's Lynn. The Borough Council is working in partnership with the Norfolk County Council to address measures which can support the sustainable housing and economic growth in the town and moving away from the private car. The main objectives focus on ways to reduce the impact on climate change by promoting and encouraging the use of public transport and improving active travel and sustainable transport links through the town. The strategy also looks into ways to contribute to improving air quality and reducing harmful emissions; all which are key issues within our carbon emission bubble.

3.79 With reference to local development plans, the Planning Act (2008) states that policies must be designed to *"contribute to the mitigation of, and adaptation to, climate change"*. Our Climate Change Policy LP06 is set to encourage and support the needed measurements to take place within the borough for the active movement to reducing our CO2 emissions, while actively supporting sustainable development and needed changes for better designed infrastructure and innovative solutions.

Norfolk Strategic Planning Framework (NSPF)

3.80 Norfolk's Local Planning Authorities including Norfolk County Council work agreed in 2015 to formally cooperate on a range of strategic cross-boundary planning issues through the preparation of the Norfolk Strategic Planning Framework. The aim of the framework is to agree shared objectives and strategic priorities to improve outcomes for Norfolk, demonstrate compliance with the duty to co-operate, find efficiencies in the planning system through establishing a shared evidence base, influence subsequent high-level plans and maximise opportunities to secure funding to deliver agreed objectives. The proposed shared objective cover topics such as: economic potential, climate change, addressing housing needs, improving Norfolk's population quality of life and improving the biodiverse environment.

3.81 As set out in part of Agreement 2 as a proposed spatial vision the NSPF seek to positively contribute towards the delivery of the vision of making 'it's settlements and key infrastructure be physically resilient to the impacts of climate change.' This important issue led to a subgroup being made in 2019 to address climate change; a strategy paper is being produced at a cross boundary level which assesses how local plans can address climate change under topic areas such as new build design, energy production and movement.

Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Meeting the challenge of climate change, flooding and coastal change.
- UK A Green Future: Our 25 Year Plan to Improve the Environment (2018) [15].
- UK Clean Growth Strategy (2017)[16].
- UK Clean Air Strategy (2019)[17].
- UK The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting – Making the country resilient to a changing climate (2018)[18].
- Environment Agency: Meeting our future water needs: a national framework for water resources- accessible summary (2020)[19].
- East Marine Plans & Shoreline Management Plans.
- Norfolk Strategic Planning Framework: Climate Change Subgroup.
- King's Lynn Transport Strategy.

Justification

3.82 The policy is set to ensure a positive approach in supporting the Government's target of moving towards becoming a net zero economy by 2050 and emphasising a practical and greener approach for new development and applications. When considering development proposals, the Council will take a positive approach that reflects the needs set by national policy and international concern of supporting the transition into a low carbon future and avoiding increased vulnerability to the range of impacts arising from climate change.

3.83 The purpose of this policy is to highlight and reflect how new development can help reduce greenhouse gas emissions, such as through its location, design and contribution to suitable types of renewable energy sources. It is a new policy to encourage innovative and more sustainable systems and strategies to come

[15] https://www.gov.uk/government/publications/25-year-environment-plan

[16] https://www.gov.uk/government/publications/clean-growth-strategy/clean-growth-strategy-executive-summary

[17] https://www.gov.uk/guidance/air-quality--3

[18] https://www.gov.uk/guidance/climate-change

[19] https://www.gov.uk/government/publications/meeting-our-future-water-needs-a-national-framework-for-water-resources

forward to support the locality to achieve reducing greenhouse gas emissions and other climatic concerns in the borough within the plan period.

Supporting East Marine Plan Policies are

3.84 In summary the policies bullet pointed below support Policy LP06, to find out more information on the supporting policies the hyperlink is active over the policy number.

- Climate Change – CC1 and CC2
- Biodiversity – BIO1 and BIO2
- Health and social well-being and access to the coast and marine area - SOC1



Strategic Policy

Policy LP06 - Climate Change Policy

Development shall recognise and contribute to the importance of, and future proofing against, the challenges of climate change and to support the transition towards meeting the Government target of becoming a net zero economy by 2050, through where relevant:

Minimising and reducing carbon emissions, including by:

1. Locating new development in areas to minimise the need to travel and maximise the ability to make journeys via sustainable modes of transport, such as through public transport (bus and rail) (in accordance with policies LP01, LP13);
2. Incorporating and encouraging blue/green infrastructure schemes, such as tree planting, to help sequester carbon from the atmosphere (in accordance with LP18, LP23);
3. Minimising and mitigating pollution during both the construction and operational phases of development to reduce potential impacts on existing pollution levels;
4. Exceeding present thermal energy and high efficiency systems set by Building Regulations to reduce domestic CO2 emissions;
5. Maximising opportunities from solar technologies and through design to support solar orientation and enhance solar gain;
6. Retrofitting of existing buildings with measures to reduce energy and heat consumption will be encouraged and supported.

Adapting and mitigating the impacts of climate change, including by:

7. Ensuring new development is designed and adapted to incorporate climate change and flood risk resilience (in accordance with LP15, LP16, LP22) and the latest Government guidance regarding the use of climate change allowances in flood risk assessments;
8. Minimising and mitigating air pollution so as to reduce the potential for higher temperatures which in turn leads to poorer air quality;
9. Incorporating appropriate water efficiency and water recycling measures, to help minimise the potential for drought and climatic impacts;
10. Supporting and encouraging local businesses to adapt to the need of work pattern changes, including working from home, creating sustainable transport plans, and taking advantage of technological innovations to reduce car dependency within the Borough and adapt to climate change;
11. Supporting and encouraging the need and proposal of advanced, high-quality and high-speed communications within development proposals and new infrastructure to complement clause 10 and the wider benefits for social

inclusion, reducing travel and improved connectivity and accessibility to digital infrastructure;

Sustainability and Climate Change Statement:

For all developments of 1 hectare in size or more, we will require a sustainability and climate change statement to be submitted as part of a valid planning application. This statement will be a separate document which will answer the six key questions outlined in the Councils Sustainability and Climate Change Statement Guidance in the Appendices. This is in place to demonstrate how new development is addressing beneficial impacts which pay particular attention to LP06, other appropriate policies and our commitment to international and national law.

The six key questions to answer are:

1. What are the intended characteristics of the development as a whole which will contribute to climate adaptation and mitigation?
2. How will the development contribute to the importance of sustainable and accessible transport options within West Norfolk, and help reduce the C02 emissions in the borough particularly from transport?
3. How will the development integrate high quality design which addresses our obligation to move towards being net zero by 2050?
4. How will the development protect and enhance West Norfolk's natural environment and assets?
5. How will the development support the local economy in West Norfolk?
6. How will the development support local neighbourhoods and the community needs when adapting and mitigating to the local impacts of climate change?

Policy LP06 contributes to Core Strategic Objectives 3 Economy, 8,9,10,11 Society, 12,13,14,15 Environment, 17,19, King's Lynn, 22,23,24 Downham Market, 25,30 Hunstanton, 32,33,34,35,36 Rural Areas, 37,38 Coastal Areas.

4 Economy and Transport

Policy LP07 - The Economy

Introduction

4.1 The Employment Land Review Background Paper 2017/2018 sets out a detailed analysis of the data underpinning the employment land section of the plan. The Retail Overview: King's Lynn Town Centre background paper[20] reviews the approach to town centre policy in King's Lynn.

Justification

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

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

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

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

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

4.6 The promotion of tourism needs to be balanced with a recognition of the potential negative impacts that too many visitors may have on the amenity of existing residents. There are also risks from tourism growth for European sites in relation to recreational pressure from increased numbers of visitors. Any tourism growth

[20] https://west-norfolk-consult.objective.co.uk/resources/portal/supportingfiles/711589

will need to comply with Policy LP27, including the requirement for project level HRAs to be prepared in support of development proposals.

Retail

4.7 The Retail Overview: King's Lynn Town Centre background paper concluded that there was still a need to provide for an additional 20,000 m^2 of retail floorspace in King's Lynn Town Centre. However, in the light of the impact of the Pandemic on the Town Centre's retail provision this proposal has now been withdrawn. The focus should now be on a raft of policy measures supporting the King's Lynn Town Centre Partnership and Business Improvement District (BID); aiming for a qualitative improvement of the town centre; and fighting current deficiencies. Redevelopment of vacant units and sites to house new development should be a focus, but also reuse of smaller units, with strategies for (unused) upper floors.

Employment Land Requirements

4.8 The Employment Land Review 2017/18 concluded that allocating large areas for employment land seems to be unnecessary, in particular the fact that the existing employment allocations from the previous local plan amount to available employment land worth 19.6 years of supply. In addition, employment land is available at other sites in the borough, such as the Nar Ouse Regeneration Area.

Locations for Employment Growth

4.9 In the light of the Employment Land Review 2017/18 findings, it is proposed in this Plan to continue to allocate the existing employment sites, with one small additional site at Estuary Road, King's Lynn. Three of the Borough's main employers are situated in the rural area: the National Construction College at Bircham Newton, the British Sugar Factory at Wissington, and RAF Marham. Given the strategic importance of these major established employment sites, the Local Plan includes a separate policy (LP10), to address the needs of these economic hubs.

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

King's Lynn

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

4.12 Allocated employment locations are:

- E1.12-HAR land adjacent to the Hardwick Industrial Estate (24.2ha);
- E1.12-SAD land adjacent to the Saddlebow roundabout (23ha);
- E1.12-EST land off Estuary Road (3ha);
- E1.5 Boal Quay (1.8ha):

- E2.1 West Winch Growth Area (1ha).

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

Downham Market

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

4.15 A location for employment is allocated to the southwest of the town off St. John's Way. This 17ha site was allocated in the previous Local Plan. Initial phases of development (including on-site infrastructure) were completed by 2017 (5.8ha), with the remaining 11.2ha anticipated to be completed by the end of this Plan period.

4.16 A 20ha employment site is allocated at Bexwell Business Park to the east of the town, east of the A10 bypass. This is part of a longstanding employment land commitment (total 23ha), of which initial development phases (3ha) are already delivered.

Hunstanton

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

Rural Areas

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

Supporting East Marine Plan Policies are

4.19 In summary the policies bullet pointed below support Policy LP07; to find out more information on the supporting policies the hyperlink is active over the policy number.

- Economic - EC1 and EC2
- Tourism and Recreation Areas - TR3

Strategic Policy

Policy LP07 The Economy

1. The local economy will be developed sustainably:
    a. job growth will be achieved through the provision of employment land as well as policies for tourism, leisure, retail and the rural economy;
    b. to increase the proportion of higher skilled jobs while ensuring that opportunities are available for the development of all sectors of the economy and workforce.

2. Some 85 hectares of employment land will be allocated in the period up to 2040 to provide for business, industrial and distribution uses.

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

Table Distribution of Employment Land	
Area	**Approx. Total land**
King's Lynn	53ha
Downham Market	31ha
Hunstanton	1ha
TOTAL	**85ha**

4. Retail, tourism, leisure, and cultural industries are key elements of the economic and social vibrancy of our borough and contribute to the regeneration and growth of the area. The policy approach to retail development is addressed within Policy LP08.

5. The Council will promote opportunities to improve and enhance the visitor economy:
    a. supporting tourism opportunities throughout the borough.
    b. promoting the expansion of the tourism (including leisure and culture) offer in Hunstanton to create a year-round economy.
    c. smaller scale tourism opportunities will also be supported in rural areas to sustain the local economy, providing these are in sustainable locations and are not detrimental to our valuable natural and historic environment.

6. The Council will permit the development of new and existing tourism accommodation in rural areas subject to the following criteria being met:
    a. located in or adjacent to our villages and towns;
    b. of a high standard of design in line with national guidance;

c. will not be detrimental to the landscape or the setting of a settlement;

d. mechanisms will be in place to permanently retain the tourism related use;

e. conserves or enhances the historic environment including the historic character of towns and villages or wider landscapes;

f. the natural environment is preserved or enhanced by the development proposed;

g. there will not be a negative impact on the amenity of existing residents.

Rural Employment Exception Sites

7. The Council will support rural economy and diversification through a rural exception approach to new development (including expansion and/or diversification of existing businesses) within the countryside; and through a criteria-based approach to retaining employment land and premises.

8. Permission may be granted on land which has not been allocated for development for an employment generating use which assists in delivering sustainable economic development in the rural area. Any development must satisfy the following criteria:

    a. it should be appropriate in size and scale to the local area;

    b. it should be adjacent to the settlement;

    c. the proposed development and use will not be detrimental to the local environment or local residents.

Retention of Employment Land

9. The Council will support proposals for alternative uses of employment land where it can be demonstrated that:

    a. use of the site for employment purposes gives rise to unacceptable environmental or accessibility problems particularly for sustainable modes of transport; or

    b. an alternative use or mix of uses offers greater potential benefits to the community in meeting local business and employment needs, or in delivering the Council's regeneration priorities such as the Town Investment Plan or similar future replacement or equivalent strategies.

Skills and Aspirations

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

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



Policy LP08 - Retail Development

Introduction

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

4.21 Planning policies should:

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

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

Relevant Local and National Policies

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

Justification

4.23 Local planning authorities should apply a sequential test to planning applications for main town centre uses in line with national policy.

Applying the Sequential Approach to Main Town Centre Uses

4.24 Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered. There are three defined town centres in the Borough – King's Lynn, Downham Market and Hunstanton, together with a district shopping centre at Gaywood Clock.

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

4.26 An impact assessment will be required for retail and leisure development if the proposal is over the local floorspace threshold of 2500 sq.m for areas outside identified Retail Centres. In the case of the Hardwick area of King's Lynn, a threshold of 500 sq. m or more will apply.

Small Scale/ Convenience Retailing

4.27 The NPPF specifies that the sequential approach should not be applied to applications for small scale rural offices or other small scale rural development, although a threshold for "small scale" is not specified. However, the 2020 Use Classes Order has introduced some additional clarity, differentiating between main town centre retailing (Class E) and single freestanding convenience retail units (Class F2 – >280 sq m floorspace). This distinction between main town centre retailing (Class E) and community/ convenience retailing (Class F) is reflected in Policy LP07.

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

4.29 These thresholds reflect local evidence, the size and function of the existing centres and will help protect them from medium and large out of centre food stores and other shops which could have significant impacts. The threshold should not only apply to new floorspace, but also to changes of use that require planning permission, and variations of planning condition to remove or amend restrictions on how units operate in practice. In considering proposals for variations of condition, the threshold should apply to the whole of the unit in question, rather than just the quantity of floorspace subject to the condition. The sequential approach should not be applied to applications for small scale rural offices or other small scale rural development.

Strategic Policy

Policy LP08 Retail Development

1. The Council attach a high priority to the need to support and maintain King's Lynn, Downham Market and Hunstanton as retail centres. This will be achieved by a combination of measures to improve attractiveness (by increased accessibility, environmental enhancements, events and promotions), as well as strongly supporting proposals to redevelop and invest in the town centres including, where necessary, the use of compulsory purchase powers to consolidate land.
2. New retail uses will be expected to be located in these town centres unless an alternative location is demonstrated to be necessary. If there are no suitable sites in the town centre, an edge of centre location will be expected. Other locations will only be acceptable where it is demonstrated either that there are no suitable sites in the town centre and edge of centre, or the format or nature of the proposed use would not be appropriate in a town centre location (e.g. bulky goods and trade, rural retail services, etc.).
3. The Council will strongly resist proposals for out of centre retail uses that either individually or cumulatively would undermine the attractiveness and viability of the town centres. Retail impact assessments will be required for individual schemes having a gross floorspace greater than 2,500 square metres, although in the case of the Hardwick area in King's Lynn, as identified on the Policies Map, (where there is already a significant accumulation of out of town centre retailing) greater weight will be attached to the cumulative impact of new development on the town centre. Therefore, new retail uses in the Hardwick area of 500 sqm or more for individual schemes will require an impact assessment, and will be supported where this shows that they will not individually or cumulatively undermine the viability of the town centre.
4. The provision of local scale retail and service provision as part of the development of larger residential-led schemes will be supported where these are designed to provide facilities for local residents and are of small scale (individual units not exceeding 280 sq. m.) because these assist in reducing the need to travel to such services and hence the sustainability of the development, without undermining the viability of the town centres.

Policy LP09 - Touring and Permanent Holiday Sites

Introduction

4.30 Holiday sites are defined as: sites that offer a variety of tourist accommodation ranging from static caravans, log cabins, park homes, yurts or chalets to pitches and associated facilities for touring tents, campervans, and caravans. These can either be developed on a permanent basis or provided as temporary accommodation. Existing sites play an important role in the local economy and help the viability of local tourist attractions.

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

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

Relevant Local and National Policies and Guidance

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

Strategic Policies

- LP07 The Economy
- LP15 Coastal Areas
- LP16 Norfolk Coast National Landscape
- LP18 Design and Sustainable Development Policy

Supporting East Marine Plan Policies are

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

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

Justification

4.34 In order that holiday sites do not have a significant adverse impact on designated areas and their setting, it is considered that any proposals for major development of new holiday sites within these areas will be refused and other proposals for sites (particularly within the Norfolk Coast National Landscape or within its setting and where it will impact upon international and national biodiversity designations) will be limited in scale and extent and sensitively located and designed to avoid or minimise adverse impacts.

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

Strategic Policy

Policy LP09 – Touring and Permanent Holiday Sites

1. Proposals for new holiday sites or extensions to, or intensification of, existing holiday sites, will be supported where it can be demonstrated that these could deliver sustainable tourism, whereby:

    a. the proposal is supported by a business plan demonstrating how the site will be managed and how it will support tourism or tourist related uses in the area;

    b. the proposal demonstrates a high standard of design in terms of layout, screening and landscaping ensuring minimal adverse impact on visual amenity and conserves and enhances the historical and natural environment; and

    c. a suitable and proportionate transport assessment has been undertaken, to demonstrate that the site can be safely accessed.

2. Major development proposals for holiday accommodation in the Norfolk Coast National Landscape will be refused other than in exceptional circumstances and where it can be demonstrated that the development is in the public interest. Minor development proposals for holiday accommodation will only be permitted

within the National Landscape or its setting where it can be demonstrated that the proposal will be limited in scale and extent and sensitively located and designed to avoid or minimise harm and adverse impacts on the National Landscape.

3. Proposals for uses adversely affecting Sites of Special Scientific Interest (SSSIs) or European Sites will be refused permission. Project level HRA will be required for proposals affecting European Sites in line with Policy LP27.

Conditions to be applied to new holiday accommodation

4. Where development is permitted in the open countryside for new holiday accommodation, it is essential that such uses are genuine and will be operated and maintained as tourist facilities in the future. To achieve this aim, occupancy conditions will be placed on future planning permissions requiring that:

    a. the accommodation is occupied for holiday purposes only and shall be made available for rent or as commercial holiday lets;
    b. the accommodation shall be for short stay accommodation only (no more than 28 days per single let) and shall not be occupied as a person's sole or main place of residence; and
    c. the owners / operators shall maintain an up-to-date register of lettings/occupation and shall make this available at all reasonable times to the Local Planning Authority.

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

Introduction

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

Justification

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

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

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

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

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

4.41 British Sugar's diverse operations at Wissington Sugar Factory are of national importance, as it is one of the largest sugar beet processing factories in the world and one of the four sugar beet factories in the UK. It is a major enterprise in the Borough and the wider region, generating and supporting onsite and off-site jobs, including sugar beet growers. British Sugar has confirmed that it is committed to the ongoing growth of its Wissington facility, including promoting opportunities for reducing CO_2 emissions from the sugar beet processing and associated operations. The policy therefore supports new operational and non-operational development, including renewable energy provision, which will enable the retention, enhancement and expansion of the Wissington facility.

4.42 The importance of these establishments has been recognised by the Norfolk Growth and Investment Service. Together with the establishments' particular characters and stand-alone locations, this justifies their special treatment and support in policy.

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

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

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

- a long-term business plan for the facility;
- a financial viability assessment for both the facility and the supporting development;
- a proposed mechanism to provide certainty that the intended enhancements to the facility will be delivered in the event the development is permitted;

- an assessment of the proposed supporting development in terms of its effect on the settlement hierarchy and the protection of the open countryside rural character of the area within which it is located.

Strategic Policy

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

1. The Council strongly supports the roles that the former National Construction College site, Bircham Newton, British Sugar Factory, Wissington and RAF Marham play as local employers and as centres of excellence for construction and advanced engineering respectively.

2. The Council will adopt a positive approach to new operational development to improve these facilities. Non-operational development, including proposals for renewable energy projects, which supports the retention, enhancement or expansion of these facilities will be permitted where it can be demonstrated that:

    a. the development will enhance the facility's long-term value to the Borough's economy and employment;

    b. there are robust mechanisms to ensure the improvements justifying the supporting development are delivered and sustained;

    c. the resulting development will not undermine the spatial strategy set out in Strategic Policy LP01;

    d. it will not result in the loss of land needed for operation of the facility or reduce its reasonably foreseeable potential to expand or be reconfigured.

Policy LP11 - Strategic and Major Road Network

Introduction

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

Relevant Local and National Policies

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

Justification

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

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

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



Strategic Road Network - Corridors of Movement

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Strategic Policy

Policy LP11 – Strategic and Major Road Network

1. The Strategic Road Network within the Borough, comprising the A10, A17, A47, A134, A148, A149, A1101 & A1122 and shown on the Policies Map, will be protected as follows outside of the settlements specified within Strategic Policy LP01:

    a. New development, apart from specific plan allocations, will not be permitted if it would include the provision of vehicle access leading directly onto a road forming part of the Strategic and Major Road Network;

    b. New development served by a side road which connects to a road forming part of the Strategic and Major Road Network will only be permitted provided that it will not result in any unacceptable impact on highway safety, capacity, access or that the residual cumulative impacts from development, on the existing road network, would be considered severe.



Policy LP12 - Disused Railway Trackways

Introduction

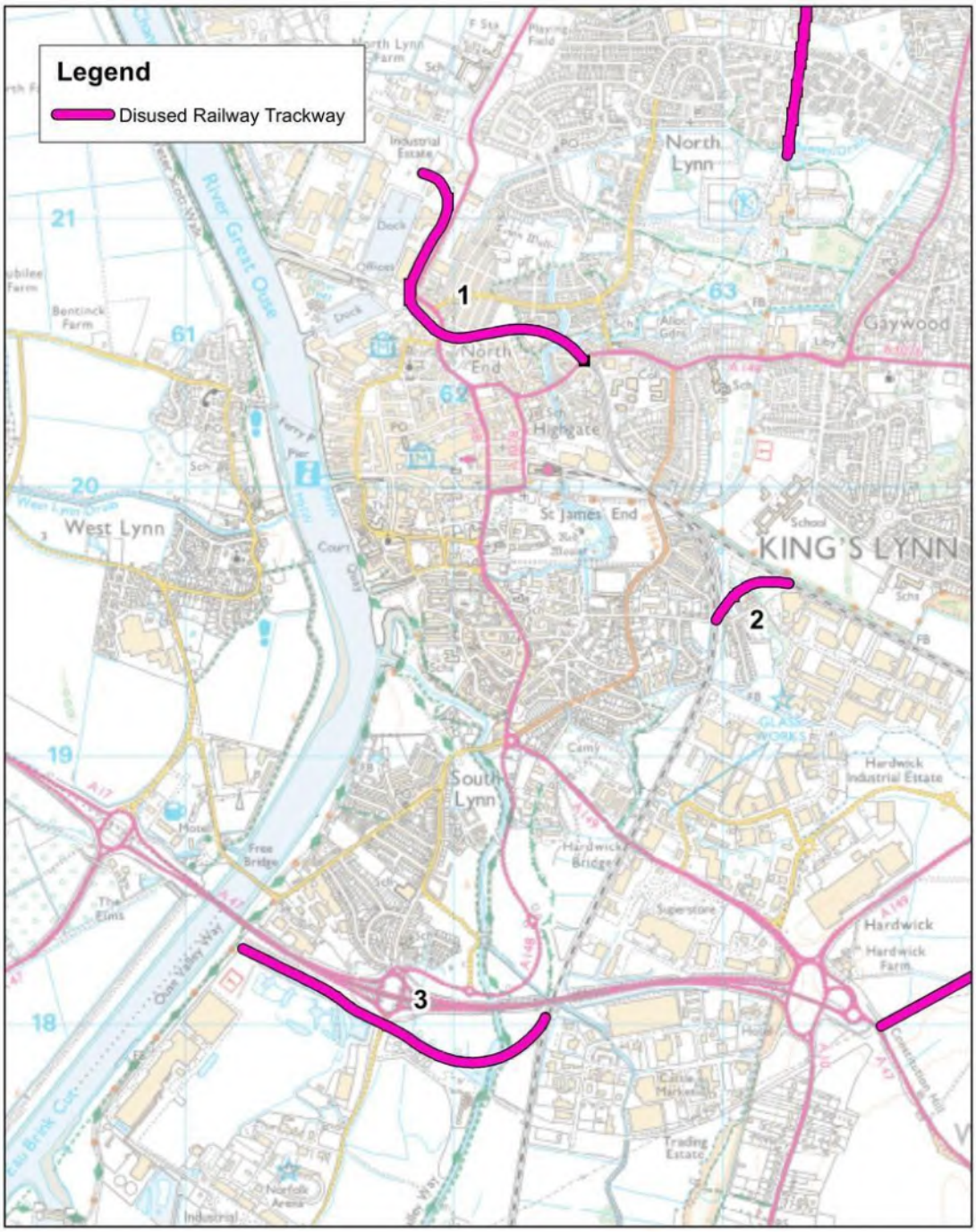
4.50 One of the key aims of the National Planning Policy Framework is to promote sustainable transport. Encouragement is given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Disused railway trackways and routes can be a valuable resource, such as, providing future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

Relevant Local and National Policies

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

Justification

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



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

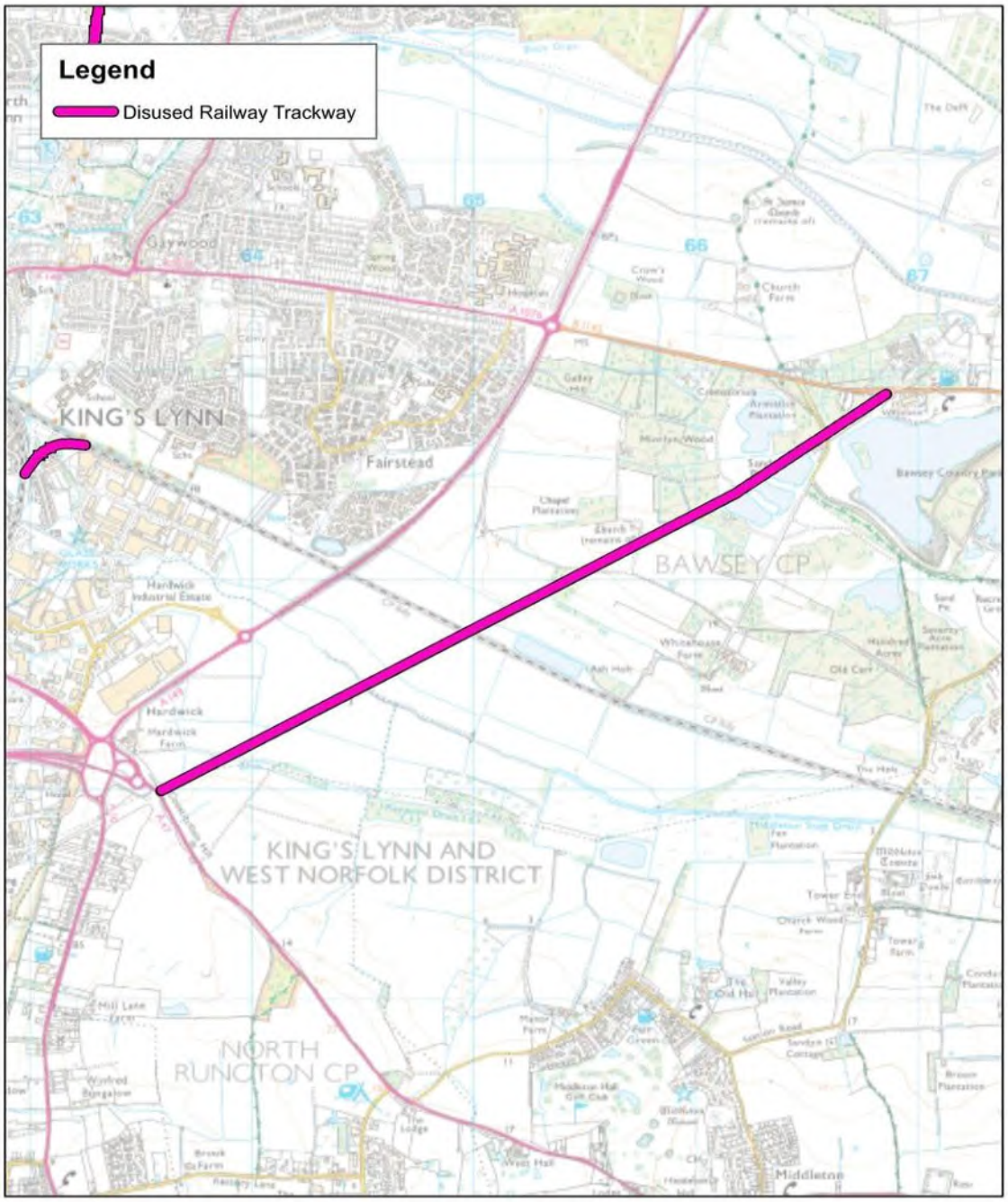
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0 0.15 0.3 0.6 0.9 1.2 Kilometers



Disused Railway Trackway - King's Lynn to Hunstanton

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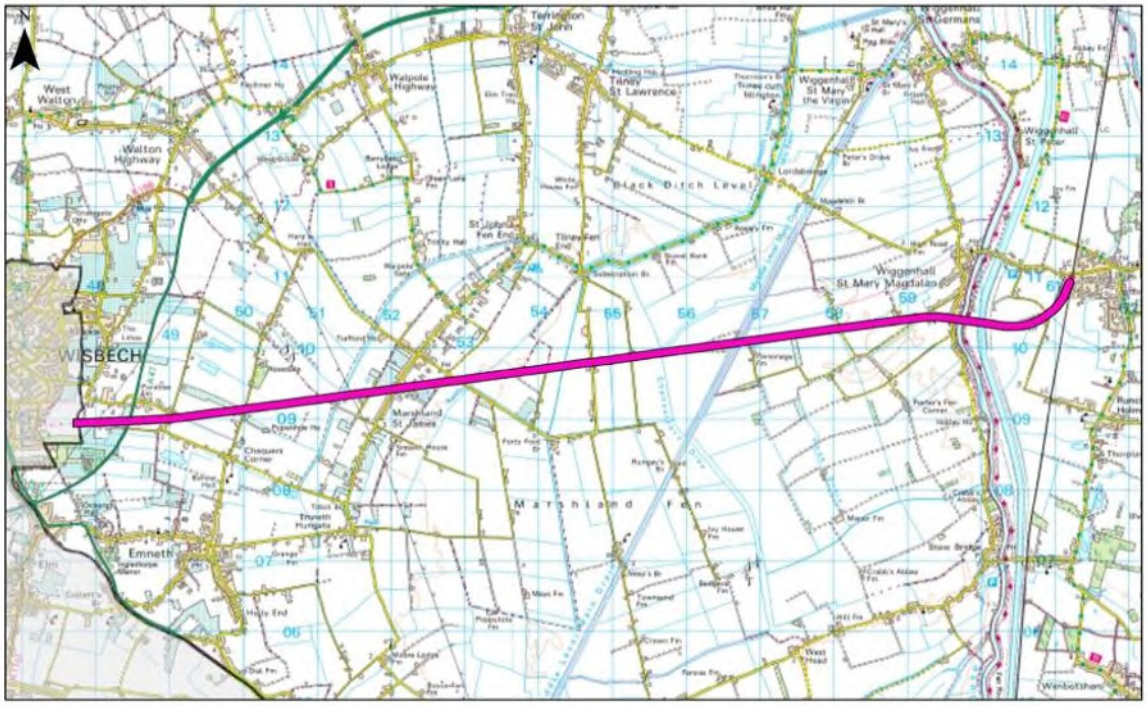


Disused Railway Trackway - King's Lynn to Fakenham Line

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

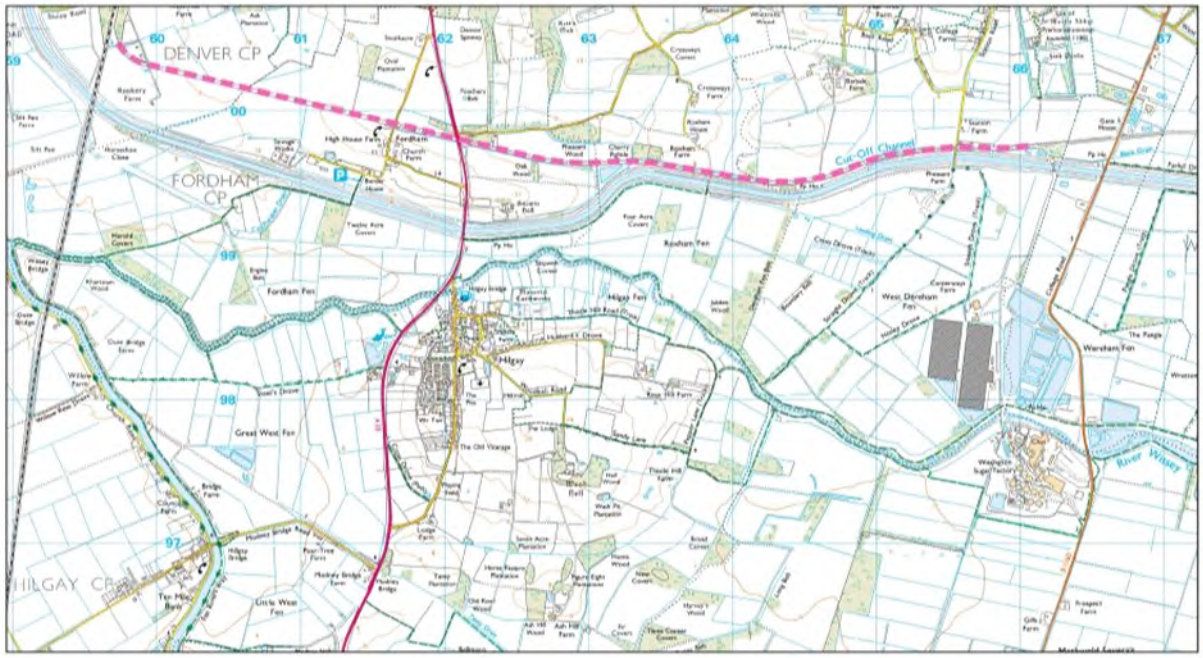


Disused railway trackway
From the A47 near Wisbech to Watlington (Magdalen Road)



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Disused railway trackway
Heacham to the borough boundary at Burnham Overy



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Strategic Policy

Policy LP12 - Disused Railway Trackways

1. The following existing and former railway trackways and routes, as indicated on the Policies Map, will be safeguarded from development which would prejudice their potential future use for paths, cycleways, bridleways, new rail facilities, etc. unless the proposals for trackway use are accompanied by appropriate alternative route provision that makes the safeguarding unnecessary:

    a. King's Lynn Harbour Junction - Saddlebow Road;
    b. King's Lynn east curve;
    c. King's Lynn docks branch to Alexandra Dock and Bentinck Dock;
    d. Denver - Wissington;
    e. King's Lynn to Hunstanton;
    f. Part of the former King's Lynn to Fakenham line route from the West Winch Growth Area to the Bawsey/ Leziate countryside sports and recreation area towards Fakenham;
    g. From Middleton Towers to the borough boundary at Pentney;
    h. From the A47 near Wisbech to Watlington (Magdalen Road); and
    i. Heacham to the borough boundary at Burnham Overy.

2. The King's Lynn docks branch (as above) will, however, not be safeguarded to the extent this compromises port operations within the Port Estate.




WOLFERTON

Policy LP13 - Transportation

Introduction

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

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

Justification

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

4.55 Development proposals which give rise to transport implications either in isolation or cumulatively with other development proposals will need to submit a Transport Assessment or a Transport Statement, and where relevant a Travel Plan alongside a planning application. These documents will need to take into account Norfolk County Council transport assessment and travel plan guidance and national Planning Practice Guidance, and where appropriate, the scope should be agreed with National Highways.

Norfolk Local Transport Plan (2021-2036)

4.56 The fourth Local Transport Plan, covering the period 2021-2036, was adopted by the County Council in July 2022[21]. The new plan replaces the previous version of the plan adopted in 2011.

4.57 This describes the council's strategy and policy framework for transport and is used as a guide for investment priorities as well as being considered by other agencies when determining their planning or delivery decisions.

[21] https://www.norfolk.gov.uk/localtransportplan

4.58 The plan is in two parts, consisting of a Strategy and Implementation Plan. It details how the County Council will deliver a transport network in Norfolk through identifying the projects and programmes important to Norfolk, and in their design and direct delivery. The plan also shows how Norfolk County Council will seek to influence key partners in government, communities, the commercial sector and the third sector.

- Reducing Carbon Emissions.
- Addressing Air Quality Issues.
- Delivering Sustainable Growth.
- Enhancing Connections to Essential Services and Facilities.
- Improving Road Safety.
- Maintaining and Managing the Highway Network.
- Respond to Behavioural Change and Trends.
- Prepare County for Future Changes and Challenges.
- Embrace Innovation and Technology Improvements.
- Tackle Accessibility Issues.

King's Lynn Strategies

4.59 As of 2024, the County Council (strategic transport body) and Borough Council are developing a range of transport, travel and movement strategies. These include initiatives such as a new King's Lynn Transport Strategy and Town Centre Parking Strategy. These will provide further local direction, applying policies from the Local Transport Plan at a King's Lynn level.

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

- King's Lynn Riverfront Regeneration[22];
- Heritage Action Zone[23] including the HAZ Parking Study;
- Declared Air Quality Management Areas[24].

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

[22] https://www.west-norfolk.gov.uk/info/20238/regeneration/521/nelson_quay

[23] https://www.west-norfolk.gov.uk/info/20238/regeneration/932/heritage_action_zone

[24] https://www.west-norfolk.gov.uk/downloads/download/348/air_quality_management_areas_documents

King's Lynn Transport Strategy

4.62 The King's Lynn Transport Strategy (KLTS)[25], adopted in 2020, was devised to unlock the significant potential of King's Lynn by identifying transport barriers to growth and economic development and set out transport interventions to address these in support of the Core Strategy and adopted Site Allocations and Development Management Policies (SADMP) document.

4.63 The KLTS is currently being updated in partnership between the Borough Council (BCKLWN) and Norfolk County Council (NCC) and this work is expected to take about a year to complete so could be in place by spring 2025. In line with the current national and local policies, the new KLTS will have a much greater focus on sustainable transport to support the housing and employment growth as set out spatially in the Plan. Extensive work has already been carried out in devising and adopting a Local Cycling and Walking Infrastructure Plan (LCWIP) and this will be developed further and incorporated into the KLTS and its Implementation Plan of sustainable transport measures.

Vision and Objectives

4.64 The draft vision and objectives for the updated KLTS are proposed as shown below and will be subject to agreement with input from stakeholders at the Issues and Opportunities stage.

Vision

4.65 To support sustainable economic growth in King's Lynn by facilitating journey reliability and improved travel mode choice for all, whilst contributing to improve health, air quality, safety and protection of the built and natural environment.

Objectives

a. Enhance connectivity and accessibility for all within King's Lynn.

b. Encourage greater use of public transport in King's Lynn.

c. Encourage modal shift from private car to active travel in King's Lynn.

d. Support the delivery of planned housing growth and development in the Borough.

e. Protect and enhance King's Lynn's heritage and cultural environment through place-making.

f. Improve local air quality and King's Lynn's natural environment and reduce overall transport emissions.

g. Improve road safety in King's Lynn.

4.66 Parts of King's Lynn are designated as Air Quality Management Areas due to vehicle emissions. Congestion and associated pollution from vehicle traffic is a key issue in the town centre. Improvements to the public realm will prioritise pedestrian and cycle access, helping to make central King's Lynn less car

[25] https://www.west-norfolk.gov.uk/info/20238/regeneration/696/kings_lynn_transport_study_and_strategy

orientated, as well as safer and more attractive. Congestion is also an issue on the outskirts of the town causing traffic to be held up between King's Lynn town centre and the A47 and A149, ultimately affecting the ability to connect the Sub Regional Centre to the wider area.

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

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

4.69 Area Wide Modelling has identified various locations across King's Lynn and West Norfolk which experience congestion issues. It is considered all of the locations which are identified will either have proposals in place to deal with future traffic growth or are locations which show congestion but would continue to operate within capacity. The Area Wide Modelling is considered to demonstrate that the highway traffic growth associated with the developments within the Local Plan can be accommodated. Table below presents a summary of the transport issues discussed following analysis of forecasts and the solutions for the issues which have been raised.

Location	Issues shown in Area Wide Modelling	Solution
A149 Queen Elizabeth Way	A149 itself and junctions between Hardwick Interchange and A1076 are close to or at capacity.	Study of A149 corridor is currently being scoped. This study will determine potential improvements and linkages to area-wide sustainable transport strategies which can be implemented in order to ease any potential future congestion along this corridor.
A47/A17 Pullover roundabout	All arms of this junction are shown to be over capacity in either the AM or PM.	Proposed mitigation solutions are being considered by NCC at this location in consultation with National Highways. Seeking to ensure improvements at this

Location	Issues shown in Area Wide Modelling	Solution
		junction form part of the Major Road Network (MRN) fund.
Southgates roundabout	Capacity issues shown	Part of STARS scheme which secured £24m in Levelling Up funding. Scheme will lead to reconfiguration of the existing junction layout.
Kings Lynn town centre gyratory	Operates within but close to capacity northbound within the gyratory	Part of STARS scheme which secured £24m in Levelling Up funding.
Tennyson Avenue and A148	Close to capacity on A148	Shown to operate within capacity and will benefit from wider shift to sustainable nodes.
A148/ Castle Rising Road/ A1078	Close to or over capacity in the AM and PM	Improvements proposed at this junction related to off-site works associated with planning applications.
A1078 Edward Benefer Way	Two sets of signals are close to capacity in either the AM or PM peak	Improvements proposed along this corridor related to off-site works associated with planning applications.

Hunstanton and Downham Market

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

4.71 Norfolk County Council has conducted Market Town Network Improvement Strategies. The strategies were transport focused, aimed at resolving issues and delivering local growth in jobs and housing. Downham Market was one of the market towns studied.

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

Rural Areas

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

The Coast

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

Overview

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

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

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

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

Strategic Policy

Policy LP13 - Transportation

1. The Council will work with partner organisations (including, Transport East, National Highways, the Department for Transport, public transport operators, Network Rail, Norfolk County Council and neighbouring authorities) to deliver a sustainable transport network which improves connectivity within and beyond the borough, and reinforcing the role of King's Lynn as a regional transport node, so as to:

    a. facilitate and support the regeneration and development priorities as identified in Policy LP01 Spatial Strategy and Settlement Hierarchy;
    b. foster economic growth and investment.

2. Priority will be given to:

    a. Improving the strategic networks serving passenger and freight movements to, from and through the borough (including via the port) and including the introduction of measures to reduce congestion, and improve reliability and safety of travel within the A10, A17, A134, and A47(T)/A148/9 corridors. This will include seeking:

        i. bypasses for Middleton and East Winch working with the A47 Alliance;
        ii. the West Winch Housing Access Road;
        iii. junction improvements at key interchanges including A47(T)/A149;
        iv. improvements to rail infrastructure, facilities, and services on the King's Lynn to Cambridge/King's Cross and London Liverpool Street railway lines, aimed at achieving better frequency and quality of travel.

    b. implementing the King's Lynn Transport Study and Strategy (KLTSS) schemes including delivering a package of transport improvements within King's Lynn arising from the KLTSS. This will involve balancing ease of access, and car parking, with flows and highway safety, active travel and public transport. Priority locations for specific transport improvements are as follows:

        i. A149 Queen Elizabeth Way;
        ii. A47/ A17 Pullover roundabout;
        iii. Southgates roundabout (A148 STARS scheme);
        iv. King's Lynn town centre gyratory;
        v. Tennyson Avenue and A148;
        vi. A148/ Castle Rising Road/ A1078 signals; and
        vii. A1078 Edward Benefer Way.

c. achieving improvements within the towns of King's Lynn, Downham Market and Hunstanton, particularly where there are air quality issues (the Gaywood Clock and King's Lynn Air Quality Management Areas);

d. achieving a balanced package of highway, traffic management (including car parking), active travel and public transport improvements;

e. maximising the use of alternative modes of freight movement via rail and the port;

f. improving accessibility and connections between (and within) towns and villages; so, helping to reduce social exclusion, isolation and rural deprivation. To do this the Council and its partners will seek to:

i. improve the quality of the bus network;
ii. improve public transport connectivity through enhanced integration between bus and rail services at King's Lynn, Downham Market, Watlington and Lakenheath;
iii. extend the choice of transport available for communities;
iv. work with commercial providers of broadband to increase the accessibility of high-speed connections within the borough;
v. provide integrated and safe routes for pedestrians and cyclists.

3. Recognise that in the rural areas the private car will remain an important means of travel.

Dealing with transport issues in new development

4. Development proposals should demonstrate that they have been designed to:

a. reduce the need to travel.

b. promote sustainable forms of transport appropriate to their particular location and related to the uses and users of the development. In order of preference this should consider:

i. walking;
ii. cycling;
iii. public transport;
iv. private car;

c. provide for safe and convenient access for all modes.

5. Development proposals which are likely to have significant transport implications will need to be accompanied by a transport assessment or transport statement and travel plan to show how car-based travel can be minimised.

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

Policy LP14 - Parking Provision in New Development

Introduction

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

- the type and mix of development;
- the availability and opportunities for public transport;



- local car ownership levels; and an overall need to reduce the use of high emissions vehicles.

Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Promoting sustainable transport.
- National Planning Policy Framework: Delivering a sufficient supply of homes
- Strategic Policy LP13: Transportation.
- Norfolk County Council: Parking Guidelines for new developments in Norfolk 2022[26].

Justification

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

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

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

4.83 The NPPF advises that "If setting local parking standards for residential and non-residential development, policies should take into account: ... e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles. The NPPF also states that "Within this context, applications for development should: ... e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations." The policy reflects this guidance.

[26] Parking Guidelines for new developments in Norfolk

Strategic Policy

Policy LP14 – Parking Provision in New Development

Residential dwellings

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

Other developments

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





5 Environment

Policy LP15 - Coastal Areas

Introduction

5.1 The impact of flooding and climate change threatens the distinctive villages, landscape and heritage of the area. In adapting to flooding and climate change, the strategy will promote new and innovative approaches to mitigate risk which do not undermine existing coastal assets. The Sustainability Appraisal has highlighted that some land may in time be lost to the sea, therefore it is important that mitigation strategies are developed for threatened sites that may be designated of special importance, historic interest or particular landscape character.

5.2 Existing Shoreline Management Plans (SMPs) for the Coast (The Wash and North Norfolk SMPs)[27] plan for the impacts of changes in Shoreline Management over the next 100 years. These were led by the Environment Agency in consultation with the borough council. Methods of management include holding the line and improving and safeguarding defences, managed alignment whereby there is defence, although it may mean the loss or gain of some land and, lastly, managed retreat where areas may be lost to the sea. All of these options will be considered through statutory organisations and public consultation with benefits and risks appropriately weighed.

Justification

5.3 To ensure that people and their homes are protected from flooding, new development will need to be carefully considered. Therefore, where the Shoreline Management Plans and Strategic Flood Risk Assessments highlight an area at high risk of flooding on the coast with no possible mitigation, development will be resisted for safety reasons. High risk refers to areas in Flood Zone 3 and areas shown to flood to a certain depth in the Tidal Hazard Mapping (THM). For development management purposes, it will normally be requirement for the applicant to undertake a bespoke assessment where the THM is lacking or not fit for purpose; e.g. sites in between modelled breach locations.

5.4 Whilst development and investment is needed in the coastal areas of the borough, it is important that growth is sustainable, well planned and demonstrates use of sustainable building methods in locations with good access to services and facilities which serve local communities well.

5.5 The Wash East Coastal Management Strategy (WECMS) (2015) was prepared with the Environment Agency to identify the preferred strategic coastal management approach for the frontage between Hunstanton and Wolferton Creek, on the Norfolk coast of The Wash. The Strategy implements the policies of the Wash SMP (2010).

[27] https://environment.data.gov.uk/shoreline-planning/documents/SMP5%2Fsmp5%20main%20report.pdf

5.6 The strategy splits the coastline into three distinct areas:

- Unit A - Hunstanton Cliffs;
- Unit B - Hunstanton Town; and
- Unit C - South Hunstanton to Wolferton Creek.

5.7 In Unit C a funding approach to maintain the sea defences through recycling and recharge of beach material has been developed (see Policy LP17 Coastal Change Management Area for more detail). A Coastal Management Plan (CMP) is being prepared for Hunstanton, setting out a more detailed management approach for Units A and B.

5.8 A Coastal Zone Planning Statement of Common Ground[28] has been agreed (2018) between the Norfolk and Suffolk coastal local planning authorities to set out an agreed approach to coastal planning in relation to:

- Demonstrating compliance with the "Duty to Cooperate";
- Agreeing shared aims for the management of the coast;
- Maintaining and developing a shared evidence base; and
- Recognising the importance of cross-boundary issues in relation to coastal management.

Supporting East Marine Plan Policies are:

5.9 In summary the policies bullet pointed below support Policy LP15; to find out more information on the supporting policies the hyperlink is active over the policy number.

- Climate Change - CC1 and CC2
- Biodiversity - BIO1 and BIO2
- Health and social well-being and access to the coast and marine area - SOC1
- Heritage Assets - SOC2:
- Fishing areas - FISH1 and FISH2
- Cabling activity - CAB1

[28] https://www.coasteast.org.uk/assets/img/1413853.pdf

Strategic Policy

Policy LP15 Coastal Areas

Development in Coastal Areas

The Council will seek to balance the sensitive nature of the coastal area of West Norfolk for wildlife, landscape and heritage and the national and international designations including the National Landscape

, and the effects of climate change, with the need for economic and social development of the area. In this context the Council will:

1. Ensure protection through:
   a. working in partnership with organisations such as Natural England and the Norfolk Coast Partnership and other conservation bodies to ensure that protected species and habitats on the coast are adequately protected;
   b. conserving and enhancing the historic environment qualities of the coast including designated and undesignated heritage assets;
   c. working with partners including the Environment Agency and local communities to limit any detrimental impacts of coastal change and take account and implement the policies of the Shoreline Management Plans;
   d. where appropriate, ensuring mitigation or compensation measures are put in place where management strategies change or coastal habitats and the species using them may change in light of changes in climate.

2. Address new development by:
   a. promoting visitor access in coastal areas of the borough, whilst taking necessary measures to meet the requirements of the Habitats Regulations and protecting the integrity of the coastal European sites, working with partners and neighbouring authorities as appropriate;
   b. support and develop services which attract visitors throughout the year and provide for the local community to increase economic sustainability for businesses and services;
   c. ensuring that any development on the coast is sustainable and able to withstand the effects of climate change;
   d. resisting new and replacement dwellings and the extensive alteration of dwellings and relaxation of occupancy limitations unless the Shoreline Management Plans acknowledge the absence of risks;
   e. ensuring that any new development enhances the distinctive local character of coastal areas as well as helping to support and enhance services and facilities for local people and visitors alike; supporting the recommendations of the Norfolk Coast National Landscape Management Plan and continuing to play a role as a key partner in the Norfolk Coast Partnership;

f. using the Green Infrastructure Strategy and the Green Infrastructure Mapping to identify possible areas for biodiversity enhancement on the coast (Wash and North Coast) and deliver this through decisions on planning applications and partnership working.

Policy LP15 contributes to Strategic Objectives 2, 5, Economy; 7, 8, 9 Society;11, 12, 13, 14, 15 Environment; 32, 33, 34 Coast.



Policy LP16 - Norfolk Coast National Landscape

Introduction

5.10 An area known as the National Landscape, is land protected by the Countryside and Rights of Way Act (CROW) 2000 and under section 82, means an area designated for the purpose of conserving and enhancing the natural beauty of the area. They are considered to be exceptional landscapes with distinctive natural landscape character that should be safeguarded in the national interest for nature, people, business and cultural heritage. The Countryside and Rights of Way Act (2000), gave a legal duty of regard to many public bodies and officers to have regard to the purpose of a National Landscape designation when undertaking any action that might affect its natural beauty. National policy (NPPF section 15) explains that, for managing development within the National Landscape, great weight should be given to conserving and enhancing landscape and scenic beauty, which have the highest status of protection in relation to these issues. Furthermore, development within the setting of the Norfolk Coast National Landscape should be sensitively located and designed to avoid or minimise adverse impacts.

5.11 Within England there are 34 designated National Landscapes which cover 15% of the land area. In West Norfolk, the Norfolk Coast National Landscape falls covers a significant amount of the north and western part of the borough and includes important features including the silt expanses of the Wash, designated biosphere reserves including Holme-Next-The-Sea dunes, archaeological and historic monuments, such as Castle Rising Castle, and other special values which provide a rich and diverse range of outstanding importance such as the coast, wetlands, woodlands, wildlife and more.

5.12 The Norfolk Coast Area of Outstanding Natural Beauty was designated in 1968 under the National Parks and Access to the Countryside Act 1949 which is now protected under the CROW Act 2000. As of November 2023, all designated Areas of Outstanding Natural Beauty (AONBs) in England and Wales were rebranded as National Landscapes. The New name is designed to better reflect their national importance and aid towards their protection. The designated area is confirmed to be 453 square kilometres and includes a significant part of unspoiled coastal areas between the Wash and Great Yarmouth.

5.13 The National Landscape falls within 203.6sq km of West Norfolk and the western outlier of the borough that falls within the designation is Sandringham Estate, Wolferton and Castle Rising and also about six miles of the south-eastern corner of the Wash. The coastline starting nearby Holme-next-the-Sea and a continuation of the coastal strip around the north coast leads the National Landscapes designation to the borough boundary line past Burnham Overy Staithe. The Norfolk National Landscape within West Norfolk varies in depth between three to five miles covering important parts of inland settlements such as Burnham Market, Ringstead and Snettisham.

5.14 The beauty of the coast attracts a vast number of visitors from near and a far to explore settlements such as the coast and this plays a large role on the rural and tourist economy including areas around the North-west of the National

Landscape designation such as: Brancaster, Holme-next-the-sea and Old Hunstanton. The unique and fundamental value the National Landscape plays within our borough is something which will continue to be protected, supported and enhanced.

Norfolk Coast Protected Landscape Management Plan

5.15 Section 89 of the CROW Act places a duty on local authorities and Core Management Group of the Norfolk Coast National Landscape to jointly produce a National Landscape management plan and agree an action plan to commit to set aims, objectives and policies to the delivery and management of the future of the National Landscape. The most recent management plan (Revised 2022) highlights important themes including:

- Landscape, biodiversity and geodiversity
- Built and historic environment
- Forestry, farming and fishing
- Sustainable communities
- Access and recreation

5.16 The joint plan is to support a range of opportunities for our Norfolk coast. It supports cooperation and policy input where necessary for local communities and businesses to invest in natural capital and sustainable management, supporting the development of adapting and mitigating the effects which may become present from climate change and potential coastal change, supporting our local bio and geodiversity within our National Landscape and continue to support our future visitors and recreational activities which boost our local economy but also mitigate and promote the pressures which may come to sensitive areas ([29]).

5.17 The Norfolk Coast Partnership is responsible for the management of the National Landscape.The partnership is required to produce 5-year Management Plan, which provides advice regarding design and making practical and financial contributions towards management plan delivery as appropriate, towards protecting the special qualities (natural features, settlements and working environments) that are distinctive characteristics of the area. The current Plan is the Norfolk Coast Management Plan 2019-2024, and this will be reviewed in the near future.

Justification

5.18 Policies within the local plan and specifically within the National Landscape policy will support the aims and visions set out in protecting the richly diverse and distinctive landscapes that make up our historic and natural environment. The policy will conserve and enhance the importance of this designation and will require new development to appropriately contribute to the importance of the local sites, biodiversity, landscape character, cultural heritage, local employment and social needs. The beauty of the National Landscape brings a variety of

[29] https://norfolkcoast.org/our-work/resources/ncp-management-plan/

challenges and positive attributes to all users who visit, explore, relax and breathe the surroundings.

Supporting East Marine Plan Policies are

5.19 In summary the policies bullet pointed below support Policy LP16; to find out more information on the supporting policies the hyperlink is active over the policy number.

- Climate Change - CC1 and CC2
- Biodiversity - BIO1 and BIO2
- Health and social well-being - SOC1
- Heritage Assets - SOC2
- Terrestrial and Marine Character - SOC3

Strategic Policy

Policy LP16 Norfolk Coast National Landscape

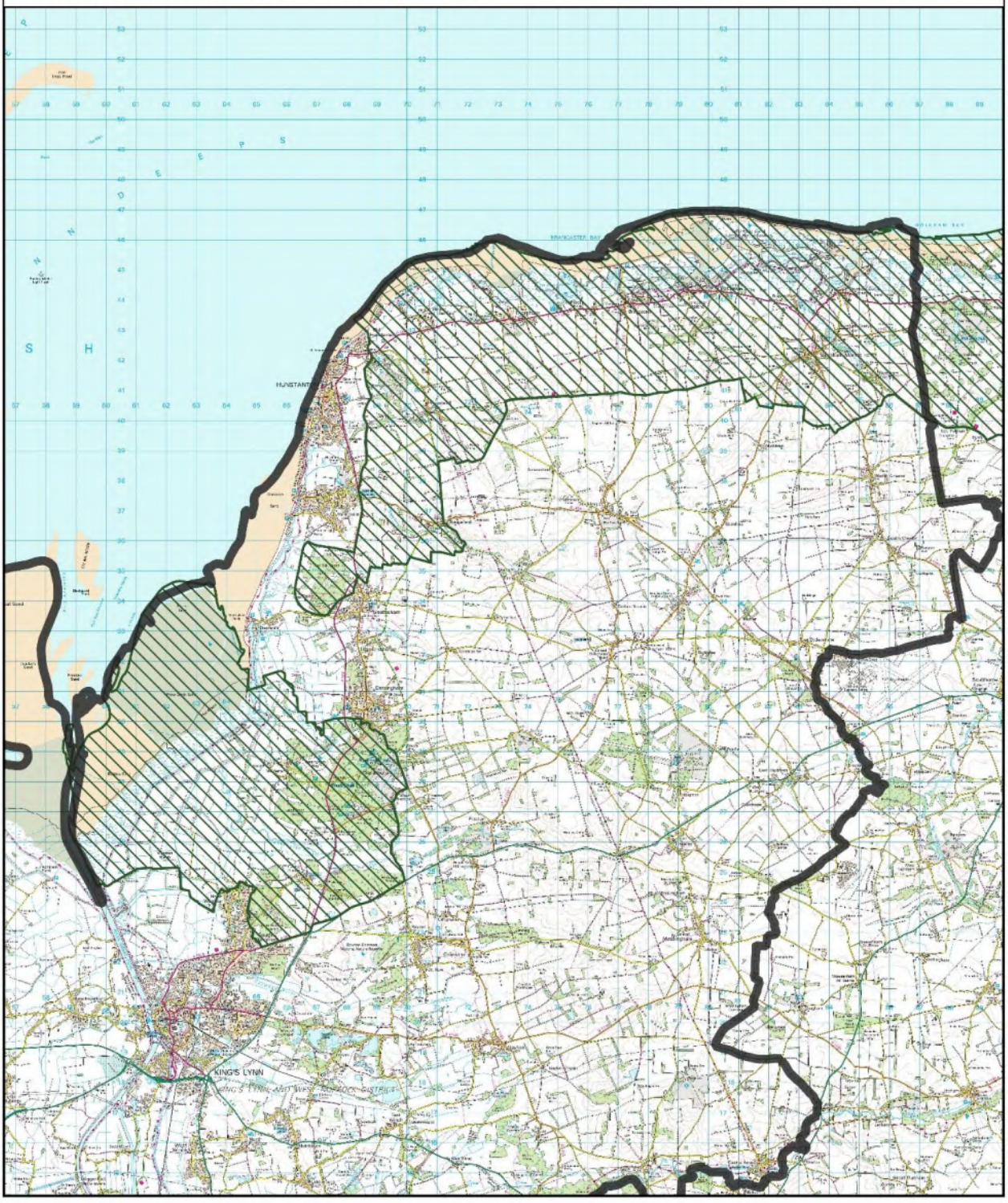
Permission for major developments in the Norfolk Coast National Landscape will be refused unless exceptional circumstances prevail as defined in the National Planning Policy Framework. Planning permission for any proposal within the National Landscape or affecting the setting of the National Landscape, will only be granted when it:

a) conserves and enhances the Norfolk Coast National Landscape's special qualities, distinctive character, tranquillity and remoteness in accordance with national planning policy and the overall purpose of the National Landscape designation; and avoids adverse impacts from individual proposals (including their cumulative effects), unless these can be satisfactorily mitigated; and

b) is appropriate to the economic, social and environmental wellbeing of the area or is desirable for its understanding and enjoyment.

Policy LP16 contributes to Strategic Objectives 6 Economy, 9,11 Society, 12,13,14,16 Environment, 19 King's Lynn, 33,34 Rural Areas, 37,38 Coastal Areas.

National Landscapes (Norfolk Coastal)



Borough Council of King's Lynn & West Norfolk

National Landscapes (Norfolk Coast)

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15/04/2025

Policy LP17 – Management of Development within the Coastal Area

Introduction

5.20 The West Norfolk coastline has seen numerous inundations over the centuries, not least during the floods of 1953. Although defences and emergency arrangements has been improved, continued natural change to the coastline, the deepening challenges to the financial and practical feasibility of maintaining current defences, and the anticipated increased dangers associated with climate change mean that managing coastal flood risk is one of the key challenges for the Borough.

5.21 The Wash Shoreline Management Plan (SMP) identified uncertainties over the future management of the flood defences between Hunstanton and Wolferton Creek (west of Dersingham). The current intent of the SMP is to maintain the front line "shingle ridge" defence. However, this is subject to continued funding and also assumes that no irreparable damage is caused as a result of a storm tide event.

5.22 The EA and Borough Council continued to work together, along with other key partners, to better understand how coastal processes and climate change may affect this coastline in the future and develop a clearer strategy for its future management and funding. The Wash East Coastal Management Strategy (2015)[30] took this process forward, following on from the SMP (2010) and the Coastal Change Pathfinder Review (2012). This work led to the development of a funding mechanism incorporating contributions from the East Wash Coastal Management Community Interest Company (CIC) (formed by local holiday park operators and landowners), Anglian Water Services Limited and the Borough Council. This is overseen by a Funding Group, formed from the funding partners, including the EA and a Stakeholder Forum, led by the Borough Council. Legal agreements were established to ensure that the funding mechanism runs for at least 15 years (i.e. to 2031), providing for the annual beach recycling operation and contributing towards occasional recharge operations.

5.23 The policy seeks to prevent inappropriate development in a vulnerable area by adopting a precautionary approach in this location.

Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Meeting the challenge of climate change, flooding and coastal change.
- National Planning Practice Guidance.

[30] https://www.west-norfolk.gov.uk/info/385/coastal/176/wash_east_coastal_management_strategy

Strategic Policies

- LP02 – Residential Development in Windfall Sites.
- LP15 Coastal Areas.
- LP17 Management of Development Within the Coastal Change Management Area.
- LP07 Economy.
- The Wash Shoreline Management Plan (SMP) (Nov 2010).
- The Wash East Coastal Management Strategy (2015).

Justification

5.24 The Shoreline Management Plan identifies that coastal development is likely to be exposed to a much higher risk of flooding within 10 to 15 years, but this could be sooner. The UK Climate Impacts Programme (UKCIP)[31] provides scenarios that show how our climate might change and co-ordinates research on dealing with our future climate.

5.25 Sea level rise and coastal changes associated with climate change, are inevitable and bring both challenges and opportunities for people and nature. Sustainable coastal management needs to embrace long-term change and achieve positive outcomes for both. The Borough Council will work with Natural England and other relevant stakeholders to develop a robust and effective Integrated Coastal Zone Management approach, setting sustainable levels of economic and social activity for the Coastal Change Management Area, whilst protecting the environment.

5.26 The Strategic Policies aim to ensure that future growth in the Borough is sustainable and that the findings of the Strategic Flood Risk Assessment are used to guide future growth away from areas of high flood risk. This section of the coastline is considered to be at very high risk with only a one in 50 year (2% annual probability) standard of protection. Although there are defences in place, the standard of protection they offer is low so there remains a significant risk of them being overtopped and/or breached within the lifetime of the development.

5.27 Annual Exceedance Probability (AEP) is the probability (expressed as a percentage) of a flood event occurring in any given year. Flood risk will be monitored and reviewed as climate change projections are updated over the duration of the plan.

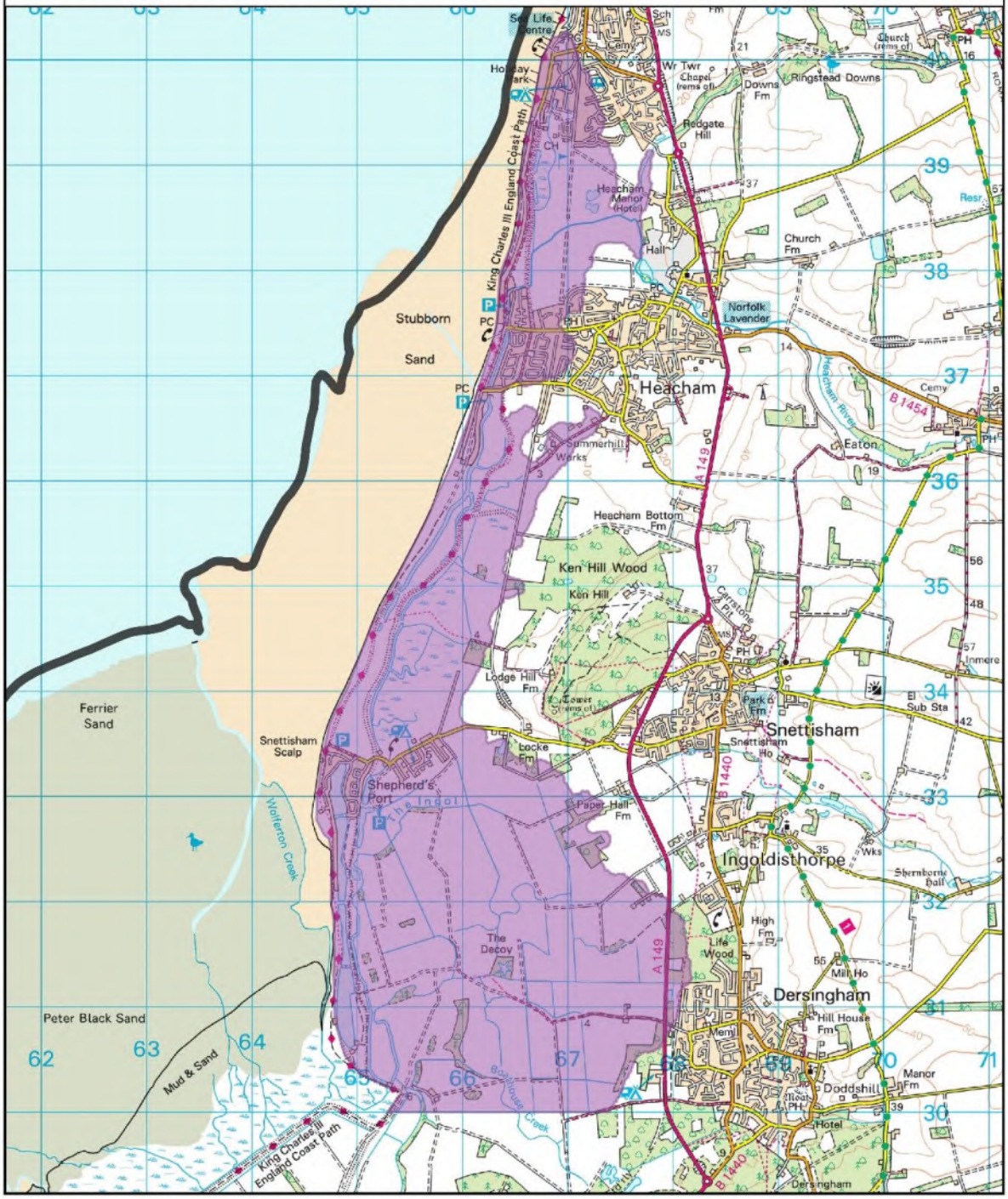
5.28 Considering the risks associated with the seasonality of each of the highest astronomical tides, the probability of storm surges, and wave action severity, reports undertaken for the Borough Council concluded the only safe period of occupancy was between 1 April and 30 September each year. Occupation outside these dates at this location could not be considered safe due to flood risk and would therefore be contrary to the National Planning Policy Framework/Practice Guidance.

[31] https://climate-adapt.eea.europa.eu/en/metadata/portals/uk-climate-impacts-programme-ukcip-year-of-launch

5.29 A cautious approach will be taken to the renewal of earlier temporary planning permissions for the siting of park/mobile homes and caravans. Regard will be given to the anticipated increase in flood risk associated with rising sea levels, decayed or reduced defences, and climate change. A flood risk assessment will need to be submitted with applications for such renewals (a Flood Risk Assessment form is available from the Borough Council). Existing Article IV directions remove permitted development rights in this area.

5.30 Replacement caravan licensing requirements are dealt with by the Council's licensing team. Under the Caravan and Control of Development Act 1960, you're not allowed to use land you own as a caravan site, unless you hold a site licence. A small holiday site is one which has three or less caravans on site for a temporary period. There is no fee for a licence but, a licence cannot be issued without a corresponding planning permission.

Coastal Change Management Zone



Borough Council of King's Lynn & West Norfolk

Coastal Change Management Zone

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Strategic Policy

Policy LP17 – Management of Development within the Coastal Area

This policy applies within the area identified as being at risk of flooding during a 1 in 200 AEP event, now and in the future, either directly or through the failure of the coastal flood defences. An indicative area is illustrated within the Coastal Change Management Area on the Policies Map.

New Developments

1. The following developments will not be permitted within areas at risk of flooding in a 1 in 200 AEP event (including the relevant allowance for climate change), either directly or as a result of a breach in the coastal defences:

    a. new dwellings;
    b. new or additional park homes/caravans.

Replacement Dwellings

2. Replacement dwellings will only be permitted in areas at risk of flooding in a 1 in 200 AEP event (including the relevant allowance for climate change), either directly or as a result of a breach in the coastal defences where all of the following seven criteria are satisfied:

    a. Flood Risk Assessment (FRA) must be undertaken for the development;
    b. all habitable accommodation will be provided above ground floor level (habitable accommodation would usually include bedrooms, sitting rooms, dining rooms, kitchens and any other room designed for habitation. Rooms that are not normally used for living in, such as toilets, storerooms, pantries, cellars and garages, are not considered to be habitable);
    c. The dwelling will only be occupied between 1st April and 30th September in any one year;
    d. the dwelling will incorporate resistance and resilience measures in accordance with the Department for Communities and Local Government publication: "Improving the flood performance of new buildings, flood resilient construction" (2007);
    e. the building must be appropriately designed to withstand and be resilient to hydrostatic pressure resulting from a breach/overtopping of the tidal defences;
    f. a flood warning and evacuation plan will be prepared for the property and retained on site;
    g. the level of habitable accommodation provided by the new dwelling would not be greater than that provided by the original dwelling. Proposals should not

result in an increase in the number of bedrooms over and above the number in the original dwelling.; and

h. The replacement dwelling and associated landscaping works, will not encroach any closer to the flood defences than the footprint of the current dwelling. Where the current dwelling already encroaches onto/into the defence structure, the replacement shall be set back from the defence and the defence restored to an appropriate condition.

Replacement Caravans

3. The replacement of existing permitted caravans will be allowed, in doing so opportunities should be taken to improve the resilience/resistance of the replacement caravans. Proposals must not:

   a. result in an increase in the number of bedrooms over and above the number in the original caravan; and
   b. encroach closer to the flood defences than the current plot, or where encroachment already occurs, the replacement caravan should be set back from the defence.

Extensions

4. Extensions to existing properties (beyond any Permitted Development Rights that could be exercised) must not increase the amount of habitable rooms. Significant extensions or those that raise the amount of habitable rooms in the property could lead to an increase in the number of people at risk and will not be permitted. A condition limiting the number of bedrooms will be imposed. Extensions that encroach within 16m of the toe of the flood defences will not be permitted.

Change of Use

5. Any proposed Change of Use will not be permitted if, as a result of the change, the flood risk vulnerability (as defined in the National Planning Practice Guidance) would be increased.

Seasonal Occupancy

6. Seasonal occupancy will be limited to between 1 April and 30 September. Applications to remove, relax or vary (by way of extension) any existing seasonal occupancy condition will be resisted.

Temporary Consents

7. Existing temporary consents for the siting of park/mobile homes and caravans will be renewed for a period up to 2031. A flood risk assessment will need to be submitted with applications for such renewals.



Policy LP18 - Design and Sustainable Development

Introduction

5.31 Good design is a key element of sustainable development. In preparing for population growth in the borough it is imperative that proposals for new development and redevelopment are based on sound design principles. This will help ensure that what is being constructed now will be of high quality and can last far beyond the timescale of the plan. Developers will be encouraged to refer to publications and best practice on quality design in formulating development proposals. Key design principles include, but are not limited to:

- Protect existing natural environment assets including green and blue infrastructure.
- Restore and enhance local and regional natural systems to increase climate resilience and carbon capture.
- Establish a network of green and open spaces that create benefits for the whole community.

5.32 The borough has a wealth of heritage in terms of its environment and history. With this wealth come challenges as the borough will need to provide extra homes and associated infrastructure without causing a detrimental impact on these qualities. Through public consultation we have learnt that communities feel that safeguarding our natural resources is crucial to ensure future generations have access to a healthy and attractive environment.

Justification

5.33 The choice of location has a key bearing on the long-term sustainability of any proposed development. The Proposals Map and the Settlement Hierarchy Policy LP01 show a more strategic overview of acceptable locations for development. However, more specific details such as the exact location, form, layout and accessibility of the site for proposed development should also be designed to promote sustainability, for example, by situating development next to established walking, cycling or public transport routes for access to local services.

5.34 Grasping opportunities to enhance and expand our natural resources is vital to ensure that people and wildlife can adapt to the impacts of climate change. There is a need to find innovative solutions to maximise opportunities to help cut our carbon emissions. To aid wildlife developments should include integral bird and bat boxes within the building fabric wherever possible (for example, the Manthorpe swift box), in order to provide important new nesting and roosting opportunities. Provision of new nesting sites on new development can offer an important lifeline for these species. Swifts are on the amber list of Birds of Conservation Concern. The Norfolk Biodiversity Action Plan has a Swifts Species Action Plan. Species Action Plans have also been prepared for Barbastelle, Noctule, Soprano Pipistrelle and Brown Long-eared bats.

5.35 Due to the location of the borough and the nature of many of the settlements, the use of the car remains the only viable option for many residents to travel. Changes in the road network and long-term investment in public transport may

be able to lessen the problem along with ensuring that new development is sensibly located with adequate facilities.

5.36 Planning in Health, an engagement protocol between local planning authorities, public health and health sector organisations in Norfolk, was revised in 2024[32]. This health protocol came about in recognition of a need for greater collaboration between local planning authorities, health service organisations and public health agencies to plan for future growth and to promote health. It reflects a change in national planning policy and the need for health service organisations to deliver on the commitments within the 5-year forward view.

5.37 To help aid decisions, numerous studies have been undertaken to ascertain the resources we have in the borough coupled with any issues relating to sustainability and climate change and how best we can move forward in protecting our natural resources.

5.38 Part IV of the Environment Act (1995) and the relevant policy and technical guidance documents set out the Local Air Quality Management process. This places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives (AQOs) are likely to be achieved.

5.39 Two Air Quality Management Areas (AQMAs) have been declared in Kings Lynn town centre and Gaywood due to exceedances of the annual mean objective for Nitrogen Dioxide. Source apportionment work has concluded the main source of the NO2 is emitted from road vehicles. An Air Quality Action Plan (AQAP) has been published setting out the measures put in place in pursuit of the objectives. The borough council's Annual Status Reports show the strategies employed by the council to improve air quality and the progress that has been made.

5.40 The AQAP includes measures which are part of the development planning and development control process. Policy LP21 ensures that any development is assessed in terms of its potential environmental impact, including air quality. Applications for development are screened and considered in consultation with the Environmental Quality Team in accordance with current technical guidance.

5.41 The NPPF requires that planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of AQMAs, and the cumulative impacts from individual sites in local areas. Development should seek to identify opportunities to improve air quality or mitigate impacts that have been identified, through measures such as traffic and travel management, and green infrastructure provision and enhancement.

5.42 Water resources should be protected to ensure that people have access to water and that growth is sustainable. Sustainable Drainage Systems (SuDs) may include the following: drainage channels; water courses; infiltrations areas such as swales; attenuation ponds; and wetland areas. As well as providing protection

[32] https://www.west-norfolk.gov.uk/info/20079/planning_policy_and_local_plan/1174/norfolk_planning_in_health_protocol_2024

from flooding these measures can also provide recreational opportunities and new habitats for wildlife.

5.43 The largest potential environmental risk is likely to be associated with a water company Water Recycling Centre discharge remote from the site boundary. Wastewater infrastructure requirements and/or the importance of ensuring that new development should not result in a breach of environmental legislation due to the increased polluting load from wastewater treatment works serving those developments. The policy requirement is to demonstrate that there is, or will be, sufficient wastewater infrastructure capacity to accommodate each individual development. This would likely take the form of a Pre-Development Enquiry response from Anglian Water submitted in support of each new planning application.

5.44 The borough lies within one of the driest parts of the UK. Planned growth in housing and employment will significantly increase water demand. The area's large agricultural sector is also dependent on water availability in the summer. Water quality is crucial, due to the number of protected sites relying on high water quality. Anglian Water supplies water to the borough. Essex and Suffolk Water have the ability to transfer water to Essex via the Ely Ouse Transfer Scheme. Water companies have a statutory obligation to prepare and review Water Resource Management Plans (WRMP) once every 5 years setting how they will maintain a sustainable balance between water supplies and demand.

5.45 Anglian Water's Water Resources Management Plan to 2040 demonstrates how sufficient water for future growth will be provided and therefore water supply is not a strategic constraint to development through appropriate supply and demand measures. Consideration is given to reducing the potential demand for water before proposing supply measures.

5.46 Local Plans can also contribute to long term water resilience by ensuring that new development incorporates water efficiency measures including the adoption of the optional higher water efficiency standard (110 litres/per person/per day).

5.47 The Norfolk Strategic Planning Framework (NSPF) set out an Agreement that when preparing Local Plans to seek to include the optional higher water efficiency standard (110 litres/per person/per day) for residential development.

5.48 The NSPF also suggested that individual authorities may also wish to consider the inclusion of a specific water efficiency BREEAM standard for commercial development within their Local Plans. Improved water efficiency is not limited to measures within dwellings and commercial buildings and a collaborative approach to promote innovation in water efficiency/re-use is required working closely with water companies and site promoters/developers.

5.49 Planning policies for housing should make use of the Government's optional technical standards for accessible and adaptable housing, where this would address an identified need for such properties. Policies may also make use of the nationally described space standard, where the need for an internal space standard can be justified.

5.50 In achieving appropriate densities planning policies and decisions should support development that makes efficient use of land, taking into account:

a. the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;

b. local market conditions and viability;

c. the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

d. the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and

e. the importance of securing well-designed, attractive and healthy places.

5.51 A Level 1 Strategic Flood Risk Assessment (SFRA) [33]was completed for the borough in 2018 and shows the areas at risk from flooding. This is supplemented by a Level 2 SFRA, completed in 2019[34]. By using this evidence development can be steered away from areas at risk and more sustainable communities can be planned as a result.

5.52 Shoreline Management Plans have been prepared by the Environment Agency. These look at how the coast will be managed over the next 100 years. Options include holding the line, managed realignment or retreat. All options undergo extensive stakeholder and public consultation. Marine Plans were prepared by the Marine Management Organisation (MMO), for the East Inshore and Offshore areas in 2014.

5.53 The Borough Council's Green Infrastructure Strategy[35] is used by the Council to plan and deliver a network of high-quality green spaces and other environmental features. The Green Infrastructure Strategy helps to deliver sustainable methods of design by incorporation of pathways and cycle tracks in new development, the provision of trees for urban cooling and areas which act as a refuge for wildlife in a changing climate.

5.54 Renewable and low carbon energy includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels). Electricity usage (from all sources) creates waste, particularly through functions such as lighting. Light

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

[34] https://www.west-norfolk.gov.uk/downloads/download/825/strategic_flood_risk_assessment_level_2

[35] https://www.west-norfolk.gov.uk/downloads/download/76/green_infrastructure

pollution, both in terms of local amenity and energy wastage, has impacts across the Borough with particular implications for sensitive areas such as the Norfolk Coast National Landscape. It is therefore important to minimise these effects. All these technologies have a role to play in meeting Government targets and were positive outcomes for the borough in the Sustainability Appraisal.

Supporting East Marine Plan Policies are:

5.55 In summary the policies bullet pointed below support Policy LP18, to find out more information on the supporting policies the hyperlink is active over the policy number.

- Climate Change - CC1 and CC2
- Economic - EC3
- Terrestrial and Marine Character - SOC3
- Offshore Wind Areas - WIND2



Strategic Policy

Policy LP18 – Design and Sustainable Development

1. All new development in the borough must be of high-quality design.

2. Where relevant new development will be required to demonstrate its ability to:

    a. conserve and enhance the historic and natural environment and reduce environmental risks;
    b. enrich the attraction of the borough as an exceptional place to live, work and visit;
    c. respond to the context and character of places in West Norfolk by ensuring that the scale, density, layout, materials and access will enhance the quality of the environment;
    d. where possible, enhance the special qualities and local distinctiveness of the area (including its historical, biodiversity and cultural character), gaps between settlements, landscape setting, distinctive settlement character, landscape features and ecological networks;
    e. optimise site potential, making the best use of land including the use of brownfield land;
    f. enhance community wellbeing by being accessible, inclusive, locally distinctive, safe and by promoting healthy lifestyles (see Policy LP38 Community & Culture);
    g. achieve high standards of sustainable design.

3. To promote and encourage opportunities to achieve high standards of sustainability and energy efficiency, development proposals will be required to demonstrate:

    a. the use of construction techniques, layout, orientation, internal design and appropriate insulation maximised to improve efficiency;
    b. the innovative use of re-used or recycled materials of local and traditional materials to decrease waste and maintain local character;
    c. the reduction of on-site emissions by generation of cleaner energy where appropriate;
    d. within larger developments of sufficient scale, the provision of green space to safeguard wildlife, provide recreation opportunities and improve the quality of life for people living in the area and the integration of the development into the GI network, or the creation of linkages to it wherever possible;
    e. the provision of good access links for walking and cycling;
    f. the provision of built-in nesting boxes (e.g. boxes for migratory bird species, bats, or bee bricks) and/ or safe road crossing methods (e.g. for hedgehogs), wherever possible;

g. the promotion of water efficiency - all new housing must meet Building Regulation requirement of 110 l/h/d. Non-domestic buildings, where relevant, should as a minimum reach 'Good' BREEAM status:
h. the incorporation of Sustainable Drainage Systems (SuDS);
i. designs that exceed the present standards set by Building Regulations will be encouraged;
j. water reuse and recycling and rainwater and stormwater harvesting, and other suitable measures have been incorporated wherever feasible to reduce demand on mains water supply;
k. evidence that there is, or will be, sufficient wastewater infrastructure capacity to accommodate the development;
l. at the design stage, that attention has been paid to the Homes England 'Building for a Healthy Life' standard for well-designed homes and neighbourhoods and the Borough Council will encourage all new schemes to be assessed against the Building for a Healthy Life criteria, or successor documents as appropriate [(21)];
m. well-designed homes which provide good standard and quality internal environments for their users, promoting health and well-being, will be encouraged including those which meet the National Described Space Standards.

Density of development

4. In seeking to make the most efficient use of land, the Council will expect proposals to optimise the density of development in the light of local factors such as:

    a. the setting of the development;
    b. the form and character of existing development; and
    c. the requirement for any onsite infrastructure including amenity space.

Flood Risk and Climate Change

5. The Council's Strategic Flood Risk Assessment (SFRA) outlines potential flood risk throughout the borough. In order to ensure future growth within the borough is sustainable: the findings of the SFRA will be used to guide planned growth and future developments away from areas of high flood risk, including the coastal area. Development in any location will be expected to manage water sustainably and reduce surface water runoff using multifunctional Sustainable Drainage Systems (SuDS) where possible;

6. Shoreline Management Plans, Marine Plans and associated documents, will also serve to highlight the future needs and changes that may affect coastal communities arising from changes in climate and will be taken into account in decision making;

Renewable Energy

7. The Council and its partners will support and encourage the generation of energy from renewable sources. These will be permitted unless there are unacceptable locational or other impacts that could not be outweighed by wider environmental, social, economic and other benefits. Commercial and agricultural buildings with a significant area of flat/low pitch roofs (over 250m2) should make provision for solar panels within their detailed design to maximise the use of the roof area. (See also Policy LP24).

Policy LP18 contributes to Strategic Objectives 5, Economy, 11, 12, 13, 15, Environment, 18, King's Lynn, 32, Coast.



Policy LP19 - Environmental Assets - Green Infrastructure, Landscape Character, Biodiversity and Geodiversity

Introduction

5.56 The Borough has a significant number of natural assets, including:

- National Landscapes - nationally recognised for its landscape importance;
- Heritage Coast;
- Ramsar sites - internationally recognised for their wetland importance;
- 8 Special Areas of Conservation – internationally recognised for their unique habitats;
- 8 Special Protection Areas – internationally recognised for their birdlife;
- National Nature Reserves;
- 45 Sites of Special Scientific Interest – nationally recognised for their ecological and geological importance;
- 212 County Wildlife Sites – locally recognised for their biodiversity value;
- 23 ancient woodlands.

5.57 Part of the appeal of the area to visitors and local people is the environment, therefore it is important that these assets are protected and enhanced. European sites (formerly known as Natura 2000 sites), which consist of Ramsar sites, Special Areas of Conservation (SAC) and Special Protection Areas (SPAs), will be protected, in accordance with the Norfolk Green Infrastructure and Recreational Avoidance & Mitigation Strategy (GI RAMS)[36], prepared in accordance with the 2017 Habitat Regulations, as amended. Policy LP27 provides the mechanism by which GI RAMS is implemented through the planning system.

5.58 The Council will work to the NPPF to ensure that our biodiversity and geodiversity are protected and that opportunities for enhancement sensitive to the area and features are grasped. Geodiversity (including soils and sub-soils) should be valued as a finite multi-functional resource which underpins our wellbeing and prosperity. Decisions about development should seek to protect (ideally enhance) sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality), quality, taking account of economic benefits and the many ecosystem services they deliver. The long-term capability of best and most versatile agricultural land (Grades 1, 2 and 3a in the Agricultural Land Classification) should be safeguarded as a resource for the future in line with the NPPF (Planning and flood risk).

[36] https://www.west-norfolk.gov.uk/download/downloads/id/6629/norfolk_gi_rams_strategy_march_2021.pdf

5.59 The 2007 Landscape Character Assessment[37] recognises the different landscape character types in the borough and their sensitivity to accommodate change. It also provides guidance on how planning can help to make better decisions and shape the future of a more attractive and healthy environment.

Biodiversity Net Gain (BNG)

5.60 The 2021 Environment Act has introduced a legal requirement to delivery 10% BNG in association with nearly all new developments. These requirements came into force, with effect from 12 February 2024. The Government (Department for Levelling Up, Housing and Communities) has also produced detailed practice guidance as to how 10% BNG should be delivered (https://www.gov.uk/guidance/biodiversity-net-gain).

5.61 The 10% requirement is also reflected in LP19 itself, in the interests of clarity and usability. This ecological assessment will inform the Biodiversity Net Gain Statement and the site baseline calculation input within the Statutory Biodiversity Metric, both of which must be submitted at validation. A Habitats Mitigation and Monitoring Plan (HHMP) and Biodiversity Net Gain Plan (BGP) will be required to discharge a Biodiversity Net Gain condition. These documents may be required prior to this to inform decision making process where necessary.

Supporting East Marine Plans ~~-~~ Policies are:

- Biodiversity - BIO1 and BIO2
- Cumulative Impact Assessment - ECO1
- MPA Network - MPA1
- Terrestrial and Marine Character - SOC3

Strategic Policy

Policy LP19 – Environmental Assets- Green Infrastructure, Landscape character, Biodiversity and Geodiversity

1. Proposals incorporating nature-based solutions such as natural capital, and/ or green infrastructure, to protect and enhance our landscape character, biodiversity and geodiversity will be encouraged and supported. All developments covered by the 10% Biodiversity Net Gain requirement (Environment Act 2021 and associated regulations) will need to be supported by an ecological assessment that identifies how this can be delivered.

2. The Council will conserve (and where appropriate enhance) County Wildlife Sites, Ancient Woodlands, and County Geodiversity Sites from development which damages their interest or significance unless the need for, and public benefits of the development outweigh the loss of interest or significance.

[37] https://www.west-norfolk.gov.uk/info/20185/planning_policy_research/383/landscape_character_assessment

3. Development should, in line with the mitigation hierarchy, seek to avoid, and where this is not possible, with justification, mitigate or compensate for any adverse impacts on biodiversity, geodiversity and heritage, as well as seeking to enhance sites through the creation of features of new biodiversity interest.

4. The long-term capability of the best and most versatile agricultural land (Grades 1, 2 and 3a in the Agricultural Land Classification) will be safeguarded as a resource for the future.

5. The Council and its partners will support a range of initiatives and proposals, for example, Local Nature Recovery Strategies and biodiversity net gain, that will improve areas of poor quality, lacking in biodiversity and geodiversity as well as maintaining, enhancing and linking areas of good quality. For European sites (Ramsar/ Special Areas of Conservation/ Special Protection Areas) this will be delivered through mechanisms such as GIRAMS, in accordance with Policy LP27.

6. The Borough Council will work with partners to ensure an integrated network of green infrastructure throughout the urban and rural areas (identified through the Green Infrastructure Management Plan) is successfully created and managed to:

    a. meet the environmental, social and economic needs of local communities and the wider borough;
    b. create a high-quality environment for biodiversity and geodiversity to flourish;
    c. provide opportunities for species to adapt to the impacts of climate change;
    d. contribute to an improved quality of life for current and future residents and visitors; including through the provision of recreational open space for residential developments in accordance with LP22;
    e. target areas identified as being deficient in multi-functional green space;
    f. incorporate multifunctional Sustainable Drainage Systems (SuDS) within new development to encourage new habitats.

Character Assessment

7. Proposals for development will be informed by and seek opportunities to reinforce the distinctive character areas and potential habitat creation areas identified in the King's Lynn and West Norfolk Landscape Character Assessment and other character assessments.

Policy LP19 contributes to Strategic Objectives 6 Economy; 10, Society; 12, 13, 14, 16 Environment; 33 Rural Areas; 37, 38, Coast.





Policy LP20- Environmental Assets - Historic Environment

Introduction

5.62 The historic environment of the Borough contains many important heritage assets, both designated and non-designated, which make a significant contribution to the Borough's character, sense of place and quality of life.

5.63 This includes significant buildings, monuments, sites, places, areas and landscape which all add heritage interest to the area and require protection from inappropriate development.

5.64 The Borough's historic environment is not just important for its own sake but contributes towards the high quality of environment in the Borough and is an important resource bringing social, cultural, economic and environmental benefits to the community.

5.65 Heritage assets and the historic environment will be protected from inappropriate development to sustain and where appropriate enhance their significance, including putting heritage assets into uses consistent with their conservation. The more significant the heritage asset, the greater the presumption for its conservation. Within the Borough, heritage assets which make a positive contribution to the historic environment include:

- Designated heritage assets such as Scheduled Monuments, Listed Buildings, Registered Parks and Gardens and Conservation Areas, and the setting of these assets;
- Non-Designated heritage assets such as unregistered historic parks and gardens, and archaeology, and the setting of these assets.

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

5.67 The conservation and enhancement of heritage assets will be given weight appropriate to the significance of the asset. The Council will seek to identify heritage assets at the earliest opportunity within the decision-making process.

5.68 Where relevant, the Council will consider whether the benefits of a proposal for enabling development which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset would outweigh the disbenefits of departing from those policies.

5.69 Further guidance on 'Enabling Development and the Conservation of Significant Places' is available at www.historicengland.org.uk.

Non-Designated Heritage Assets

5.70 The Borough has many attractive and locally significant buildings and features which contribute to the distinctiveness of the area but which are not formally designated as heritage assets. The National Planning Policy Framework identifies these as non-designated heritage assets.

5.71 Non-designated heritage assets include a range of buildings, monuments, sites, places, areas or landscapes which have heritage value and should be considered in determining planning applications, These can either be identified as part of the planning process, through neighbourhood plans or conservation area character statements.

5.72 Non-designated heritage assets which are not yet identified, and which come to light during the preparation of proposals for a site will be taken into account following guidance set out by Historic England so that proportionate weight can be given in the decision-making process. Other assets which are identified through the processes such as neighbourhood plans will be reviewed and recognised as non-designated heritage assets.

5.73 When planning permission is required for any proposal which directly or indirectly affects the significance of a non-designated heritage asset then the Council will treat the significance of that asset as a material consideration when determining the application. As part of a planning proposal, applicants should provide an explanation regarding the social and historic context of the non-designated heritage asset and how the proposals have responded to this. This should follow guidance set out in the National Planning Policy Framework and guidance provided by Historic England.

Listed Buildings

5.74 The Government's List of Buildings of Special Architectural or Historic Interests contains over 1,545 entries relating to buildings within the Borough which form an integral part of the Borough's historic landscape.

5.75 Listed Building Consent is required for demolition or for any alteration or extension to a Listed Building which could affect its character (interiors as well as exteriors) and for works to any fixtures and to buildings or structures within the curtilage of the building. Control over changes to Listed Buildings is not intended to prevent all alterations but to protect the buildings from unnecessary demolition and from unsuitable alterations which would be detrimental to the historical significance of the building.

5.76 All works to Listed Buildings must conserve or enhance these structures and their significance in accordance with national policy requirements.

Conservation Areas

5.77 There are 44 Conservation Areas which make a very significant contribution to the character and distinctiveness of the Borough. They range from large Conservation Areas covering the older parts of central King's Lynn, to the Conservation Area at Burnham Overy Mills covering a small group of important buildings on the North Coast.

5.78 Development within Conservation Areas should conserve or enhance their significance in accordance with national policy requirements and guidance on how significance will be considered within this policy.

5.79 The Council will continue with a programme of Conservation Area Character Statements which will provide information about the Conservation Area including its origins and historical development and will be used as a material consideration when assessing planning applications.

Registered Parks and Gardens

5.80 Historic Parks and Gardens are part of our heritage and are as important as buildings and settlements. Historic England maintains a register of Parks and Gardens of special historic interest. The sites are graded depending on their level of importance. The grades are:

- I (exceptional interest)
- II* (great interest)
- II (special interest)

5.81 The Borough has 5 registered Parks and gardens:

- The Walks - Grade II
- Houghton Hall Park - Grade I
- Sandringham House - Grade II*
- Stradsett Hall - Grade II
- Hunstanton Hall - Grade II

Scheduled Monuments

5.82 Scheduled Monuments are areas of great historical and/or archaeological importance. Most of these are earthworks or unoccupied structures, often in a ruinous or semi-ruinous condition. Historic England has the responsibility of giving legal protection to nationally important sites and monuments. These sites are added to a list, or 'schedule', as laid down in the Ancient Monuments and Archaeological Areas Act of 1979. A monument in the list, known as scheduled, is protected against disturbance. It's against the law to carry out any work without the authority of the Secretary of State. Work will need Scheduled Monument Consent (SMC). The Secretary of State will not usually consent to work that might damage a scheduled site.

5.83 There are 127 Scheduled Monuments in the Borough, which is the greatest number for any district or unitary authority in the East of England. Historic England maintain the details of these and provide further information online.

Archaeology

5.84 There will be archaeological interest in a heritage asset if it holds, or may potentially hold, evidence of past human activity worthy of expert investigation. Heritage assets with archaeological interest are the primary evidence source about the substance and evolution of places, and the people and cultures that made them.

5.85 The archaeology of the Borough will be better understood, protected and enhanced by protecting archaeology from inappropriate development or change.

Heritage at Risk

5.86 Historic England produce a national Heritage at Risk Register which includes grade I and grade II* Listed Buildings, Scheduled Monuments, Registered Parks and Gardens and Conservation Areas. The programme identifies those sites that are most at risk of being lost as a result of neglect, decay or inappropriate development. There are 24 of the Borough's heritage assets included on the Register.

Strategic Policy

Policy LP20 - Historic Environment

1. The historic environment will be conserved and enhanced in a manner appropriate to its significance. Development of the highest design quality that will sustain and, where appropriate, enhance the special interest, character and significance of the Borough's heritage assets and their settings and that will make a positive contribution to local character and distinctiveness will be supported.

2. Protecting and enhancing the wide range of historic and cultural assets which contribute to the character and identity of the Borough is a priority including:

    a. Designated heritage assets such as Scheduled Monuments, Listed Buildings, Registered Parks and Gardens and Conservation Areas, and the settings of these assets;
    b. Non-Designated heritage assets such as unregistered historic parks and gardens, and archaeology, and the settings of these assets.

3. Opportunities to promote the historic environment as a key element of the vitality of the Borough, and to reduce the number of heritage assets at risk will be sought.

4. Initiatives and opportunities to mitigate the effects of climate change by seeking the reuse of historic buildings, and where appropriate, their modification to reduce carbon emissions and secure sustainable development will be supported where this would not harm the significance of the heritage asset or its setting.

5. Applications for development must be supported by a Heritage Statement which demonstrates a clear understanding of the significance of any relevant heritage assets and the contribution of their settings, details the likely impacts of the proposal on these assets and their significance and where relevant, explains how this significance has informed the proposals. Proposals on sites which include, or have the potential to include, archaeological interest should be accompanied by an appropriate desk-based assessment, and where necessary a field evaluation.

6. There is a presumption in favour of the retention and enhancement of heritage assets and putting heritage assets to viable and appropriate uses to secure their future protection. Applications will be supported where they sustain, conserve and where appropriate enhance the significance, character and setting of the asset itself and the surrounding historic environment.

7. The impact of development proposals on the significance of heritage assets and their settings will be considered in accordance with case law, legislation and the NPPF, as well as the following criteria:

Listed Buildings

8. Proposals should conserve or enhance Listed Buildings. Applications involving demolition of, or substantial harm to, a Grade II Listed Building will only be granted in exceptional circumstances, and demolition of, or substantial harm to, the significance (including any contribution to significance by setting) to a Grade I or Grade II* Listed Building will only be granted in wholly exceptional circumstances. Where development proposals will lead to harm to heritage assets they will be assessed against the relevant criteria in the National Planning Policy Framework, taking into account the scale of harm and the impact on the significance of the heritage asset.

9. Extensions or alterations to a Listed Building should not adversely affect its character as a building of special architectural or historic interest, its significance or its wider setting.

10. Any change of use of a Listed Building should conserve or enhance its character as a building of special architectural or historic interest and its significance and should ensure its continued use and viability.

Conservation Areas

11. Within Conservation Areas, development will only be permitted if the proposal:

    a. Is of a design and scale that preserves or enhances the character or appearance of the area;
    b. Uses building materials and finishes, including those for features such as walls, railings, gates and hard surfacing, that are appropriate to the local context;

c. Retains historically significant boundaries, important open spaces and other elements of the area's established pattern of development, character and historic value, including gardens, roadside banks and verges;
d. Retains and restores, where relevant, traditional features such as shop fronts, walls, railings, paved surfaces and street furniture, and improves the condition of structures worthy of retention;
e. Does not harm important views into, out of or within the Conservation Area;
f. Protects trees, hedgerows and other significant landscape features and incorporates landscaping appropriate to the character and appearance of the Conservation Area.

Historic Parks and Gardens

12. Proposals should not cause substantial harm to the significance (including any contribution to significance by setting) harm to historic parks or gardens (both registered and unregistered), their settings or public views into, out of, or within them. Where development proposals will lead to harm to heritage assets, they will be assessed against the relevant criteria in the National Planning Policy Framework, taking into account the scale of harm and the impact on the significance of the heritage asset.

Archaeology

13. There is a presumption against any harm to Scheduled Monuments and heritage assets with archaeological interest that are demonstrably of equivalent significance to Scheduled Monuments. Where development proposals will lead to harm to heritage assets they will be assessed against the relevant criteria in the National Planning Policy Framework, taking into account the scale of harm and the impact on the significance of the heritage asset. Where the loss of the whole or a material part of a heritage asset's significance is justified, planning conditions will ensure that an adequate record is made of the significance of the heritage asset and this is published appropriately.

Non-designated Heritage Assets

14. The significance of non-designated heritage assets and their setting should be assessed in development proposals or works, against the following criteria, namely the:
    I. special qualities of architectural and historic interest;
    II. features of interest and the setting of the non-designated historic asset;
    III. contribution the non-designated historic asset makes to local distinctiveness; local townscape; or rural character; and
    IV. conservation of interesting or unusual features; architectural detail; materials; construction; or historic interest.

15. Development which would remove, harm or undermine the significance of such non-designated heritage assets, or their contribution to the character of a place, will require a balanced judgement having regard to the scale of the harm and significance of the non-designated heritage asset.

16. Prior to the loss of the non-designated heritage asset, an appropriate level of survey and recording will be expected including where appropriate archaeological investigation. The results of which should be deposited on the Historic Environment Record.

It is recognised that not all buildings, structures or landscapes of significance are captured on the national lists and these are termed non-designated heritage assets. Where the significance of these buildings, structures or landscapes can be demonstrated, the above policy consideration should be applied.

Supporting Text

5.87 The NPPF requires us to provide a positive strategy for the conservation and enjoyment of the historic environment and this policy aims to protect, conserve and enhance our historic environment and the heritage assets within it.

5.88 We will also:

a) support proposals which conserve and enhance the historic environment;

b) support proposals for heritage-led regeneration, ensuring that heritage assets are conserved, enhanced and secured for the future;

c) carry out a programme of reviewing existing Conservation Areas and producing Conservation Area Character Statements to identify what it is about the area that contributes to its significance as well as identifying and considering new areas for designation as Conservation Areas;

d) identify buildings that could be included on the national list and prepare reports to support new listings; and,

e) identify buildings that are falling into disrepair and work with owners to find new uses to ensure their continued beneficial use.


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Policy LP21 - Environment, Design and Amenity

Introduction

5.89 The importance of the environment and how we as a nation must improve the quality of the environment as a whole, has been emphasised over recent years in the Governments key aims and long-term national plans to leave the environment in a better state than we found it. A large emphasis of protection on our natural resources and improving the environmental standards of our air, water and soils has played a vital role in research to reduce pollution to a minimum and keep quality at a high standard.

5.90 Development proposals should aim to create a high-quality environment without detrimental impact on the amenity of new and existing residents. Factors that could have a significant negative impact on the amenity of residents include: noise, odour, poor air quality, light pollution, land contamination and visual impact. It is also important to consider issues of security, privacy and overlooking when creating new development. One of the Government's key aims in national planning policy is to create sustainable development. Proposals that are responsive to their location and consider the layout, materials, parking, landscaping and how people will use the space early in their design are likely to have a positive impact on amenity and will help to deliver sustainable development.

5.91 With an increasing population and less space available to develop within settlements, there has been a rise in applications for infill development on smaller plots. Issues arise when the infill development is unsympathetic to the existing street scene in its scale or design or would result in the loss of important open spaces and greenery. There are also particular issues arising from the loss or reduction of residential gardens for infill development due to the impact on amenity, loss of land for urban drainage and the overall effect on the character of an area.

5.92 Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.

Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Requiring Good Design.
- UK A Green Future: Our 25 Year Plan to Improve the Environment (2018).
- UK Clean Growth Strategy (2017).

- UK Clean Air Strategy (2019).
- DEFRA Safeguarding our Soils – A Strategy for England (2011)[38].
- Water for life livelihoods Part 1: Anglian river basin district River basin management plan (2015)[39].
- Marine Policy Statement/ East Marine Plans: Policy SOC2 Heritage Assets and SOC3 Character.
- Borough Council: Air Quality Action Plan.
- Railway Road Air Quality Management Area Order and Extension Order.
- Borough Council: Contaminated Land Inspection Strategy.
- Gaywood Clock Air Quality Management Area Order.
- Norfolk Environmental Protection Group: Planning and Pollution in Norfolk.
- Norfolk Environmental Protection Group: Technical Guidance – Development of Land affected by Contamination.
- Norfolk Environmental Protection Group: Technical Guidance – Air Quality and Land Use Planning.
- Norfolk Environmental Protection Group: Technical Guidance – Planning and Noise CPRE: Light Pollution Guidance Notes.
- Norfolk County Council: Local Transport Plan, LTP4.
- Strategic Policy LP18: Design and Sustainable Development.

Justification

5.93 This policy complements Strategic Policy LP18, which outlines how design is considered in new development by ensuring that potential negative impacts to amenity, etc., are addressed in considering proposals for development.

5.94 Developments likely to have a significant impact on residential amenity should ideally be sited away from residential areas. The Council will seek a proportionate level of information to determine the environmental impact of developments and may seek planning conditions to ensure the development will comply with any national, regional or locally set standards on environmental quality.

5.95 Noise, odour, air quality, light pollution and land contamination, etc. will be assessed in relation to relevant standards and national guidance. In cases where the development has uncertain potential for a negative impact on amenity temporary permissions and/or a requirement to record baseline

[38] https://www.gov.uk/government/publications/safeguarding-our-soils-a-strategy-for-england

[39] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/718327/Anglian_RBD_Part_1_river_basin_management_plan.pdf

environmental conditions prior to development and undertake monitoring afterwards will be given/required. These indicators can be used to gauge the likely impact as a result of the proposed development. Mitigation measures may be sought such as limiting the operational hours of a development and there may be ongoing requirements to monitor the impact on environmental quality.

5.96 The NPPF advises that "Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change' should be required to provide suitable mitigation before the development has been completed''.

Strategic Policy

Policy LP21 – Environment, Design and Amenity

1. Development must conserve and enhance the amenity of the wider environment including the historic environment.

2. Proposals will be assessed against their impact on neighbouring uses and their occupants as well as the amenity of any future occupiers of the proposed development. Proposals will be assessed against a number of factors including:

    a. impact on the historic environment;
    b. overlooking, overbearing, overshadowing;
    c. noise;
    d. odour;
    e. air quality;
    f. light pollution;
    g. contamination and soil quality;
    h. water quality;
    i. sustainable drainage; and
    j. visual impact.

3. The scale, height, massing, materials and layout of a development should respond sensitively and sympathetically to the local setting and pattern of adjacent streets including spaces between buildings through high quality design and use of materials.

4. Development that has a significant adverse impact on the amenity of others or which is of a poor design will be refused.

5. Development proposals should demonstrate that safe access can be provided, and adequate parking facilities are available.

6. Proposals for development adjacent to, or in the vicinity of, existing uses will need to demonstrate that both the ongoing use of the neighbouring site is not compromised, and that the amenity of occupiers of the new development will be satisfactory with the ongoing normal use of the neighbouring site, taking account of the criteria above.

Policy LP22 - Provision of Recreational Open Space for Residential Developments

Introduction

5.97 With over 11,000 new homes planned for the Borough at an average household size of 2.3 (Census,2011), this could mean that there may be an additional 25,300 people, which could lead to a further demand of open space over the plan period to 2040. It is important that new community facilities and recreational space are provided to meet the needs of an expanded population. Strategic Policy LP05 identifies that community facilities and recreational space will be sought within, or through contributions from, new development. This policy defines the amount of recreational space that should be provided in new developments, towards achieving healthy, inclusive and safe places, which promote social interaction, are safe and accessible, and enable and support healthy lifestyles (NPPF, "Promoting healthy and safe communities").

5.98 Fields in Trust (The National Playing Fields Association)[40] recommends a standard of 2.4 hectares of outdoor playing space per 1,000 population. This is a nationally recognised standard, which can be used to determine the level of play space in new developments.

Relevant Local and National Policies

- National Planning Policy Framework: Promoting Healthy and Safe Communities
- Strategic Policy LP38 Community and Culture
- Fields in Trust: Planning and Design for Outdoor Sport and Play (2023)

Justification

5.99 New developments will be expected to meet nationally recognised standards for the provision of open space. The Fields in Trust's Planning and Design for Outdoor Sport and Play suggested standard of 2.4 hectares of outdoor playing space per 1,000 population will be used when assessing the level of play space required, comprising 1.6 to 1.8 hectares (2/3 to 3/4 of total) for outdoor sport, including 1.2 hectares (1/2 of total) for pitch sports, and 0.6 - 0.8 hectares (1/4/ to 1/3 of total) for children's playing space.

5.100 Negotiations will take place on a site-by-site basis to determine specific provision of space and financial contributions, taking into account the financial viability of any development. For some urban sites it may be inappropriate to provide open space on site.

5.101 The Council will also seek to ensure new allotments are provided, and existing ones retained, where an identified need is presented. Waiting lists, etc., held by town and parish councils can help demonstrate such a need.

[40] https://fieldsintrust.org/insights/standards

5.102 The recent pandemic has emphasised the importance of easy access to recreational open space for people's health and wellbeing.

Strategic Policy

Policy LP22 – Provision of Recreational Open Space for Residential Developments

1. All new residential development will be expected to make adequate provision for open space to recognise the importance open space has on health and wellbeing for all residents. This will be done by following the standards set out below:
    a. Schemes of up to 19 units will ensure that their schemes contain sufficient space to ensure a high standard of layout and amenity to the residents of the proposed development. On windfall sites the requirement to provide open space will apply where the Council considers that the proposed development forms part of a larger site which, if developed, would result in a requirement for a proportion of (or contribution to) open space.
    b. Schemes of 20 units or greater will provide 2.4 hectares of open space per 1,000 population comprising approximately:
        i. 70% for either amenity, outdoor sport, and allotments (see below) and
        ii. 30% for suitably equipped children's play space
    c. Developments of 20 – 99 dwellings will be expected to meet the requirement for suitably equipped children's play space only;
    d. Developments of 100 dwellings and above will be expected to meet the whole requirement.
2. On sites allocated for residential development through the Local Plan process, and where development of the whole site results in a requirement for a proportion of (or contribution to) open space, the requirement to provide open space will apply to the whole of a single allocated site, even if it is developed incrementally (through sub-division, etc.).
3. All proposals involving the provision of publicly accessible areas of open space must include robust arrangements for the management and future maintenance of that open space. The Council may take on and adopt areas of public open space within developments, subject to bringing the scheme up to an appropriate standard and the payment of an appropriate fee.
4. The Council will adopt a flexible approach to the types of open space required within a particular scheme only where it can be demonstrated:
    a. that there is excess provision available in the locality; or
    b. where opportunities exist to enhance existing local schemes; or

c. the townscape or other context of the development is such that the provision of open space is not desirable.

Allotments

5. The Council will seek to resist the loss of allotments in areas where there is a current or predicted demand for such facilities, unless the loss were to be offset by alternative provision of an equal or higher quality in the vicinity. The provision of new allotments may be sought in locations for large-scale residential development (such as the strategic allocations) where there is an identified need. This will be balanced against the need for other types of recreational space and facilities and the financial viability of any development.



Policy LP23 - Green Infrastructure

Introduction

5.103 The National Planning Policy Framework defines green infrastructure to a be "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." Green infrastructure plays a crucial role in sustainability and its presence in society brings positive impacts on our mental and physical health; as well as for biodiversity and nature.

5.104 In the Building Better, Building Beautiful Report (2020)[41], green infrastructure and the phrase 'green is good for us' highlights the positive presence it brings within design and the beauty of our surroundings; which all in the local community can cherish. Whether this be from tree planting, parks, playing fields, allotments or green roofs/walls on buildings the perception of beauty and green infrastructure combined is highlighted as important from national policy downwards.

5.105 The 25 Year Environment Plan (2018)[42] discusses the importance the planning system can play in protecting key natural and historic assets and encouraging high quality green infrastructure within urban areas; it also emphasises the opportunities existing, and new green infrastructure can support through nature recovery and delivery options over a long period of time. National plans to help 'green' our towns and create further green infrastructure are supported within the local plan.

Green Infrastructure Study

5.106 The Green Infrastructure Study provides a Borough-wide analysis of:

- existing provision;
- deficiencies in provision;
- potential improvements to green infrastructure;
- policies to deliver green infrastructure;
- high, medium and low priority projects in addition to specific policies that will deliver green infrastructure.

5.107 This Study has been supplemented by 2013 research identifying existing green infrastructure projects around the Borough being undertaken by a range of agencies. This combined information will aid the Council in developing and targeting further green infrastructure funds and endeavours, particularly in relation to planned development which has been identified by the Habitats Regulations Assessment as having potential adverse impacts on designated nature conservation sites. By supporting existing projects, or filling gaps

[41] https://www.gov.uk/government/groups/building-better-building-beautiful-commission

[42] https://www.gov.uk/government/publications/25-year-environment-plan

(geographical or type) in existing or emerging provision, the Council's efforts can be targeted to best effect. The Norfolk Green Infrastructure and Recreational impact Avoidance and Mitigation Strategy (2021) was produced as part of the NSPF.

5.108 Norfolk local authorities comprising Broadland District Council, Breckland District Council, Great Yarmouth Borough Council, the Borough Council of King's Lynn and West Norfolk, North Norfolk District Council, Norwich City Council, South Norfolk Council and the Broads Authority combined to commission a Green Infrastructure and Recreational Avoidance and Mitigation Strategy. This will enable more informed strategic planning decisions that will help shape emerging Local Plans. The report will serve as another vehicle to deliver solutions to impacts on European sites by, for example, identifying other less sensitive sites to accommodate visitor pressure. The Strategy also considers cross boundary issues therefore ensuring that the cumulative impact of growth across Norfolk is considered and that the local authorities are all playing a role in addressing the impact of their development targets. This process, often involving the provision of new green/ open space known as Suitable Alternative Natural Green Spaces (SANGS), is necessary to mitigate potential impacts of new developments upon European sites. Further direction regarding delivery of SANGS is set out in Policy LP27.

Types of Protected Sites and Areas

See Glossary for definitions.

An Internationally or European Protected Site

- Special Area of Conservation (SAC).
- Special Protection Area (SPA).
- Ramsar wetland.
- potential SPA, possible SAC or proposed Ramsar wetland.

A Nationally Protected Site

- Site of Special Scientific Interest (SSSI).
- Marine Conservation Zone (MCZ).

A Locally Protected Site

- Local Nature Reserve.
- Local Wildlife Site.
- Local Geological Site.

A Protected Area

- National Park or the Norfolk and Suffolk Broads.
- National Landscape.
- Heritage Coast.

Relevant Local and National Policies and Guidance

- National Planning Policy Framework: Conserving and enhancing the natural environment.
- UK A Green Future: Our 25 Year Plan to Improve the Environment (2018).
- National Design Guide: Movement and Nature (2019).
- Building Better, Building Beautiful Commission (2020).
- The Anglian River Basin Management Plan (2015).

Strategic Policies

- LP19 Environmental Assets.
- LP27 Habitat Regulations Assessment (HRA).
- LP38 Community and Culture.
- LP05 Infrastructure Provision.

Green Infrastructure Strategy Stage 1 (2009) and Stage 2 (2010).

Supporting East Marine Plan Policies are

5.109 In summary the policies bullet pointed below support Policy LP23, to find out more information on the supporting policies the hyperlink is active over the policy number.

- Biodiversity - BIO1 and BIO2
- Cumulative Impacts - ECO1
- Marine Protected Areas - MPA1
- Terrestrial and Marine Character - SOC3

Justification

5.110 The Borough Council seeks to protect existing green infrastructure, deliver new green infrastructure to support new development and mitigate its impacts, and support cross boundary green infrastructure projects in partnerships with neighbouring authorities and other organisations. Green space can perform a number of functions and the historic environment in particular has an important contribution to make. Parks and gardens, open spaces within Conservation Areas and the grounds of listed buildings can contribute to the wider objectives and benefits of green infrastructure, for example by enhancing health and well-being and biodiversity, and improving the efficiency of drainage systems.

5.111 Larger residential developments, typically of 50 units or more, should include green space that is proportionate to its scale to minimise any predicted increase in recreational pressure to designated (European Sites) sites, by containing the majority of recreation within and around the developed area. Natural England (with the Landscape Partnership) previously developed Accessible Natural Green Space Standards. These may be applied in setting best practice for the development of alternative Suitable Accessible Natural Green Spaces (SANGS), in accordance with the requirements of the 2017 Habitat Regulations. As a minimum, SANGS should include:

i. High-quality, informal, semi-natural areas;

ii. Circular dog walking routes of 2.9 km within the site and/or with links to surrounding public rights of way (PRoW);

iii. Dedicated 'dogs-off-lead' areas;

iv. Signage/information leaflets to householders to promote these areas for recreation; v. Dog waste bins; and

v. Contribution to the long-term maintenance and management of these provisions.

5.112 The Borough's Green Infrastructure Strategy is a significant resource on the Borough's natural environment and therefore it is important that it is utilised when considering development applications.

Strategic Policy

Policy LP23 Green Infrastructure

1. Opportunities will be taken to link to wider networks, working with partners both within and beyond the Borough. This will include where appropriate considering deficiencies in certain areas.
2. The Council will protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks, including National Trails.
3. The Council supports delivery of outstanding high and medium priority projects detailed in the Green Infrastructure Study.
4. The Council will identify, and coordinate strategic delivery, with relevant stakeholders, of an appropriate range of proportionate green infrastructure enhancements to support new housing and other development, including through delivery of new open spaces in accordance with Policy LP22, and mitigate any potential adverse effects on designated sites of nature conservation interest as a result of increased recreational disturbance arising from new development. All new development must ensure there is no adverse effect on a European Protected Site through the provision of appropriate measures, in accordance with Policy LP27.
5. All development will contribute proportionally to the delivery of green infrastructure.




Norfolk Coast Path

Policy LP24 - Renewable Energy

Introduction

5.113 The NPFF advises that the planning system should support transition to net zero by 2050, including through supporting renewable and low carbon energy and associated infrastructure.

5.114 Strategic Policy LP18 Sustainable Development outlines that the generation of energy from renewable sources will be supported and encouraged. Permission will be given unless there are unacceptable locational or other impacts that could not be outweighed by wider environmental, social, economic and other benefits. The National Planning Policy Framework also states that local planning authorities should approve applications for renewable energy development if its impacts are (or can be made) acceptable. This policy aims to balance the need for renewable energy developments and the impact on the local area and local people.

Relevant Local and National Policies

- Climate Change Act 2008.
- National Planning Policy Framework: Meeting the Challenge of Climate Change, Flooding and Coastal Change.
- Strategic Policy LP18: Design and Sustainable Development.
- Borough Council of King's Lynn & West Norfolk: Small-scale wind turbine noise and shadow flicker guidance[43].
- Planning Practice Guidance.

Supporting East Marine Plan Policies are:

5.115 In summary the policies bullet pointed below support Policy LP24, to find out more information on the supporting policies the hyperlink is active over the policy number.

- Landward Infrastructure- GOV1
- Offshore Windfarms- WIND2
- Offshore Wind- EC3
- Terrestrial and Marine Character- SOC3
- Fishing Activity- FISH1
- Spawning and Nursery Areas- FISH2
- Subsea Cabling- CAB1

Justification

5.116 This policy defines the criteria against which applications for renewable energy will be considered to provide clarity for developers and the wider public. However, it does not apply to wind energy proposals. Decisions regarding

[43] https://www.west-norfolk.gov.uk/download/downloads/id/1446/small_scale_wind_turbines_-_shadow_flicker_and_noise_guidance.pdf

wind energy will rely on national policy and guidance in the renewable and low carbon energy section of the Planning Practice Guidance. The approach is to minimise any adverse impact from renewable energy development including that from the decommissioning of any renewable energy technology. The Council will provide a consistent cross boundary approach with neighbouring North Norfolk District Council by affording greater protection from development within the Norfolk Coast National Landscape. It details factors that need to be considered so that a judgement can be made on the potential acceptability of impacts.

Strategic Policy

Policy LP24 – Renewable Energy

1. Proposals will be supported and considered in the context of contributing to the achievement of sustainable development and adapting to climate change. Proposals made by a local community and through neighbourhood plans for the development of renewable and low-carbon sources of energy, in scale with their community's requirements, including supporting infrastructure for renewable energy projects will be supported.
2. Proposals for renewable energy (other than proposals for wind energy development) and associated infrastructure, including the landward infrastructure for offshore renewable schemes, will be assessed to determine whether or not the benefits they bring in terms of the energy generated are outweighed by the impacts, either individually or cumulatively, upon:
    a. sites of international, national or local nature or landscape conservation importance, whether directly or indirectly, such as the Norfolk Coast, National Landscapes;
    b. the surrounding landscape and townscape;
    c. designated and un-designated heritage assets, including the setting of assets;
    d. ecological interests (species and habitats);
    e. amenity (in terms of noise, overbearing relationship, air quality and light pollution);
    f. contaminated land;
    g. water courses (in terms of pollution);
    h. public safety (including footpaths, bridleways and other non-vehicular rights of way in addition to vehicular highways as well as local, informal pathway networks); and
    i. tourism and other economic activity.
3. In addition to the above factors, the Borough Council will seek to protect productive agricultural land and best and most versatile land. Applications for other uses which would adversely affect these are likely to be refused, unless the material benefits associated with its approval outweigh its loss.

4. Development may be permitted where any adverse impacts can be satisfactorily mitigated against and such mitigation can be secured either by planning condition or by legal agreement.
5. In line with Policy LP27 proposals that would lead to adverse impacts on international nature conservation sites will not be permitted.



Policy LP25 - Sites in Areas of Flood Risk

Introduction

5.117 Because of the number and small size of many of the potential allocations, particularly in rural parts of the Borough, it is often not practicable to obtain a site-specific flood risk assessment and a detailed examination of its implications in advance of allocation. A Surface Water Management Plan (SWMP) was prepared by the Lead Local Flood Authority (LLFA), Norfolk County Council, for King's Lynn and West Norfolk Settlements (Stage 1 2010, Stage 2 2012)[44]. This identified areas which are particularly vulnerable to surface water flooding. The SWMP defines Local Flood Risk Zones which led to Critical Drainage Catchments (catchment areas feeding into these flood-vulnerable areas) being identified. Any development within them is likely to increase the risk of flooding in the most vulnerable areas if no mitigation takes place.

5.118 In 2017 a consortium of Norfolk local planning authorities commissioned new Level 1 SFRAs to inform strategic planning decisions, the preparation of local plans and to inform development management decisions. The SFRA for the Borough was finalised in November 2018. A Level 2 SFRA was completed in 2019. These documents form the basis of the Borough's approach to the Sequential and Exception tests and inform the Sustainability Appraisal of the plan.

Relevant Local and National Policies

- National Planning Policy Framework: Meeting the challenge of climate change, flooding and coastal change.
- National Planning Practice Guidance.

Strategic Policies

- LP15 Development in Coastal Areas.
- LP18 Sustainable Development.
- Joint Protocol (2012) on Strategic Flood Risk Assessment and Tidal River Hazard. Mapping, Environment Agency and Borough Council[45].
- The Wash Shoreline Management Plan (SMP) (Nov 2010).
- Marine Policy Statement/East Marine Plan Policy CC1 Climate Change.

[44] https://www.norfolk.gov.uk/article/39045/Kings-Lynn-and-West-Norfolk-settlements-SWMP

[45] https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwjGk_b9kt-LAxXuRUEAHUlYPOYQFnoECBQQAQ&url=https%3A%2F%2Fwww.west-norfolk.gov.uk%2Fdownload%2Fdownloads%2Fid%2F3429%2Ftechnical_flood_risk_information_document.pdf&usg=AOvVaw14AyguSteafTDsQtzPm8YA&opi=89978449

Justification

5.119 In order to comply with the full requirements for the Exception test in advance of any development in such areas, such allocations are explicitly made subject to the requirements still outstanding. This is done by linking those allocations to a specific development management policy on the topic, as follows. In relation to surface water flooding the policy provides for the advice of the LLFA and findings of the SWMP to lead to a requirement for appropriate mitigation measures. The Government introduced a requirement in April 2015 for sustainable drainage systems to be provided as part of all major development (i.e. residential developments of 10+ houses; equivalent non-residential and/or mixed developments) with drainage implications.

5.120 When development is proposed in, or nearby to areas of flood risk, opportunities should be taken to reduce the existing risk of flooding. Development proposals should promote flood risk reduction, enabling opportunities identified in the SFRA. This may include reducing surface water discharge rates and volumes, providing increased flood storage or conveyance capacity, setting aside green space that could be used for water storage in future, or integrating or retrofitting surface water measures to replace and/or augment existing drainage infrastructure.

5.121 Extensive data is available regarding flood sources, such as fluvial or surface water. A further significant potential flood source is groundwater. The NPPF highlights the need to manage flood risk from all sources. In order to protect against groundwater flooding and contamination, the Council should work with the LLFA to ensure that principal or secondary aquifers are considered on a risk-based approach with the exception of developments involving deep infiltration systems (>2.0m below ground level). Potential sewerage, trade and storm effluent to groundwater needs to incorporate adequate safeguards against possible contamination.

5.122 The development must not increase the risk of flooding within the development site or in the surrounding area. It will need to be demonstrated that development will be resistant and resilient to flooding for its lifetime. An assessment of access and egress is also needed. In relation to the consideration of the impact of climate change the allowances considered must be in accordance with the latest national guidance.

5.123 Internal Drainage Boards (IDBs) are local public authorities that manage water levels. They are an integral part of managing flood risk and land drainage within areas of special drainage need. IDBs input into the planning system by facilitating the drainage of new and existing developments within their districts and advising on planning applications as non-statutory consultees. The Middle Level Commissioners are a statutory corporation created under the Middle Level Acts 1810-74 and operating also under the Land Drainage Act 1991, the Flood and Water Management Act 2010 and the Nene Navigation Act 1753. The Commissioners' primary functions comprise the provision of flood defence and water level management to the Middle Level area, and as navigation authority for the navigable waters of the to fulfil when undertaking their functions. Other bodies involved in the water management process are

Anglian Water, Essex and Suffolk Water and Norfolk County Council, as the Lead Local Flood Authority.

Strategic Policy

Policy LP25: Sites in Areas of Flood Risk

Where sites are at risk of flooding as identified by the Council's Strategic Flood Risk Assessment or more recent Environment Agency mapping and there are no other reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding:

1. These will be subject to (and no relevant planning permission will be granted before):
    a. a site-specific flood risk assessment that considers flood risk from all sources and demonstrates that the proposed development will be safe for its lifetime, taking climate change into account, and with regard to the vulnerability of its users, without increasing flood risk elsewhere and, where possible, reducing flood risk overall. The flood risk assessment will need to consider:
        i. Climate change in line with allowances detailed in the latest national guidance.
        ii. The vulnerability of the users of the proposed development.
        iii. Safe access and egress to an area of safe refuge in line with the Flood Risk Assessment Guidance for New Development (FD2320) document.
    b. satisfactory demonstration that any design or development features necessary to address flood risk issues are compatible with heritage assets in the vicinity (including conservation areas and listed buildings), local visual amenity and (where relevant) to ensure the protection of internationally and nationally designated sites in addition to other natural environment assets such as the landscape and scenic beauty of the National Landscapes.

2. For allocated sites the sequential test set out in the National Planning Policy Framework (NPPF) (Planning and flood risk) is deemed to be met by the allocation process, as set out in the Planning Practice Guidance - Flood Risk and Climate Change, so that development is, as far as reasonably possible, located where the risk of flooding (from all sources) is lowest.

3. In relation to the exceptions test set out in the NPPF (Planning and flood risk):
    a. the first part (demonstration of wider sustainability benefits) is deemed to be met by the allocation process; and
    b. the second part (site specific flood risk assessment, etc.) is not deemed to be met by the allocation process, and shall remain the responsibility of the prospective developer. No relevant planning permission shall be granted unless and until this second part of the test is met, as set out in section 1 of

this policy, above;

4. All new dwellings should incorporate flood resilient/ resistant construction/ design measures, in accordance with the Flood Risk Design Guidance (Appendix B).

5. The Borough Council will take into account advice from the Lead Local Flood Authority and the King's Lynn and West Norfolk Settlements Surface Water Management Plan to ensure that where a serious and exceptional risk of surface water flooding exists adequate and appropriate consideration has been given to mitigating the risk.

6. Mitigation measures must minimise the risk of flooding on the development site and within the surrounding area.

7. Development proposals must demonstrate:

    a. The use of multifunctional Sustainable Drainage Systems (SuDS) unless it can be demonstrated that it is not feasible;
    b. That adequate foul water treatment and disposal already exists or can be provided in time to serve the development;
    c. That foul and surface water flows are separated where possible.



Policy LP26 - Protection of Local Open Space

Introduction

5.124 It is important to retain valued recreational and amenity open space in towns and villages. Parks, playing fields, ponds, woodlands, informal open spaces and allotments all provide opportunities for sport, recreation, leisure and biodiversity. It is important that people, particularly children and elderly people, should have access to open spaces close to where they live.

5.125 It is important that existing green infrastructure and open space is protected and enhanced to support new development in the Borough, particularly in respect of King's Lynn's urban expansion. This is supported by Strategic policies LP18, LP36 and LP05. Policy LP19 indicates that it may be necessary to secure biodiversity needs through planning conditions / obligations. LP19 also highlights the crucial role of the historic and built environment in delivering environmental quality and well-being. Policy LP38 indicates that the Borough Council will support proposals that protect, retain and/or enhance sports, leisure and recreation facilities and Policy LP05 sets out that obligations from developers will be sought through Section 106 legal agreements for allotments, indoor/outdoor sports facilities and green infrastructure.

5.126 The value of a healthy natural environment as the foundations of sustained economic growth, prospering communities and personal wellbeing is recognised by the National Planning Policy Framework (NPPF).

Relevant Local and National Policies

- National Planning Policy Framework: Promoting Healthy and Safe Communities.
- National Planning Policy Framework: Conserving and Enhancing the Natural Environment.
- National Planning Policy Framework: Conserving and Enhancing the Historic Environment.
- UK A Green Future: Our 25 Year Plan to Improve the Environment (2018).

Strategic Policies

- LP19 Environmental Assets.
- LP36 Community and Culture.
- LP05 Infrastructure Provision.
- Green Infrastructure Strategy (2009/2010).

Justification

5.127 The National Planning Policy Framework sets policy designed to avoid the loss of open space, sports and recreational buildings and land, and provides

the opportunity for local communities to identify certain types of important local green spaces through a neighbourhood plan.

5.128 Response to the consultation indicated a desire to provide a greater level of protection for locally important open spaces. The policy approach aims to ensure the amenity value of any local open space is fully considered and to maintain a balance between protecting locally important open space and enabling sustainable development within and adjacent to settlements.

5.129 The Borough Council recognises there may be deficits in the borough, and these could be considered through corporate initiatives if appropriate.

Strategic Policy

Policy LP26 – Protection of Local Open Space

1. The Council will have careful regard to the value of any area of open space when assessing planning applications for development. In assessing the contribution that an area of open space plays, the Council will consider the following factors:
    a. public access;
    b. visual amenity;
    c. local distinctiveness;
    d. landscape character;
    e. recreational value;
    f. biodiversity, geodiversity;
    g. cultural value and historic character;
    h. whether the site has been allocated for development in the Local Plan.

2. Proposals that will result in the loss or restriction of access to locally important areas of open space will be refused planning permission unless such loss can be offset by the replacement locally of equivalent or higher standard of provision or the wider benefits of allowing development to proceed outweigh the value of the site as an area of open space.

3. The Borough Council will support local communities in designating local green space for protection in neighbourhood plans where this:
    a. meets the criteria for local green space as detailed in the National Planning Policy Framework; and
    b. does not conflict with other policies in the Borough's Local Plan.

Policy LP27 - Habitats Regulations Assessment (HRA)

Introduction

5.130 King's Lynn and West Norfolk includes all or part of 15 internationally designated sites; an additional 4 sites outside the district are also considered within the scope of the HRA process. The sites within the Borough are listed in the table below. There are also a number of marine sites in the area:

- Inner Dowsing, Race Bank and North Ridge Marine Protected Area (MPA) Special Area of Conservation (SAC);
- Cromer Shoal Chalk Beds Marine Conservation Zone (MCZ);
- North Norfolk Sandbanks and Saturn Reef SAC;
- Southern North Sea MPA (candidate SAC);
- Haisborough, Hammond and Winterton MPA SAC;
- Outer Thames Estuary SPA.

SPA	SAC	Ramsar
Breckland	Breckland (adjacent to Breckland Council)	Dersingham Bog
The North Norfolk Coast	Norfolk Valley Fens	The North Norfolk Coast
The Ouse Washes	The Ouse Washes	The Ouse Washes
The Wash	Roydon Common and Dersingham Bog	Roydon Common
	The Wash and North Norfolk Coast	The Wash
	River Wensum	

5.131 To protect the integrity of these designated sites and their qualifying features, the accompanying Local Plan Habitats Regulations Assessment performs rigorous checks to identify any likely significant effects and ensure these effects are mitigated.

5.132 The 2023 Habitats Regulations Assessment (HRA) identified potential effects on designated European sites of nature conservation importance from additional recreational pressure. The need for monitoring and, where

necessary, a package of mitigation measures, both on and off site, were identified to ensure no adverse effects on European sites.

5.133 Footprint Ecology consultants completed a comprehensive study of visitor surveys at European protected sites across Norfolk during 2015 and 2016. This was published in 2017[46]. The report was commissioned by the Norfolk Biodiversity Partnership/Norfolk County Council on behalf of all the planning authorities in Norfolk. This new data that also takes into account adjacent authorities' visitor impact means that there is a much more reliable source of evidence to inform plan preparation and assess cumulative impact. The overall conclusion of the report was that growth would cause greater visitor disturbance and therefore proportional mitigation would need to be addressed through local authorities' plan documents.

5.134 The report by Footprint Ecology on visitor pressure also outlined mitigation proposals which included:

- Restrictions on the activities of dog walkers;
- Implement site and access management. The extent of these will need to be agreed amongst Natural England and the relevant local authorities;
- Closing or re-routing of unofficial paths;
- Permanent or seasonal restrictions and or closures of sites, or adoption of new fencing;
- Operation of new car parking areas to draw visitors away from heavily used or vulnerable sites;
- Allocating further Sustainable Accessible Natural Greenspace (SANG); and
- Adoption of interpretation materials.

5.135 As noted above significant work has been undertaken in relation to European sites, and the Borough Council adopted a 'Natura 2000 sites Monitoring and Mitigation Strategy' in September 2015. Payments have been collected since that time in line with the Strategy. The Borough Council recognise the need to implement the detail of the Strategy and a special group has been in operation since 2016 to consider bids to put projects on the ground which meet the criteria. This is important as the population growth (and potential recreational pressure) is clearly occurring as new homes are being built. Detailed guidance on applicability and payment is given in the Local Validation Checklist on the Borough Council planning application part of the website.

5.136 Broadland, Breckland, Great Yarmouth, King's Lynn & West Norfolk, North Norfolk, Norwich City and South Norfolk Councils and the Broads Authority (together forming the Norfolk Strategic Planning Framework (NSPF)),

[46] https://www.west-norfolk.gov.uk/download/downloads/id/6342/footprint_ecology_2017-_visitor_surveys_at_european_protected_sites_across_norfolk.pdf

commissioned Place Services in April 2019 to prepare a Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS). With effect from 1 April 2022, the Borough Council's Monitoring and Mitigation Strategy was replaced by the new county-wide GIRAMS. This study will form part of the evidence base for each of the authorities' Local Plans and provides the basis for future agreements through the NSPF and Norfolk wide mitigation charges. From here on, GIRAMS payments will be made into the Norfolk wide fund although the Borough Council retains responsibility for monies collected prior to 1 April 2022 under the previous regime. The latter will continue to be used to fund projects that are already committed.

5.137 The GIRAMS will be administered by a collective partnership of Norfolk Planning Authorities are working with Norfolk County Council, Natural England, and other relevant partner bodies through the NSPF. Green Infrastructure will be delivered through a combination of index-linked GIRAMS tariff payments, developer contributions and CIL receipts. An HRA Monitoring and Mitigation and GI Coordination Panel, set up through the NSPF, will oversee monitoring, provision of new green infrastructure and the distribution of levy funding.

Dersingham Bog SAC/ Ramsar site

5.138 The HRA identified the potential for trip generating uses to increase traffic on the A149 through Dersingham Bog leading to a need to consider the impacts of air quality arising from the proposed development. Development will only be supported when there is no adverse effect on the integrity of Roydon Common and Dersingham Bog SAC and Dersingham Bog Ramsar. The Borough Council will produce an Air Quality Management Strategy, to ensure there will be no decrease in air quality which would have an adverse effect on the integrity of the SAC and Ramsar, or any other European site. The strategy will be established through consultation with Natural England and will be based on air quality monitoring and traffic modelling.

Breckland SAC and SPA

5.139 The Breckland SPA straddles the Norfolk-Suffolk border. The SPA is situated at the south eastern edge of the Borough, in the proximity of Key Rural Service Centres for the south: Feltwell with Hockwold-cum-Wilton and Methwold with Northwold. The Breckland SPA also incorporates a smaller SAC to the east of Hockwold-cum-Wilton (within Breckland District). New developments in and around these locations may require the preparation of project level HRAs (appropriate assessments). The Breckland SPA has internationally important populations of Stone-curlew, Nightjar and Woodlark. It also supports small numbers of wintering Hen Harrier and breeding Goshawk. Key issues for the site, as set out in Natural England's site improvement plan, include lack of ground disturbance to create/maintain the early successional habitats, undergrazing, forestry/woodland management (Woodlark and Nightjar have declined markedly due to the reduction in open habitats within Thetford Forest), water pollution (affecting the meres), planning permissions, air quality and public access and disturbance.

Nutrient Neutrality (River Wensum Catchment)

5.140 In March 2022 Natural England wrote to local authorities raising concerns about nutrient levels in certain river basin catchments, including the potential impacts of phosphate pollution upon the River Wensum Catchment Special Area of Conservation. The catchment area includes the villages of Docking, East Rudham, Great Bircham/ Bircham Tofts, Great Massingham, Stanhoe, Syderstone and West Rudham. Two site allocations (G31.1 Land off Fakenham Road, East Rudham and G42.1 Land adjacent to 16 Lynn Road, Great Bircham) are identified as having the potential to adversely affect nutrient levels within the Wensum Catchment. Although these sites are small (combined capacity 20 dwellings), it is necessary for the Plan to ensure that delivery of these would not adversely affect these phosphate levels.

5.141 The Borough Council, as a competent authority under the 2017 Habitats Regulations, will carefully consider the nutrient impacts of any new development proposals on the Wensum Catchment and SAC, and whether those impacts may have an adverse effect on the integrity of this European site that requires mitigation, including through nutrient neutrality. To address this, in partnership with other Norfolk authorities and Natural England, in 2022 the Council went live with Nutrient Budget Calculator tools to identify the mitigation needed to address nutrient neutrality issues for developments within the Wensum Catchment area.

Relevant Local and National Policies

- National Planning Policy Framework: Conserving and enhancing the natural environment
- UK A Green Future: Our 25 Year Plan to Improve the Environment (2018)

Supporting East Marine Plan Policies are

5.142 In summary the policies bullet pointed below support Policy LP27; to find out more information on the supporting policies the hyperlink is active over the policy number.

- Biodiversity - BIO1-2
- Cumulative Impacts - ECO1
- Marine Protected Area - MPA1
- Terrestrial and Marine Character - SOC3

Strategic Policies

- LP19 Environmental Assets.
- LP38 Community and Culture.
- LP05 Infrastructure Provision.
- LP16 Norfolk Coast National Landscape.
- Green Infrastructure Strategy Stage 1 (2009) and Stage 2 (2010).

Strategic Policy

Policy LP27 Habitats Regulations Assessment (HRA)

Proposals for development must not adversely affect the integrity of European sites either alone, or in-combination with other plans and projects, unless the tests set out under the Conservation of Habitats and Species Regulations (2017) (as amended) are met.

In relation to recreation monitoring and mitigation the Council has endorsed a Monitoring and Mitigation Strategy including:

1. Development proposals likely to have a significant effect on a European site (either alone or in combination with other plans or projects) will need to be supported by a Project level HRA to establish potential impacts upon affected areas (SPA, SAC, RAMSAR) and a suite of measures including all/some of:

    a. provision of an agreed package of habitat protection measures, to monitor recreational pressure resulting from the new allocations and, if necessary, mitigate adverse impacts before they reach a significant threshold, in order to avoid an adverse effect on the European sites identified in the HRA. This package of measures will require specialist design and assessment but is anticipated to include provision of:

        i. a monitoring programme, which will incorporate new and recommended further actions from the Norfolk visitor pressure study (2016) as well as undertaking any other monitoring not covered by the County-wide study.
        ii. enhanced informal recreational provision on (or in close proximity to) the allocated site [Sustainable Accessible Natural Greenspace], to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on nearby relevant nature conservation sites. This provision will be likely to consist of an integrated combination of:

            - informal open space (over and above the Council's normal standards for play space);
            - landscaping, including landscape planting and maintenance;
            - a network of attractive pedestrian routes, and car access to these, which provide a variety of terrain, routes and links to the wider public footpath network.

        iii. contribution to enhanced management of nearby designated nature conservation sites and/or alternative green space;
        iv. a programme of publicity to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities.

2. Notwithstanding the above suite of measures the Borough Council will levy indexed link tariff per dwelling to cover monitoring/small scale mitigation at the European sites.

3. The potential impacts on European sites from recreational pressure from residential development will be addressed through:
    a. the provision of local level GI/open space and mitigation of residual effects through developer contributions.

Development proposals in the Breckland SPA

4. Within 1500m of the Breckland SPA (excluding the areas of conifer plantation that do not support nesting Stone Curlew), where qualifying features are known to exist, or where nesting attempts have been made, adverse effects can only be ruled out if:

    a. Developments of up to 10 dwellings within the boundaries of KRSCs, where it is completely masked from the SPA on all sides (i.e. infill development); or
    b. Development that is a re-development of existing building(s) and would not increase the existing footprint or intensity of use and potential detractors (such as noise, light, people).

Nutrient Neutrality (River Wensum Catchment)

5. Proposals within the River Wensum catchment and with the potential to adversely affect the water quality and the integrity of the River Wensum SAC and The Broads SAC and Broadland Ramsar sites through increased nutrient pollution, should be accompanied by a project level HRA, which will need to satisfactorily demonstrate nutrient neutrality by assessing impacts, identifying appropriate mitigation and providing for monitoring the impacts of development on the integrity of these European sites.

Roydon Common and Dersingham Bog SAC/Dersingham Bog Ramsar

6. Development proposals should be consistent with the Council's Air Quality Management Strategy and must demonstrate that any effect on air quality will not adversely affect the integrity of the Roydon Common and Dersingham Bog SAC and Dersingham Bog Ramsar, or any other European sites.





6 Social and Community

Policy LP28 - Affordable Housing

Introduction

6.1 Delivering new affordable homes remains a key national and local priority, to meet housing need. This policy seeks to deliver affordable housing as a percentage of development on qualifying sites. The policy sets percentages and thresholds for sites in different locations. These are to be reviewed from time to time.

6.2 Affordable housing is housing provided to those that are unable to meet their housing needs through the private sector. Government policy as set out in the NPPF defines affordable housing as affordable housing for rent, starter homes, discounted market sales housing, and other affordable routes to home ownership[47].

Justification

6.3 In accordance with the requirements of the NPPF, affordable housing should include provisions to remain at an affordable price for future eligible households or for any subsidy to be recycled for alternative affordable housing provision. Affordable rented properties are either Social-Rented or Affordable Rent, which determines the level of rent chargeable. Nearly all rural parishes within the Borough are designated rural areas under the 1985 Housing Act (section 157)[48]. This restricts the future sale of rural affordable housing under the "Right to Buy"; recognising that rural affordable housing is a valuable asset.

6.4 The Borough Council have commissioned and conducted a number of studies to identify an up to date picture housing need, and to create a strategic plan for housing in the borough. As well as publishing a number of guidance documents. These include:

- Housing Needs Assessment (HNA) (2020).

[47] The Affordable Housing definition was amended to include First Homes in May 2021 - What is a First Home? First Homes are a specific kind of discounted market sale housing and should be considered to meet the definition of 'affordable housing' for planning purposes. Specifically, First Homes are discounted market sale units which: a) must be discounted by a minimum of 30% against the market value; b) are sold to a person or persons meeting the First Homes eligibility criteria (see below); c) on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage of current market value) and certain other restrictions are passed on at each subsequent title transfer; and, d) after the discount has been applied, the first sale must be at a price no higher than £250,000 (or £420,000 in Greater London). First Homes are the government's preferred discounted market tenure and should account for at least 25% of all affordable housing units delivered by developers through planning obligations. PPG 24 May 2021 Paragraph: 001 Reference ID: 70-001-20210524

[48] https://www.local.gov.uk/sites/default/files/documents/rural-designated-areas-735.pdf

- Older person and specialist care accommodation study (2020)[49].
- Local Plan review viability study (2021)[50].
- Gypsy and Traveller Accommodation Assessment (GTAA) (2023)[51].
- Guidance on affordable housing contributions secured through section 106 planning agreements (2019)[52].
- Affordable Housing Policy (2011).

6.5 The elements of the policy dealing with affordable or special needs housing reflect very particular circumstances evidenced from the focused studies. The affordable housing threshold and percentage takes into account demand, viability of development and the size and function of settlements in the borough.

6.6 Affordable housing including social rented and intermediate housing is unlikely to be delivered by the market alone. The majority of new affordable housing will be delivered through Section 106 Planning Agreements. Such agreements will require developers to transfer a proportion of their housing at a price below market value to a Registered Provider of Social Housing (RP). Other sites will provide purely affordable housing and will include rural exception sites. Such development is likely to be dependent upon securing grant funding from the Homes England.

6.7 A 15% affordable housing contribution will be sought in the built-up area of Kings Lynn (i.e. the un-parished area). In seeking to apply this in a consistent manner in parishes surrounding the built-up area (including those specifically noted in the settlement hierarchy as being '...adjacent to King's Lynn...') a 20% contribution will be sought. The Housing Need Assessment (HNA 2020) suggests that 24.4% affordable housing need for rent and shared ownership plus a further 1.8% for discount market sale. It is envisaged that the discount market sales need will be met mainly through exception sites. The HNA identifies shared ownership as the most affordable form of affordable home ownership and suggest a split between rent and shared ownership of 68% and 32%.

6.8 The NPPF (section 5: Delivering a sufficient supply of homes) states that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership, unless this would exceed the level of

[49] https://www.west-norfolk.gov.uk/download/downloads/id/6632/study_of_retirement_housing_norfolk_report_v1_march_2021.pdf

[50] https://www.west-norfolk.gov.uk/download/downloads/id/6633/klwn_viability_update_5th_april_2021_final_-_report_and_appendices.pdf

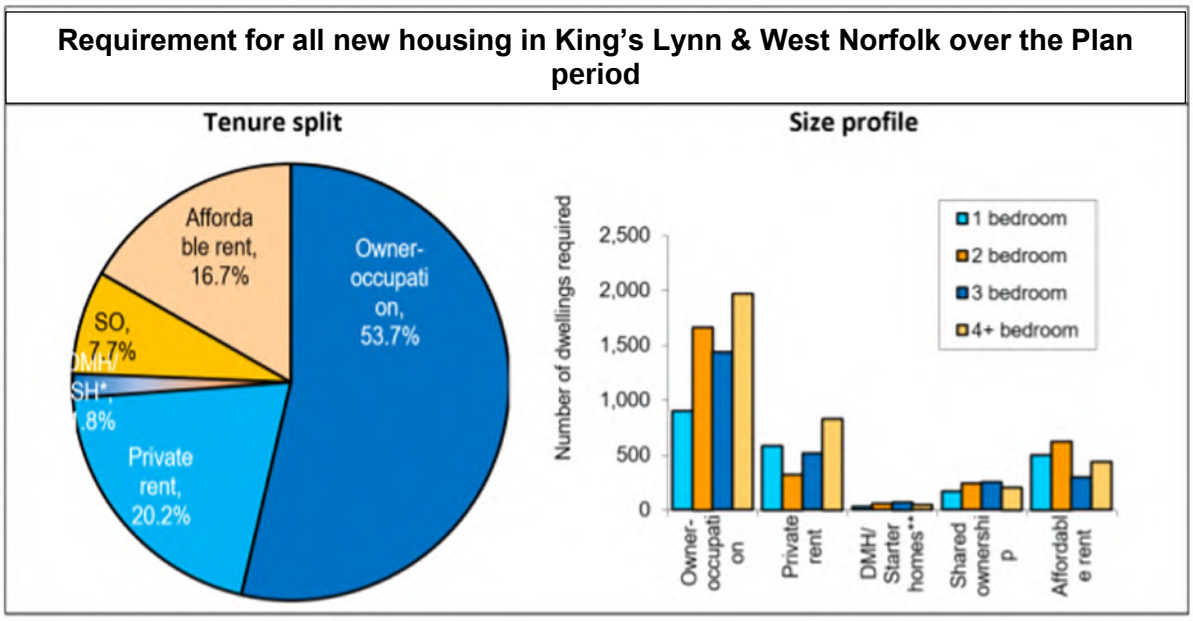
[51] https://www.west-norfolk.gov.uk/download/downloads/id/7907/klwn_final_gtaa_report_-_june_2023.pdf

[52] https://www.west-norfolk.gov.uk/download/downloads/id/6633/klwn_viability_update_5th_april_2021_final_-_report_and_appendices.pdf

affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups (subject to exemptions see NPPF).

6.9 In light of the above evidence from the HNA 2020 and the overall percentages of affordable housing being sought, securing at 10% of sites as affordable home ownership would significantly prejudice the ability to meet the identified affordable housing needs of specific groups including families. Therefore, the 70/30% split from the previous Local Plan is retained, based upon the latest HNA and subject to viability.

6.10 The HNA provides the following conclusion as illustrated by the figure, below. This sets out the size and tenure requirements over the plan period (between 2021-2040)[53].



Implementation

6.11 The policy aims to strike the balance between creating mixed and balanced communities, which is in line with the NPPF, and ensuring that development is viable and can come forward i.e. is deliverable. It is considered that this approach is best taken forward by assessing each proposal on its own individual merits.

6.12 The achievement of the provision outlined above depends on appropriate market conditions. The Borough Council can ensure that the proper planning for strategic infrastructure has taken place, facilitate implementation plans (site

[53] Discount market housing/ Starter homes figures represent potential demand rather than a requirement.

briefs, etc.) and deal with planning applications in an efficient way, but broadly the risks will lie with the private sector.

6.13 It should be noted that proposals for affordable housing are not exempt from any requirement to provide mitigation measures for European sites (even if exempt from paying any other levy).

6.14 Custom and Self-Build Housing schemes will also need to comply with the policy requirements regarding the on-site provision of affordable housing. This will be agreed by the Borough Council and could include the negotiated transfer of serviced plots to a registered provider for example.

6.15 For the purposes of the policy the definition of residential development includes residential park homes and caravans where they are not subject to occupancy restrictions.

6.16 Where an existing dwelling (or dwellings) is to be demolished and replaced with substantially the same type of dwelling, provided it is not eligible for vacant building credit, no affordable housing contribution will be sought. Essentially no 'additional' development is being created, and therefore no development uplift will be created.

6.17 Experience in the Borough and elsewhere has been that attempts may be made to avoid the affordable housing requirement by artificial sub-division of sites and incremental developments of numbers of houses below the threshold. Such developments will deliver neither the proportion of affordable housing required to meet needs, nor the mix of housing stock required to sustain balanced communities.

6.18 The policy is intended to avoid such 'playing' of the system, while recognising the realities of change over time and exceptional circumstances that may require the threshold to be set aside. Example: Permission is granted for 4 market dwellings on a site of 0.15 ha in a rural village. The site is not required to provide affordable housing as it is below the threshold set in the policy. Development is completed on the site. Then 4 years later, an application is made for 3 more houses on land immediately adjacent to the completed site. Both sites are assessed in combination to determine the affordable housing contribution. Therefore, the total number of dwellings on both sites is 7 and the developer will be required to deliver the relevant proportion of affordable housing (20% in this rural example), or equivalent financial contributions if this cannot be delivered on site as per points 10 and 11 of the policy below[54].

[54] The Affordable Housing definition was amended to include First Homes in May 2021 - What is a First Home? First Homes are a specific kind of discounted market sale housing and should be considered to meet the definition of 'affordable housing' for planning purposes. Specifically, First Homes are discounted market sale units which: a) must be discounted by a minimum of 30% against the market value; b) are sold to a person or persons meeting the First Homes eligibility criteria (see below); c) on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage of current market value) and certain other restrictions are passed on at each subsequent title transfer; and, d) after the discount has been applied, the first sale must be at a price no higher than £250,000 (or £420,000 in Greater London). First Homes are the government's preferred

Strategic Policy

Policy LP28 - Affordable Housing

Housing – type, size, tenure

1. The national definition of affordable housing as set out in the National Planning Policy Framework, is applied for the purpose of this policy.
2. Proposals for housing need to meet the need as identified in the most up to date housing needs assessment with particular regard to size, type and tenure of dwellings. (These needs will include appropriate provision for all sectors of the community, for example including the needs of elderly people or people with disabilities). Proposals will also be required to be agreed by the Borough Council.
3. The Council will work with partner organisations to maximise the delivery of affordable housing to respond to identified housing need throughout the borough. This will be achieved by having regard to both up to date Local Housing Needs (LHN) and Housing Needs Assessments (HNA), and affordable housing needs viability studies.
4. The affordable housing should be provided on site. Provision will be made through planning obligations to secure the affordable housing and to ensure it is available at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.
5. The affordable rented housing provided on-site should be maintained as affordable housing in perpetuity. Provision will be made through planning obligations to provide the affordable housing and to ensure its availability to initial and successive occupiers.
6. On new developments affordable housing should be fully integrated with general market housing to achieve a mixed and balanced community. The affordable housing element in terms of aesthetics should be in keeping with the wider development, reflecting local distinctiveness and design policies of the Local Plan and Neighbourhood Plan (should one be in force) ensuring characteristics of the development are carried across all of the housing. This avoids large concentrations of single tenure dwellings and creates mixed and sustainable communities in which accommodation is tenure-blind with and indistinguishable between affordable and market homes.
7. Affordable housing provision may come forward as a percentage of allocated or other permitted sites, or as exception sites in suitable locations. The percentage which will be sought for affordable housing provision on qualifying sites is:
    a. 15% within the built-up area of Kings Lynn
    b. 20% in all other areas

discounted market tenure and should account for at least 25% of all affordable housing units delivered by developers through planning obligations. PPG 24 May 2021 Paragraph: 001 Reference ID: 70-001-20210524

8. The thresholds over which affordable housing provision will be sought are:
    a. King's Lynn, Downham Market and Hunstanton - Sites of 0.33 ha or 10 or more dwellings
    b. Rural areas - Sites of 0.165 of ha or 5 or more dwellings.

Tenure mix

9. 70:30 Rented to First Homes (25%) and shared ownership (5%), adjusted where necessary to balance housing need and make schemes viable. Shared ownership to include other forms of intermediate tenure, including intermediate rented as agreed by the council.

Commuted Sums and Viability

10. Affordable housing should be delivered on site. Only where schemes seek not to meet the policy requirement will an open book viability assessment (prepared in accordance with NPPG on Viability) be necessary and accepted.
11. Off-site contributions in lieu of built units on site will only be considered where this is robustly justified by evidence. Where the provision of on-site units threatens the viability of the development, the applicant will be required to submit an open book viability assessment in accordance with clause 10 of this policy.
12. A flexible approach on both thresholds and proportions will be taken to ensure scheme viability and balance housing need, negotiated scheme-by-scheme, subject to open book approach by developers.

Vacant Building Credit

13. In seeking a vacant building credit in respect of the affordable housing on brownfield land, an application will only be considered on the following basis (as detailed within the 'Guidance on affordable housing contributions secured through section 106 planning agreements (2019)' or future successor document):
    - Where the building has not been vacated for the sole purpose of redevelopment;
    - Where the existing building(s) has not been abandoned; and
    - Where specific information on the floorspace of the proposed residential development and the calculation of the claimed offset has been provided.

Delivering Affordable Housing on Phased Development

Allocated Sites

14. For allocated sites, the minimum requirement for affordable housing will be set against the number of units specified in the site-specific policy or planning application(s), whichever is greater[55].

Windfall Sites

15. On windfall sites the requirement to provide affordable housing will apply where the Borough Council considers that the proposed development forms part of a larger site which, if developed, would result in a requirement for a proportion of (or contribution to) affordable housing. If the application site satisfies one or more of the following criteria, then it will be considered to be part of a larger site for the purposes of this policy:

    a. **Land ownership** – If an application site is in the same ownership as one or more adjacent plots of land at the time the application is made or within 5 years of the date that planning permission is granted, and development of those sites would comply with other policies of the Local Plan;

    b. **Planning history** – If there is evidence of previous applications for development of a larger site of which the application site forms a part within the past 5 years of the date that planning permission was granted is made and development of the larger site would still be acceptable under other policies of the Local Plan; or

    c. **Extensions to existing consented development** – If the site forms an extension to a development that has been granted planning permission in the 5 years before the application is made and which is still capable of being implemented or the site forms an extension to a development that is being built out on the date the application is made.

Exceptions Sites

16. The Borough Council will support schemes for the provision of affordable housing as exceptions to normal planning policies where:

    a. The site is reasonably related to an existing settlement and amenities, as defined by the settlement hierarchy (Policy LP01 – Spatial Strategy and Settlement Hierarchy);

    b. The proposal is supported by evidence of local affordable housing need;

    c. Future management for affordable housing is supported by a recognised Registered Provider of Social Housing or other arrangements for the effective management of affordable homes;

    d. The scheme must be genuinely affordable housing led and any element of subsidy through provision of market housing is proven through viability assessments.

Policy LP28 contributes to Strategic Policy Objectives 1, 3, Economy, 6, 7, 9, Society, 11, 13, 15, Environment, 16, 17, 18, King's Lynn, 28, 29, 30, 31 Rural Areas.



[55] Example: if a site is allocated for 20 dwellings in the rural area, then a minimum of 4 affordable units (20%) would need to be delivered on the site, even if separate/ independent applications come forward for different development phases.

Policy LP29 - Housing for the Elderly and Specialist Care

Justification

6.19 To deliver sustainable communities means to support the needs of the current population and any future populations. The NPPF (Delivering a sufficient supply of homes) states that the needs of groups with specific housing requirements are addressed. The type of housing needed for different groups in the community should be assessed and reflected in planning policies including, but not limited to older people, and people with disabilities. Section 12 of the NPPF (Achieving well-designed places) states that planning policies should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and do not undermine the quality of life or community cohesion and resilience.

6.20 Housing for older people is defined as social sector 'sheltered' and age-exclusive housing and private sector leasehold retirement housing. This will include schemes, for rent and for sale, with on-site staff support, those with locality-based support services and schemes with no associated support services. Housing with care is defined as it includes extra care schemes, often called 'assisted living' in the private sector, with 24/7 care available on-site and housing schemes that offer bespoke care services, even if these are not full on-site 24/7 care, across both the social and private sector.

6.21 The Borough Council takes this responsibility seriously and to support the Local Plan with up to-date and proportionate evidence has commissioned and published both a Housing Needs Assessment (HNA) (Simon Drummond-Hay, 2020) to supersede the 2014 Strategic Housing Market Assessment (SHMA) and in collaboration through the Norfolk Strategic Planning Framework (NSPF) with the other Norfolk planning authorities a Demand for Specialist Older Persons Housing and Dementia Care Housing Study (Three Dragons, 2021).

6.22 These studies illustrate that the Borough has a relatively aged population structure, and this characteristic is likely to become more pronounced in the future, with the number of residents over 75 anticipated to increase from 13,288 in 2020 to 19,166 by 2036. And that those requiring specialist accommodation, due to limiting long term illness and difficulty in performing personal care and tasks, will increase from 3,335 in 2020 to 4,810 by 2036.

6.23 It is also noteworthy that the provision of accommodation particularly suitable for older people, whilst meeting their specific needs could also free up existing housing. This could then be available for families and other younger people for whom it may be more suited.

6.24 Given the significant need for housing suitable for older people and people in need of care it is necessary to promote and encourage this form of development. The policy seeks to prioritise such development in certain geographic areas which are considered to be more suitable than others. This

is based upon the Local Plan Settlement Hierarchy and the guide produce by Three Dragons as part of their study which looks at services, facilities and the daily needs of people within this group.

6.25 It is anticipated that the need for this type of housing will be meet through a combination of allocations and windfall developments. The Local Plan provides such an allocation at Hunstanton (Policies F2.3 & F2.5). Other allocations may come forward through future Local Plans or Neighbourhood Plans. The Borough Council has a duty to assist communities who wish to prepare a Neighbourhood Plan for their area and would very much welcome the delivery of such an allocation and would assist with this process. The Borough Council, subject to this policy, will support and encourage the provision of such housing on windfall sites.

6.26 Given the need and recognising that it may be difficult to secure this accommodation on windfall sites within the defined Development Boundaries, the policy also allows for accommodation for older people and people with care needs outside of Development Boundaries but which are reasonably related to the more sustainable settlements within the Borough. For such sites it will be necessary to ensure that they are able to provide good access to services and facilities for those with no access to a private car. To demonstrate good accessibility, such housing will need to be appropriate for the intended users, for example by providing ramps, lifts and stair lifts. It is also key that what is proposed and provided actually meets the identified need.

6.27 The design standards should have regard to the principles set out in the 'Housing our Aging Population Panel for Innovation' (HAPPI) report[56] which published in 2009 sought to consider what reforms were needed to ensure that new build specialised housing meets the future needs and aspirations of older people.

6.28 In addition to this policy, the Borough Council is applying a requirement in Policy LP30 that all new housing should be to 'M4(2): Accessible and Adaptable Dwellings' standards where practical. The intention of this approach will be to maximise the flexibility of new housing to accommodate a wider spectrum of housing needs. This will support housing needs of older people but also those with specialist needs such as those who are disabled and some wheelchair users.

6.29 It is strongly recommended that prior to submitting a planning application, applicants discuss the level of specific elderly or vulnerable users' housing need with both the Borough Council and Norfolk County Council.

Design

6.30 Schemes will be required to meet the development criteria established for other residential developments relating to high quality sustainable design including LP06, LP18 and LP21.

[56] https://www.housinglin.org.uk/Topics/browse/Design-building/HAPPI/

6.31 Whilst there is likely to be a minimum scale of provision for schemes in order for the particular model of care to retain viability, proposals should nevertheless be well related to their local surroundings in respect of size and design.

6.32 The Borough Council wishes to ensure that schemes and their accommodation maintain longevity in terms of appearance, cyclical maintenance, running costs, responses to climate change and adaptability to meet future lifestyles and technologies throughout the life of the building and is therefore future-proofed to ensure such adaptability.

6.33 The Norfolk Coast National Landscape covers a significant portion of the Borough. The statutory purpose of designating an area of land as a National Landscape is to conserve and enhance the natural beauty of the area. This comprises the area's distinctive landscape character, biodiversity and geodiversity, historic and cultural environment. With this in mind and in line with the NPPF, Policy LP16, and taking into consideration the Norfolk Coast Partnership's management strategy 'Norfolk Coast Area of Outstanding Natural Beauty Strategy' special consideration will need to be given should the proposed development have the potential to impact upon the National Landscape and/or its setting.

Affordable Housing

6.34 The obligation to make an affordable housing contribution will depend on which Use Class Order the Borough Council considers the scheme to be. The particular characteristics of housing with care and extra support are likely to make it more expensive to deliver than general market housing, which may affect its ability to provide a full affordable housing contribution. However, this may be offset by other planning obligations, such as contributions towards education, which may not apply. Where viability is an issue, it will be assessed in the same way as any other scheme.

6.35 Housing with care and extra support can take a variety of forms which can influence whether it is classified as C2 or C3. The nature and type of service and accommodation in a scheme will determine the Use Class and therefore whether or not it needs to accord with the provisions of LP28 in providing an affordable housing contribution where this is viable and appropriate.

6.36 The Borough council will usually regard the following factors as indicating that a development falls within Use Class C3 and therefore subject to the affordable housing requirements of policy LP28:

- Units within a scheme consist of single, self-contained units of occupation being used as a single dwelling for an individual household;
- Units are designed, or adapted, for residential purposes - containing the normal facilities for cooking, eating and sleeping associated with use as a dwelling house i.e. they afford the facilities required for day to day private domestic existence.

6.37 In relation to housing with care and extra support schemes, the factors which differentiate C2 and C3 are those relating to the predominant level of care provided and whether it is provided as a condition of residency, which is more likely to indicate a C2 classification. However, receiving a care service does not in itself necessarily determine it as C2 accommodation if it is not a requirement. If the level of care provided is high or equivalent to the service normally associated with residential care homes, a C2 classification would be indicated.

6.38 The Borough Council will take all the characteristics of a scheme into account in determining the Use Class and will not consider any one factor as the defining criterion.

6.39 Where the development of housing with care and additional support forms part of a larger development, for example in a retirement community which might contain C2 residential nursing home accommodation, the individual parts of the development will be treated separately in determining their use class, providing they are in separate buildings.

6.40 The composition of the affordable housing will be the subject of negotiations and may be Extra Care Housing or General Needs housing or a mixture of both. Factors influencing affordable housing type will include the physical nature of the development, the flexibility of the site in providing for a range of needs, and the assessed housing need.

Strategic Policy

Policy LP29 - Housing for the Elderly and Specialist Care

Development proposals providing specialist housing options for older people's accommodation and others with support needs, including sheltered housing, supported housing, extra care housing and residential/nursing care homes will be encouraged. The following types of development will be permitted:

1. bungalows in accordance with 'LP02 – Development on Windfall Sites';
2. accessible apartments in accordance 'LP02: Development on Windfall Sites'; and
3. grouped accommodation with appropriate elements of support, shared facilities and/or nursing care/ wardening where either:
    a. it is located within Spatial Strategy and Settlement Hierarchy (LP01), and
        i. close to town or village shops, public transport, community facilities and medical services; and
        ii. these are easily reached by those without access to a car, as appropriate to the needs and level of mobility of potential residents; or
    b. it is located outside Development Boundaries (LP02), and

i. is reasonably related to the Development Boundary of a Main Town, Growth Key Rural Service Centre or Key Rural Service Centre;
ii. a Travel Plan shows how residents without cars will have access to shops, community facilities and medical services, as appropriate to the needs and level of mobility of potential residents. The plan should also demonstrate how visitors and staff without cars can access the premises. Measures included in the plan will need to be secured by planning condition and/or a planning obligation;
iii. proposals meet the identified need for older people or people with a care need and;
iv. a planning condition restricts the occupancy to older people or people with a need for care.

4. Schemes will be required to provide ancillary, communal facilities to complement those available locally, whilst avoiding duplication. Such facilities might range from small scale provision such as a restaurant, bar or hairdresser, to extensive facilities such as a library, crafts/woodworking room, gym/leisure facilities;

5. The design of housing covered by this policy should be in accordance with other relevant policies of the Local Plan including but not limited to LP06, LP18 and LP21, and also provide:

    a. suitable storage space for items that aid mobility;
    b. sheltered external recreational space, and where this cannot be achieved, to the provision of external balconies.

Policy LP30 - Adaptable and Accessible Homes

Justification

6.41 The intention of this approach will be to maximise the flexibility of new housing to accommodate a wider spectrum of housing needs. This will support the housing needs of older people but also those with specialist needs such as those who are disabled and wheelchair users, leading to positive impacts on health and well-being. Making homes adaptable and accessible from the start will reduce the likelihood of people having to leave their homes as their needs change and allow people to stay within their local communities, creating mixed and inclusive communities.

6.42 Delivering sustainable communities means supporting the needs of the current and any future population. The NPPF states that the needs of groups with specific housing requirements should be addressed. It continues within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies including, but not limited to, families with children, older people, and people with disabilities. The NPPF also states that planning policies should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and do not undermine the quality of life or community cohesion and resilience.

6.43 The PPG is clear that 'Accessible and adaptable housing enables people to live more independently, while also saving on health and social costs in the future.' The same paragraph clarifies that 'accessible and adaptable housing will provide safe and convenient approach routes into and out of the home and outside areas, suitable circulation space and suitable bathroom and kitchens within the home. Wheelchair user dwellings include additional features to meet the needs of occupants who use wheelchairs or allow for adaptations to meet such needs.'

6.44 The National Building Regulations include specific nationally agreed construction standards (the M4(2) standard) which would deliver accessible and adaptable homes. However, as a national standard they are optional and depend partly on the viability of this aspect when considered with other requirements of the Local Plan. So, the Borough Council is requiring that 40% of dwellings on a scheme must meet the M4(2) standard, in accordance with the 2020 Housing Needs Assessment (HNA). Homes built to this standard are more flexible and readily adaptable as people's needs change. They are suitable not just for the elderly but also for families with pushchair needs, or those with a temporary or permanent disability or health issue.

6.45 It is estimated that the national unmet need for wheelchair adaptable properties is the equivalent of 3.5 per 1,000 households. However, Planning Practice Guidance states that M4(3) (wheelchair adaptability) should only be applied to properties where the LPA is responsible for allocating or nominating a person to live in that dwelling. A proportion of new dwellings that accord with

Category M4(3) wheelchair adaptability on larger housing developments is required when the Borough Council is negotiating within the affordable housing contributions. The policy will be applied taking account of the Council's current housing needs, for example, the most up to date Housing Needs Assessment, etc.

6.46 Where the specific requirements of Building Regulations may not be achievable, an element of flexibility is recognised as being required in the delivery of these standards. This may be due to, site specific challenges around topography, flood risk and/or the relationship to design. It is acknowledged that a significant proportion of the Borough is at risk to flooding, and that this could be a constraint to achieving this. Where developers demonstrate that the M4(2) or M4(3) requirements are not feasible to be delivered on viability grounds exemptions will be on a case by case basis on the clear evidence submitted at planning application stage, e.g. the topography of the site makes provision as a whole not feasible and impacts development viability significantly.

6.47 To support the Local Plan with up-to-date and proportionate evidence the Borough Council has commissioned and published the following: a Housing Needs Assessment (HNA) (Simon Drummond-Hay, 2020) to supersede the 2014 Strategic Housing Market Assessment (SHMA), in collaboration through the Norfolk Strategic Planning Framework (NSPF) with the other Norfolk planning authorities, a Demand for Specialist Older Persons Housing and Dementia Care Housing Study (Three Dragons, 2020) and a Local Plan viability study (Simon Drummond-Hay, 2020).

6.48 These studies illustrate that the Borough has a relatively aged population structure, and this characteristic is likely to become more pronounced in the future, with the number of residents over 75 anticipated to increase from 13,288 in 2020 to 19,166 by 2036. People requiring specialist accommodation, due to limiting long term illness and difficulty in performing personal care and tasks, will increase from 3,335 in 2020 to 4,810 by 2036. Additionally, many households have persons with disabilities which require adaptations to homes.

6.49 The evidence studies suggest that all new homes in the Borough should be designed to be adaptable to meet current and future needs. The HNA (page 83/84) states that the need for adaptable and accessible homes in King's Lynn and West Norfolk by 2036 (the end-date for the study) will be either be 12,354 or 13,215 depending upon whether it is assumed that all or 50% of the institutional population have mobility issues. The Local Plan Viability Assessment (Simon Drummond-Hay, 2021) has concluded that it is financially viable for 40% of all new homes to meet requirement M4(2) of Part M of the Building Regulations. The Policy reflects this finding.

Strategic Policy

Policy LP30- Adaptable and Accessible Homes

1. All new homes must be designed and constructed in a way that enables them to be adaptable, so they can meet the changing needs of their occupants over their lifetime. Planning permission will be granted for new dwellings subject to the following:

    a. 40% of new homes must be built to meet requirement M4(2) of Part M of the Building Regulations: Category 2 for accessible and adaptable dwellings.
    b. The encouragement, where practicable and viable, of dwellings on schemes involving major development being provided as wheelchair adaptable dwellings in accordance with the Building Regulations M4(3) standard: Category 3.
    c. The Borough Council will require a minimum of 5% of the affordable housing contribution (new dwellings) on major housing developments to accord with Category M4(3) (wheelchair adaptability).

2. Exemptions will only be considered where the applicant can robustly demonstrate that compliance would significantly harm the financial viability of the scheme, or where it is not practical to do so given the flood risk. Where exemptions are sought on practicality or viability grounds, the minimum number of units necessary will be exempted from the requirements i.e. If only 1 out of 3 adaptable dwellings can be provided, then the 1 still applies.



Policy LP31 – Custom and Self-Build Housing

Introduction

6.50 The Self-build and Custom Housebuilding Act 2015 (subsequently amended by the Housing and Planning Act 2016 and Levelling Up and Regeneration Act 2023) provides a legal definition of self-build and custom house building.

6.51 Self-build and custom housebuilding means the building or completion by:

- individuals;
- associations of individuals, or
- persons working with or for individuals or associations of individuals, of houses to be occupied by those individuals;
- but it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person.

6.52 Whilst legally self-build and custom house building share the above definition, custom build is commonly regarded as where an individual, commissions a specialist developer to deliver their own home. Whereas, self-build is where the individual is more directly involved in organising or constructing his or her own home. Both routes require more significant input into the design of their home than other forms of housing.

6.53 The legislation requires that all local authorities should keep a register of individuals and associations of individuals who are seeking to acquire plots of land for self and custom build housing in the local authority's area (to build houses for those individuals to occupy as homes). This the Borough Council does. The Levelling Up and Regeneration Act 2023 includes a legal obligation to grant permission for sufficient self-build and custom housing plots to meet the identified need, as defined by the register.

6.54 The National Planning Policy Framework, under the section entitled 'Delivering a sufficient supply of homes', the Government makes it clear that to boost supply, it is important that a sufficient amount and variety of land can come forward where it is needed, and that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay and this includes people wishing to commission or build their own homes.

6.55 The NPPF reminds Local Planning Authorities that they are required to keep a register of those seeking to acquire serviced plots in the area for their own self-build and custom housebuilding. They are also subject to duties to 'have regard' to this and to give enough suitable development permissions to meet the identified demand.

6.56 The Borough Council recognises the importance that custom and self-build housing can play in contributing not only to housing supply but also to completions. Given this, and that it allows people to create a home which they

ultimately want, the Borough Council is supportive of custom and self-build housing. So much so it has created a Task Group dedicated to the subject and published a Custom and Self-Build Action Plan.

6.57 The purpose of the Action Plan is to set out the Borough Council's own responsibilities and wider ambitions in respect to self-build and custom house building. To positively influence or help secure development opportunities where we can support individuals or organisations in our local communities to deliver high quality self-build or custom house building to meet demand in the borough. The Action Plan contains 15 of commitments/actions for different departments within the council. These cover the following areas: promotion, facilitation and enabling. It also provides an indicative timescale these are broadly to be achieved within in.

6.58 The Local Plan seeks to create a policy environment which supports and encourages custom and self-build opportunities. In doing so this will provide opportunities for those wishing to build or commission the build of their own home and will also assist with the supply and the delivery of housing. The following is how the Local Plan aims to achieve this and meet a number of the actions contained within the Action Plan.

6.59 The Borough Council will support the landowners / developers of allocated sites within the Local Plan who wish to bring forward their site(s) for custom and self-build purposes. Indeed, some of the existing allocations have come forward and been delivered in this way, and further site owners have expressed a desire to bring forward their sites in this way.

6.60 The Borough Council through its duty to assist those communities who wish to prepare a neighbourhood plan for their area will inform and support policies which seek to encourage custom and self-build opportunities, as either residential housing allocations or more general land use policies.

Strategic Policy

Policy LP31 – Custom and Self-Build Housing

1. Proposals for self-build and custom housebuilding will be supported where they respect local character and comply with other relevant policies in the plan.
2. On multi-plot sites, proposals will be encouraged to make a proportion of serviced dwelling plots available to self and custom housebuilders, for which consideration should be given to the sizes of plots identified as required on the Self Build Register.
3. The delivery of plots for custom and self-build housing will be secured by a planning condition or S106 agreement.

Policy LP32 - Sites for Gypsies, Travellers and Travelling Showpeople

Introduction

6.61 The overarching aim of the National Planning Policy for Traveller Sites (2024)[57] is to ensure fair and equal treatment of the travelling community, in a way that facilitates their traditional and nomadic way of life while respecting the interests of the settled community. As part of this, the Council is required to proactively plan to meet the housing needs of Gypsies, Travellers and Travelling Showpeople in the Borough. This is necessary to meet the requirements of the 2010 Equality Act, given that Gypsies and Travellers are classified as having "protected characteristics".

6.62 The Gypsy and Traveller Accommodation Assessment (GTAA) undertaken in 2023, identifies the Gypsy and Traveller need in accordance with the definitions of Government Policy. This has been supplemented with information from the Council's Annual Caravan Count.

6.63 The GTAA Technical Note 2024 identifies a need for a minimum of 100 additional permanent pitches by 2040, of which 72 pitches are needed by 2027/2028. There is also a need for an additional 5 plots for Travelling Showpeople with 4 plots to be delivered by 2027/2028. The evidence does not identify a need for any transit or temporary provision. It has been agreed through Duty to Cooperate that the Council and neighbouring authorities are able to meet their own needs in full, with no dependence on neighbouring areas.

Gypsy and Traveller Accommodation Requirements to 2040

6.64 The evidence shows that the Borough has a healthy supply of sites for Gypsies, Travellers and Travelling Showpeople which can meet the identified needs for the first five years of the Plan. This will be achieved through a combination of; establishing or re-establishing pitches within existing sites; intensifying and/or extending authorised sites; and/or requiring current arrangements on sites owned by Gypsies and Travellers - who accord with the national policy definition - to be formalised.

Need for the remainder of the Plan period from 2030-2040 will be met through windfall sites, where these accord with the criteria in Part 2 of the Policy.

[57] https://www.gov.uk/government/publications/planning-policy-for-traveller-sites

Accommodation Requirements for Gypsies and Travellers to 2040		
Year period	**Dates**	**Number of Pitches**
0-5	2024-2029	72
6-10	2030-2034	10
11-15	2035-2038	11
16-17	2038-2039	5
17-18	2039-2040	2
Plan period	**2021-2040**	**100**
Accommodation Requirements for Travelling Showpeople to 2040		
Year period	**Dates**	**Number of Plots**
0-5	2024-2029	4
6-10	2030-2034	0
11-15	2035-2038	1
16-17	2038-2039	0
17-18	2039-2040	0
Plan period	**2021-2040**	**5**

6.65 The proposed policy framework in this document sets out the criteria against which planning applications will be assessed to meet the needs of Gypsies and Travellers over the Plan period. These criteria will also provide a robust framework to consider windfall proposals for any unidentified needs of the Gypsy and Traveller community during the Plan period. As with sites identified for the settled community, it is important that each Gypsy and Traveller site is considered in accordance with the principles of sustainable development.

6.66 Similarly, it is vital that residents of these sites can access education, health and utilities, such as mains water supply, drainage, and community facilities in the same way that the settled community can. Gypsy and Traveller sites may also need to have good access to the road network to accommodate the movement of larger vehicles associated with their livelihood, as well as their nomadic and traditional way of life.

6.67 A Gypsy and Traveller pitch is normally conditioned through a planning permission. The approach taken will be site-specific and will reflect the needs of the households expected to live on the site, the size of the site, and its location. Licenses are a legal requirement for all caravan sites and must be obtained from the Council's Housing Standards Team prior to occupation (a separate regulatory process).

Strategic Policy

Policy LP32 – Sites for Gypsies, Travellers and Travelling Showpeople

1. The following sites, as identified on the Policies Map, are allocated to meet the needs of Gypsies, Travellers and Travelling Showpeople up to 2027/28:

   a. Extension of existing authorised Gypsy and Traveller sites to provide 40 additional permanent pitches:

Ref	Site Name/address	Number of Pitches to be Authorised
GT14	Land at Blunts Drove	12
GT17	Land at The Lodge, Small Lode, Upwell/ Outwell	9
GT18	Land at 2 Primrose Farm, Small Lode, Upwell/ Outwell	14
GT21	Land at Four Acres, Upwell/ Outwell	5

   b. Intensification of existing authorised Gypsy and Traveller sites to provide an additional 24 permanent pitches:

Ref	Site Name/address	Number of additional Pitches in relation to their existing capacity
GT05	19 - 121 Magdalen Road, Tilney St Lawrence	1
GT09	Land at the Stables, Marshland St James	1
GT11	Homefields, (Western Side, Goose Lane), Marshland St James	1
GT20	Land at Botany Bay, Upwell	1
GT28	Many Acres (Smithy's Field), Small Lode, Upwell	2
GT29	No 2 The Stables, (Rear of stables), Lynn Road, Wiggenhall St Germans	1
GT34	Land at Creaksville, South Creake	1
GT54	Land at the Pines, Whittington	1
GT55	Land at Victoria Barns, Basin Road, Outwell	1
GT56	Wheatley Bank, Walsoken (South of Worzals parallel to A47)	9
GT59	Land at Spriggs Hollow, Wiggenhall St Mary Magdalen	4
GT66	Land at Brandon Road, Methwold	1

   c. Formalisation of 7 long-term unauthorised pitches already in use by the Gypsy and Traveller community at:

Ref	Site Name/address	Number of Pitches to be formalised
GT15	Land SW Common Road (The Bungalow) Walton Highway	1
GT59	Spriggs Hollow, Wiggenhall St Mary Magdalen	1
GT65	Tall Trees, Downham Road Salters Lode Downham Market	5

d. Extension and/or intensification of existing authorised sites for Travelling Showpeople to provide 4 additional plots at:

Ref	Site Name/address	Number of additional Plots in relation to their existing capacity
GT25	Land at the Oaks, Northwold	2
GT62	Land at Redgate Farm, Magdalen Road, Tilney St Lawrence	2

2. Proposals for the above allocations, for new sites, and for the extension or intensification of other existing authorised sites for Gypsies and Travellers and Travelling Showpeople, should, where appropriate:

    a. address an unmet need for Gypsy and Traveller or Travelling Showpeople Accommodation;
    b. be appropriate in scale to the character of the local area, and, in the case of an extension, in relation to the size of the existing site, and make effective use of brownfield land, where practicable, in line with Policy LP18 - Design and Sustainable Development;
    c. safeguard the amenity of neighbouring residents in line with Policy LP21 Environment, Design and Amenity;
    d. provide safe and suitable access to the highway network and sufficient access and turning space for emergency and refuse vehicles in line with Policy LP13 Transportation;
    e. have the ability to connect to all necessary utilities on the site including mains water, electricity supply, drainage, sanitation and provision for the screened storage and collection of refuse, including recyclable materials;
    f. have no unacceptable impact on heritage assets and their settings in line with LP20 – Historic Environment;
    g. have no unacceptable impact on biodiversity and environmental assets in line with Policy LP19 - Environmental Assets, Green Infrastructure, Landscape Character, Biodiversity and Geodiversity and Policy LP21 – Environment, Design and Amenity;

h. safeguard existing boundary treatments where they provide adequate screening and/ or use new boundary treatments and screening materials which are sympathetic to the existing urban or rural form in line with Policy LP19 – Environmental Assets, Green Infrastructure, Landscape Character, Biodiversity and Geodiversity;
i. ensure that amenity buildings or day rooms are the minimum size necessary to provide required facilities;
j. address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater) through a site-specific Flood Risk Assessment (FRA) in line with Policy LP25;
k. Provide a flood evacuation plan for the site that has been agreed by the Environment Agency and the Local Flood Authority.
l. provide a bespoke Habitat Regulations Assessment (HRA) in accordance with GIRAMS requirements for sites either within or just outside Impact Risk Zones (IRZ) for SSSIs, SACs, SPAs and Ramsar sites; namely, GT17, GT18, GT25, GT28, GT34, GT39, GT54, GT65 and GT66. This would also be a requirement for any windfall sites that are within or in close proximity to the boundary of an IRZ. For remaining sites, a project level HRA is required in accordance with GIRAMS.

3. Proposals which result in the loss of existing authorised Gypsy and Traveller sites will not be supported unless it can be demonstrated that there is no longer a need for such accommodation in the Borough.

Policy LP33 - Caravans, Park Homes and Houseboats

6.68 The Council also has a requirement to meet the accommodation needs of those who do not meet the planning definition for a Gypsy and Traveller or those who are classified as 'undetermined' within the GTAA 2023. Although most of these needs could be addressed via other housing related policies within this Plan, some of the need could also be met through provision for permanent caravans, park homes and houseboats. The policy provides a mechanism for such development and therefore contributes positively towards meeting the wider accommodation needs of the Borough.

Strategic Policy

Policy LP33 – Caravans, Park Homes and Houseboats

1. Proposals for the delivery of new caravan pitches or park homes, or extensions to existing caravan or park home sites, will be supported where they satisfy Policies LP13 Transportation, LP18 Design and Sustainable Development, LP19 Environmental Assets - Green Infrastructure, Landscape Character, Biodiversity and Geodiversity, LP21 Environment, Design and Amenity.
2. Proposals for additional private houseboat moorings should, wherever possible, be situated where they would maximise opportunities to reduce the need to travel and encourage sustainable and active travel modes of transport in accordance with Policy LP13 – Transportation.

Policy LP34- Houses in Multiple Occupation

Introduction

6.69 Houses in Multiple Occupation (HMOs) were introduced in the Town and Country Planning (Use Classes) (Amendment)(England) Order 2010 and is the use of a dwelling house by not more than six residents. Under Article 2 (4) of the order, purpose of HMOs does not include a converted block of flats to which S.257 of the Housing Act 2004 applies. However, HMOs have the same meaning as S254 of the Housing Act 2004 which defines them as: a building or part of a building that consists of one or more units of living accommodation, which is occupied by persons who do not form a single household and two or more of the households share one or more basic amenities such as a bathroom and kitchen.

6.70 The number of HMOs in the Borough has increased markedly in recent years. HMOs make an important contribution to the mix and range of housing to meet the needs of a diverse community and workforce. In the Borough there is a particular concentration of HMOs within certain areas of King's Lynn, Hunstanton and Downham Market. This type of accommodation is associated with a number of issues and problems, particularly in areas of high concentration, including acceptable room size and living conditions, noise and anti-social behaviour, parking provision and waste storage and removal.

6.71 Planning permission may not always be needed, depending on circumstances, for a change of use to certain types of smaller HMOs. However, the Council considers it useful to have a clear policy in place for those situations, including larger HMOs, where planning applications are required. The standards expected to be provided among all HMOS are high and must comply with legislation as set out under weblink: https://www.west-norfolk.gov.uk/info/20114/houses_in_multiple_occupation/413/what_is_an_hmo.

6.72 Large HMOS as defined by the central government are required to have a mandatory license, if the household is occupied by five or more people, forming two or more households, with shared basic amenities. As defined on our website, for the situation of purpose-built flats (those that were originally built as flats - not converted into flats):

a. If a purpose built flat is occupied by five or more people, and it's in a block comprising of up to two flats, it **will** be licensable;

b. and if a purpose built flat is occupied by five or more people, and it's in a block comprising three or more flats, it **will not** be licensable;

c. Mandatory licensing applies to flats such as those above shops on traditional high street type locations, but not large purpose-built blocks of flats.

6.73 Further information on HMOS is provided within this weblink: https://www.west-norfolk.gov.uk/info/20114/houses_in_multiple_occupation.

Relevant Local and National Policies

- National Planning Policy Framework: Delivering a sufficient supply of homes
- Strategic Policy LP18 Design and Sustainable Development
- Strategic Policy LP38 Community and Culture

Justification

6.74 A policy is proposed in order to regulate and manage this type of accommodation because of the pressures and problems mentioned above. In deciding applications for the conversion of existing dwellings and new developments of properties for multiple occupation, the views of Housing Services, Community Safety and Neighbourhood Nuisance, Building Control, Licensing and any other relevant sections within the Borough Council will be sought and taken into account (insofar as they are planning matters).

Strategic Policy

Policy LP34 – Houses in Multiple Occupation (HMOs)

The conversion of both existing dwellings to, and new development of properties for, multiple occupation may be permitted where:

a. potential adverse impacts on the amenity of existing and new residents and the historic and natural environment can be satisfactorily mitigated; and

b. potential adverse impacts of associated facilities, including bin storage, car and cycle parking, upon occupiers of adjoining or neighbouring properties are minimised; and

c. the site is within reasonable distances to facilities, public open space, supporting services and local employment.

Policy LP35 Enlargement or Replacement of Dwellings in the Countryside

Introduction

6.75 The character and beauty of West Norfolk's countryside needs to be protected in accordance with the overall spatial strategy for the rural area (Policy LP01– Spatial Strategy and Settlement Hierarchy).

6.76 The National Planning Policy Framework promotes sustainable rural development. There is no national guidance regarding replacement dwellings and residential extensions, but these can equally have a negative impact on the countryside if not carefully managed. Therefore, there is a need for a local policy to control such potential impacts.

Relevant Local and National Policies

- National Planning Policy Framework: Delivering a sufficient supply of homes

Strategic Policies

- Policy LP01 – Spatial Strategy and Settlement Hierarchy
- Policy LP18 – Sustainable Development and Design

Justification

6.77 For the purposes of this policy, the countryside is defined as any area outside of the settlements listed in the Settlement Hierarchy (Policy LP01 – Spatial Strategy and Settlement Hierarchy).

6.78 Where dwellings are replaced, in order to control further extensions that may impact on the landscape and rural character of an area, a condition may be necessary to remove or reduce permitted development rights to extend the resulting dwelling. The NPPF advises that planning policies should avoid the development of isolated homes in the countryside, except to meet essential needs of rural workers; re-use of a heritage asset, redundant or disused buildings; sub-division of an existing residential building, or where the design is of exceptional quality. In accordance with national guidance, the Plan needs to recognise the challenges faced by people living in rural areas in terms of housing supply and affordability. It is also noted that the development of replacement dwellings in the countryside may provide opportunities to deliver custom and self-build housing.

6.79 This policy should be applied in accordance with Policy LP21: Environment, Design and Amenity and LP16 Norfolk Coast National Landscape Policy.

Strategic Policy

Policy LP35 – Enlargement or Replacement of Dwellings in the Countryside

1. Proposals for replacement dwellings or extensions to existing dwellings will be approved where the design is of a high quality and will preserve the character or appearance of the street scene or area in which it sits.

2. Schemes should reflect the scale and character of their setting and contribute to enhancing the local natural and built environment, recognising the intrinsic character and beauty of the surrounding countryside, and minimising potential adverse impacts of development.



Policy LP36 Housing Needs of Rural Workers

Introduction

6.80 King's Lynn & West Norfolk is a large rural Borough, and in order to promote sustainable patterns of development to ensure strong, diverse, economic activity it is important to address the housing needs of rural workers such as farm and forestry workers.

6.81 The National Planning Policy Framework sets guidance to steer new development to the most sustainable locations, avoiding new isolated homes in the countryside. However, national policy does identify special circumstances including the essential need for a rural worker to live permanently at or near their place of work in the countryside.

6.82 At the local level, it is important to have a policy that ensures housing is provided and protected for rural workers. This will ensure the housing needs of rural workers are met and avoid unnecessary new development in the countryside.

Relevant Local and National Policies

- National Planning Policy Framework: Delivering a sufficient supply of homes
- Strategic Policies
  - Policy LP01 – Spatial Strategy and Settlement Hierarchy
  - Policy LP18 – Design and Sustainable Development

Justification

6.83 To ensure that new development in the countryside is carefully controlled, the proposed approach is to ensure that new rural occupational dwellings are only permitted where it relates to a proven need for a worker to live near their place of occupation.

6.84 Agricultural occupancy conditions are imposed when a dwelling is given planning permission because it is necessary to the running of an agricultural enterprise but would not otherwise have been permitted. In accordance with national and local policy, this policy seeks to ensure the housing needs of farm, forestry and other rural workers are protected. Therefore, applications for the removal of restrictive occupancy conditions will require robust justification and will be assessed against the fact that the permission was originally granted as an exception to meet an essential rural need.

6.85 For the purposes of this policy a 'rural worker' is defined as someone who is needed to live permanently in the countryside and:

- to provide vital support to, an agricultural, forestry or other enterprise which supports the rural economy and environment;
- and on or in close proximity to that enterprise;

- and where neither the worker nor the enterprise can be located in a designated settlement.

Strategic Policy

Policy LP36 – Housing Needs of Rural Workers

Permanent occupational dwellings

1. New permanent dwellings should only be allowed to support existing rural based activities on well-established rural based enterprises, providing:
    a. there is a clearly established existing functional need, requiring occupants to be adjacent to their enterprises in the day and at night;
    b. the need could not be met by existing dwellings within the locality;
    c. the application meets the requirements of a financial test demonstrating that:
        i. the enterprise(s) and the rural based activity concerned have been established for at least three years, have been profitable for at least one of them and;
        ii. are currently financially sound, and have a clear prospect of remaining so and;
        iii. the rural based enterprise can sustain the size of the proposed dwelling;
        iv. accords with all other relevant countryside and development management policies within the Plan, in particular the Policy LP01 – Spatial Strategy and Settlement Hierarchy, Policy LP02 on Windfall Development, and Policies LP18 and LP21.

Temporary occupational dwellings

2. If a new dwelling is essential to support a new rural based activity, it should normally, for the first three years, be provided by a caravan, or other temporary accommodation.

3. New temporary dwellings should only be allowed to support rural based activities providing:

    a. the proposal satisfies criteria 1a and b above;
    b. the application is supported by clear evidence of a firm intention and ability to develop the enterprise concerned (for example significant investment in new farm buildings is often a good indication of intentions);
    c. the application is supported by clear evidence that the proposed enterprise has been planned on a sound financial basis.

Existing Occupational Dwellings

4. Preference will be given to retaining agricultural or other rural based occupancy dwellings where there is a local identified need.

5. Proposals for the relaxation or removal of agricultural occupancy conditions will only be permitted where the applicant can demonstrate that:

    a. the dwelling has been occupied in accordance with the terms of the occupancy condition for a minimum of 5 years; and
    b. there is no longer a need for the dwelling by those working, or last working, in the locality in agricultural, forestry or a rural enterprise, established by evidence of marketing (including the provision of details of an independent market valuation reflecting the occupancy condition, as well as all viewings and offers made) for a 12 month period at a price that reflects the occupancy condition.

Policy LP37- Residential Annexes

Introduction

6.86 Residential annexes have grown in popularity in recent years and are commonly developed to provide additional semi-independent accommodation for members of the same family, particularly older family members who may need additional support. A residential annex can be defined as accommodation ancillary to the main dwelling within the residential curtilage and is a form of extra accommodation in the same way an extension to the dwelling would be. Annexes should be well related to the main dwelling.

6.87 To be considered as an annexe as opposed to a separate dwelling, it must share the same garden, parking and access as the main dwelling. It should also be ancillary and subordinate to the main dwelling, as close as possible to the main dwelling, and it should not be designed as being capable of sold or let as a separate unit. Annexes can be formed by extensions to the main dwelling, conversion of a building ancillary to the dwelling such as a garage, or the development of a new separate unit.

6.88 Within defined settlements, annexes are generally an acceptable form of additional accommodation for residents. The design, layout and scale of annexes are crucial factors in determining the impact on the amenity of existing or new residents and on the visual form and character of the local area. Ensuring that there remains safe and adequate parking and access is also a key factor in assessing applications. Problems arise when developing annexes separate from the main dwelling, because they may appear to be used as separate dwellings and are intrusive in the landscape in countryside locations.

6.89 There is currently no national guidance specifically relating to residential annexes so proposals are currently assessed against more general policies in the Local Plan and the National Planning Policy Framework. This policy will provide clarity on the planning criteria used to define and assess applications for residential annexes.

Relevant Local and National Policies

- National Planning Policy Framework: Delivering a sufficient supply of homes
- National Planning Policy Framework: Achieving well-designed places
- Strategic Policies:
    - Policy LP01 – Spatial Strategy and Settlement Hierarchy
    - Policy LP18 – Design and Sustainable Development
    - Policy LP16 – Norfolk Coast National Landscape

Justification

6.90 In principle, annexes will be permitted in the defined settlements as listed in Strategic Policy LP01 – Spatial Strategy and Settlement Hierarchy providing they comply with other relevant planning policies relating to design, amenity and access in the Local Plan. Stricter criteria will apply to applications for annexes in the wider countryside to ensure that the countryside is protected from adverse development.

Strategic Policy

Policy LP37 – Residential Annexes

1. Development of residential annexes will be approved only subject to the following being secured by condition or planning agreement:
   a. it remains in the same ownership as, and is occupied in conjunction with the principal dwelling;
   b. it is ancillary and subordinate in scale to the principal dwelling;
   c. its occupant(s) share(s) the existing access, garden and parking of the main dwelling.

Policy LP38- Community and Culture

Introduction

6.91 Planning is about more than just physical land use. It is essential that planning policy aims to improve the wellbeing of local communities by tackling social issues, and creating the right conditions for people to have a good quality of life. The first part of this chapter examines the key social issues which are affecting communities in the borough, while the second part identifies the significance of culture to the community.

6.92 A socially and culturally sustainable community means that it is active, inclusive and safe – fair, tolerant and cohesive with a strong local culture and other shared community activities. In order to achieve this goal, policies in the Local Plan must address the following key issues:

- **Inequality** - the difference between the most and least deprived wards in the borough.
- **Health** - encouraging more healthy and active lifestyles.
- **Crime** - reducing the fear of crime as well as actual incidents of crime to ensure people feel safe.
- **Community Cohesion** - community cohesion is achieved when:
    a. there is a common vision and a sense of belonging for all communities;
    b. the diversity of people's different backgrounds and circumstances are appreciated and positively valued;
    c. those from different backgrounds have similar life opportunities;
    d. strong and positive relationships are being developed between people from different backgrounds in the workplace, in schools and within neighbourhoods.

6.93 There are typically seven domains of deprivation which combine the official measure for the Index of Multiple Deprivation (IMD) these are: income, employment, health, crime, barriers to housing and services and living environment. 'Pockets' of deprivation are a key issue for the borough, both in urban areas including King's Lynn and Hunstanton, as well as some of the more rural parts of the district.

6.94 The national statistics of English indices of deprivation (2019) relatively ranks each small area (Lower Super Output Area) in England from most deprived (1) to least deprived (32,844). The data for local authorities (2019) highlights that King's Lynn & West Norfolk IMD average score was 94 out of 317 for local authority districts in its average rank for deprivation making this fall in the top 25% most deprived districts in England. The most deprived domains for the borough was education with an average score of 33 (top 10%) and health scored at 67 alongside housing (top 20%).

6.95 A health profile of the area between 2013-2015 highlighted that the average life expectancy varies by 3 years (for men) and 2 years (for women) between the most deprived wards and the most affluent areas of the borough. Individuals who have good access to public open space including, parks, greens, leisure and sports facilities and other recreation facilities have a better opportunity to have an active and healthy lifestyle.

6.96 West Norfolk is fortunate to have one of the lowest crime levels in England ranking at 268 out of 317 making the borough fall within the top 20% least deprived areas in England. Recent statistics (2020) show that the crime rate was 4.8 per 1000 population compared to 6.2 in England. The highest crime rates were anti-social behaviour and violence and sex offences. Anti-social behaviour has stayed at a consistent rate from 2018-2020 of around 1.4 per 1000. One of the main ways in which the planning process can help to reduce the likelihood of crime is to ensure it is a key consideration in the design process, particularly for access routes and public spaces. As highlighted, in the national design guide (2019) well designed places and careful planning can help users feel safe and secure within shared amenity spaces without the need for security measures. This will complement policy on design outlined in the Design and Sustainable Development Policy LP18.

6.97 West Norfolk is experiencing an increasing mix of people of different nationalities and cultures. Over the past decade parts of King's Lynn and the wider borough have welcomed a significant number of economic migrants, mainly from the A8 accession countries that joined the EU in 2004, particularly from Poland, Lithuania and Latvia. Population estimates in 2018 show that for EU nationals West Norfolk (6%) were marginally above Norfolk overall (5.1%) and very similar to estimates in England (5.9%). Broad ethnic groups within the borough show that 97.3% of the population is White, followed by Asian at 1.3% and Black, Mixed and Other falling below 0.9%. This highlights how little diversity is present within the borough overall (Norfolk Insight (2020).

Justification

6.98 Providing opportunities for the community to work together, either by involving the community early in the design of new development, creating shared community facilities or by supporting different kinds of community groups, sports and activities will help to improve community cohesiveness.

6.99 The policy for Community & Culture aims to work alongside wider strategies undertaken by the West Norfolk Partnershipand other agencies such as the Norfolk Constabulary as well as charities and community groups to address the social and community issues outlined above. The West Norfolk Partnership is a strategy group and the concept behind the Partnership is to tackle the issues that residents of West Norfolk say affect their lives. The partner organisations come together and discuss issues to provide the link between the statutory sector and the voluntary sector who provide that 'ear to the ground' for community needs These issues will cover similar topics to ones which were commissioned in previous 'Quality of Life' Surveys in the past including: health and wellbeing, crime, facilities for all ages. Previous and

ongoing work within the partnership is how the SWAN Youth project in Downham Market came into being, because people in the southern neighbourhood said there was nothing for young people to do.

6.100 The policy aims to ensure West Norfolk is a great place for people to live and work by creating opportunities for the community to interact, supporting the provision of community facilities and infrastructure and ensuring that future development is designed in a way which helps to avoid the creation of, or increase the amount of social problems experienced by residents in the borough.

Relevant Local and National Policies and Guidance

- LP39 Community Facilities
- LP22 Open Space + 'FIT' Standards
- National Planning Policy Framework: Promoting healthy and safe communities
- National Design Guide (2021)[58] - Public Spaces and Uses

The Cultural Context

6.101 Culture is a collective term for a diversity of different activities and attractions. The cultural assets of West Norfolk are considered to include the arts, the natural and built heritage, libraries, museums, archives, galleries, sports and leisure, churches and other places of worship as well as events, concerts and festivals. As culture is so wide ranging, it is strongly linked to policies on the economy and environmental assets.

6.102 A Vision of Norfolk 2021[59] produces in partnership with Norfolk County Council identifies the importance of culture to people in Norfolk:

- building communities we can be proud of;
- nurturing our growing digital economy;
- making the most of our heritage, culture and environment;
- developing the skills of our people though training and apprenticeships;
- building new homes to help young people get on the housing ladder;
- installing infrastructure first.

6.103 West Norfolk is rich in cultural assets and hosts a variety of different events and festivals across the borough each year. Whilst more strategic cultural facilities are focused in the larger settlements such as King's Lynn, Hunstanton and Downham Market, there are many smaller but important tourist and/or cultural facilities throughout the rest of the borough as well as many traditional local events and festivals. The borough is fortunate to be rich in cultural heritage in the built and natural environment. Environmental Assets

[58] https://www.gov.uk/government/publications/national-design-guide

[59] https://www.norfolk.gov.uk/bettertogether

Policies LP19 and LP20 focuses on protecting and enhancing the rich heritage of the borough such as the many historic Listed Buildings, Conservation Areas, National Landscapes as well as the distinctive inland waterways which support tourism and recreation.

6.104 The Borough Council has already made improvements to significant cultural venues in King's Lynn in recent years and it is essential that cultural facilities are improved and continue to grow in King's Lynn to serve an expanded population. The Borough Council also have a financial assistance scheme where community organisations including charities, voluntary and community groups can apply for funding for a revenue or capital projects covering community buildings, cultural projects, sports, play areas etc. There is set criteria for the funding as referenced on the council website, nonetheless it is part of the Borough Council's offer to the community and responding to their needs.

6.105 Cultural facilities can contribute to improving quality of life, reinforcing local distinctiveness, driving regeneration, providing jobs and promoting tourism. For this reason, it is vital that the Community and Culture Policy LP38 aims to protect and promote West Norfolk's existing cultural assets, as well as facilitating new cultural facilities where appropriate. Policy LP38 will prioritise locating cultural facilities sequentially in accessible locations in the larger settlements, in line with Policy LP01 Spatial Strategy and Settlement Hierarchy, and national planning policy on sustainable development.

6.106 Demand for cultural facilities varies over time and as a result there may no longer be a demand for an existing facility. Where proposals would involve the loss of a cultural facility, we will expect the applicant to demonstrate to the Council's satisfaction there had been a search for alternative cultural uses for the site through a marketing exercise which should be undertaken over a period of at least 12 months and be based on a realistic price/rent which is supported by the Council. This recognises that competition from other land uses could harm the variety of the Borough's cultural offer. Once lost, cultural uses cannot easily be replaced as land and construction costs make it challenging to provide new facilities.

Strategic Policy

Policy LP38 Community and Culture

1. Delivering community well-being and enhancing quality of life through good design.
2. Where possible, developers should examine best practice on design in new development and should aim to involve the community early in the design process of new development.
3. The form, design, location and layout of development should enhance community wellbeing, by:

a. being accessible and inclusive - ensuring that people of any age, gender, ethnicity and ability can use and access the development;

b. being adaptable - creating high quality development which is capable of being modified either for different uses or to suit people with different needs;

c. being locally distinctive - contributing to a sense of place and identity;

d. reducing the opportunity for crime - considering factors such as natural surveillance, boundaries and security features, lighting and the management of public space to promote safe living environments;

e. being within walking distance of open space - to increase peoples quality of life and enable active and healthy lifestyles;

f. creating places that promote social interaction, to allow people who are isolated and more vulnerable to cope with the impacts of climate change.

Creating sustainable communities through the provision of community infrastructure.

4. The Borough Council will:

   a. support proposals that protect, retain or enhance sports, leisure and recreation facilities including children's playgrounds or create new facilities in accessible locations;

   b. work with NHS Norfolk to ensure that new health facilities are provided to serve an expanded population, particularly in growth areas in King's Lynn.

5. The Borough Council recognises the importance of community facilities and services (also referred to as community infrastructure) to improving people's quality of life, reducing inequality and improving community cohesion. The Council will, working with partners, seek opportunities to gain funding for the development of community infrastructure, particularly in deprived parts of the borough (see Policy LP05).

Protecting, enhancing and promoting cultural facilities

6. The Borough Council will seek to protect and enhance existing cultural assets. If a cultural facility is no longer viable and the Council cannot secure funding, the Council will seek to explore alternative options such as co-locating multiple facilities on a single site to prevent the loss of cultural facilities and to increase the economic viability of such facilities.

7. Proposals for the redevelopment or change of use of any premises resulting in a loss of existing cultural facilities will be supported where:

   a. equivalent new or improved facilities can be provided within the same settlement boundary or in close proximity of the existing facility; or

   b. it can be demonstrated that there is no current or forecast future demand for the use through provision of marketing information.

   c. Where the use is no longer viable, the Council will require supporting information setting out reasons as to why the use is no longer viable and

cannot be made viable in the foreseeable future. This should include details demonstrating that the premises has been marketed for use as a cultural facility for a period of at least 12 months.

8. New cultural facilities will actively be encouraged by the Borough Council, providing they are compatible with their location and setting and do not conflict with Economy Policy LP07. New cultural facilities will be located sequentially, in accessible sites in King's Lynn and the Main Towns of Hunstanton and Downham Market. Cultural facilities proposed in accessible locations in Key Rural Service Centres or the more rural settlements and areas will be considered based on localised impacts.

Policy LP38 contributes to Strategic Objectives 1, 2, 5 Economy; 6, 7, 8, 10; Society; 12, 14, 15 Environment.

Policy LP39 - Community Facilities

Introduction

6.107 Community facilities such as village halls, pubs, shops, allotments and churches play an important role in bringing the community together and provide valuable services particularly in more rural settlements. In line with Strategic Policies LP07 Economy and LP38 Community and Culture the priority is to protect community facilities where possible, particularly where there is no alternative provision within the settlement. Strategic Policy LP05 identifies that community facilities will be sought within, or through, contributions from, new development.

6.108 With over 12,000 new homes planned for the Borough over the plan period to 2040 it is important that new community facilities are provided to meet the needs of an expanding population. Strategic Policy LP05 identifies that community facilities will be sought within, or through contributions from, new development.

Relevant Local and National Policies

- National Planning Policy Framework: Promoting Healthy and Safe Communities
- Strategic Policy LP05 Infrastructure Provision
- King's Lynn and West Norfolk Green Infrastructure Strategy

Justification

6.109 The policy seeks to protect existing community facilities where there is a proven demand and to encourage replacement facilities in the immediate locality if it is not viable to retain the facility on site. The application of criteria to protect community facilities aims to build upon strategic policies by setting a clear and consistent approach to assessing applications for development.

6.110 Evidence to meet the policy requirements may include, for example, one or more of the following:

a) information on alternative provision in the area, typical provision in equivalent areas, the geography and social make up of users and potential users; changes in the demand or need for the type of facilities; and

b) in the case of market provided facilities (e.g. shops, pubs, restaurants, etc.), evidence of marketing the business or premises for a sustained period (usually a minimum of 12 months), at a price reflecting the authorised use, details of income/profit achieved in recent years, evidence of significant long term changes in the relevant market;

c) in the case of non-market provide facilities, the withdrawal or absence of the funding, personnel or other resources necessary to provide the facility.

6.111 The adequacy and persuasiveness of the evidence will be judged in the particular circumstances of the case, and against the objectives set out in the first paragraph of the policy.

Strategic Policy

Policy LP39 – Community Facilities

1. The Council will encourage the retention of existing community facilities and the provision of new facilities, particularly in areas with poor levels of provision and in areas of major growth.

2. Development leading to the loss of an existing community facility will not be permitted unless it is demonstrated that:
   a. the facility or service concerned will be adequately served by an easily accessible existing or new facility in an appropriate alternative location, or;
   b. it is no longer viable or feasible to retain the premises in a community facility use.

7 Settlements & Sites - Allocations and Policies

7.2 This part of the document provides more specific details of individual sites and allocations. Maps detailing the allocation boundaries are provided for each site within the Plan. However, the Policies Map provides the definitive geographical illustration of site allocation boundaries.



8 King's Lynn & Surrounding Area

Introduction

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

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

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

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

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

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

- The historic town centre which includes five Conservation Areas, over 200 Listed Buildings and two historic market places and the 12th century King's Lynn Minster;
- The River Great Ouse;
- The Gaywood Valley;
- Reffley Wood; and
- The Walks and Tower Gardens (parks and gardens).

8.6 The King's Lynn Conservation Area was first designated in 1969 and most recently amended in 2003[60], when five distinct character areas were identified within it. These areas are St Margarets, St Nicholas, Norfolk Street, The Walks, and The Friars. Together, they encompass the majority of the historic town, except an area in the town centre that was redeveloped in the mid-twentieth century.

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

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

Housing Growth

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

Allocated Sites

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

[60] https://www.west-norfolk.gov.uk/info/20081/conservation_and_listed_buildings/139/conservation_areas

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

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

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

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

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

8.15 The Borough Council are in the process of establishing a climate change informal working group, which will look to input and monitor the Climate Change Strategy and Action Plan, review Policy, make recommendations and feedback to the Environment and Community Panel as appropriate.

Economy

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

8.17 The King's Lynn Diagram E1 illustrates the Employment Expansion areas and King's Lynn Port. The Borough Council has identified the Port with the intention of protecting and supporting its function and role in the town as a strategic transport hub.

8.18 The Employment Expansion areas are shown on the map. The land adjacent to Hardwick Industrial Estate is an allocation brought forward from the previous Local Plan and has been identified as a strategic employment site for the County. The site area for this is approximately 24 hectares and previously had planning consent.

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

Regeneration Areas

8.20 The Nar Ouse Regeneration Area (NORA), was previously the most significant regeneration project within King's Lynn. An area of South Lynn (within the greater King's Lynn urban area) was designated an Enterprise Zone, granted planning permission in 2005 and is now mostly complete. The NORA Enterprise Zone comprises 15-hectares of serviced employment land and can accommodate approximately 40,000m² of employment floor space. Sites are available for a range of uses including office, industrial and research and development.

8.21 The other main regeneration area is the Great Ouse riverfront. This regeneration scheme, is a high priority project for the Borough Council. A delivery plan was agreed in 2017. It encompasses proposals for housing, retail, commercial and employment opportunities together with the creation of a high-quality waterfront area. The scheme will increase King's Lynn's day and evening economies and significantly add to the town's tourism potential.

Transport

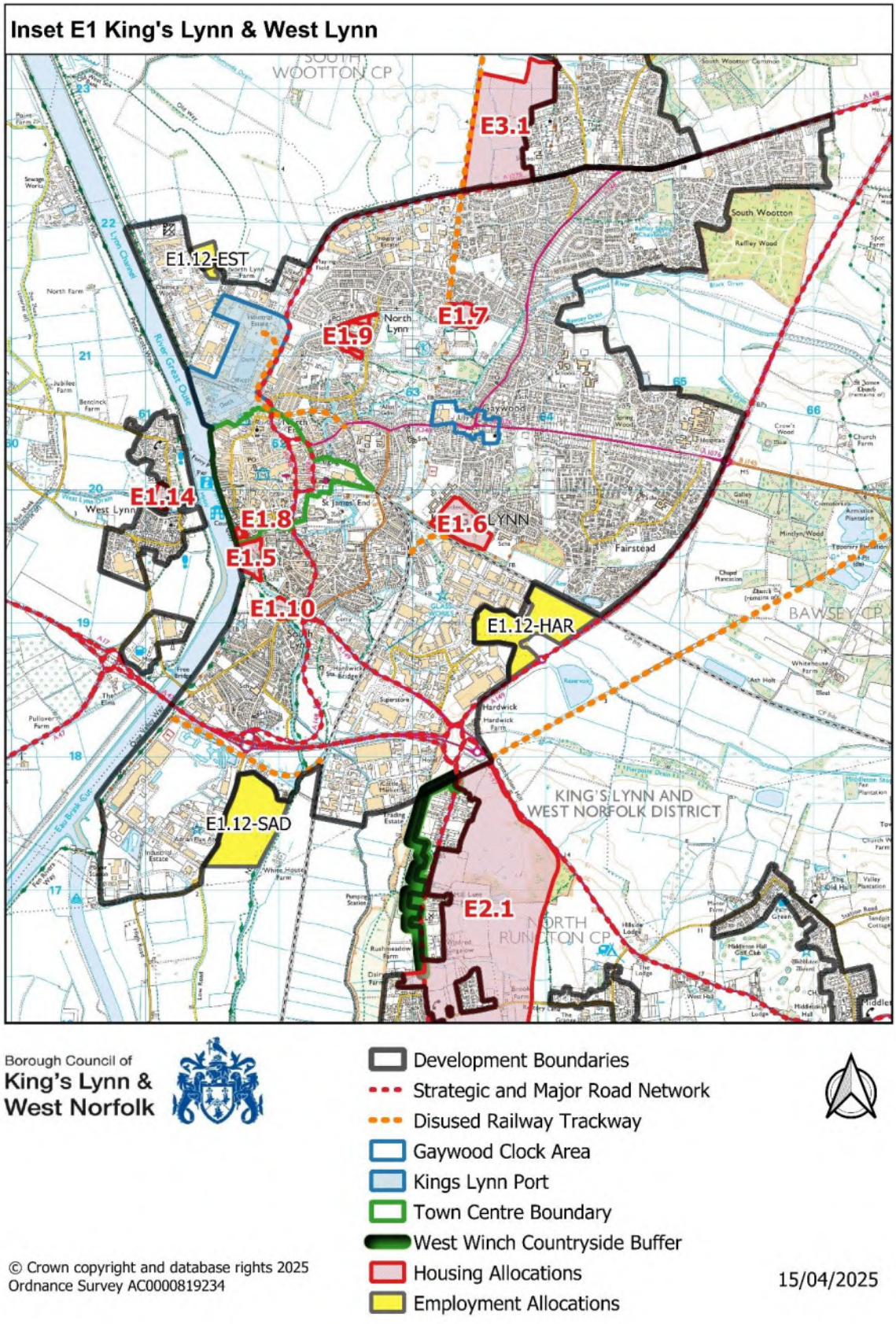
8.22 In support of the overall approach to regeneration and growth in King's Lynn the Borough Council worked with the County Council to produce the King's Lynn Transport Study and Strategy (KLTSS). Strategic Policy LP13 deals with strategic transport issues. In King's Lynn strategies will seek to balance ease of access from a wide rural catchment and the ability to park with measures to tackle air quality, deal with local congestion pinch points, improve public transport and develop the strategic cycling network. Transport measures associated with the allocation of strategic sites are identified in those sections of the document.

Health

8.23 Planning in Health, an engagement protocol between local planning authorities, public health and health sector organisations in Norfolk, was first adopted in March 2017 and subsequently updated in 2019 and 2024. This health protocol came about in recognition of a need for greater collaboration between local planning authorities, health service organisations and public health agencies to plan for future growth and to promote health. It reflects a change in national

planning policy and the need for health service organisations to deliver on the commitments within the 5-year forward view.




Inset E1 King's Lynn & West Lynn
E3.1
E1.12-EST
E1.7
E1.9
E1.14
E1.8
E1.6
E1.5
E1.10
E1.12-HAR
E1.12-SAD
E2.1
KING'S LYNN AND WEST NORFOLK DISTRICT
BAWSEY CP
NORTH RUNCTON CP
SOUTH WOOTTON CP
South Wootton
LYNN
Fairstead
Borough Council of King's Lynn & West Norfolk
Development Boundaries
Strategic and Major Road Network
Disused Railway Trackway
Gaywood Clock Area
Kings Lynn Port
Town Centre Boundary
West Winch Countryside Buffer
Housing Allocations
Employment Allocations
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Ordnance Survey AC0000819234
15/04/2025

Policy LP40 - King's Lynn

Introduction

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

Justification

8.25 The spatial strategy explains that the King's Lynn area will continue to fulfil its key role as the Borough's main town and administrative and cultural centre and develop its role as a sub-regional centre for the East of England. Policy LP40 explains in greater detail how the overall spatial strategy should be applied in the case of King's Lynn, building upon the overall spatial strategy (Policy LP01 – Spatial Strategy and Settlement Hierarchy).

Strategic Policy

Policy LP40 King's Lynn Area

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

The strategy for growth is to:

1. Provide at least 4,430 new dwellings within and around King's Lynn including:
    a. West Lynn;
    b. South Wootton; and
    c. West Winch.

2. At least 1,729 of these dwellings are provided as part of the regeneration of the main urban area, consisting of the historic core of King's Lynn and later suburbs and the remaining number will be/are allocated within urban expansion areas to the north and south east of the town.

3. The area south east of the town adjoining West Winch will continue to contribute significantly to meeting needs.

4. Provide at least 3,000 new jobs the allocated sites at Boal Quay, Hardwick Saddlebow Road and Estuary Road, and as part of the West Winch Growth Area as part of a balanced mix of uses within areas of renewal and replacement.

5. Continue conserving and enhancing the historic environment of King's Lynn in order to promote the town for its unique heritage and cultural offer.

6. The focus for regeneration will be waterfront and regeneration projects, including Nelson Quay.

7. Within the historic and commercial cores of the town, new development will be required to demonstrate a high quality of design which, without stifling innovation, respects and enhances the wider historic surroundings (including archaeological interest) and reinforces a positive visitor experience to the town and consequently supports the local tourism, leisure and cultural economies.

8. The expansion areas, and sites of significant redevelopment, are indicated on the Policies Map.

9. Regard will be had to existing Neighbourhood Plans (South Wootton, West Winch/ North Runcton).

10. Elsewhere throughout the urban area, schemes of renewal or replacement that positively contribute to the regeneration of the town will be encouraged where there is no detrimental impact upon:

    a. flood-protection strategies set out in Policies LP15 & LP25;
    b. the transportation network, including the operation of the port as a strategic transport facility;
    c. local services and facilities;
    d. significant trees, wildlife or historic assets;
    e. enjoyment of the public realm;
    f. crime prevention.

11. In support of these policies the Council will continue to monitor and seek to influence improvements in the efficiency of the public transport network within the town, its links to main towns and villages within the Borough, and major destinations beyond the Borough. Improvements may require change to operational aspects of the services or appropriate improvements to the highways infrastructure including traffic management and car-parking strategies.

12. Open space and recreational facilities will be provided within and around the town to serve the needs of the existing residents and to meet the needs of the growing population. The amount of open space and recreational facilities will be assessed at the application stage in accordance with Policy LP22 requirements.

13. The Council will seek to enhance green infrastructure in the town in accordance with the Green Infrastructure Strategy, in particular enhancing the area around the Gaywood Valley to the east of the town. The BC's HRA Monitoring & Mitigation & GI Coordination Panel oversees monitoring, the provision of new green infrastructure and the distribution of the Habitat Mitigation Payments funding to appropriate projects under Policy LP27.

14. Alternative links within the town for walking and cycling will be maintained and extended to meet the future needs of the residents notably within the areas of regeneration and expansion. The King's Lynn Transport Strategy identifies improvements to promote active travel and connectivity between different parts of the town.

15. The Council will work with its strategic partners to ensure the continued presence of a general hospital at King's Lynn to serve the needs of its growing population, the broader population of West Norfolk and the relevant catchment areas from Breckland, North Norfolk, Cambridgeshire and Lincolnshire.

Policy LP40 contributes to Local Plan objectives 1-15 Economy, Society and Environment and 16-20 King's Lynn.



Policy E1.1 King's Lynn - Town Centre

Introduction

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

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

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

Strategic Policy

Policy E1.1 King's Lynn - Town Centre

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

1. The Borough Council will promote this area as the prime focus in the Borough for retail, community and professional services, leisure, culture and entertainment. The historic character, local distinctiveness, facilities, amenity and vibrancy of the area will be maintained and enhanced, both for their own sake and to strengthen the appeal of the town centre. In order to achieve this and taking account of the requirements of Policy LP25 Sites in Areas of Flood Risk:
    a. development of retail, offices serving visiting members of the public, hotels, assembly and leisure uses, and community and cultural facilities (e.g. Use Classes C1, E, F1, F2 and sui generis theatres) will be particularly encouraged in the area.
    b. other uses which contribute to the character and vibrancy of the town centre will be encouraged, including residential (C3), and offices/light industry (E). The development of high-quality housing in the town centre would be particularly welcomed for its contribution to its architectural quality, social mix, and economic health.
    c. Markets will be supported and enhanced.
    d. additional general industrial uses (B2) and warehousing and distribution (B8) will not be permitted in the town centre area unless it can be demonstrated that

they will not have adverse impacts on the character, amenity and traffic of the town centre.

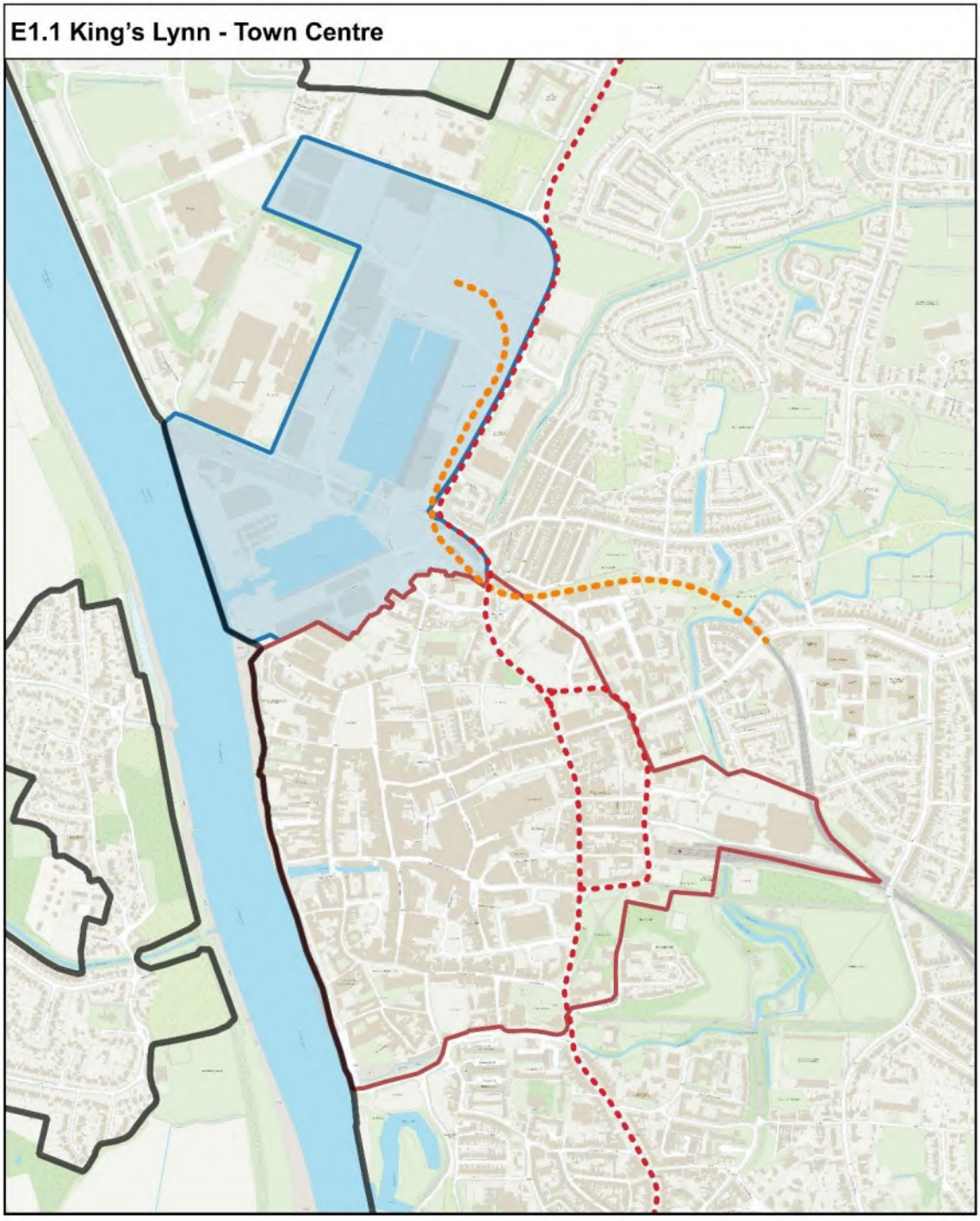
e. improvements to town centre access, especially in terms of public transport, pedestrians and cyclists, and to parking provision and management, will be encouraged where this is compatible with the overall aims above.

f. redevelopment to increase the provision of larger, modern format retail units will need to be carefully located and designed to avoid harm to heritage assets, and where this can be achieved will be encouraged where this can be achieved in a way that is consistent with the other objectives for the town centre.

g. A flood risk assessment should be submitted with applications for commercial development in the King's Lynn town centre areas within Flood Zones 2 and 3a. This must consider guidance on any flood risk mitigation that would be required to make the development acceptable.

h. the retention of active frontages (i.e. window displays, entrances, and views of internal activity, etc.) will be encouraged in the main retail streets of the Town Centre, as will the refurbishment or replacement of shop frontages where this secures an active frontage and strengthens the local distinctiveness of the town and its heritage, and the active use of upper storeys of buildings. However, this does not preclude the removal of retail frontages outside the main retail streets of the town. The reinstatement of the original ground floor frontages of historic townhouses, for instance, will be particularly welcome for the contribution to the town's historic character, unless this has adverse impacts on the retail function of the town as a whole or on designated heritage assets.

i. development in the vicinity of the Port will be carefully scrutinised to ensure its compatibility with Policy E1.2.


E1.1 King's Lynn - Town Centre
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King's Lynn &
West Norfolk
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Ordnance Survey AC0000819234
Development Boundaries
Strategic and Major Road Network
Disused Railway Trackway
Town Centre Boundary
Kings Lynn Port
1:10,000
02/04/2025

Policy E1.2 King's Lynn - Port

Introduction

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

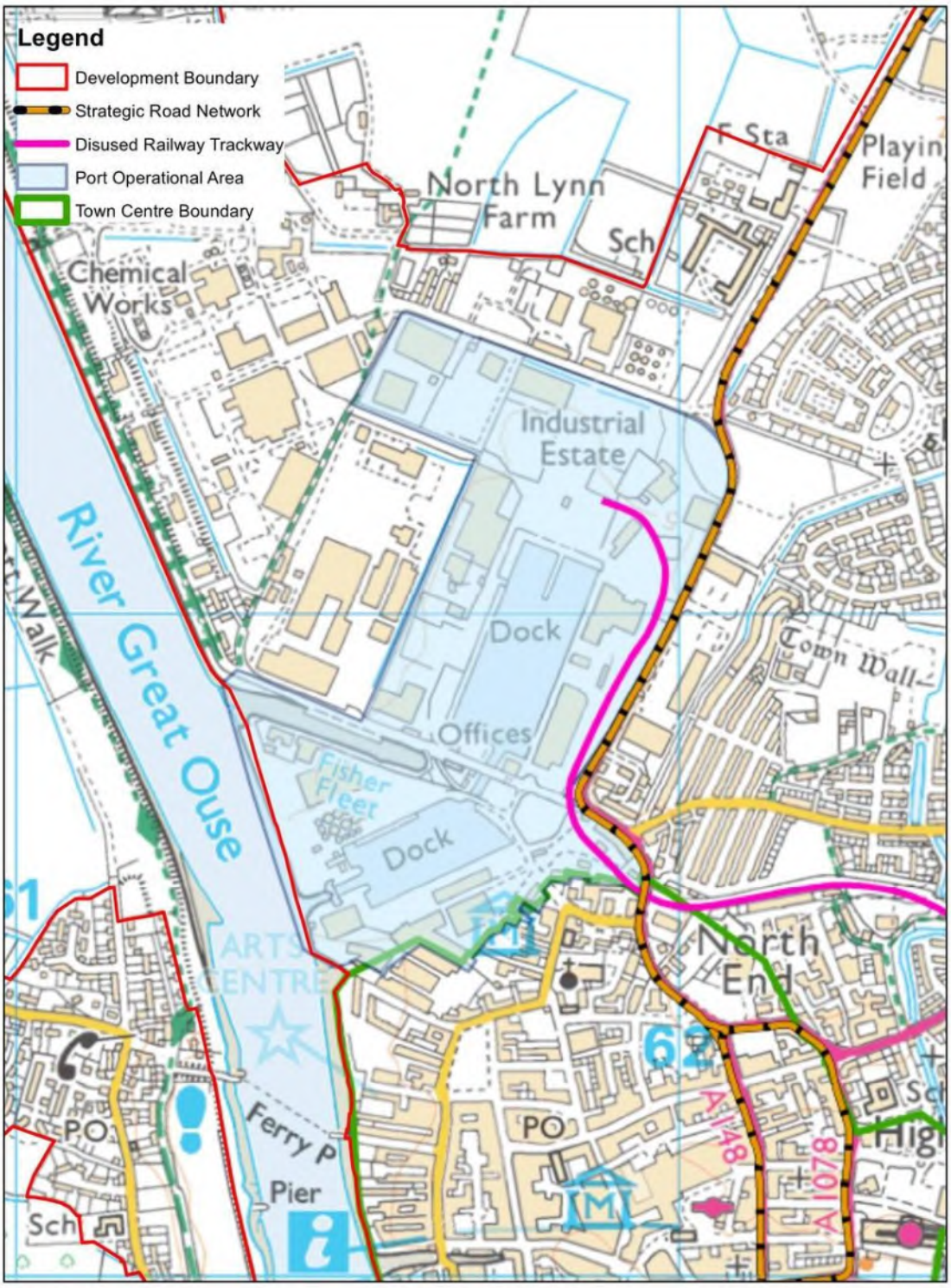
Justification

8.30 Policy E1.2 ensures the Port's role and capacity is retained and enhanced whilst remaining compatible with residential dwellings in the vicinity.

Strategic Policy

Policy E1.2 King's Lynn Port

1. The role and capacity of the Port of King's Lynn will be protected and strengthened through:
   a. recognising and protecting the port operational area identified on the Policies Map;
   b. supporting port development and growth where this is compatible with other policies in the development plan; and
   c. having regard to compatibility with existing and likely potential port operations when determining proposals for development in the vicinity of the port, or which may affect the transport infrastructure which supports them.



King's Lynn Port

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Policy E1.3 King's Lynn - Gaywood Clock

Introduction

8.31 The Gaywood Clock Area is situated within the built-up area of King's Lynn at the junction of the A148 (Wootton Road and Lynn Road) and A1076 (Gayton Road) principal roads, approximately one mile to the east of the town centre. The Gaywood Clock Area acts as a district shopping centre for the large residential areas in the east of King's Lynn. It has two supermarkets, local shops, a library, chemist, health centre, pub, takeaways, church, community hall, bowling alley and other services. This area includes a number of grade II listed buildings and the grade II* Church of St Faith. The remainder of the area is a mixture of housing interspersed with open space. The centre particularly benefits local residents without a car or with constrained mobility.

8.32 The King's Lynn Transport Strategy identifies improvements to promote access to Gaywood Clock by active travel modes and by public transport. Traffic generated by development in and around the Gaywood Clock area will need to be effectively managed in accordance with the relevant transportation criteria at Policy LP13.

Justification

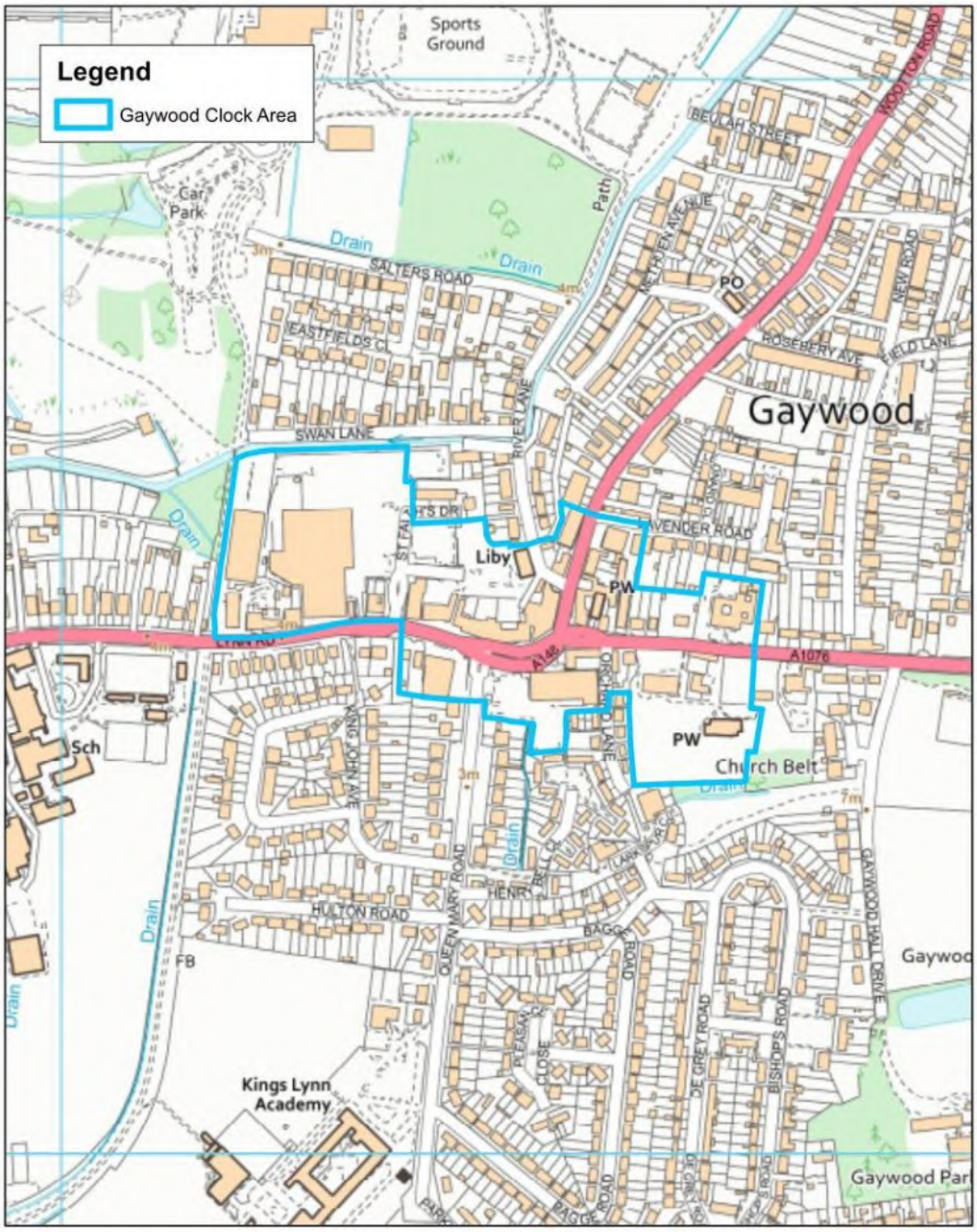
8.33 The Council's policy approach seeks to ensure that the Gaywood Clock Area continues to fulfil its primary role of providing convenient and accessible shopping facilities within walking distance of nearby housing areas by retaining and enhancing the existing retail choice. Policy E1.3 below sets out this approach.

Policy E1.3 King's Lynn - Gaywood Clock

1. Development will be supported in the Gaywood Clock Area (as defined on the Policies Map) where it is:
    a. a retail use (Class E) or otherwise complementary to the neighbourhood retail function of the area; and
    b. of an appropriate scale to serve the population of their catchment without harming the vitality and viability of other centres.
    c. conserving and enhancing the significance of heritage assets.

2. The loss of shopping facilities will be resisted where this would detract from the role and function of this neighbourhood retail centre.

3. Improvements to access to the district centre, especially in terms of public transport, walking and cycling, and to parking provision and management, will be encouraged where this is compatible with the overall aims above.



Gaywood Clock Area

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

Introduction

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

8.35 The King's Lynn riverfront is an important space for business, living, leisure and activities. The areas still hold importance for creating a unique place which balances the needs of the economic, social and considerations to create a balanced and sustainable place.

Justification

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

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

8.38 Whilst housing numbers are provided for each area, the requirements of each individual sites policy will determine which parcels of land can or cannot be developed; i.e. clearly some portions will be for green or blue space. The successful implementation of a comprehensive scheme for the Waterfront Regeneration Area needs to recognise development constraints, such as key heritage assets and flood defences. The latter consists of buildings, roads and flood walls.

8.39 Redevelopment projects may provide opportunities for removing demountable defences and replacing them with more passive measures such as areas of raised ground and flood walls. A very careful approach to each site is required in terms of assessing the viability of any scheme proposed and the Borough Council will consider this on a case by case basis considering the merits of each, and in particular its contribution to achieving the overall aim as highlighted with the strategic policy E1.KLR.

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

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

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

1. The following uses will be broadly acceptable for development within the Waterfront Regeneration Area:
    - Residential
    - Commercial/Offices
    - Cultural
    - Cafés/Restaurants
    - Shops
    - Community uses
    - Open space
    - Entertainment/Recreational/Leisure activities

2. Should individual parcels of land within the Regeneration Area will be brought forward they will need to specify the use(s), meeting and balancing those outlined above. Ensuing that the proposal is complementary to the wider Regeneration Area;

3. Development will be subject to compliance with the following:
    a. Consideration of adjacent property/heritage assets/archaeology, through a heritage impact and archaeology impact assessment;
    b. Suitable access arrangements, to the satisfaction of Norfolk Council as the Local Highway Authority, and provision for active travel;
    c. Flood risk considerations, including submission of a site-specific flood risk assessment; and maintenance of flood defences to at least the current Standard of Protection provided for this area, taking account of climate change;
    d. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;
    e. Consideration of location specific attributes – including references to visitor opportunities. The potential to provide a wider regeneration benefit if particular uses are incorporated;
    f. Consideration of wider regeneration benefits;
    g. Informal recreation provision on, or in the vicinity of, the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to the

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

i. informal open space (new and/or existing);

ii. pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;

iii. a contribution to greenspace provision or management in the wider area within which the site is located.

h. In judging the amount of on-site open space appropriate under Policy LP19 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Harding's Pits Doorstep Green to the south of the site). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;

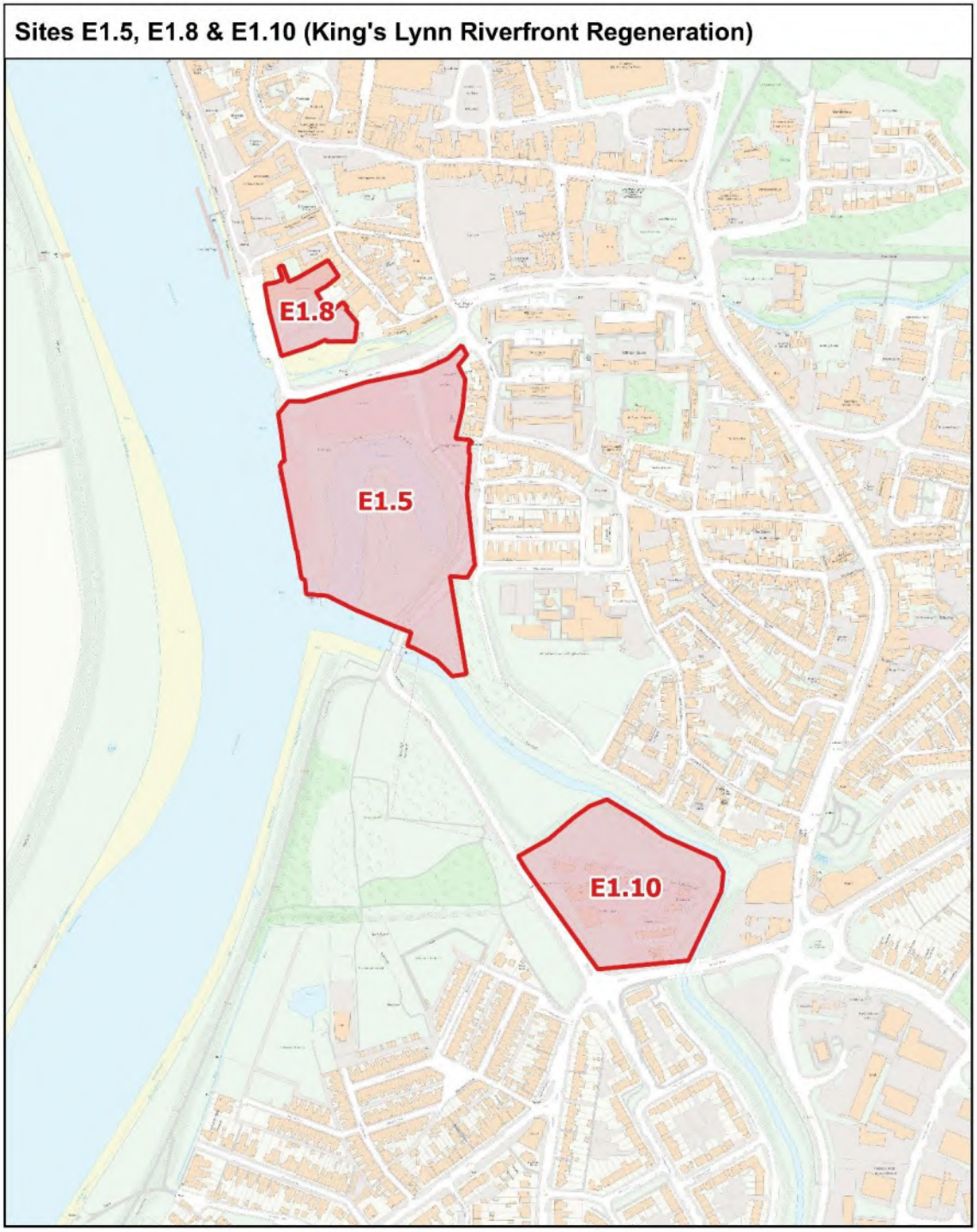
i. Consideration of Nature conservation issues and the Borough Council's Biodiversity Policy through the Submission of an Ecological Study that establishes that either:

i. there would be no negative impact on flora and fauna;

ii. or, if any negative impacts are identified, establishes that these could be suitably mitigated.

j. Financial contributions towards the provision of appropriate infrastructure.

k. Provision of affordable housing in line with Policy LP28.


Sites E1.5, E1.8 & E1.10 (King's Lynn Riverfront Regeneration)
E1.8
E1.5
E1.10
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Policy E1.5 King's Lynn - Boal Quay

Introduction

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

8.42 The area of derelict land at Boal Quay, currently used for car parking, has long since been identified for regeneration and was allocated in the previous Local Plan. The Local Plan carries this forward.

8.43 The site contains the former loop of the River Nar, with elements of reedbed and saltmarsh, habitats of principal importance (UK Biodiversity Action Plan habitats), which should be addressed through the Ecological Study requirement in the policy. The site also functions as flood defence infrastructure serving upstream developments, most significantly the Nar Ouse Regeneration Area. Therefore, development should maintain current standards of protection.

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

Justification

8.45 The Boal Quay site, consisting of brownfield land, is in accordance with the NPPF which requires strategic policies to make as much use as possible of brownfield land. The site is currently used for car parking and has been assessed as suitable for regeneration.

Policy E1.5 King's Lynn - Boal Quay

Land amounting to 4.1 hectares as identified on the Policies Map is allocated for a high calibre mixed use. This could include residential development, most likely apartments, of at least 50 homes and at least 1.8ha of employment land.

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

1. Submission of an Archaeological Assessment.

2. The need to conserve and enhance the significance and setting of nearby heritage assets, specifically listed buildings and the conservation area.

3. Submission of a site-specific Flood Risk Assessment. This must consider the residual risk of flooding to the site in the event of a breach of the flood defences.

This should include details of the impact and likelihood of a breach occurring, and how the current Standard of Protection will be maintained, taking account of climate change.

4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission.

5. A project level HRA should be undertaken and Informal recreation provision on, or in the vicinity of, the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to the exercising of dogs) on Roydon Common Special Area of Conservation. This provision may consist of some combination of:
    a. informal open space (new and/or existing);
    b. pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;
    c. a contribution to greenspace provision or management in the wider area within which the site is located.

6. In judging the amount of on-site open space appropriate under Policy LP22 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Harding's Pits Doorstep Green to the south of the site). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met.

7. Submission of an Ecological Study that establishes that either:
    a. there would be no negative impact on flora and fauna;
    b. or, if any negative impacts are identified, establishes that these could be suitably mitigated.

8. Financial contributions towards the provision of infrastructure.

9. Provision of affordable housing in line with Policy LP28.


E1.5 - King's Lynn: Boal Quay
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Policy E1.6 King's Lynn - South of Parkway

Introduction

8.46 The site at Parkway, Gaywood consists of former College of West Anglia playing fields, lying between the King's Lynn Academy to the west, the Howard schools to the east and the cycleway and Sand Line railway to the south.

Justification

8.47 Development of this land is being taken forward as part of the Government's Accelerated Construction Programme. Planning permission for 226 dwellings was granted on 30 March 2022.

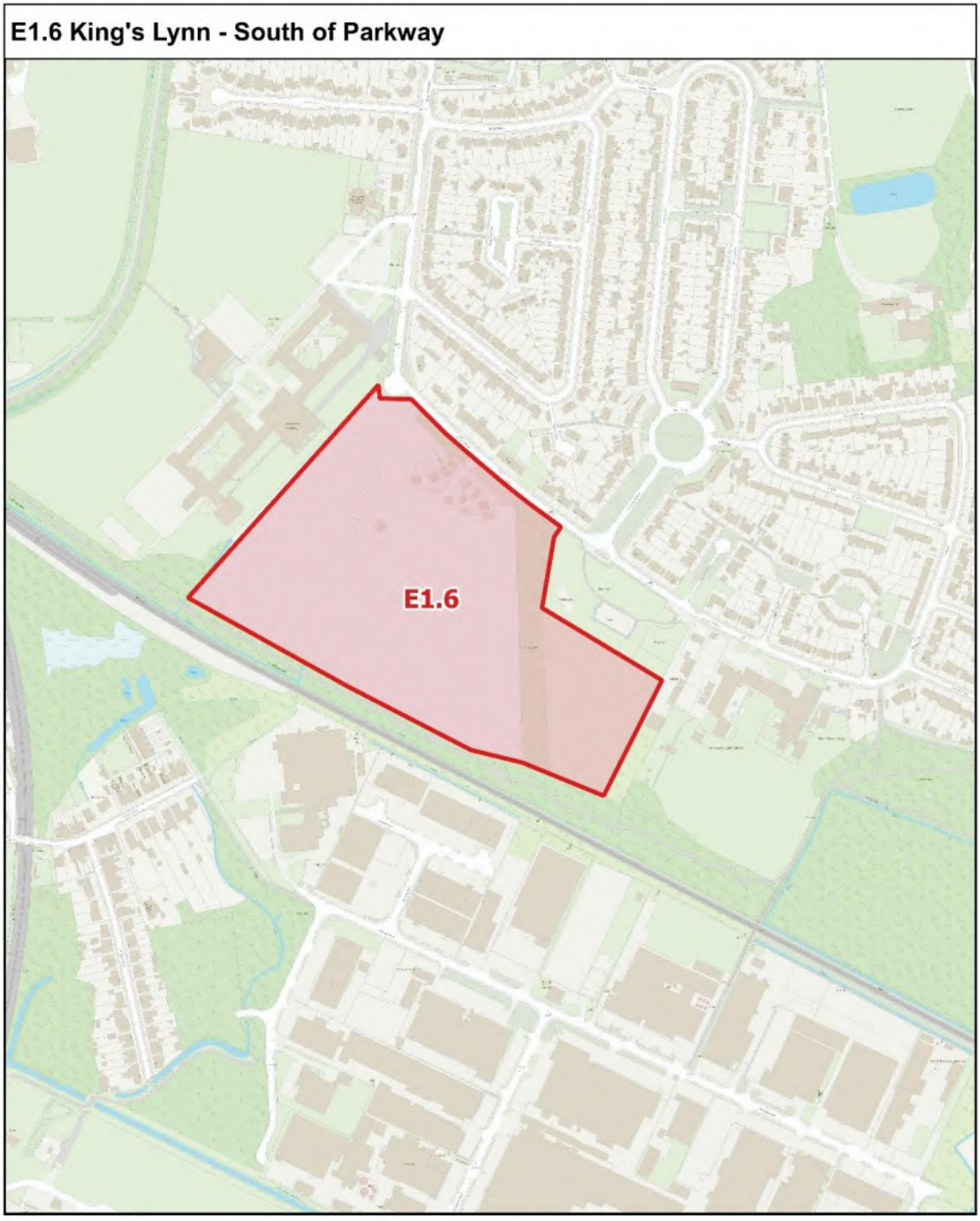
Policy E1.6 King's Lynn - South of Parkway

Land amounting to 8.8 hectares is allocated for residential development of at least 226 dwellings.

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

1. Retention of the Cross Belt avenue of trees and southern boundary tree belt;
2. Submission of a site specific Flood Risk Assessment in accordance with Policy LP25;
3. Submission of an Arboricultural Assessment;
4. Submission of an Archaeological Assessment;
5. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;
6. A project level HRA to be undertaken to ensure appropriate mitigation is provided to avoid recreational pressure on Roydon Common SAC.
7. Informal recreation provision on, or in the vicinity of, the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to the exercising of dogs) on Roydon Common Special Area of Conservation. This provision may consist of some combination of:
    a. informal open space (new and/or existing);
    b. pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;
    c. a contribution to greenspace provision or management in the wider area within which the site is located;

8. In judging the amount of on-site open space appropriate under Policy LP22 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at The Walks to the west of the site). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;
9. Provision of a project level habitats regulations assessment, with particular regard to the potential for indirect and cumulative effects through recreational disturbance to the Roydon Common Special Area of Conservation;
10. Submission of an Ecological Study that establishes that either:
    a. there would be no negative impact on flora and fauna;
    b. or, if any negative impacts are identified, establishes that these could be suitably mitigated;
11. Financial contributions towards the provision of infrastructure;
12. Provision of affordable housing in line with Policy LP28.


E1.6 King's Lynn - South of Parkway
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Policy E1.7 King's Lynn - Land at Lynnsport

Introduction

8.48 A Land Review and Feasibility Study in 2009 identified the potential to rationalise existing uses and develop parts of the Lynnsport site for housing. Lynnsport is situated to the east of Columbia Way. A new access road from Edward Benefer Way was completed in 2016.

Justification

8.49 This site is the last of three sites identified for development as part of a holistic plan for redevelopment of the area and is another of the sites being brought forward through the public/ private joint venture.

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

Land amounting to 4 hectares is allocated for residential development of at least 96 dwellings.

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

1. Submission of a site specific Flood Risk Assessment in accordance with Policy LP25;

2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;

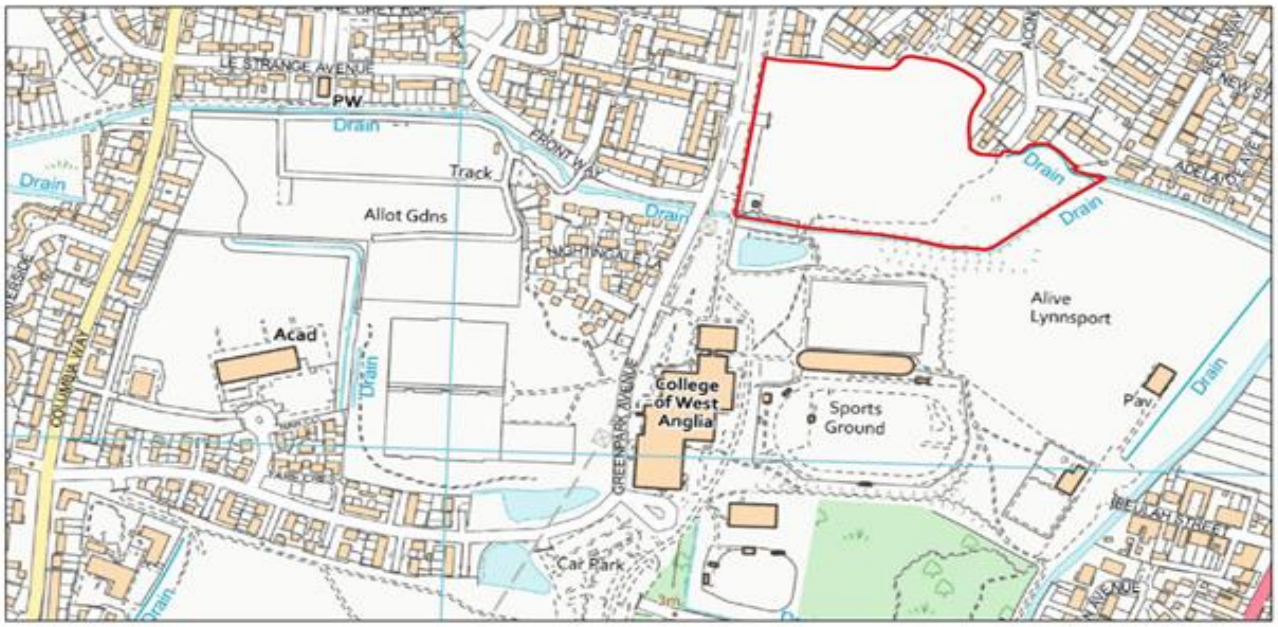
3. Informal recreation provision on, or in the vicinity of, the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to the exercising of dogs) on Roydon Common Special Area of Conservation. This provision may consist of some combination of:
    a. Informal open space (new and/or existing);
    b. Pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;
    c. A contribution to greenspace provision or management in the wider area within which the site is located;

4. In judging the amount of on-site open space appropriate under Policy LP22 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Lynnsport adjacent to the site). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;

5. Submission of an Ecological Study that establishes that either:
    a. there would be no negative impact on flora and fauna;
    b. or, if any negative impacts are identified, establishes that these could be suitably mitigated;

6. Financial contributions towards the provision of infrastructure;

7. Provision of affordable housing in line with Policy LP28.



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E1.7 - Kings Lynn: Land at Lynnsport

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Policy E1.8 King's Lynn - South Quay

Introduction

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

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

Justification

8.52 The former Grain Silos site (0.32 ha) received planning permission, subject to a section 106 agreement, for 37 apartments and commercial unit(s) in 2014. The Silos site has since been purchased by the Borough Council. To give more certainty to the premise of this site coming forward, the site has been allocated.

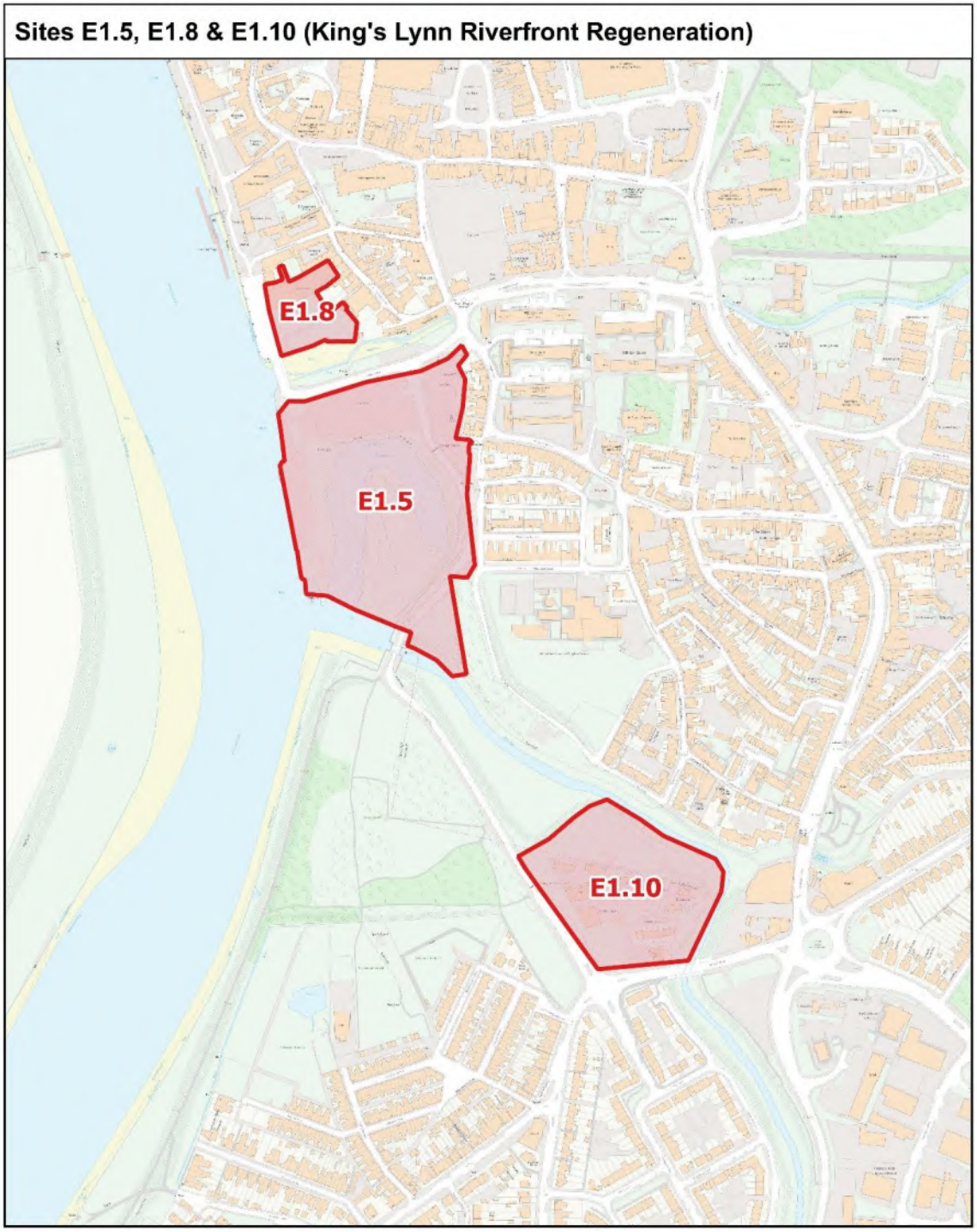


Policy E1.8 King's Lynn - South Quay

Land amounting to 0.5 hectare is allocated for residential development for of at least 50 dwellings.

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

1. Retention of Devil's Alley as a Public Right of Way;
2. Creation of a public walkway along the north bank of the Millfleet;
3. Retention of the Grade II listed Sommerfeld and Thomas Warehouse;
4. A design approach that has regard to massing, materials, scale and views in and out of the site and the impact on nearby listed buildings and the King's Lynn Conservation Area;
5. An Arboricultural Assessment in relation to adjoining trees;
6. Submission of an Archaeological Assessment;
7. Submission of a site-specific Flood Risk Assessment in accordance with Policy LP25. This must consider the residual risk of flooding to the site in the event of a breach of the flood defences. This should include details of the impact and likelihood of a breach occurring;
8. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;
9. Financial contributions towards the provision of infrastructure;
10. Provision of affordable housing in line with Policy LP28.


Sites E1.5, E1.8 & E1.10 (King's Lynn Riverfront Regeneration)
E1.8
E1.5
E1.10
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Policy E1.9 King's Lynn - Land west of Columbia Way

Introduction

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

Justification

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

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

Land amounting to 3.3 hectares is allocated for residential development of at least 78 dwellings.

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

1. Provision of a link to the existing cycleway network in the vicinity of the site;

2. Submission of a site specific Flood Risk Assessment in accordance with Policy LP25;

3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;

4. A project level HRA to be undertaken to ensure appropriate mitigation is provided to avoid recreational pressure on Roydon Common SAC;

5. Informal recreation provision on, or in the vicinity of, the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to the exercising of dogs) on Roydon Common Special Area of Conservation;

This provision may consist of some combination of:

6. Informal open space (new and/or existing);

7. Pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;

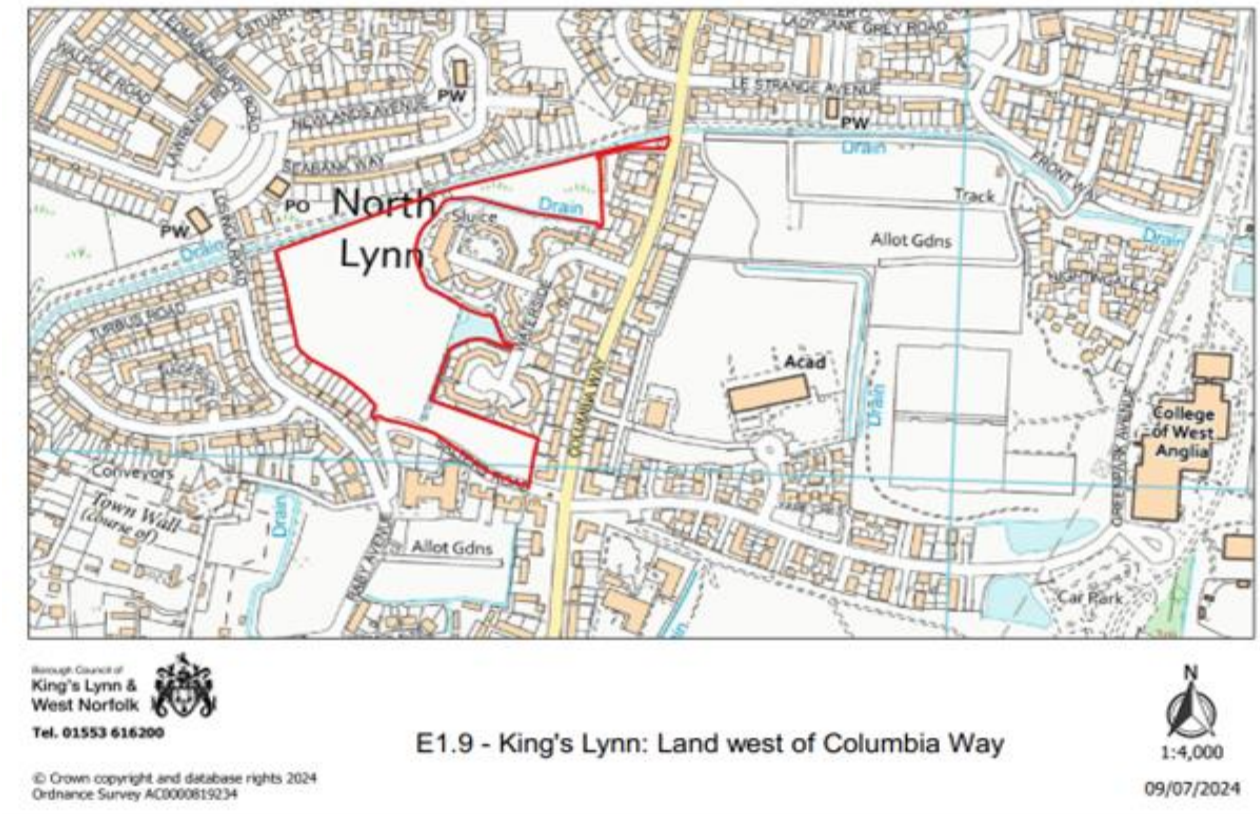
8. A contribution to greenspace provision or management in the wider area within which the site is located;

9. In judging the amount of on-site open space appropriate under Policy LP22 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Lynnsport to the east of the site). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;

10. Submission of an Ecological Study that establishes that either:
    a. there would be no negative impact on flora and fauna;
    b. or, if any negative impacts are identified, establishes that these could be suitably mitigated;

11. Financial contributions towards the provision of infrastructure;

12. Provision of affordable housing in line with Policy LP28.



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

Introduction

8.55 The land north of Wisbech Road consists of a mixture of industrial/former industrial uses to the east of the Hardings Way bus route adjoining the River Nar to the east.

Justification

8.56 This site is allocated to provide sustainable residential development, making best use of previously development land in accordance with the NPPF.

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

Land amounting to 2.1 hectares is allocated for residential development of at least 50 dwellings.

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

1. Submission of a site-specific Flood Risk Assessment in accordance with Policy LP25. This must consider the residual risk of flooding to the site in the event of a breach of the flood defences. This should include details of the impact and likelihood of a breach occurring and how the current Standard of Protection will be maintained, taking account of climate change;

2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;

3. Development should preserve or where opportunities arise enhance the King's Lynn Conservation Area and its setting;

4. A project level HRA to be undertaken to ensure appropriate mitigation is provided to avoid recreational pressure on Roydon Common SAC;

5. Informal recreation provision on, or in the vicinity of, the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to the exercising of dogs) on Roydon Common Special Area of Conservation. This provision may consist of some combination of:

    a. Informal open space (new and/or existing);
    b. Pedestrian and cycle routes (new and/or existing) which provide a variety of terrain, routes and links to greenspace and/or the wider footpath and cycle network;
    c. A contribution to greenspace provision or management in the wider area within which the site is located;

6. In judging the amount of on-site open space appropriate under Policy LP22 (Provision of Recreational Open Space) regard will be given to the proximity of the development to existing safeguarded facilities (such as those at Harding's Pits Doorstep Green adjacent to the site or Central Park to the south). The Borough Council will consider flexibility of open space provision requirements where this would result in qualitative and quantitative benefits to the community and where the preceding habitats requirements are met;

7. Submission of an Ecological Study that establishes that either:
    a. there would be no negative impact on flora and fauna;
    b. or, if any negative impacts are identified, establishes that these could be suitably mitigated;

8. Financial contributions towards the provision of infrastructure;

9. Provision of affordable housing in line with Policy LP28.



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Site E1.10 North of Wisbech Road

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Policy E1.12 King's Lynn - Employment Land

Introduction

8.57 The land adjacent to Hardwick Industrial Estate is an allocation (E1.12-HAR) that and has been identified as a strategic employment site for the County. The site area for this is approximately 24 hectares. A larger site was allocated in the previous Local Plan, however, around 3ha is now committed for retail uses (2ha) and small business units (1ha) at St Andrew's Road. These areas do not form part of this allocated site.

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

8.59 A third site off Estuary Road (E1.12-EST), is allocated to provide an additional 3 ha for B2, B8 and E use (and potential ancillary uses to support the employment uses). Part of the site was recently granted full planning permission for three commercial/industrial units - B2, B8 and E use on the redundant former farmyard.

Justification

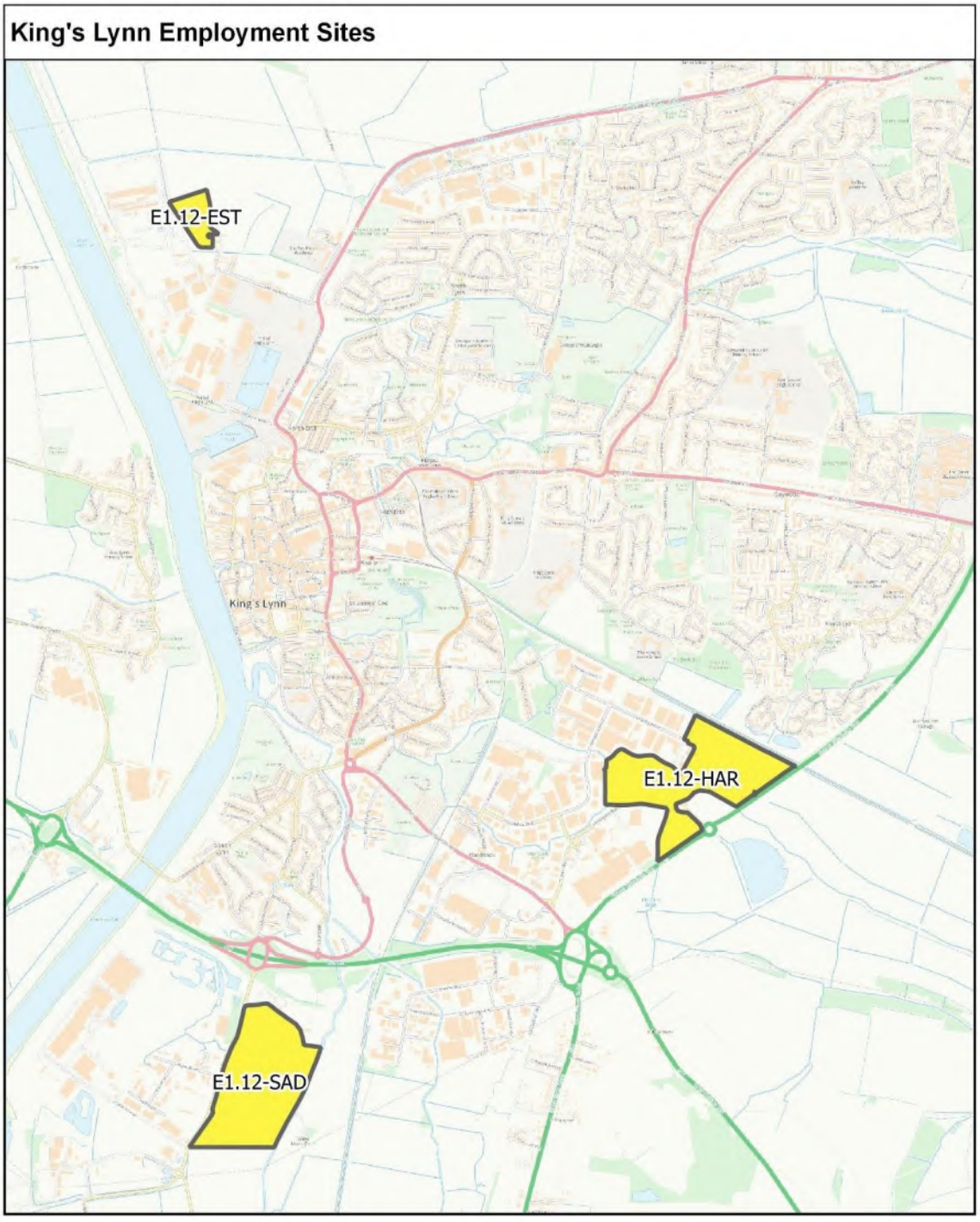
8.60 In line with the recommendations from the Employment Land Review Background Paper 2017/2018, land is allocated at King's Lynn to ensure new jobs can support King's Lynn as the economic driver for the sub region.

Strategic Policy

Policy E1.12 King's Lynn - Employment Land

1. Sites at Hardwick (E1.12-HAR) (24 hectares), Saddlebow (E1.12-SAD) (23 hectares) and Estuary Road (E1.12-EST) (3 hectares) as shown on the Policies Map will be the preferred locations for employment expansion in King's Lynn.

2. The development of these sites to provide for business, industrial and distribution uses will create opportunities to meet future need and provide for choice in line with Strategic Policy LP07 - The Economy.



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Policy E1.13 King's Lynn - Green Infrastructure

Introduction

8.61 Green infrastructure (GI) is needed to protect the GI assets that currently exist in urban areas and to configure new GI provision to create a coherent network. The scale of development in the Riverfront area requires GI linkages and provision to be considered. The Bawsey/ Leziate Countryside and Recreation Zone (identified in the GI Strategy) offers the opportunity to provide access to an area of countryside and former mineral workings close to the eastern edge of the urban area of King's Lynn.

8.62 The Leziate, Sugar and Derby Fens SSSI sites are home to important and diverse plant communities and these sites are particularly sensitive to recreational pressures or trespassing, so effective GI planning may alleviate these pressures. There may be future opportunities to enhance or extend the green infrastructure provision in the vicinity of the Gaywood Valley and Bawsey/Leziate.

Justification

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

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

8.64 Environmental asset designations (priority green infrastructure) are shown on the Policies Map. These include European, national and local (County Wildlife Sites) in and around King's Lynn.

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

8.66 Additional green infrastructure provision is planned as part of the development of the strategic growth areas around King's Lynn at West Winch/North Runcton, South Wootton, and Knight's Hill. These will enhance the overall provision

available in the King's Lynn area, as well as serving a local function in relation to the new housing developed at these locations.

8.67 The Policy seeks to protect, as well as enhance and extend, GI in and around King's Lynn; by including wording to say that "An agreed package of habitat protection measures to mitigate the potential adverse effects of additional recreational pressures on Natura 2000 [European] sites will be required"; by including reference to the preparation of more detailed local Green Infrastructure solutions for King's Lynn and to show named areas in the Policy (Gaywood Valley and Bawsey/Leziate) on the Policies Map.

8.68 Policy LP23 deals with the overall approach to green infrastructure in the borough. Norfolk local authorities compromising Broadland, Breckland, Great Yarmouth, King's Lynn & West Norfolk, North Norfolk, Norwich City and South Norfolk Councils and the Broads Authority (together forming the Norfolk Strategic Planning Framework (NSPF)), commissioned Place Services in April 2019 to prepare a Green Infrastructure (GI) and Recreational Impact Avoidance and Mitigation Strategy (RAMS). This study will form part of the evidence base for each of the authorities' Local Plans and provides the basis for future agreements through the NSPF.

Policy E1.13 King's Lynn - Green Infrastructure

1. Strategic Green Infrastructure in and around King's Lynn will be protected, enhanced and extended in the first instance. Where it is acceptable for Strategic Green Infrastructure to be replaced, it should occur on site in the first instance, or if that is not possible, in a suitable offsite location that enhances other aspects of the built environment such as habitat corridors, spaces for urban cooling, or flood mitigation.

2. Additional green infrastructure will be provided in conjunction with the strategic housing developments in and around the town. This will include elements of habitat protection measures relating to mitigation of potential adverse recreational impacts on European Sites associated with housing and other developments.

3. Opportunities will be sought to enhance provision in and around the Gaywood Valley, Bawsey and Leziate.

West Lynn

Settlement adjacent to King's Lynn

Introduction

8.69 West Lynn is situated on the west bank of the River Great Ouse, but falls within the boundaries of the unparished area of King's Lynn town. West Lynn does not have a Conservation Area but there are significant views from and towards the historic waterfront of King's Lynn. The Church of St Peter is Grade II* listed and there are a number of Grade II listed buildings in Ferry Square and St Peter's Road.

Strategic Background

8.70 The Local Plan included West Lynn as part of the sub-regional centre of King's Lynn in Policy LP01. Policy LP40 seeks to provide at least 7,510 new dwellings within and around King's Lynn including West Lynn. The Distribution of Development Chapter of this document identifies that a part of the growth planned for the King's Lynn area should be accommodated in West Lynn (see below).

Policy E1.14 West Lynn - Land West of St Peter's Road

Introduction

8.71 The allocated site has good access to services in West Lynn and is a short walk away from the regular passenger ferry service to King's Lynn town centre. Outline permission was granted in March 2017 for 44 dwellings on the bulk of the allocated site. Reserved matters has recently been granted for 38 dwellings (covering most of the site), with the remainder of the site (11 dwellings) to come forward later during the Plan period.

Justification

8.72 The allocated site has good access to services in West Lynn and is a short walk away from the regular passenger ferry service to King's Lynn town centre.

Sequential Test

8.73 The site lies within Flood Zone 2 (Medium probability of flooding) identified by the Strategic Flood Risk Assessment and in the flood defence breach Hazard Zone. None of the available sites in the settlement is at a lower risk of flooding. Therefore, the sequential test set by the National Planning Policy Framework is met.

Exceptions Test

8.74 The Council considers that further housing development is necessary within West Lynn in order to strengthen the sustainability of King's Lynn, its community

and services, and that these benefits outweigh the flood risk involved. A site-specific flood risk assessment has not yet been carried out. This would be required before this site could pass the exceptions test set by the National Planning Policy Framework and be developed. This site could only be granted permission if such an assessment demonstrates that housing development on this site would be safe, and it can be shown that this can be achieved in a way compatible with the site's surroundings. The detailed requirements for this are set out in Policy LP25 Allocated Sites in Areas of Flood Risk. It will be for the site owner or prospective developer to provide such an assessment.

8.75 King's Lynn Internal Drainage Board (IDB) requires a 9-metre easement and access to maintain the West Lynn Drain to the south of the site.

8.76 Access could be to the north of the site's road frontage on St Peter's Road; as far from the bend in the road opposite Victoria Terrace as possible. It would be possible to allocate in the region of 78 dwellings on the site as put forward. However the site includes the school playing field and this will be excluded from allocation, together with the 9-metre strip required by the IDB to run adjacent to West Lynn Drain. As such the developable site area is reduced from 4.3 ha to 2.0 ha.

Policy E1.14 West Lynn - West of St Peter's Road

Land amounting to 2.0 hectares is allocated for residential development of at least 49 dwellings.

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

1. Plans that demonstrate that all land currently used by West Lynn Primary School for the school playing field is excluded from development and that the boundary of the development site is reduced accordingly;

2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;

3. The precise provision of open space will be considered with regard to the proximity of the development to existing safeguarded facilities (such as the nearby recreational facilities to the south of the site). The Borough Council will consider flexibility of open space provision where this would result in qualitative and quantitative benefits to the community;

4. Submission of details relating to the West Lynn Drain demonstrating that any development will not obstruct access to the watercourse and a 9 metre strip of land adjacent to the watercourse is safeguarded from development, to the satisfaction

of King's Lynn Internal Drainage Board;

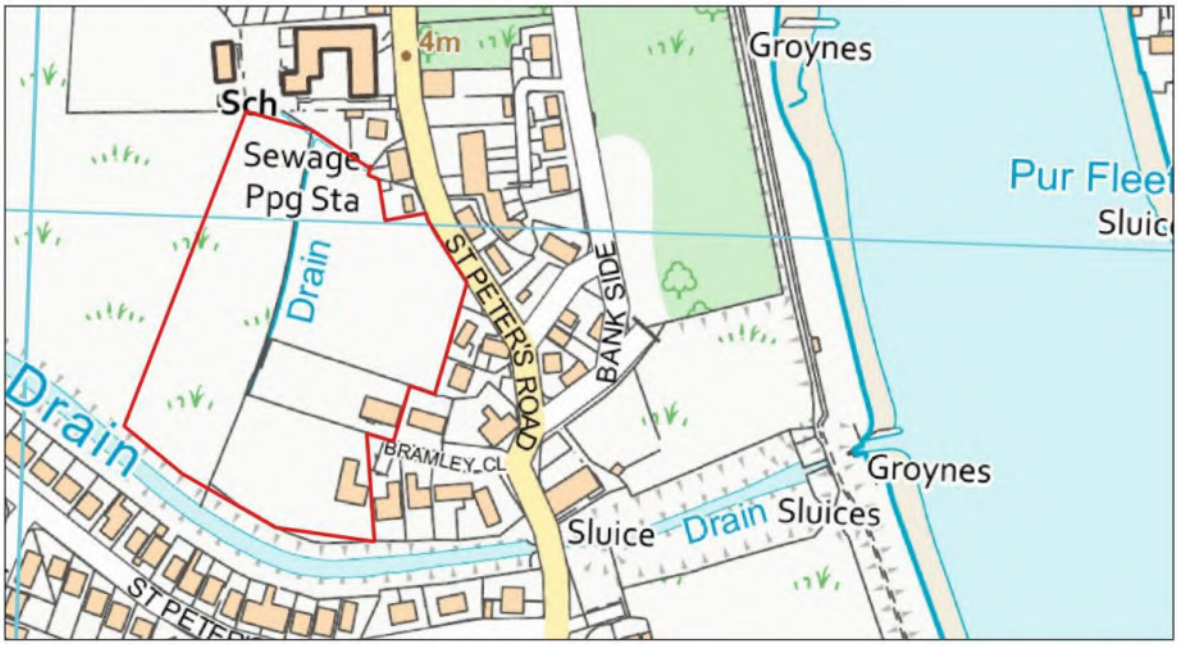
5. Submission of an Ecological Study that establishes that either:
    a. there would be no negative impact on flora and fauna or,
    b. if any negative impacts are identified, establishes that these [negative impacts] could be suitably mitigated against;

6. Financial contributions towards the provision of infrastructure;

7. Provision of affordable housing in line with Policy LP28;

8. Development should preserve the nearby listed building and its setting;

9. Submission of a site-specific Flood Risk Assessment in accordance with Policy LP25. This must consider the residual flood risk to the site in the event of breaching and/or overtopping of the tidal River Ouse. Where possible, a sequential approach should be adopted regarding the layout of the site, with the most vulnerable development situated in areas at lowest risk of flooding (i.e. shallower flood depths).



Borough Council of King's Lynn & West Norfolk
Tel. 01553 616200

E1.14 - West Lynn: West of St Peter's Road

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West Winch

Settlement adjacent to King's Lynn

Introduction

8.77 The area in question lies just to the south-east of King's Lynn, includes parts of the parishes of West Winch and North Runcton, and is very roughly bounded by the A10 to the west, the A47 to the east, and the Setchey to Blackborough End road to the south. It stretches around 3.5 km north-south and around 1.5 km east-west.

8.78 The area fringes the village of West Winch and the main road (A10) north towards Hardwick roundabout and King's Lynn. It stretches towards, but stops short of, North Runcton village. Although predominantly agricultural land, it does encompasses a number of existing dwellings and other premises lying between the two villages.

8.79 In the late 19th Century West Winch was a small, dispersed agricultural village, with the church, public house, school and smithy on the main London road (now the A10), while most of the houses were to the west, fronting the common. By the end of the 1940s this was little changed, though sporadic development fronting the London Road had taken place, especially to the north of the village nearer to King's Lynn. By the 1980s, substantial ribbon development had taken place along the main road, and the village had been transformed by extensive estate type developments which were then continuing. By this time King's Lynn had also greatly expanded, bringing the village closer to town and its influence.

8.80 Significant detail of how the development should be brought forward, and the aspects it should address, are given in the policy below and various supporting documents including the Infrastructure Delivery Plan, and Neighbourhood Plan. It will be added to when S106 Agreements and landowner agreements are concluded.

8.81 West Winch lies on the western end of a low ridge of land between the Nar and Gaywood valleys, and the Common fringes the Fens stretching beyond to the west.

Strategic Context

8.82 The previous Local Plan designated the area to the South East of King's Lynn adjoining West Winch (this area) as the principal location for a strategic King's Lynn urban extension. This area, known as the West Winch Growth Area (WWGA), is relatively unconstrained by flood risk and infrastructure problems, etc., and relatively easily accessed and serviced.

8.83 The location and site have already been found sound, being located south of, and acting as an extension to, the most sustainable settlement within the Borough, King's Lynn. The previous Local Plan allocated the WWGA for 1,600 dwellings, with the potential to accommodate 3,000-3,500 additional dwellings beyond that Plan period (2026 end date), subject to future development plans.

8.84 This Local Plan carries forward the WWGA as a key element of the Plan's spatial strategy. It increases the allocation to up to 4,000 dwellings, which will help to meet the need for market and affordable housing in the Borough identified in the Plan period to 2040 and longer term housing needs arising beyond the end of the Plan period. The alternative spatial strategies to accommodate this level of growth in the longer term would likely lead to more widespread adverse effects across the Borough. The evidence submitted during the Examination demonstrates that the site and local infrastructure are capable of supporting up to 4,000 dwellings, with appropriate improvements and mitigations in place.

8.85 This includes the construction of the West Winch Housing Access Road (WWHAR) in full, as well as improvements to the A10 corridor through West Winch, to connectivity to King's Lynn, and to community infrastructure. The WWHAR will also provide wider strategic benefits, including some relief of pressure on the A47 Hardwick roundabout, and Department for Transport funding for the WWHAR is predicated on the delivery of 4,000 homes at WWGA.

8.86 The 2023 West Winch Area Framework Masterplan Supplementary Planning Document provides a more detailed analysis of the developable area (total capacity) of the site, whereby 4,000 dwellings could be accommodated along with schools, community facilities, shops and services, open space, landscape buffer zones and flood management infrastructure. The Framework Masterplan is available to view through the following link:

South East King's Lynn Growth Area Framework Masterplan | South East King's Lynn Growth Area Framework Masterplan | Borough Council of King's Lynn & West Norfolk.

8.87 The Local Plan provides an updated position with regards to emerging works and the progress being achieved towards delivery of the site.

8.88 The-WWGA is around 192ha in size and is allocated for up to 4,000 new homes. However, it is currently anticipated that over the Local Plan period, to 2040, around 2,030 new homes are likely to be delivered, as per Policy LP01: Spatial Strategy and Settlement Hierarchy and the Housing Trajectory, with the balance delivered after 2040. The size of the site and anticipated housing numbers means that development will be delivered in phases, details of which are set out in the Framework Masterplan. This is supported through work by the Prince's Foundation for the Built Environment (sponsored by a major landowner and undertaken with the active involvement of local people), and the updated Infrastructure Delivery Plan.

The Policy Approach

8.89 This is likely to be the largest residential development opportunity in the Borough for many years. It provides a once-in-a-generation opportunity to form a thriving and vibrant community immediately south of King's Lynn. The intention is to integrate a large number of new homes and associated facilities with an existing village community, generate a range of major improvements in

a range of areas, and shape a place that promotes a sense of community among its residents, existing and new.

8.90 This Plan seeks to identify detailed boundaries, opportunities and requirements to ensure the potential of the site is maximised, while protecting other interests, including those of existing residents in the vicinity.

8.91 The particular area selected for the South East King's Lynn urban expansion provides the most advantageous combination of proximity to King's Lynn, making the most of existing infrastructure and opportunities to improve it; limiting landscape impact; and integrating with and enhancing the facilities and communities of West Winch.

8.92 There is considerable and understandable concern from existing residents in the locality about how they might be affected, and in particular implications for existing environmental and traffic problems related to the A10 road. However, consultation also revealed support for this growth area, and for the draft "potential development considerations." A number of new sites within and around the growth area were also suggested by the landowners. The Council has used the results from earlier consultation forward to help refine and develop the framework of requirements in the policy.

8.93 As discussed earlier the extent of the site, at some 192ha, is clearly sufficient to easily accommodate 2,030 new homes in the Local Plan period to 2040 and up to 4,000 new homes in total beyond the end of Plan period. The site area also allows for generous provision of landscaping together with recreational and other open space, a mix of areas of differing character, and space for the significant new road infrastructure.

8.94 To deliver this a strategic policy (E2.1) is set out covering matters that the Borough Council considers of strategic importance in delivering sustainable growth. This policy defines the nature of the development in terms of strategic outcomes, and the means by which these will be assured through the planning application process. The detail of the development is intended to be shaped by the adopted neighbourhood plan (see below).

8.95 Significant detail of how the development should be brought forward, and the aspects it should address, are given in the policy below and various supporting documents including the 2023 Strategic Growth Area Masterplan Supplementary Planning Document, Infrastructure Delivery Plan, and Neighbourhood Plan. It will be added to when S106 Agreements and landowner agreements are concluded.

8.96 A second policy (E2.2) deals with 'infill' and similar development within the development boundary of the existing built-up area outside the defined growth area.

8.97 Detailed explanation and justification of these policies and their various elements are set out after the policies.

Neighbourhood Plan

8.98 The parish councils of West Winch and North Runcton have an adopted Neighbourhood Plan which will help shape the character, layout and detail of the development.

8.99 The Neighbourhood Plan confirms the allocations within the Local Plan and amongst other issues provides detailed guidance on how the proposed housing and associated provisions should be brought forward.

Policy E2.1 - West Winch Growth Area Strategic

Introduction

8.100 The following sections provide additional information about the implementation of proposals for the Growth Area.

Strategic Planning Issues Across the Whole Site

(NB policies within the Neighbourhood Plan will also apply to this area)

- Growth area boundary
- Infrastructure Delivery Plan
- Deliverability
- Coordinating development across the Growth Area
- Strategic transport issues
- Housing access road
- Design and density
- Green Infrastructure – Landscape, ecology, recreation
- Habitat protection

Growth Area Boundary

8.101 The Growth Area boundaries define where development is considered suitable. In identifying these boundaries consideration was paid to maintaining a degree of separation between the village of North Runcton and the new neighbourhoods, and good integration with the existing development and facilities in West Winch.

Infrastructure Delivery Plan

8.102 Policy E2.1 requires the preparation of an Infrastructure Delivery Plan. This is an important mechanism to ensure that an agreed set of infrastructure is identified; costed and; apportioned between respective landowners. The Borough Council has produced an IDP – December 2018[61]. The IDP has identified the individual elements and ensures the programming of them. Trigger points and phasing are included. With the numbers of units involved and the complexity of the wider growth area to beyond 2040 the IDP sets out

[61] https://democracy.west-norfolk.gov.uk/documents/s29247/WW%20SEKLSGA%20Final%20Rev%207.pdf

monitorable milestones. The IDP, and any updates to it, will be translated into a legal agreement between the Borough Council and landowners and developers to formalise the provision of infrastructure. The Borough Council will publish monitoring updates through its Annual Monitoring Reports. It has been demonstrated through the preparation of an IDP that the Growth Area is capable of being viable.

8.103 The timing of housing delivery is critical to achieving high quality new development whilst limiting the impact upon existing communities and providing the critical infrastructure. The Borough Council recognise that delivery of the housing numbers set out in the Plan may extend beyond period. Delivery can be quite complex with a number of interdependent issues relying on their timely delivery i.e. trigger points for delivering infrastructure and build out rates dependency upon the housing market and sales.

8.104 In 2021 the County Council advised that the increase in capacity to up to 4,000 dwellings (delivery of approximately 2,000 beyond 2040) will have significant additional infrastructure implications/ requirements, notably a need for a further 2ha of land to accommodate a second new primary school in an appropriate location; and free of charge, when the additional housing comes forward (up to 2,000 dwellings).

Deliverability

8.105 The land identified is mainly in two ownerships, with a number of other smaller landholdings in various ownerships. This mitigates the risk that problems in any one ownership could stall delivery of the whole strategic expansion, and also increases the likelihood that development would proceed at more than one location and with a variety of types of housing becoming available at any one time.

8.106 It does, though, require particular care to ensure a sufficiently articulated, robust and practical division of financial and other mechanisms for infrastructure, etc., delivery to cope with the geographic splits of ownerships, the different interests and preferences of various owners/developers, and the resulting range of potential sequences through which the overall development may proceed.

8.107 Agents for both the two main landholdings have actively engaged with the Borough Council and local community over a number of years and contributed to the development of both the overall strategy for the area and resolving an appropriate degree of integration between the plans of the two landholdings. The southern main landholding commissioned the Princes Foundation to engage with local people to develop a vision for the development of the area that has strongly influenced the current policy, and also leads a consortium of the landowners of most of the development area except for the other main landholding.

8.108 Both parties have confirmed their intention to deliver development broadly along the lines set out in this policy (as has the agent for the third largest land holding). An application for outline planning permission for development of the northern main land holding was submitted in 2013 (and is not yet determined at

the time of writing). As noted above the Infrastructure Delivery Plan shows the ultimate development to be capable of being viable and deliverable with the infrastructure required.

Coordinating Development Across the Growth Area

8.109 The Borough Council wants to ensure that landowners, developers and the local community have certainty about the fundamental components of the wider development, so mechanisms which bring together a strategic view are needed. Inevitably with such a large-scale growth area there will be a number of landowners and developers bringing forward individual parcels of land.

8.110 The development of the Growth Area is dependent on significant infrastructure provision to enable the housing growth to come forward. The provision of this also has the benefit of addressing some current shortcomings.

8.111 The major land owning interests for the area are known, and the Borough Council is working towards an agreed statement of how the development can be phased and how the costs of infrastructure can be fairly and practically divided between the different ownerships and phases. This assessment should include development areas beyond the initial phases intended to deliver around 2,030 units to 2040, consideration of how the new development will affect the existing community, and how the benefits can be shared should be a part of this agreement.

8.112 To facilitate delivery of the new homes and the associated infrastructure within the planned time frame construction is encouraged to proceed simultaneously in more than one location. (The pattern of land ownership and developer interest to date in the area indicates that this is likely to occur). This would also provide choice in the types and locations of homes coming forward at any one time during development.

8.113 The Borough Council will continue to work with private landowners and developers to assist in bringing forward their sites for development where this contributes to the planned whole.

Strategic Transport Issues

8.114 The A10 is the main King's Lynn to London road and carries very substantial local and long distance traffic north-south. The A47 is a trunk road running east-west, and also carries a high volume of traffic. The Hardwick interchange just north of West Winch collects and distributes the traffic from these and other routes, and is also the main road access point into King's Lynn.

8.115 The A10 is the primary transport corridor through West Winch. It is heavily trafficked, especially around morning and evening 'rush hour' peaks, and during the holiday season, which creates issues around congestion, noise, air quality and road safety. Large numbers of HGV's use the road, and as a whole the road generates an unpleasant environment for local residents, pedestrians and cyclists. The road also acts as a barrier separating residents from one another, from existing services and local community facilities such as the local church. It

is clear that if the new growth in and around the centre of West Winch is to be a success the current situation needs to change.

8.116 The additional growth planned for West Winch will add to the current movements on the A10 and the Hardwick interchange. Improvements to the capacity of both are therefore required and should be funded by the development.

8.117 The aim is to develop a strategy that will provide sufficient highway capacity at and around the Hardwick roundabout to facilitate planned growth and to provide a new route to access the significant new housing, that will potentially reduce traffic and its impacts on the existing A10 through West Winch. These improvements are to be included in a comprehensive transport strategy for the area and are likely to provide one of the matters governing phasing of development.

Housing Access Road Linking A10 to A47

8.118 This housing access road will run, broadly speaking, on the eastern side of the Growth Area and join the A47 at a new roundabout. It is planned both to provide access and permeability to parts of the Growth Area, and incidentally to provide a degree of relief of traffic on the existing A10 through West Winch by providing an alternative route for some of the traffic it would otherwise carry. It is necessary to provide extra capacity to allow for the Growth Area traffic on to the network.

8.119 There is also an opportunity to provide a number of local access routes through the growth area which could tie back onto the "existing" A10 to help integration of the new and existing communities. The "existing" A10 could become more of a local access route as the new route takes a proportion of the strategic long distance traffic. The balance of through traffic between the existing A10 and the new link road is yet to be determined and will depend on the outcome of current traffic modelling and decisions on design, management measures and costs.

8.120 The funding of the new housing access road will come from the growth area development. The road will not be in place in advance of a start on development, but is anticipated to be constructed in stages and completed before the end of the plan period.

8.121 The new road layout, precise location and phasing needs to be included in a comprehensive transport strategy for the whole of the Growth Area. The detailed routing and the treatment of access points will be key to its efficient working and integration to the wider connectivity around West Winch and North Runcton. The Borough Council together with the County Council are designing a suitable road, which will be taken through to a planning application.

Design and Density

8.122 The scale, form, character and design of development and mix of development densities should reflect the local character and proximity to the growth area centres.

8.123 From a strategic viewpoint it is important that efficient use is made of the land available to accommodate the overall figures required. However, within the detail design of any scheme it will be appropriate to provide a range of densities.

8.124 The role of good design is to deliver and shape places that work well, that are safe, and which are easy to get to and where all members of the community can access the places they want to go. Design should be influenced by the strengths and constraints of a site or place and work with them to enhance local distinctiveness. The quality of design can be assessed through the consideration of matters such as proportion, scale, enclosure and layout. The scale, form, character and design of development should take into account the local topography, setting and natural assets of the site.

8.125 The hedgerows and mature trees, combined with the surrounding countryside and topography create the natural features around the growth area. The development should make the most of these assets to create a sense of place by reflecting and where possible incorporating them into the development.

8.126 The development should consider issues relating to landform including the effect of the site slopes on the heights of buildings; the relationship between heights of proposed and existing buildings; and the visual impact of buildings when viewed from streets and properties.

8.127 The development should make the most of opportunities to create or improve habitats. Retention of hedgerows and mature trees, use of native species in landscaping, installation of bird and bat boxes and design of lighting schemes can all encourage habitat creation and enhancement.

8.128 The network of streets and open spaces will play a key role in determining how the new development works and how it relates to the surrounding areas. The development should incorporate a network of streets and spaces that link to and through the area, providing a choice of direct, safe and attractive connections and encouraging walking and cycling. There could be a street hierarchy comprising, for example, a primary street and residential streets. The development and pattern of routes must also be 'legible' – easy to understand and navigate. Features such as façades, pavements, rooflines and views can help determine how legible a place is.

8.129 Active frontages should be incorporated in the new development. Active frontages are created by orienting buildings so that the main entrances and principal windows face the street (or streets) and open spaces. This helps to improve the sense of security of public and communal areas (sometimes known as Secured by Design principles), maximises the proportion of activity that takes place in the public realm and makes it easier for people to find their way around.

8.130 There is an opportunity to create a new distinct but integrated development and to apply best practice to make efficient use of resources and meet energy-efficiency and low-carbon targets.

8.131 The development should seek to meet high standards of sustainable construction and design in terms of energy efficiency, water resources, recycled and reclaimed materials and renewable or low-carbon energy.

8.132 Where practicable, streets and buildings should be orientated to get maximum benefit from sunlight. To make the most of sunlight (and shade), the layout, design and orientation of streets and buildings should take into account the slope of the site and the solar path. The development should maximise the use of south-facing elevations.

Green Infrastructure – Landscape, Ecology, Recreation

8.133 Schemes will need to show detail proposals for landscape planting. The Growth Area has features which can both shape the development itself but provide opportunities for recreation, thus helping to mitigate off site effects on sensitive habitats and species.

Habitat Protection

8.134 Given the potential impacts from the substantial growth envisaged at West Winch / North Runcton careful consideration was given to the potential for adverse impacts of additional recreational pressure associated with the allocated development upon European designated nature conservation sites (including Special Protection Areas and Special Areas of Conservation) at some distance from the site (for instance those at Roydon Common, Dersingham Bog, and the coast.

8.135 The Habitats Regulations Assessment Report recognised that a requirement for suitable programme of measures in the development could avoid the likelihood of such adverse impacts arising.

8.136 These measures will also contribute to the quality of life for residents of the Growth Area.

8.137 The policy highlights the requirements for such a programme. It suggests potential developers seek specialist design and assessment advice, and suggests a range of potential measures which might be included in such a programme.

Other Important Site-Specific Matters

(NB policies within the Neighbourhood Plan will also apply to this area)

- Growth Centres
- Mixed Communities
- Employment land
- Traffic calming and environmental enhancements
- Connectivity

- Bus service provision
- Pedestrian and cycling access
- Better links to the countryside
- Recreational open space
- Heritage
- Sustainable urban drainage systems
- Silica sand

1. Growth Centres

8.138 Within the Growth Area three local neighbourhood centres are planned, each giving a focus to a neighbourhood area. One would be a new centre in the northern section, the two remaining centres will be delivered through enhancements to existing centres of West Winch. The intention of the three centred approach is to create a sustainable layout that would enable residents (both new and existing) to walk or cycle to the local amenities to satisfy their daily needs, and facilitating the development of neighbourhood identity.

8.139 New shops and related uses on a small scale should be located in these neighbourhood centres and will help ensure that the new neighbourhoods are successful and sustainable, and enhance the facilities available to the residents of the nearby existing villages of West Winch and North Runcton. It is important that new retail services in the Growth Area do not adversely affect existing facilities in either King's Lynn town centre or West Winch.

2. Mixed Communities

8.140 Policy LP28 'Affordable Housing' provides the levels and thresholds for affordable housing within the Growth Area.

8.141 More generally the Borough Council seeks mixed communities and expects to see a range of housing types, styles and tenures across the Growth Area and most individual developments within it. These will be expected to respond to the Borough Council's Housing Market Assessments.

3. Employment Land

8.142 New employment allocations are needed to provide job opportunities for residents in and around King's Lynn to support the growth aspirations for the town. To achieve this objective, over 50 hectares of new employment land is to be provided. This has been set out in the King's Lynn section of the document. The growth area will generate employment not only during the construction phase but in servicing the new community i.e. property maintenance and small businesses. Employment generating uses within the growth area developments above the allocation in King's Lynn will be encouraged.

8.143 There should be an employment allocation of at least 1ha for a small business park or similar. This would provide the new residents an opportunity to work closer to home and allow for companies servicing the new area a chance to set

up business within the community it serves, while recognising that the bulk of new employment land will be elsewhere around King's Lynn. The criteria for assessing potential options for employment uses over and above this allocation are set out in LP07 Policy "The Economy.

4. Traffic calming and environmental enhancements

8.144 In recognition of the existing unsatisfactory conditions, and the impacts on the existing community of construction and traffic growth in advance of completion of the link road, improvements to safety and amenity on the existing A10 are required to be undertaken early in the Growth Area construction phase.

8.145 In recognition of the existing unsatisfactory conditions, and the impacts on the existing community of construction and traffic growth in advance of completion of the link road, improvements to safety and amenity on the existing A10 are required to be undertaken early in the Growth Area construction phase.

5. Connectivity

8.146 Connectivity is vital to achieving accessibility, integration for new residents and businesses and can contribute to a healthy community.

8.147 The Growth Area and the new neighbourhoods / local centres within it should be well connected with surrounding communities by walking, cycling and public transport. The whole area should be better linked to local centres, places of work, education, the town centre and the countryside.

8.148 However, integration is not just about transport connections: the layout of the new development should contribute by creating new frontages and public open spaces that link the new neighbourhoods and their immediate surroundings.

6. Bus Service Provision

8.149 The need to improve the existing bus connectivity was identified in responses to earlier consultations. Development layouts should allow for a revised or new bus service connecting the growth area to King's Lynn. Further work is required to establish how the increased housing numbers can help deliver an improved service. The developers should provide subsidies for the new service.

7. Pedestrian and Cycling Access

8.150 The A10 currently imposes a significant barrier to accessibility and integration for cyclists and pedestrians, with only a few existing crossing points. Running north-south there is an existing footpath and cycle path which links to King's Lynn, but this is severely disrupted by the A10.

8.151 To improve integration and permeability and to promote maximum usage, a network of safe and easy-to-use pedestrian and cycle routes along desire lines should connect the new homes with facilities in the new neighbourhood and link the new development to existing facilities in West Winch and King's Lynn.

8. Better Links to the Countryside

8.152 There is potential to enhance and develop linear green corridors or links through the sites, making connections within the new development and with neighbouring communities and the open countryside. These could be based on existing green links, including existing hedgerows or created on areas which can't be developed for housing such as the gas pipeline buffer zone.

8.153 As well as allowing movement, the green links also offer opportunities for recreation and amenity space; ecological enhancement; Sustainable Drainage; and the creation of a transition from the built environment to open countryside.

9. Recreational Open Space

8.154 The approach to open spaces is to provide open space to a good standard as a network of accessible, high quality open spaces for residents and visitors to enjoy that strengthen local character, promote nature conservation, and farming.

8.155 The standard for the provision of new recreational space open space is set in the development management policies in this document. This equates to 2.4 hectares of outdoor play space per 1,000 population. Further details can be seen in LP22 – provision of Recreational Space for Residential Development.

10. Heritage

8.156 The Growth Area forms part of the setting of the following designated heritage assets:

- Church of St Mary, Winch, Grade II* Listed
- War Memorial, Grade II Listed (located in the churchyard of Church of St Mary)
- Windmill, Grade II Listed, and
- The Old Dairy Farmhouse

8.157 A detailed Heritage Impact Assessment will need to identify any other key issues to be considered, including the archaeological considerations and unlisted built development of particular character.

8.158 Historic England and the Borough Council have identified suitable buffer areas, (based on heritage impact assessment, site visits, and professional judgment) around the Church of St Mary and moat, which should be kept free of development in order to preserve the settings of those heritage assets. These areas are shown on the Heritage Buffer Zone Concept Plan, below:


Borough Council of
King's Lynn &
West Norfolk
West Winch growth area
heritage buffer concept plan
Heritage Buffer
Landscape Buffer
N
1:4,500
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11. Sustainable Urban Drainage Systems (SuDS)

8.159 The development should incorporate SuDS to reduce any increases in surface water drainage. Public and private areas of hard-standing should be permeable wherever possible. SuDS may be combined with a system to help regulate water flows from roofs to the drainage system and grey water recycling. Installation of green roofs, where soil and plant material are attached to create a living surface, can also reduce water run-off as well as providing insulation and creating a habitat for wildlife.

12. Silica Sand

8.160 The County Council advise that the Growth Area could be underlain by silica sand deposits, and in line with the adopted Minerals Plan these deposits should be investigated for viability and seek to avoid sterilising them if they prove viable. The 'Norfolk Minerals and Waste Development Framework Core Strategy Policy CS16 - Safeguarding mineral and waste sites and mineral resources'[62] is the relevant mechanism for considering how potential mineral resources are treated. The Borough Council is mindful of the policy approach but would wish to take into account the fact that:

- the Growth Area is a long standing proposal contributing to housing provision in the area
- the significant constraints to alternative locations in the area
- the adverse effects likely on the existing built up area
- the likelihood of a resulting unsuitable landform post extraction
- the likely lengthy period of any suggested extraction, and the delay to housing delivery

8.161 The northern main landholding has already been surveyed for these purposes and it has been demonstrated [to the satisfaction of the Minerals Planning Authority] that there is no exploitable deposit here.

8.162 The southern portions of the allocation area have yet to be surveyed, but it is understood that the extent of the overall allocation area means that it is unlikely that the overall scale of development within the plan period would be prejudiced. The Council is advised that any exploitation would be likely to proceed and be completed relatively rapidly, and the land largely reusable for other development afterwards.

[62] https://www.norfolk.gov.uk/media/20988/Core-Strategy-And-Minerals-And-Waste-Development-Management-Policies-Development-20102026/pdf/4score-strategy-and-minerals-and-waste-development-management-policies-development-20102026.pdf?m=1701472146350

Policy E2.1 West Winch Growth Area Strategic Policy

Land in the vicinity of West Winch of around 192ha (as shown on the Policies Map) is allocated for development to provide the following strategic outcomes.

*(*Indicative locations for items marked with an asterix are represented on the 'West Winch Growth Area Strategic Diagram' accompanying this Policy):*

Part A - AREA WIDE STRATEGIC OUTCOMES

1. Up to 4,000 new dwellings to meet housing needs within the Plan period and beyond, of which at least 2,030 should be delivered by 2040, together with associated facilities and infrastructure, including around 1ha of employment land, to support the overall balance of housing and employment in the Borough, and improved connectivity for the strategic road network, particularly the A10 corridor and A47 trunk road;

2. A broad range of dwelling types, to provide choice and meet different needs, including a proportion of affordable housing commensurate with the local planning authority's standards at the time.

3. A new road linking the A10 and A47 to facilitate housing growth and prevent undue pressure on the existing highway network.

4. Development will be subject to the following:
   a. up to 300 dwellings with access to the A10, in the vicinity of Lemuel Burt Way, without further strategic intervention;
   b. for anything above 300 dwellings and up to 1,100 dwellings, completion of a link from the A10, in the vicinity of Lemuel Burt Way, to the A47 will be required; and
   c. for more than 1,100 dwellings on site, completion of the West Winch Housing Access Road (WWHAR) in full will be required.

5. Early and continuing delivery of various traffic calming measures and environmental enhancements on the existing A10 in and around West Winch, for the benefit of existing local residents, with the first measures commencing within 12 months of the start of development.

6. Provision of suitable arrangements for public transport to route through the wider site, and connectivity to main routes to encourage non car modes.

7. A network of cycle and pedestrian routes (including links to King's Lynn town centre, a cycle route alongside the WWHAR, a network of routes linking different development phases and improved crossings (e.g. near Gravel Hill Lane), which would facilitate the level of growth planned to 2040 and beyond.

8. Local highway improvements and management measures to fully integrate the development into the surrounding network while avoiding adverse impacts including, in particular, consideration of the capacity of the Hardwick interchange

and environmental and amenity impacts of potential additional traffic through North Runcton.

9. Three new distinct neighbourhoods to the east of the A10, with some smaller areas of development expanding the existing neighbourhoods to its west.

10. Provide financial contributions towards the provision of infrastructure including additional primary and secondary school places, and, in an appropriate location provide sufficient land free of charge for a new primary school up to 2 hectares to service the development to 2040 and a further 2ha of land free of charge, in an appropriate location for a new primary school post 2040.

11. A neighbourhood centre in the each of these new neighbourhoods (containing facilities of a suitable scale to serve the local rather than wider areas), providing a cluster of local facilities and a visual and community focus for both existing and new residents. These are each to be at a point where pedestrian and cycle routes intersect with a primary street. The bulk of new housing is to be within a walkable distance of one of these neighbourhood centres.

12. Open 'green' areas separating the three neighbourhoods, and aligned roughly with the two gas pipelines crossing the growth area. These 'green' areas may incorporate a mix of uses such as recreation, nature conservation, agriculture, landscaping, and foot/ cycle/ bridle paths.

13. An orderly phasing of development ensuring that this proceeds broadly in step with infrastructure provision. Development is encouraged to proceed concurrently in northern and southern parts of the growth area.

14. Significant 'green infrastructure', including (separately and/or combination, as appropriate):
    a. Retaining existing vegetation grassland, trees, woodland, hedgerows and watercourses where they are considered in good condition and contribute positively towards local landscape character;
    b. Providing new or enhanced natural landscape planting, amounting to 28 hectares of new natural and semi natural green space and 4 hectares of other green spaces, to reinforce existing landscape features and to integrate the development within the local landscape, character and provide visual amenity within the growth area;
    c. Creating new habitats where necessary, with an emphasis on grassland, heathland and/or hedgerows;
    d. Providing recreational open space of at least 10 hectares;
    e. Conserving and enhancing of local biodiversity;
    f. Providing measures to mitigate potential adverse recreational impacts on designated nature conservation sites (SPAs, SACs, Ramsar) outside the growth area.
    g. Consideration should be given to the establishment of new areas of planting and open space, to be implemented at an early stage in site preparation, in

advance of the construction of the adjacent areas of development. Proposals should set out how this will be achieved, with target dates.

15. Incorporation of Sustainable Drainage Systems (SuDS) to address surface water run-off, flood risk, biodiversity and the avoidance of groundwater pollution.
    a. SuDS should manage overland surface water flow and include features such as green/blue infrastructure, developed in accordance with the Conceptual Surface Water Drainage Strategy, and Preliminary Flood Risk Assessment and Surface Water Drainage System recommendations, in consultation with the LLFA; and
    b. Retention of access to all existing waterbodies within the WWGA to facilitate maintenance.

16. High standards of design, featuring:
    a. distinct areas with different characters;
    b. a range of densities, with generally higher densities in the vicinities of the neighbourhood centres and public transport routes;
    c. Water efficiency measures to meet a minimum 100 litres/person/day, incorporating integrated water management measures such as rainwater/stormwater harvesting linked to SuDS, to maximise efficiencies for potable water use;
    d. buildings adaptable to climate change, to minimise impacts on people and property;
    e. sensitivity to the character and amenity of existing developed areas, and to the qualities and setting of heritage assets;
    f. good acoustic design, to satisfy the British standards for noise in residential development.

17. Deliver the necessary infrastructure to service the development, as follows:
    a. Transport, including delivery of WWHAR, dualling A47 east of Hardwick, A10 traffic calming, a bus strategy including arrangements for free school transport, and active transport measures (cycle and shared use pathways);
    b. Education facilities, including two new primary schools, expansion of the existing West Winch Primary schools, and secondary school/ Sixth Form capacity increases;
    c. Utilities, including protection of existing National Grid/ Gas pipelines (on-site), improved connections and capacity increases to electricity, gas, water and sewerage systems;
    d. Community facilities, including community centres, a sports centre, a multi-use games area (MUGA), a health centre, shops, library contributions, equipped play areas amounting to 6 hectares in total and at least 0.6 hectares of allotments.

18. Deliver the infrastructure requirements in accordance with the trigger points specified in the Infrastructure Delivery Plan and North Runcton & West Winch Neighbourhood Plan 2016-2026, including as follows:
    a. West Winch Primary School expansion from 1 to 2 FE - before occupation of 500 dwellings;
    b. New 2 FE Primary School West Winch (north) before occupation of 600 dwellings;
    c. New 2 FE Primary School West Winch (south) before occupation of 2,000 dwellings;
    d. A10- Minor improvement to Hardwick for A10 arm - to be delivered by construction of 400 dwellings;
    e. A10 West Winch Bypass (WWHAR) - Phase 1 - to be delivered by 400 dwellings;
    f. A10 West Winch Bypass (WWHAR) - Phase 2 - to be delivered by 1,600 dwellings;
    g. Traffic Calming through West Winch Village - to be commenced within 12 months of start of development.

PART B – PROCESS

In order to achieve the above strategic outcomes, proposals for development within the Growth Area will need to:

1. Demonstrate how the proposals for development of the individual application area(s) contribute to the implementation of the each of the outcomes listed above and their indicative distribution shown on the Strategic Diagram.

2. Provide a scheme and timetable of phasing of construction over the period to 2040 demonstrating how it complements the timely and coordinated implementation of the whole growth area development to 2040 and the potential for further development beyond the plan period.

3. Be accompanied by a comprehensive strategic transportation assessment for the area, covering the traffic likely to be generated by the development and its interaction with the existing road and path network, and planned additions and improvements. The strategic transportation plan should expressly address the provision of and role in minimising car based traffic of public transport across the wider allocation.

4. Mitigate unacceptable air quality impacts, through:
    a. being consistent with the Council's Air Quality Management Strategy; and
    b. alignment with best practice dust and emissions management measures to protect human health and amenity during any demolition and construction phases.
    c. Development proposals will require a detailed air quality assessment where they result in a change in anticipated emissions which are above relevant

screening criteria (such as those contained within the IAQM Guidance document "Land-Use Planning & Development Control: Planning for Air Quality"[63]). Developments should align with the priorities identified within the Council's Air Quality Action Plan and proposals should outline mitigation activities that will be undertaken based on the mitigation hierarchy.

5. Prepare an ecological assessment that identifies:
    a. How a minimum of 10% biodiversity net gain can be delivered, both for the Growth Area as a whole and individual development phases;
    b. the ecological assets, sensitivities and potential of the application site and its surroundings, including County Wildlife Sites beyond the Growth Area boundaries;
    c. the likely impacts of the proposed development on these;
    d. impacts of development upon protected and priority species (particularly Great Crested Newts, bats, reptiles and breeding birds);
    e. where habitats of ecological significance will be lost, proposals for mitigation, conservation and enhancement, which may include habitat enhancements beyond the development boundary or micro measures such as bird or bat boxes; and
    f. the likely net impact on these.

6. Undertake and submit a project level HRA, to establish potential impacts upon affected areas (SPA, SAC, Ramsar sites) and necessary mitigation measures, in accordance with Policy LP27, and provide a package of habitat protection measures, to mitigate potential adverse impacts of additional recreational pressure associated with the allocated development upon nature conservation sites covered by the habitats assessment regulations. This package of measures will require specialist design and assessment, but is anticipated to include provision of an integrated combination of:
    a. application site, to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on nearby relevant nature conservation sites;
    b. informal open space (potentially over and above the local planning authority's normal standards for play space), including publicly accessible semi-natural habitats to mitigate impacts of recreational activity upon more sensitive areas;
    c. a network of attractive pedestrian routes, and car access to these, which provide a variety of terrain, routes and links to the wider public footpath network;
    d. contribution to enhanced management of nearby designated nature conservation sites and/or alternative green space including wooded areas, hedgerows and field boundaries;

[63] https://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf

e. development of multi-functional green spaces including, where possible, retention of existing blue and green infrastructure features (e.g. drainage ditches);
f. retention of Brook Watering Meadow County Wildlife Site (CWS);
g. mitigation measures within the Growth Area boundary or compensatory measures beyond, to address the disturbance to protected and priority species (particularly Great Crested Newts, bats, reptiles and breeding birds);
h. measures to address habitat fragmentation;
i. a programme of publicity to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities.

7. Provide a detailed Heritage Impact Assessment (HIA) to inform the layout of any applications, that identifies any heritage assets (including archaeology) potentially affected by the proposed development, and intended measures for their protection, recording, enhancement, and setting treatment as appropriate. The HIA should identify, in advance, any necessary mitigation and enhancement measures and be sufficiently detailed and proportionate to satisfy the requirements of the NPPF.

    a. The HIA should include (but is not exclusive of);

        i. Survey and investigation of the archaeological potential of the application site in accordance with a scheme of investigation agreed in advance;
        ii. An LVIA of the application site that includes views to and from the heritage assets identified in the Council's HIA (2022) and in the course of the applicant's own research, in both summer and winter views and the establishment of any key views of or from the heritage assets;
        iii. An assessment of how the proposed layout and design have been informed by the Council's HIA (2022) as well as the information contained within the above documents; and
        iv. An assessment of how the application takes into account the cumulative impacts of the development alongside others proposed.

    b. Mitigation and enhancement should:

        i. Include a Heritage Buffer, as shown on the Heritage Buffer Zone Concept Plan in the supporting text to this policy, which identifies areas that shall remain open (e.g. informal open space, pasture, village green or other such green infrastructure) along with supplementary planting/ landscaping;
        ii. Maintain key views of the Church of St Mary and Mill from within the West Winch Growth Area;
        iii. Include appropriate planting around the Mill;
        iv. Include appropriate siting and buffering around Old Dairy Farmhouse;
        v. Include heritage interpretation;
        vi. Conserve and enhance Green Dyke.

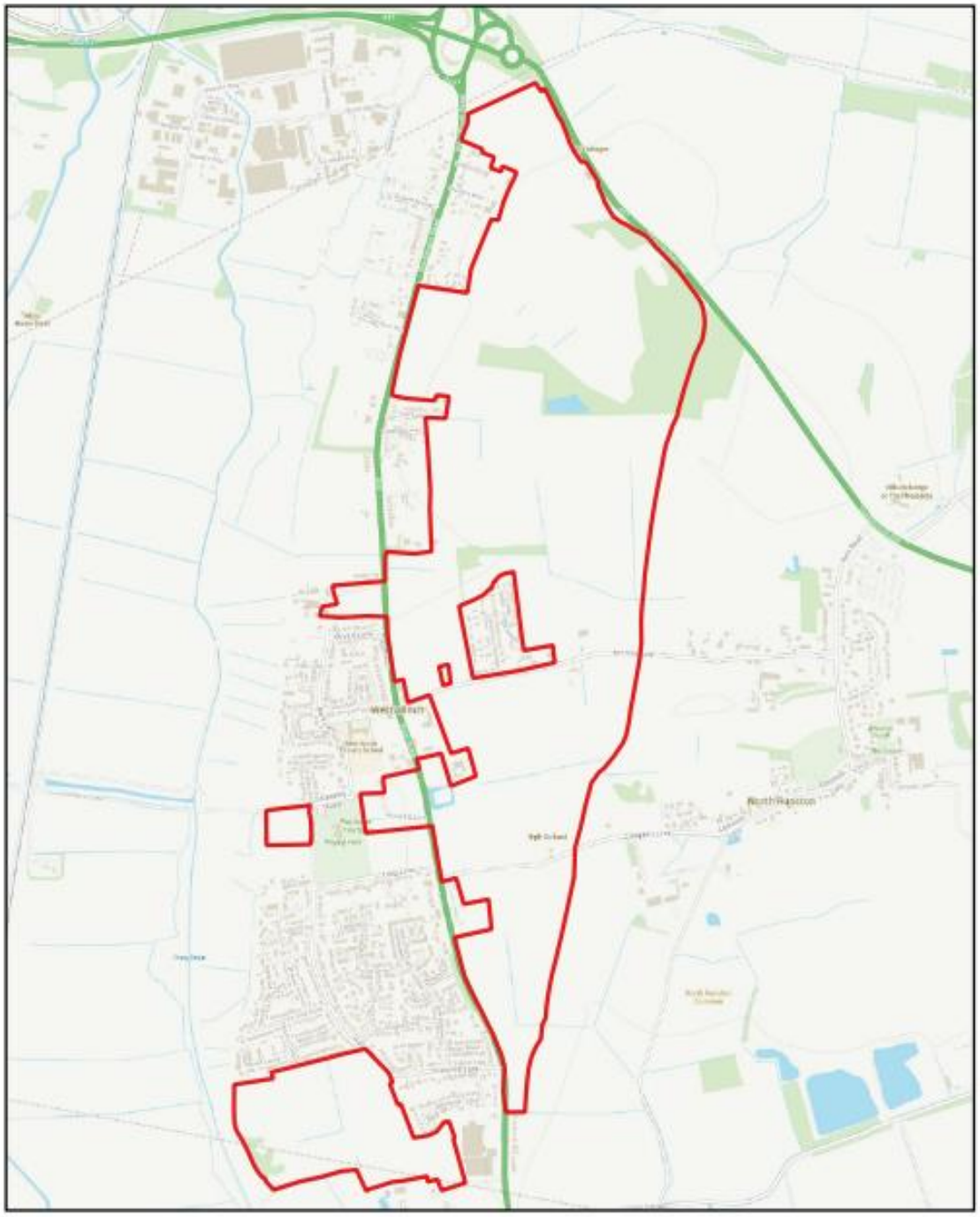
8. Provide an assessment of the potential for extracting, either in advance of development or in the course of its development (should that prove to be appropriate), any viable reserve of silica sand on the site.

9. Submit a site specific Flood Risk Assessment in accordance with Policy LP25 demonstrating compliance with the national sequential and exception tests, using topographic surveys and the latest hydraulic modelling data.

10. Seek opportunities for flood reduction or relief to the existing community through offsite betterment where possible. This could be achieved either through a reduction in site surface water discharge rates to being below the existing greenfield runoff rates where possible

11. A package of measures to mitigate the potential impacts associated with noise from the surrounding road network. This package of measure will require specialist design and assessment through the provision of a Noise Impact Assessment and is anticipated to include provision of an integrated combination of effective external and internal measures to reduce the impact of noise on the private amenity of residents.

12. The Borough Council will prepare a supplementary planning document 'Masterplan' to co-ordinate development provisions for the Strategic Growth Area.



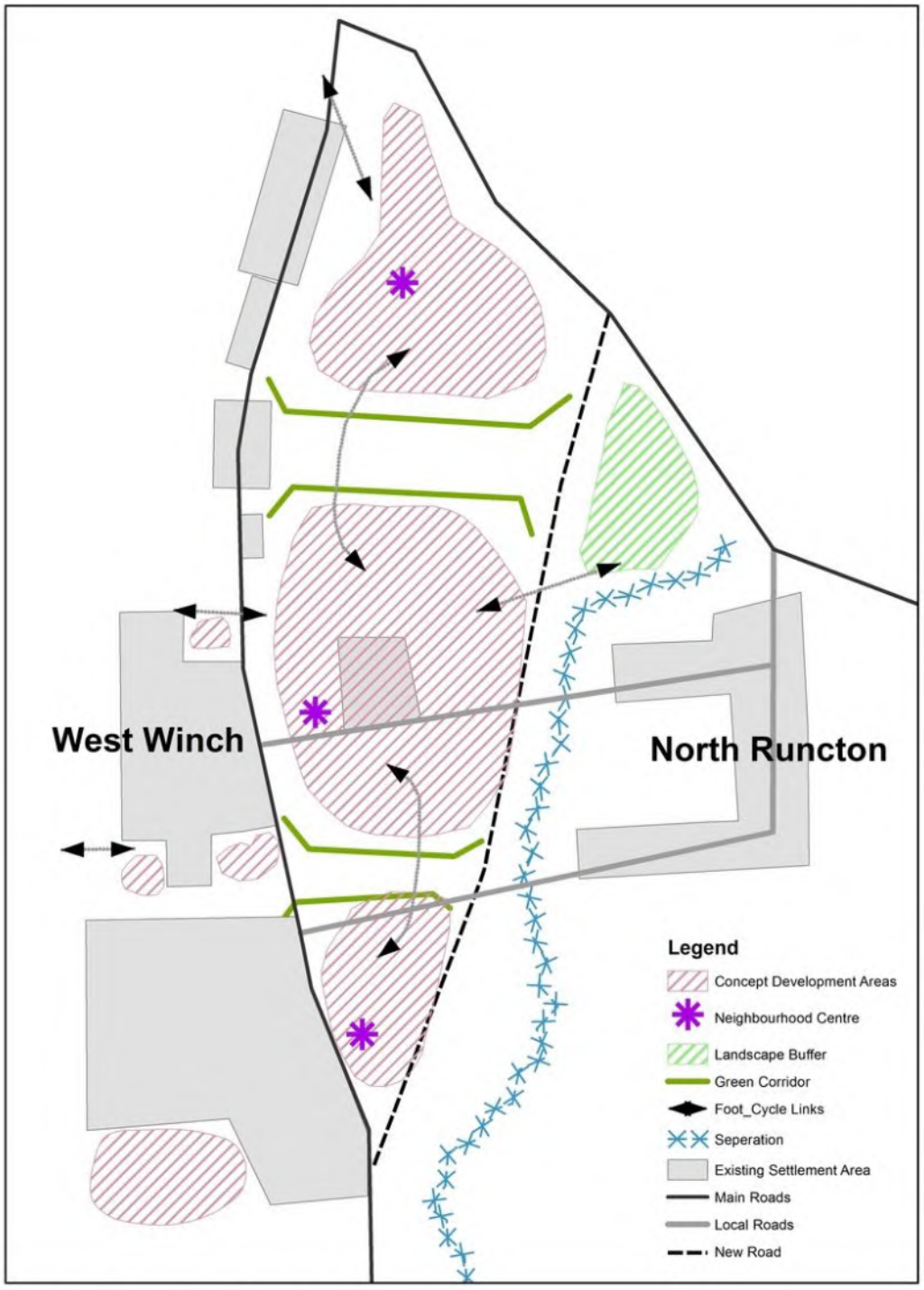
Borough Council of
King's Lynn & West Norfolk
Tel. 01553 616200

E2.1 West Winch Growth Area

1:16,000

12/07/2024

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Ordnance Survey AC0000819234



Strategic Concept (Indicative)

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Policy E2.2 - Development within existing built-up areas of West Winch

Introduction

8.163 A development boundary for West Winch is shown on the policies map. (This is distinct from the Strategic Growth Area identified in Policy E2.1).

Justification

8.164 This policy ensures windfall development is suitable within the built up areas of West Winch.

Policy E2.2 Development within existing Built up areas of West Winch

Within this development boundary the general Development Boundaries Policy LP02 will apply with the following provisos:

1. Along the existing A10:
    a. no development resulting in significant new traffic or accesses onto to the A10 will be permitted in advance of the new West Winch link road opening. Significance in this instance refers to effect on the capacity and free flow of traffic on the A10 and its ability to accommodate the existing traffic and that arising from the growth area, and both individual and cumulative potential impacts will be considered;
    b. new development should generally be set back from the road and provide for significant areas of planting adjacent to the road in order to avoid extending the continuous developed edge to the A10;
2. Special care will be taken in the vicinity of the Countryside Buffer indicated on the Policies Map to maintain a soft edge to the countryside beyond and avoid a hard and prominent edge to the developed area when viewed from the West;
3. Areas to the east of the A10 will preferably be associated with the growth area, and accessed through the growth area rather than directly onto the existing A10 road.

South Wootton

Settlement adjacent to King's Lynn

Introduction

8.165 South Wootton lies on the north side of King's Lynn and is a favoured residential area with its own distinct identity. The Parish's population is around 4,250 (2011 Census), and the area has a pleasant character with mature trees and gardens among mainly fairly low-density housing. The built environment predominantly consists of modern two storey, semi-detached and detached residential development, although there are more traditional buildings, especially around the Listed Grade 2* St. Mary's Church, and the village green and pond. There is open land both to the east, Ling Common, and west, the latter having fields sloping gently down to marshland bordering the Wash and the River Great Ouse channel.

8.166 It is well connected by road, public transport and a largely off-road cycle path. Much of the existing development in the area is in the form of culs-de-sac, which results in most of the traffic in and out of the area (and North Wootton) being concentrated on the few through roads.

8.167 The area benefits from both primary and junior schools, bus service, local shops and a supermarket, public houses, village hall, park and recreation ground, etc., and a doctor's surgery close by in North Wootton.

Strategic Context

8.168 South Wootton is designated as one of the strategic 'urban expansion' areas around King's Lynn. It is relatively unconstrained by infrastructure etc. problems, and relatively easily accessed and serviced. It is also an area in which many people wish to live, and this will aid delivery and viability.

8.169 Significant growth has been sought in the King's Lynn and surrounding area, which includes South Wootton.

8.170 The allocation at Hall Lane, South Wootton, for at least 575 dwellings, represents significant growth for the South Wootton Area which will take a number of years to be fully realised (completed).

Neighbourhood Plan

8.171 The South Wootton Neighbourhood Plan was made in November 2015 and reviewed/ updated in 2021/22 to bring it up to date and ensure it complies to the Local Plan and national planning policies (concluded January 2023). This forms part of the local development plan and is in force today. The Neighbourhood Plan was prepared by South Wootton Parish Council, it will shape the development of the strategic allocation at Hall Lane to address local concerns and aspirations. This Plan will be used to judge the detail of planning applications in the Parish, including those for the allocated site. The Neighbourhood Plan includes policies to protect certain features, influence the

design of development, and to indicate preferred locations for additional facilities and cycle and footway links.

Policy E3.1 - South Wootton, Hall Lane

Introduction

8.172 The allocated site is off Hall Lane, and provides the opportunity to accommodate at least 575 new dwellings in a manner compatible with the existing character of South Wootton, and provide enhancements to local facilities. Like the existing built up area, development here would be visible but not prominent in a range of distant views, and is expected to be softened by planting within the development area and on its boundary.

Justification

8.173 The site is, at around 40ha, generously sized for the amount of residential development envisaged. However, a substantial portion of this, on the western side of the site, is affected by flood risk (Zones 2 and 3) and flood defence breach hazard and hence inappropriate for housing. Here non-residential but complementary uses less vulnerable to flood risk, such as neighbourhood shopping and health facilities and small-scale business uses can be developed, together with significant areas of open spaces of various descriptions. The allocation deliberately does not maximise the number of dwellings, and seeks to achieve a generally spacious development, with a high proportion of landscape planting, that responds to the existing character of South Wootton and the aspirations for it of the Parish Council and others.

8.174 The development is to include a link into Nursery Lane at the North of the site, to provide permeability to the new development and a degree of relief of traffic on existing roads in the vicinity, as well as a new main access onto Low Road.

8.175 The development will include a new main entrance to the school on the eastern boundary, to relieve congestion currently experienced on Hall Lane at either end of the school day and help integrate the new development area with the existing. The development could also accommodate a potential extension of the school which has been under consideration but not yet decided.

8.176 One of the constraints in South Wootton is the potential for development to result in an adverse impact on the designated nature conservation sites of Dersingham Bog Special Protection Area and Roydon Common Special Protection Area. (Although the Wash Special Protection area is closer to the site, this is not judged likely to be adversely affected by the planned development at South Wootton.). This requires an emphasis on provision of alternative recreational spaces and routes in and around the development, which will also contribute to quality of life and amenity for existing and new residents in the locality, and a project level habitats assessment. These issues are addressed in both the Policy and the Habitats Assessment Reports.

8.177 In the event that the site is proved capable of accommodating significantly greater than 300 dwellings it will be important to ensure that the features and facilities mentioned in the Policy have been suitably assessed as capable of accommodating the development proposed.

8.178 The Site has come forward in two portions. There is a Master Plan which covers both parts which now benefit from outline planning permission. The majority of the site has come forward for 450 new dwellings (17/01151/OM). The remaining smaller, north-eastern, portion has come forward for 125 new dwellings (17/01106/OM). In total this provides for 575 new dwellings in South Wootton.

Policy E3.1 - Hall Lane, South Wootton

Land at South Wootton of approximately 40ha, as shown on the proposed Policies Map, is allocated for a high quality, well landscaped development of at least 575 dwellings and associated facilities.

Planning permission would subject to the following:

1. Provide for residential development of the substantial majority of the land available for development and not precluded by flood risk, to include:
    a. a variety of house sizes, types and tenures.
    b. provision of affordable housing in line with Policy LP28.
    c. a site, or sites, which could be utilised for neighbourhood shops, a doctor's surgery, community facilities, and possibly small-scale employment premises.
    d. tree planting and retention within the site, and a layout which facilitates the provision and maintenance of a high degree of landscape planting to soften the visual appearance of the development and to support wildlife, and including landscape planting to the west of the development to provide a degree of screening.
    e. recreational open space of at least 1.7 hectares. (Based on a population of 700, assuming 2.33 persons per dwelling and a requirement of 2.4ha per 1,000 population.) To include public open space for recreation and visual amenity on the western side of the site in an area not suitable for housing by virtue of flood risk.
    f. an agreed package of habitat protection measures (to mitigate potential adverse impacts of additional recreational pressure associated with the proposed development on nature conservation sites covered by the habitats assessment regulations). This package of measures will require specialist design and assessment, but is anticipated to include provision of:
    g. enhanced (above normal levels associated with new development) informal recreational provision on, or in close proximity to, the allocated site, to limit the likelihood of additional recreational pressure (particularly in relation to

exercising of dogs) on nearby relevant nature conservation sites. This provision is likely to consist of an integrated combination of:

i. informal open space (potentially over and above the Council's normal standards of recreational space).

ii. a network of attractive pedestrian routes, and car access to these, which provide a variety of terrain, routes and links to the wider public footpath network.

h. contribution to enhanced management of nearby designated nature conservation sites and/or alternative green space.

i. a programme of publicity to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities.

2. A new road network including:
   a. a new road from north to south, providing access to the new dwellings and facilities, including a new signal controlled-junction with Low Road.
   b. a road link to the site's northern boundary to avoid prejudicing the potential for further development beyond at some point in the future.
   c. a new road access to the school from the west to replace the current access onto Hall Lane as the main access to the school.
   d. other local highway improvements to fully integrate the development into the surrounding road network and manage the resulting additional traffic.
3. A layout which facilitates travelling on foot and by bicycle within, and to and from the new development area, including links to the National Cycle Network Route 1 and to the emerging King's Lynn to Hunstanton Coast Path.
4. Additional land (if required) for the expansion of the school on the eastern boundary.
5. Surface water drainage on SuDS principles.
6. Financial contributions towards the provision of infrastructure, including additional primary and secondary school places.
7. Be supported by the following studies:
   a. site Flood Risk Assessment with topographical survey and geotechnical studies to identify the extent of flood risk from tidal, groundwater and surface water sources; and building constraints due to groundwater and geological conditions; in order to indicate the areas suitable for residential and other classes of development in terms of national flood risk policy, and their distribution within the allocation site.
   b. landscape and arboricultural assessment to form the basis of a strategic landscape framework for the site.
   c. an ecological assessment of the fauna (notably birds and reptiles) and flora of the designated area within its local environmental context; and an

assessment of potential mitigation or enhancement measures, and areas to be retained and protected or managed for these interests.

d. a project level habitats regulations assessment, with particular regard to the potential for indirect and cumulative impacts through recreational disturbance to the Dersingham Bog and Roydon Common Special Areas of Conservation.

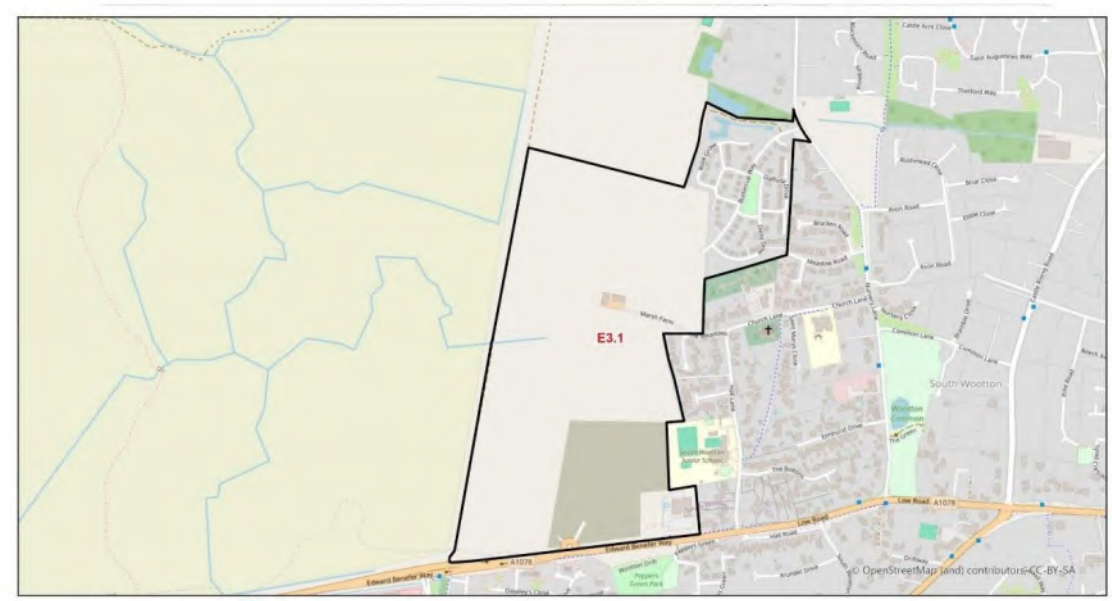
e. The allocation site could include or be close to supporting habitat for birds associated with The Wash SPA/Ramsar. The site will need to demonstrate compliance to Policy LP27 and project level HRA will need to be informed by survey work and any necessary mitigation to rule out adverse effects on integrity from the loss of supporting habitat or disturbance to birds associated with supporting habitat

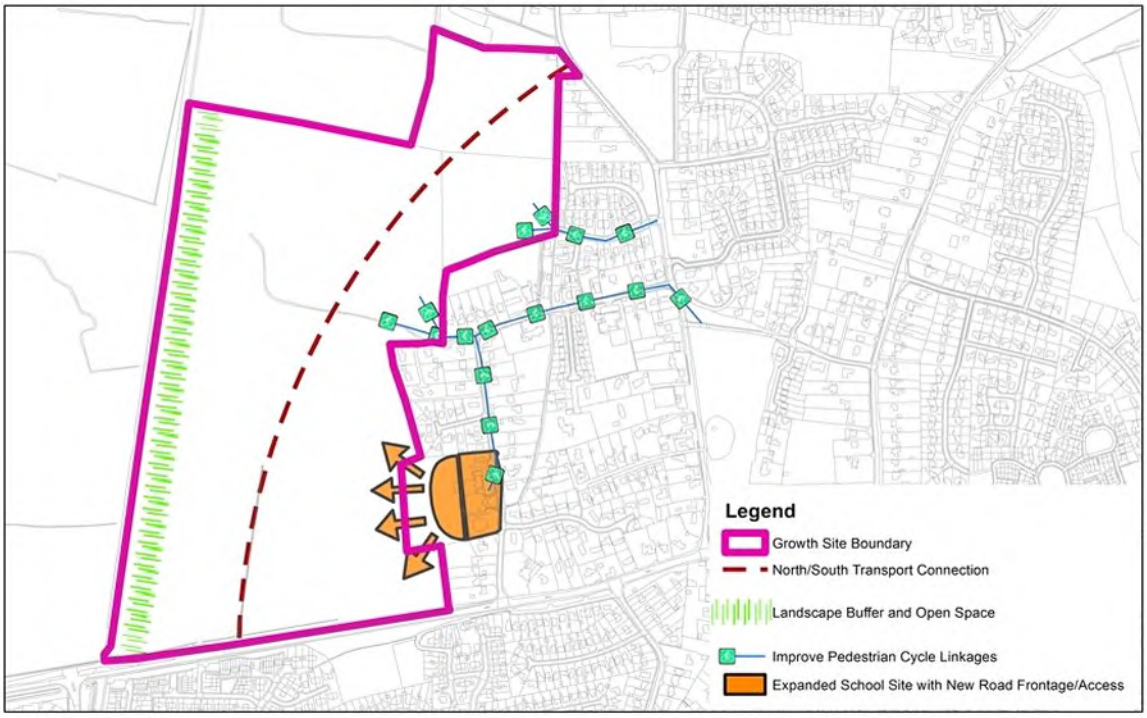
f. a comprehensive transport assessment of the impacts of the proposed development, including consideration of the combined impacts with other planned development on Low Road/Grimston Road.

g. a heritage assets assessment (to include archaeology), with review of the submitted information, and relevant on-site investigations. The Grade II* Church of St Mary lies within centre of village to the east of the site, with potential for some impact on its setting and views towards the church, this should be fully considered in the design scheme of the development.

h. a Masterplan indicating how the outcomes of the above studies and the other requirements of this policy (below), and any neighbourhood plan, are to be integrated.

i. a construction management plan to control the routes and times for construction traffic to minimise adverse impact on local residents' amenity and on traffic flows at peak periods.





Policy E3.1
South Wootton Growth Area Strategic Diagram
(locations indicative)


The Stock Shop

9 Main Towns

Main Towns

9.1 There are two Main Towns within the Borough. These are Downham Market, in the south, and Hunstanton, in the north. Here the focus will be on maintaining and enhancing the roles of the towns providing essential convenience, service and/or tourist facilities. Please see Policies LP01 (Spatial Strategy), LP41 (Downham Market), and LP42 (Hunstanton) for further detail.

Main Towns (2)	
Downham Market	Hunstanton

Downham Market

Introduction

9.2 Downham Market stands on elevated ground on the eastern edge of the Great Ouse valley around 13 miles south of King's Lynn. It is the Borough's second largest town, with a population of around 10,000. The 2011 Census recorded the population at 9,994 and the ONS based 2017 mid-year estimates provide a figure of 10,984. The town grew up as an agricultural and trading centre and has a good range of services serving both the local population and a wider rural area.

9.3 Downham Market lies at the junction of the A10 King's Lynn to London Road and the A1122 Wisbech to Swaffham Road, and has direct railway services to King's Lynn, Cambridge and London. An extensive bus service links the town to its hinterland and nearby towns.

9.4 There are a range of local employment opportunities. The town's historic industrial and trading links based on the River Great Ouse and the Relief Channel have declined, but now these watercourses support some leisure uses.

9.5 The town has a wealth of historic buildings and other heritage assets, reflected in an extensive Conservation Area and numerous listed buildings. The distinctive Victorian Clock Tower provides a focal point in the handsome Town Square.

9.6 The town lies mainly on the Lower Greensand and Kimmeridge Clay belts which form the western boundary of the chalk upland area of High Norfolk. Many of the town's quality buildings are constructed in the distinctive brown of the local carstone. As this stone is not suited to being dressed into regular blocks it is normally used in conjunction with brick piers, and this contributes to the local building style.

Strategic Context

9.7 Downham Market will continue its role as a Main Town within the Borough. The Town is located along the A10 and Main Rail Line from King's Lynn to Cambridge and London King's Cross.

9.8 The growth of Downham Market will be supported through the provision of land for housing and employment and through the development of services and facilities. This growth will be carefully balanced to meet the needs of the existing and future population.

9.9 The Local Plan makes provision for:

- at least 600 new homes– allocated sites to North-East and South-West of the town (policies F1.3 and F1.4, respectively);
- at least 31 ha in land for a balanced mix of employment uses. – allocated sites at St John's Way (Policy F1.2) and Bexwell Business Park (Policy BEX1).

9.10 These significant development sites are defined on the Policies Map.

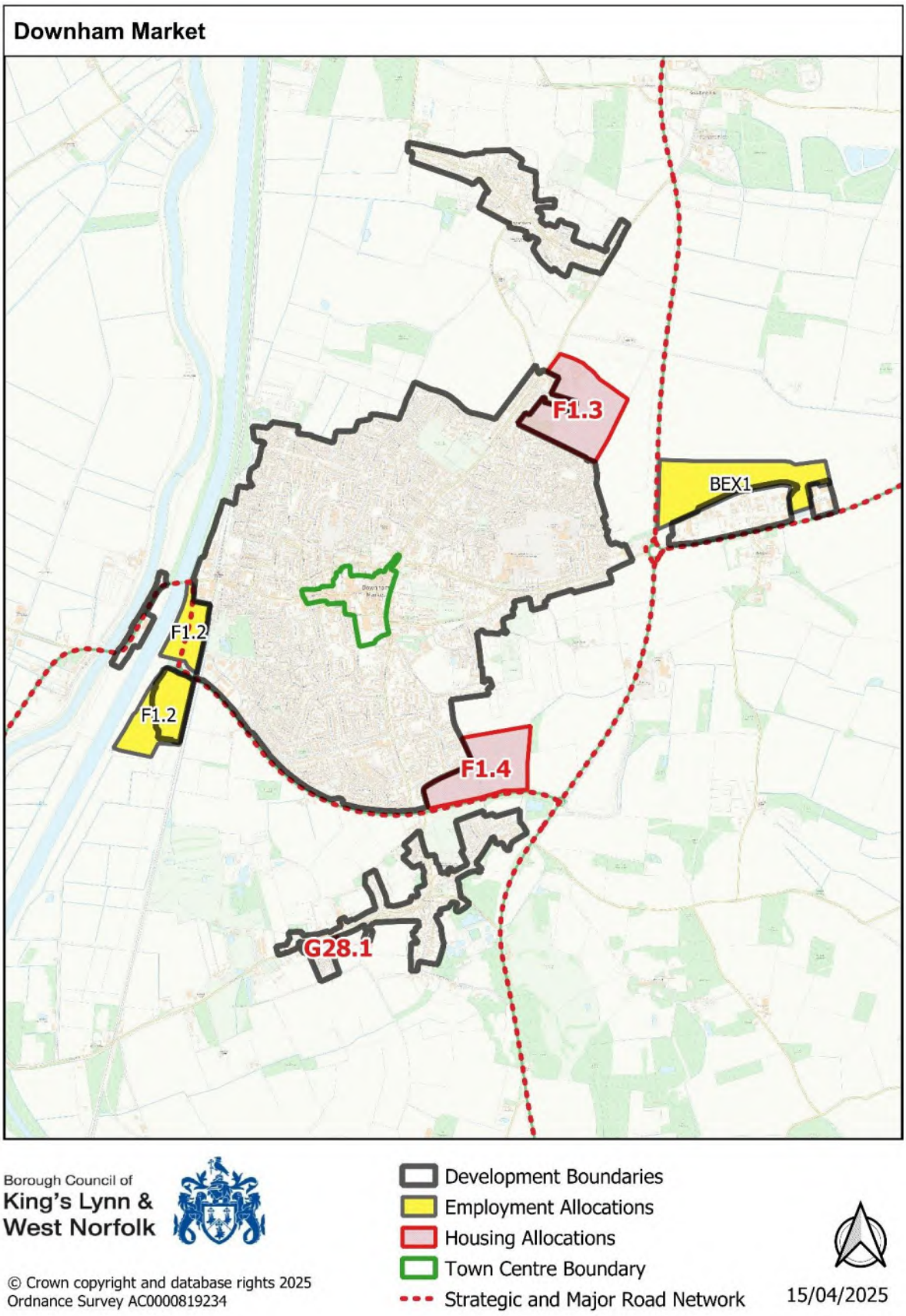
9.11 There will be an over-arching approach to support improvements to the King's Lynn – Downham Market - Ely - Cambridge – London King's Cross rail-link. In addition, an integrated transport system will be encouraged.

Downham Market Neighbourhood Plan

9.12 The Borough Council supports those Town/ Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Downham Market Town Council is in the process of preparing a Neighbourhood Plan. The Neighbourhood Plan Area was formally designated by the Borough Council 27/01/2016 and corresponds with the boundaries of Downham Market Parish.

9.13 The Town Council is currently preparing a draft version of their Neighbourhood Plan for consultation. Their Neighbourhood Plan, whilst conforming to the basic conditions, will have the ability to set a policy framework for the Area that will be used to guide planning and development of Downham Market going forward. This could cover areas such conservation, regeneration, protection, and the assessment and allocation of sites to meets the need for the Town.

9.14 Neighbourhood Plan will form part of the Local Development Plan and be used alongside the National Planning Policy Framework (NPPF) and the Local Plan in the determination of planning applications.


Downham Market
F1.3
BEX1
F1.2
F1.2
F1.4
G28.1
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Development Boundaries
Employment Allocations
Housing Allocations
Town Centre Boundary
Strategic and Major Road Network
15/04/2025

Policy LP41 - Downham Market

Justification

9.15 Town centres are changing, and regaining a richer mix of uses, including leisure uses. The policy is intended to support this mix of uses, and the physical and heritage assets of the town, while retaining the town centre as the primary focus for retailing in the town. The latter is in accordance with, and forms the reference area for, the town centre retail policies of the National Planning Policy Framework.

Strategic Policy

Policy LP41- Downham Market

The growth of Downham Market will be supported through the provision of land for housing and employment and through the development of services and facilities. This growth will be carefully balanced to meet the needs of the existing and future population.

1. Focus in the town centre will be on:
    a. enhancing a strong convenience and service offer;
    b. strengthening the night-time economy by accommodating a balanced diversity of uses;
    c. facilities and services which support the town's full demographic profile including young professionals, families and older people will be encouraged;
    d. improving the arts and culture offer;
    e. promoting the town's role as a wider visitor destination.
2. Seek to improve the pedestrian, cycling and public transport links throughout the urban area to enhance accessibility and connectivity throughout the settlement and in particular to the town centre and the railway station.
3. Seek to enhance green infrastructure in accordance with the Green Infrastructure Strategy. Maintain landscape and the quality of open space.
4. Seek to conserve and enhance the built, historic and natural environment in the town.
5. The growth of Downham Market will be supported through the provision of land for housing for at least 600 new homes across two allocations and employment through the provision of an allocation for at least 31ha for a balanced mix of employment uses, and through the development of services and facilities. This growth will be carefully balanced to meet the needs of the existing and future population.
6. The Borough Council will support Downham Market Town Council and the local community in the preparation of their Neighbourhood Plan, and subsequent reviews.

Policy F1.1 - Downham Market Town Centre Area and Retailing

Justification

9.16 Town centres are changing, and regaining a richer mix of uses, including leisure uses. The policy is intended to support this mix of uses, and the physical and heritage assets of the town, while retaining the town centre as the primary focus for retailing in the town. The latter is in accordance with, and forms the reference area for, the town centre retail policies of the National Planning Policy Framework.

Policy F1.1 - Downham Market Town Centre Area and Retailing

A town centre area for Downham Market is defined on the Policies Map.

1. This will be taken as the town centre for the purposes of retail development in and around Downham Market, and the application of the sequential test in the National Planning Policy framework.
2. The Borough Council will promote this area as the prime focus in the town for retail, community and professional services, leisure, culture and entertainment. The historic character, local distinctiveness, facilities, amenity and vibrancy of the area will be maintained and enhanced, both for their own sake and to strengthen the appeal of the town centre.
3. In order to achieve this, development of retail, offices serving visiting members of the public, hotels, assembly and leisure uses, and community and cultural facilities (e.g. Use Classes C1, D1, D2, E and sui generis theatres) will be particularly encouraged in the area.
4. Other uses which contribute to the character and vibrancy of the town centre will be encouraged, including residential (C3), and offices/light industry (B1). The development of high quality housing in the town centre would be particularly welcomed for its contribution to its architectural quality, social mix, and economic health.
5. Markets will be supported and enhanced.
6. Additional general industrial uses (B2) and warehousing and distribution (B8) will not be permitted in the town centre area unless it can be demonstrated that they will not have adverse impacts on the character, amenity and traffic of the town centre.
7. The retention of active frontages (i.e. window displays, entrances, and views of internal activity, etc.) will be encouraged in the retail heart of the Town Centre, as will the refurbishment or replacement of shop frontages where this secures an active frontage and strengthens the local distinctiveness of the town and its heritage, and the active use of upper storeys of buildings. However, this does not

preclude the removal of retail frontages outside the retail heart of the town. The reinstatement of the original ground floor frontages of historic townhouses, for instance, will be particularly welcome for the contribution to the town's historic character, unless this has adverse impacts on the retail function of the town as a whole or on designated heritage assets.

Policy F1.2 - Downham Market Land off St. John's Way

Employment Land

9.17 The Local Plan aims to provide a sufficient and flexible supply of employment land during the plan period (Policy LP07: The Economy). This is to include the allocation of 16.5ha worth of employment land at Downham Market rolled forward from the previous Local Plan, of which 11ha remain undeveloped (as of 2024).

9.18 There is a range of employment land in use around the town, and there are no plans to reduce any of this by allocation for other uses at this time. There is also an existing planning permission for further employment uses on part of a 24-hectare (60 acre) site at Bexwell (Policy BEX1 Bexwell Business Park), to the east of the town.

9.19 The allocations and the existing employment land and planning permissions together provide the potential for further strengthening the area's employment base, and for employment within the town to evolve to provide more employment to match the housing growth of recent years and potentially reduce out-commuting.

Justification

9.20 The allocation is just over 16.5 ha, and is a continuation and extension of an existing industrial area.

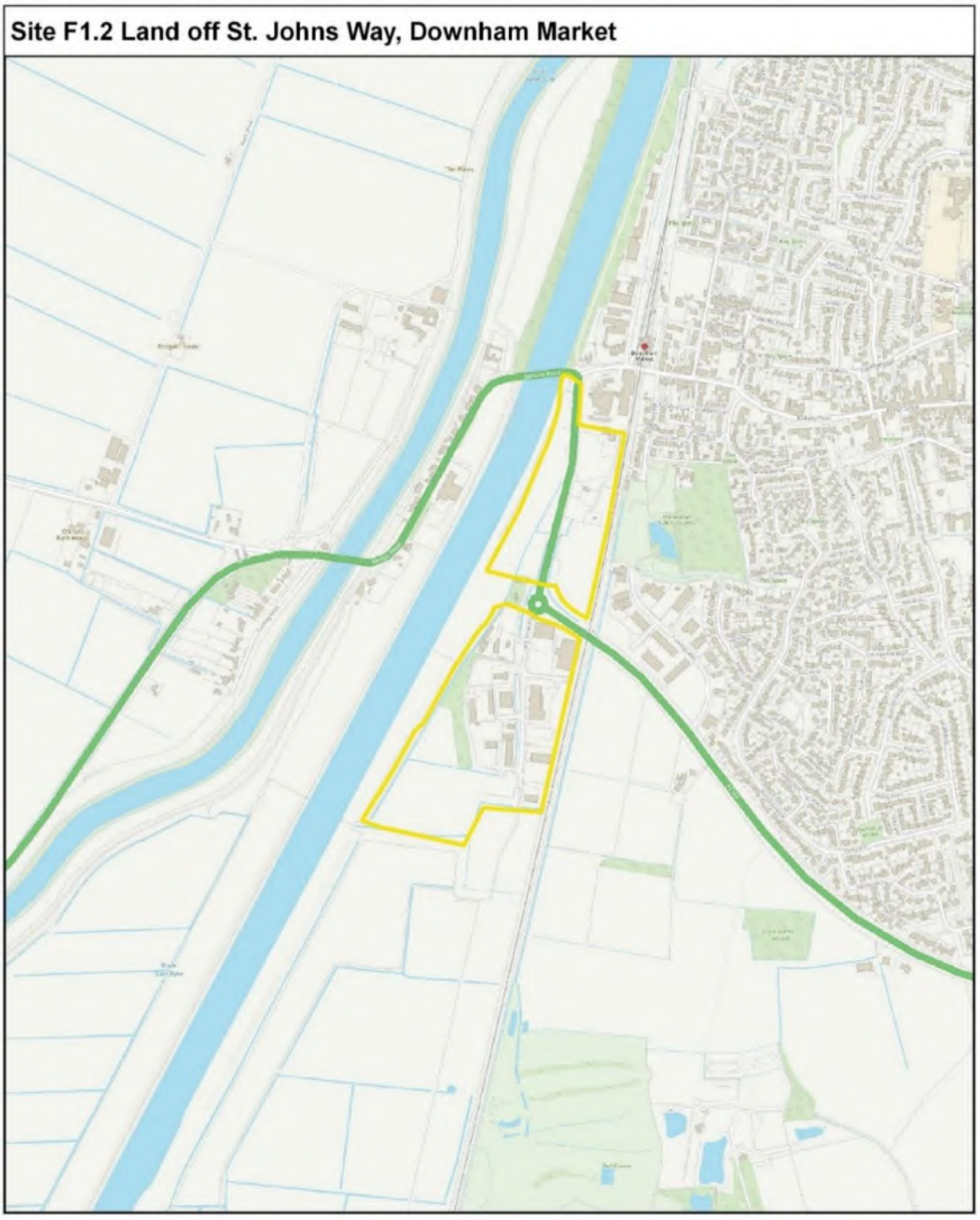
9.21 The site is located so as to take advantage of accessibility from the A1122 Primary Route (which links directly to the A10 trunk road) and their proximity to the railway (giving the potential to be served by an alternative freight mode). It is also within walking distance of the town centre and the railway station, which is advantageous for access to employment by public transport or on foot or cycle.

9.22 Almost the whole of the two areas are at high risk of flooding (Zone 3), but the employment uses allocated are categorized as 'less vulnerable' and compatible with this degree of risk by the National Planning Policy Framework and associated Technical Guidance. The allocated area is also in the Flood Defence Breach Hazard Zone.

Policy F1.2 - Land off St. John's Way, Downham Market

Land in the vicinity of St. John's Way, as shown on the Policies Map, is allocated for employment uses (classes B1, B2 and B8).

1. Notwithstanding the existence of agricultural accesses to various parcels of the allocated employment land there will be a presumption against access direct off the A1122 to protect the strategic function of the Downham Market Bypass.
2. Access to the land west of the A1122 should be taken off the southern roundabout and the land east of the A1122 should be accessed from Station Road.
3. For access to be considered off the A1122 a ghost island right hand turn lane will have to be provided to mitigate the impacts of additional turning traffic on the A1122.
4. Development should conserve and where appropriate enhance heritage assets and their settings including the Downham Market Conservation Area and listed buildings.
5. A Site-Specific Flood Risk Assessment may be required for certain development in line with Policy LP25 - Sites in Areas of Flood Risk.


Site F1.2 Land off St. Johns Way, Downham Market
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Downham Market Housing Land

9.23 Two areas to the east of the town are allocated for housing development, one to the south-east and the other to the north-east. The spread of the new housing across two sites will help provide a degree of choice and competition, reduce the impact upon existing residents and businesses in each locality, and mitigate the risk of the development of either area being held up by problems and help ensure timely delivery.

Policy F1.3 - Downham Market North-East: Land east of Lynn Road in vicinity of Bridle Lane

Justification

9.24 This site is currently mainly un-serviced/agricultural land (Grade 3) bordered by existing farmland and residential development. The site includes part of the former (World War II) Downham Market airfield.

9.25 The site is well located in relation to the main highway network and is within easy reach of the Town Centre. The adjacent main road, Lynn Road, has a bus service and a petrol station/convenience store.

9.26 Traffic leaving the area to head out of town has ready access towards King's Lynn, and via A10 to south and east. Potential to link into and extend existing neighbourhood road network. A public bridleway runs along the eastern edge of the site, and another runs east-west through the site.

9.27 The locality is an attractive area of town for future residents, and hence readily marketable for new housing.

9.28 There appear no fundamental constraints to development, and there is the potential for future expansion to the east and south beyond at some point in the future (subject to future development plans). In the long term this could potentially help link to future employment and leisure development at Bexwell to the east.

9.29 The Council's Green Infrastructure Study (Stage 2: Final Report, 2010) identifies enhancements to the footway network around the town and including through the area of the allocated site. The proposed development is intended both to benefit from and contribute to such enhancements.

9.30 The site is in Flood Zone 1 and is therefore at low risk of fluvial or tidal flooding.

9.31 The former WWII airfield use of the site gives rise to both archaeological interest and some potential for land contamination (understood to be minor), both of which warrant further examination.

9.32 The allocated site is considered suitable for development of at least 250 dwellings and any associated neighbourhood facilities. The intention is to

provide a firm boundary to the north, preserving a separation between Downham Market and Wimbotsham, with appropriate landscape treatment to that boundary to integrate the development into the landscape and provide an attractive edge to the town. Together with allocation F1.4, the allocation reflects the Town Council's preference for new housing development to be split between different areas around the town.

9.33 The site is in multiple ownership, but commitment to develop has been expressed and discussions are said to have taken place between owners. The major landowner has undertaken substantial work already to establish development requirements and parameters. Indeed, approximately half of Site F1.3 has come forward with a planning proposal and benefits from an outline planning permission for 226 new homes (phase 1), with phase 2 expected to come forward in due course for 70 dwellings.

Policy F1.3 - Downham Market North-East: Land east of Lynn Road in vicinity of Bridle Lane

Land north-east of Downham Market of around 16.2ha, as shown on the Policies Map, is allocated for a high quality, well landscaped development of at least 296 dwellings and associated facilities.

Development is subject to the following:

1. Inclusion with any planning application of:
    a. a masterplan for the whole allocated area showing how the various considerations and requirements (including those below) can be integrated and delivered.
    b. a transport assessment to demonstrate how adequate road access and improved walking and cycling facilities and connections would be satisfactorily achieved.
    c. an ecological study that establishes that either:
        i. there would be no negative impact on flora and fauna;
        ii. or, if any negative impacts are identified, establishes that these could be suitably mitigated.
    d. a heritage assets assessment to identify such assets (including archaeology) and measures to conserve these as appropriate.
    e. an assessment of any contamination of land on the site, and how this will be remediated if necessary.
    f. an assessment of the potential for extracting, either in advance of development or in the course of its development, any viable reserve of carrstone or silica sand on the site.
2. Incorporation in the development of:

a. design, layout and landscape planting to form an attractive and firm northern boundary, incorporating a landscape buffer;

b. a road access to Lynn Road;

c. roads and layout to facilitate potential future development to the south and east of the site;

d. local highway improvements to fully integrate the development in to the surrounding network;

e. pedestrian and cycle ways within and beyond the site, including links to Downham Market town centre;

f. a network of roads, and cycle and pedestrian routes, which would facilitate potential future development beyond the eastern boundary of the site;

g. a landscape planting scheme to integrate the development within the local landscape, and provide visual amenity and biodiversity within the development;

h. land for allotments, and path improvements, in line with the Borough's Green Infrastructure Strategy as it relates to Downham Market;

i. a proportion of affordable housing provision in accordance with the Council's current standards;

j. upgrading of the water supply and sewerage infrastructure to service the site by agreement with Anglian Water;

k. financial contributions towards the provision of infrastructure including;

    i. additional primary and secondary school places;

    ii. strategic infrastructure for Downham Market, as set out in the Council's Infrastructure Study;

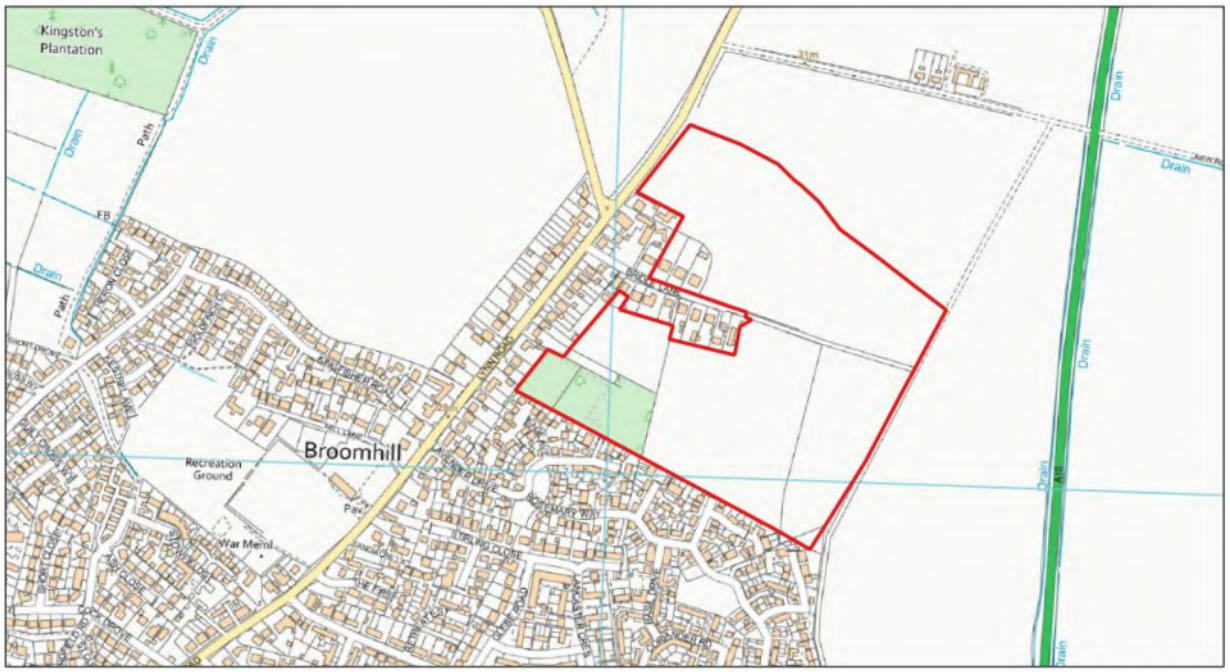
l. outdoor play space of at least 1.4 hectares of (based on a population of 582, assuming 2.33 persons per dwelling, and a requirement of 2.4 ha per 1,000 population);

m. protection and enhancement of public rights of way within or adjacent to the site;

n. retention of wooded area in the south-west corner of the site for its nature conservation and amenity value;

o. sustainable drainage systems to address surface-water run-off (including attenuation), flood risk, biodiversity and the avoidance of groundwater pollution;

3. Inclusion within the development of neighbourhood shops and/or community facilities would be welcomed.



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F1.3 - Land North-East of Downham Market

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Policy F1.4 - Downham Market South-East: Land north of southern bypass in vicinity of Nightingale Lane

Introduction

9.34 The site is currently agricultural land (and a single dwelling), bordered by existing residential development to the west, farmland to the east, and the A1122 road to the south.

Justification

9.35 The specific allocated site is within easy reach of the town centre. The site is well related to the town's main highway network. A new access will be required onto the town's southern bypass (A1122). The site has cycling and pedestrian access, and this would provide a more direct route to the town centre, thus helping encourage non-car journeys. A restricted byway, Nightingale Lane, runs down the western edge of the site, giving access to a bridge across the A1122 and beyond to the south, and into the residential road network to the north-west.

9.36 The Council's Green Infrastructure Study (Stage 2: Final Report, 2010) identifies enhancements to the footway network around the town and including through the area of the allocated site. The proposed development is intended both to benefit from and contribute to such enhancements.

9.37 There is the potential for further development beyond the allocated site boundaries at some point in the future (subject to future development plans), but the Council considers that the at least 300 dwellings are an appropriate allocation during the current plan period, and together with allocation F1.3, reflects the Town Council's preference for new housing development to be split between different areas around the town.

9.38 The allocated land has been actively promoted by the owner's agent and is readily available for development. Indeed, Site F1.4 has come forward with a planning proposal and now benefits from planning permission for 300 new homes.

Policy F1.4 - Downham Market South-East: Land north of southern bypass in vicinity of Nightingale Lane

Land to the south east of Downham Market of around 13.9ha, as shown on the Policies Map, is allocated for a high quality, well landscaped development of at least 300 dwellings and associated facilities.

Development is subject to:

1. Prior submission of:

a. a masterplan for the whole showing how the various considerations and requirements (including those below) can be integrated and delivered.

b. a transport assessment to demonstrate how adequate road access and improved bus links together with walking and cycling facilities and connections would be satisfactorily achieved.

c. an ecological Study that establishes that either;

   i. there would be no negative impact on flora and fauna

   ii. or, if any negative impacts are identified, establishes that these could be suitably mitigated.

d. an archaeological assessment,

e. an assessment of the potential for extracting, either in advance of development or in the course of its development, any viable reserve of carr stone or silica sand on the site.

2. Provision of:

   a. high quality local highway improvements to fully integrate the development in to the surrounding network, addressing;

      i. a new road linking to the A1122 to provide access to the site;

      ii. improved bus links to Downham Market town centre and associated infrastructure;

      iii. pedestrian and cycle ways within and beyond the site, including links to Downham Market town centre and the existing byway on the site's western boundary;

      iv. a network of roads, and cycle and pedestrian routes, which would facilitate potential future development beyond the boundaries of the current allocation (including to the north and east);

   b. a landscape planting scheme to integrate the development within the local landscape, and provide visual amenity and biodiversity within the development;

   c. protection of the existing band of trees across the southern part of the site, subject of a Tree Preservation Order, and incorporation into the overall layout in a way that takes advantage of their potential contribution to the amenity of the area, and is likely to facilitate their long term protection and maintenance;

   d. a proportion of affordable housing provision in accordance with the Council's current standards;

   e. land for allotments, and path improvements, in line with the Borough's Green Infrastructure Strategy as it relates to Downham Market;

   f. upgrading of the water supply and sewerage infrastructure to service the site by agreement with Anglian Water;

g. financial contributions towards the provision of infrastructure including: additional primary and secondary school places and strategic infrastructure for Downham Market, as set out in the Council's Infrastructure Study;

h. outdoor play space of at least 0.78 hectares of (based on a population of 326, assuming 2.33 persons per dwelling, and a requirement of 2.4 ha per 1,000 population);

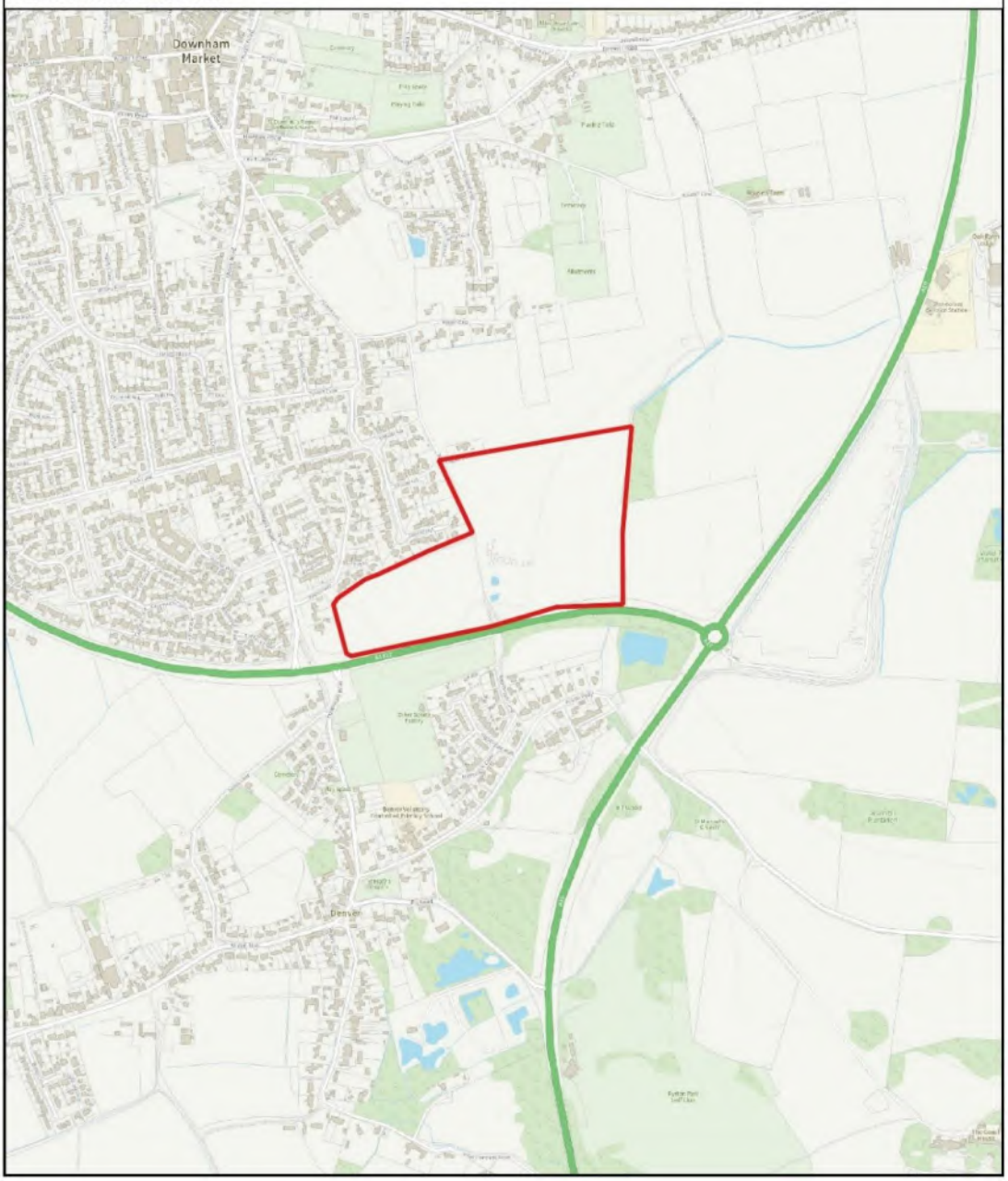
i. protection and enhancement of public rights of way within the site;

j. sustainable drainage systems to address surface-water run-off (including attenuation), flood risk, biodiversity and the avoidance of groundwater pollution.

3. Inclusion within the development of neighbourhood shops and/or community facilities would be welcomed.



Site F1.4 Land North of southern bypass in vicinity of Nightingale Lane, Downham Market



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Policy BEX1 - Downham Market – Bexwell Business Park

Justification

9.39 The Bexwell Business Park allocation is a longstanding employment land commitment to the east of the town, east of the A10. It has extant permission for around 23ha of employment land, of which 3ha (Karoo Close) has been delivered to date. The remaining 20ha is allocated in this Plan, to support the delivery of a significant employment hub, in addition to the established employment area at Bexwell.

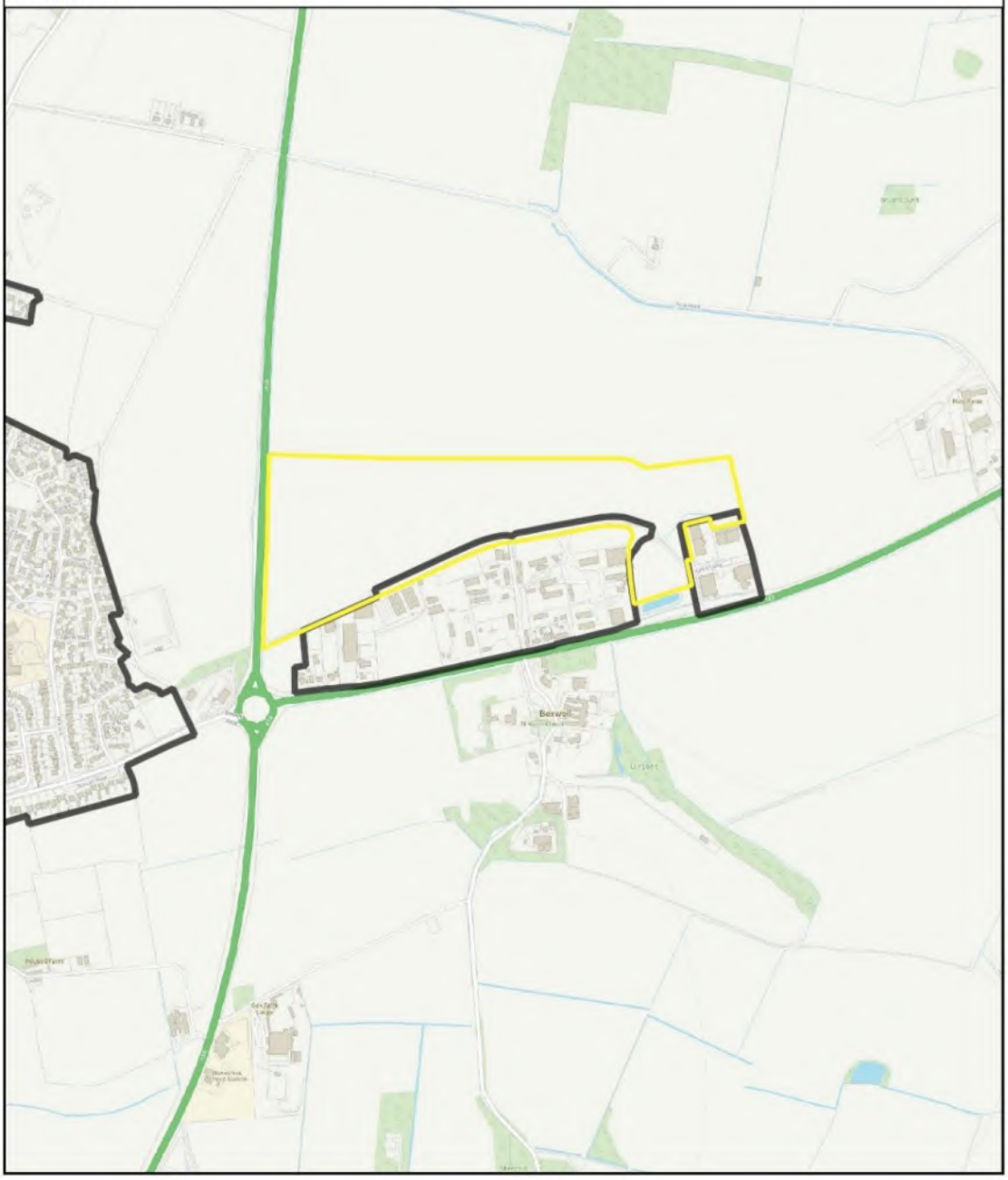
9.40 The site has existing highway access off the A1122 Bexwell Road (Karoo Close). This infrastructure was constructed to serve the entire 23ha employment site commitment. The site is unconstrained and would complement the existing employment area.

Policy BEX1 – Downham Market, Bexwell Business Park

Land in the vicinity of Bexwell Business Park, as shown on the Policies Map, is allocated for employment uses. Development of the site will be subject to compliance with the following:

1. Access to the site should be provided via the existing Bexwell Road/ Karoo Close route.
2. Where possible, pedestrian and cycle links between the site and existing Bexwell area should be provided.
3. A Site-Specific Flood Risk Assessment may be required for certain development in line with Policy LP25 - Sites in Areas of Flood Risk.

Bexwell Business Park showing the extent of the proposed employment allocation



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Hunstanton

Main Town

Introduction

9.41 Hunstanton will continue to provide necessary services for residents within and around the town. Diversification of employment opportunities to provide all year employment will be encouraged as will proposals which seek to improve year-round tourist activities. Hunstanton is the smallest of the three towns in the Borough with a population of 4,206. The town acts as a service centre for the surrounding rural area, a local employment centre and is also a successful seaside resort. It is situated on the Norfolk coast some 16 miles from King's Lynn and, to the east, the town of Wells-next-the-Sea is 17 miles away. Hunstanton is situated on the west coast of Norfolk at the mouth of the Wash and stands at the highest point on this geological shelf as the land slopes gently downwards to the north, east and south of the town.

9.42 Hunstanton evolved from the vision of Henry Styleman Le Strange for a planned coastal holiday village to be built on his own land, with the focal point to be a triangular green sloping down to the sea. The Golden Lion Hotel was the first building (1846) but development remained slow until the Great Eastern Counties Railway decided to build the line from King's Lynn to Hunstanton in 1862. Under the patronage of his son Hamon Le Strange and spurred on by the investment boom between 1850 and 1870, Hunstanton soon expanded beyond the original planned coastal village to become a fully-fledged Victorian seaside resort.

9.43 Hunstanton's main buildings are substantial but not over grand; its squares and open spaces are elegant yet informal. It is a comfortable, modest place, small in architectural scale with well-defined boundaries. Its character is spacious, breezy and green, where the effect of the open sea and sky has a strong impact on the light, views and settings of the buildings. As highlighted in the Conservation statement, Hunstanton has a variety of local materials which make up the built environment and the most commonly found in the new town is carstone. The Hunstanton Conservation Area was first designated in 1984 and its boundaries were extended in 2009.

9.44 The Wash is recognised internationally, nationally and locally as a critically important site for wildlife. A summary of relevant statutory designations on The Wash includes; Norfolk Coast National Landscape, National Nature Reserve (NNR), Ramsar Site, Site of Special Scientific Interest (SSSI), Special Protection Area, Special Area of Conservation, and European Marine Site.

9.45 The Strategic Flood Risk Assessment identifies that broadly the town is not constrained by flood risk, except for an area to the south of the town which is subject to flood zones 2 and 3 (medium and high risk).

9.46 The town has limited transport links, with road access to the town from the A149. However, there is a daily bus service to King's Lynn, surrounding villages, and also along the Norfolk coast.

Justification

9.47 Due to the excellent range of services and facilities in Hunstanton, Policy LP42 requires that the town will provide for at least 508 dwellings over the Plan period, consisting of completions (2021-24), windfall commitments and Plan allocations, and approximately 1 ha of employment land (existing allocation).

9.48 The focus for Hunstanton will be on ensuring that as a Main Town it develops its position as a successful service hub for the local area, while strengthening the role as a tourist destination with year-round activities. This will utilise evidence within the previous masterplan and the Hunstanton Prospectus, Southern Seafront Masterplan and Neighbourhood Plan.

Policies

9.49 Strategic Policy LP42 outlines our policy approach for the town, providing further information and guidance on its role as a service hub for the local area, and a tourist destination with a range of facilities/activities. The following pages detail the policies for Hunstanton town centre area and retailing and set out the existing site allocations including housing and employment land.

Supporting East Marine Plan Policies are:

9.50 In summary the policies bullet pointed below support Policy LP42, to find out more information on the supporting policies the hyperlink is active over the policy number.

- Health and social well-being and access to the coast and marine area - SOC1 and SOC3
- Economic- EC2
- Fisheries- FISH1
- Tourism and Recreation Areas - TR1, TR2, TR3

Policy LP42 - Hunstanton

Introduction

9.51 Hunstanton will continue to provide necessary services for residents within and around the town. Diversification of employment opportunities to provide all year employment will be encouraged as will proposals which seek to improve year-round tourist activities.

Policy LP42 - Hunstanton

1. The strategy for the town is to:
    a. retain and strengthen the role of Hunstanton as a main town in the north of the borough and a service centre supporting retail, culture and social infrastructure;
    b. build upon the relationship between Hunstanton and King's Lynn so the town is able to benefit from growth proposals for King's Lynn.
2. Provision will be made for at least 324 new homes including allocations of at least 122 houses, to be delivered over the remainder of the Plan period (2024-2040).
3. Limited locations in Hunstanton are available to accommodate new development**.**
4. The aim is to:
    a. provide modest and balanced employment growth to create jobs and opportunities to meet the needs of existing and new residents. This should be quality year-round employment, with less reliance on seasonal/tourist activity; while acknowledging and being sympathetic to the valuable natural assets of the town and surrounding area;
    b. promote opportunities for residential development within the town centre, particularly for affordable housing, if suitable it could occur as mixed use, with a commercial use on the ground floor;
    c. strengthen the town's role as a visitor destination. Support will be given to additional sustainable tourist facilities and leisure development which extends the season by providing diverse year-round activities, as well as high-grade seasonal activities and facilities, while acknowledging and being sympathetic to the valuable natural assets of the town and surrounding area;
5. Ensure that the transport and movement strategy for the town includes:
    a. securing the provision of adequate levels of parking in the town as a whole, particularly during the summer months;
    b. improvements to public transport; increasing the frequency and reducing journey times of services to King's Lynn; supporting more frequent services along the coast; and strengthening public transport links within rural areas;
    c. improvements to routes, signage and facilities for walking and cycling, enhance the local character of the town, promoting high quality design of the local environment and the public realm. In particular to:
        i. respect the heritage of Hunstanton while promoting the vibrancy of the town centre and The Green;
        ii. ensure that new development meets modern requirements while respecting the historic environment in the conservation area;

iii. promote a new style of design for the Southern Seafront area, creating a new identity that reflects modern and high quality architecture.

6. Seek to enhance green infrastructure in the town in accordance with the Green Infrastructure Strategy in particular Oasis Way; and links to Heacham and Hunstanton Park.

Policy LP40 contributes to Strategic Objectives 1-5 Economy, 6-10 Society, 11-15 Environment and 23 to 27 for Hunstanton.

Policy F2.1 - Hunstanton Town Centre Area and Retailing

Introduction

9.52 Policy F2.1 covers the retail centre for Hunstanton, setting out what is acceptable development for the area over the Plan period.

Justification

9.53 The policy seeks to ensure this area is able to provide the necessary services and facilities to maintain sustainable living.

Policy F2.1 Hunstanton - Town Centre Area and Retailing

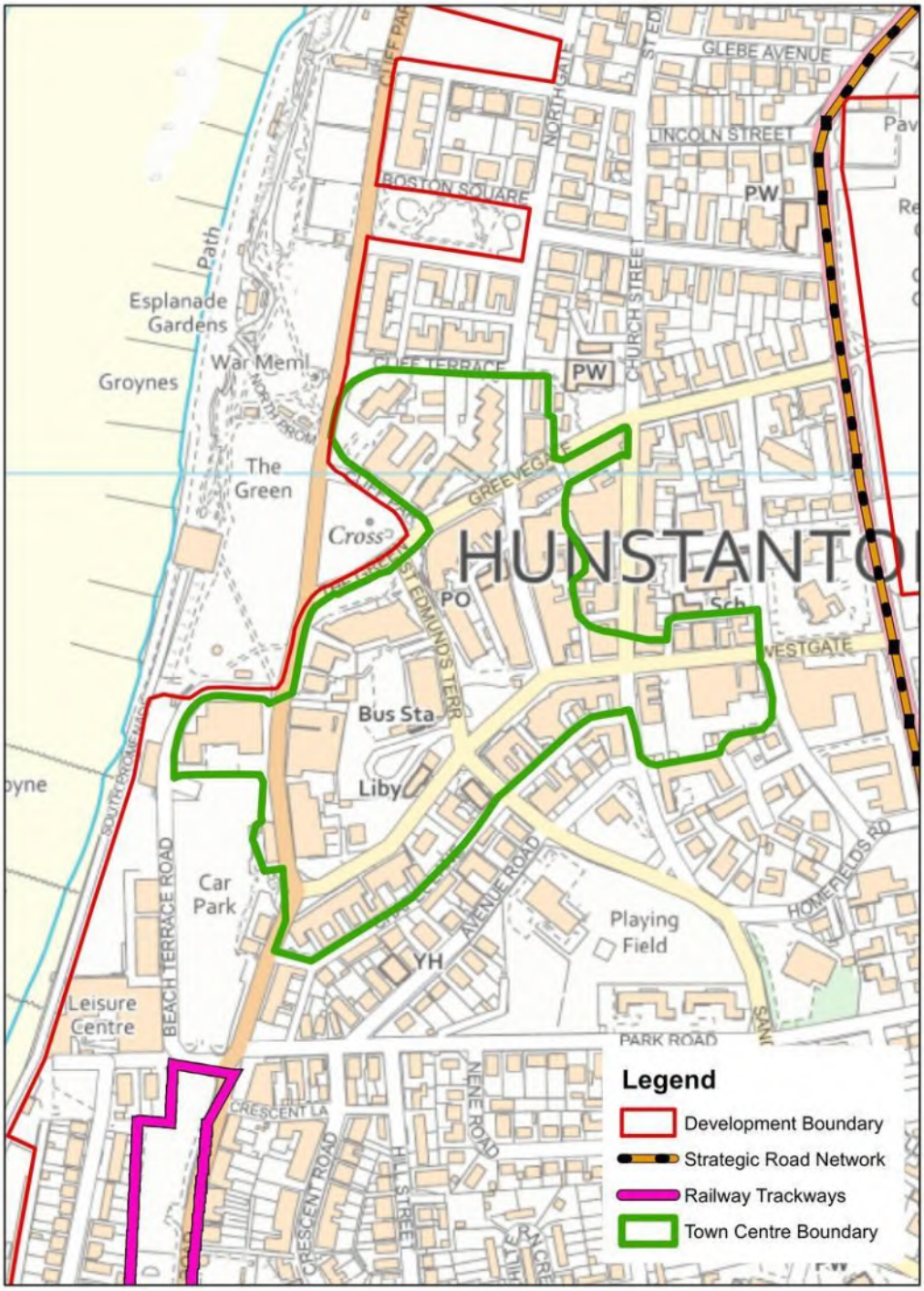
A town centre area for Hunstanton is defined on the Policies Map.

1. This will be taken as the town centre for the purposes of retail development in and around Hunstanton, and the application of the sequential test in the National Planning Policy Framework.
2. The Borough Council will promote this area as the prime focus in the town for retail, community and professional services, leisure, culture and entertainment. The historic character, local distinctiveness, facilities, amenity and vibrancy of the area will be maintained and enhanced, to strengthen the appeal of the town centre.
3. In order to achieve this, proposals for retail, offices serving visiting members of the public, hotels, assembly and leisure uses, and community and cultural facilities (e.g. Use Classes C1, D1, D2, E and sui generis theatres) will be particularly encouraged in the area and will be assessed against their compliance with Policy LP38.
4. Other uses which contribute to the character and vibrancy of the town centre will be encouraged, including residential (C3), and offices/light industry (B1). The development of high quality housing in the town centre would be particularly

welcomed for its contribution to its architectural quality, social mix, and economic health.

5. Markets will be supported and enhanced.
6. Additional general industrial uses (B2) and warehousing and distribution (B8) will not be permitted in the town centre area unless it can be demonstrated that they will not have adverse impacts on the character, amenity and traffic of the town centre.
7. The retention of active frontages (i.e. window displays, entrances, and views of internal activity, etc.) will be encouraged in the main streets of the Town Centre, as will the refurbishment or replacement of shop frontages where this secures an active frontage and strengthens the local distinctiveness of the town and its heritage, and the active use of upper storeys of buildings. However, this does not preclude the removal of retail frontages outside the main retail streets of the town.





Hunstanton Town Centre Area Zoomed

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Policy F2.2 - Hunstanton Land to the east of Cromer Road

Introduction

9.54 Policy F2.2 allocates land for residential development. The site has been granted reserved matters permission (18/00418/RMM) for 120 new homes. Construction is already underway and it is anticipated that the scheme will be completed during 2024/25.

Justification

9.55 The policy seeks to ensure this area is able to provide the necessary housing to maintain vitality of the area.

Policy F2.2 Hunstanton - Land to the East of Cromer Road

Land amounting to 6.2 hectares is allocated for residential development of at least 120 dwellings.

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

1. Provision of safe vehicular and pedestrian access (to be from the A149) including a new crossing point and access to sustainable transport links;
2. Provision of affordable housing in line with Policy LP28;
3. Submission of details of layout, phasing, and appearance;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;
5. Incorporation of a high quality landscaping scheme including the retention and enhancement of established hedgerow and the planting of new shelter belts and woodland to the north and east boundaries to minimise the impact of the development on the setting of Old Hunstanton Conservation Area, the Grade I Listed Hunstanton Hall as well as the Hall's park and gardens which are listed as Grade II and the North Norfolk National Landscape;
6. Submission of a Heritage Asset Statement that establishes that there will be no negative impact on Heritage Assets in the locality;
7. Outdoor play/recreation space of at least 0.67 ha (based on a population of 280, assuming 2.33 persons per dwelling, and a requirement of 2.4ha per 1,000 persons);
8. Enhanced informal recreational provision on, or in the vicinity of the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on Habitats Regulations protected nature conservation sites in the

wider area. This may require open space provision over and above the Council's normal standards for play space detailed in the previous clause, and may consist of some combination of:

a. informal open space (over and above the Council's normal standards for play space);
b. pedestrian routes which provide a variety of terrain, routes and links to greenspace and/or the wider footpath network;
c. a contribution to implementation of the Borough's Green Infrastructure Strategy as it relates to Hunstanton, or other greenspace provision or management in the wider area within which the site is located.

9. Provision of a programme of publicity aimed at both occupants of the development and other residents of Hunstanton, highlighting the opportunities for recreation (especially dog walking) in the vicinity avoiding areas within the Wash Special Protection Area and the North Norfolk Coast Protection Area, and the sensitivity of those areas to dog walking and other recreation.
10. Submission of a project level habitats regulations assessment, with particular regard to the potential for indirect impacts through recreational disturbance on the Wash Special Protection Area and the North Norfolk Coast Special Protection Area.
11. The site overlies a Groundwater Vulnerability Zone. Accordingly, the developer should address any risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework (NPPF) and the Environment Agency's 'Guiding Principles for Land Contamination';
12. A financial contribution for any upgrades or additional provision in terms of water supply, sewerage, schools, highways etc. necessary to serve the development.


F2.2 Hunstanton - Land to the East of Cromer Road
F2.2
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West Norfolk
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Policy F2.3 - Hunstanton Land South of Hunstanton Commercial Park

Introduction

9.56 Policy F2.3 allocates land for a care home and residential development. Planning permission has recently been granted for Development of 61 housing with care apartments, 39 care ready bungalows and 60 residential dwellings together with community facilities and services (22/00929/F; August 2023) and construction started in early-2024. This covers both the housing (F2.3) and employment (F2.5) site allocations.

Policy F2.3 Land south of Hunstanton Commercial Park

Land south of Hunstanton Commercial Park amounting to 5 hectares, as identified on the Policies Map, is allocated principally for housing with care, with a supplementary allocation of general-purpose market housing to aid viability[64].

1. The mixed uses comprising –
    a. at least 60 housing with care units;
    b. approximately 50 general housing units;
    c. affordable housing requirements as per Strategic Policy LP28. This will apply across the whole site[65].
2. Development of the site must be as part of a comprehensive scheme, which must be shown to bring forward the housing with care units. The final housing numbers are to be determined at the planning application stage and be informed by a design-led master planned approach.
3. The proximity of the employment allocation F2.5, and the potential for a care home on part (or all) of that allocation could support an interdependency between this and the housing with care element.
4. Development will be subject to compliance with all of the following:
    a. provision of safe vehicular and pedestrian access (to be from the A149) including a new crossing point (to serve proposals F2.3 and F2.5) and access to sustainable transport links;
    b. submission of details of layout, phasing, and appearance;

[64] Housing with care is purpose built self-contained housing with facilities and services such as 24/7 on site care and facilities, that assists residents to live independently. There is an expectation that in line with good practice the scheme will include the provision of community facilities i.e. restaurant, retail (hairdressers/corner shop) and opportunities for social interaction.

[65] The affordable housing requirement will apply to the housing with care and the general purpose market housing, all dwellings that fall within the C3 use class of the Town and Country Planning (Use Classes) Order 1987.

c. incorporation of a high quality landscaping scheme including the retention and enhancement of established hedgerow and the planting of new shelter belts to the north, east and southern boundaries to minimise the impact of the development on the setting of Grade II* listed Smithdon High School and gym, Grade II* listed and scheduled remains of St Andrew's Chapel and the North Norfolk Coast National Landscape;

d. submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;

e. submission of a Heritage Asset Statement that establishes that there will be no negative impact on Heritage Assets in the locality, accompanied by an Archaeological Field Evaluation of the site, if required;

f. provision of affordable housing on site, or an equivalent financial contribution, to meet current standards.

g. Outdoor play/recreation space of at least 0.28 ha (based on a population of 233, assuming 2.33 persons per dwelling, and a requirement of 2.4ha per 1,000 persons;

5. Enhanced informal recreational provision on, or in the vicinity of the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on Habitats Regulations protected nature conservation sites in the wider area. This provision may consist of some combination of:

   a. informal open space (over and above the Council's normal standards for play space);

   b. pedestrian routes which provide a variety of terrain, routes and links to greenspace and/or the wider footpath network;

   c. a contribution to implementation of the Borough's Green Infrastructure Strategy as it relates to Hunstanton, or other greenspace provision or management in the wider area within which the site is located.

6. Provision of a programme of publicity aimed at both occupants of the development and other residents of Hunstanton, highlighting the opportunities for recreation (especially dog walking) in the vicinity avoiding areas within the Wash Special Protection Area and the North Norfolk Coast Special Protection Area, and the sensitivity of those areas to dog walking and other recreation.

7. Submission of a project level habitats regulations assessment, with particular regard to the potential for indirect impacts through recreational disturbance on the Wash Special Protection Area and the North Norfolk Coast Special Protection Area.

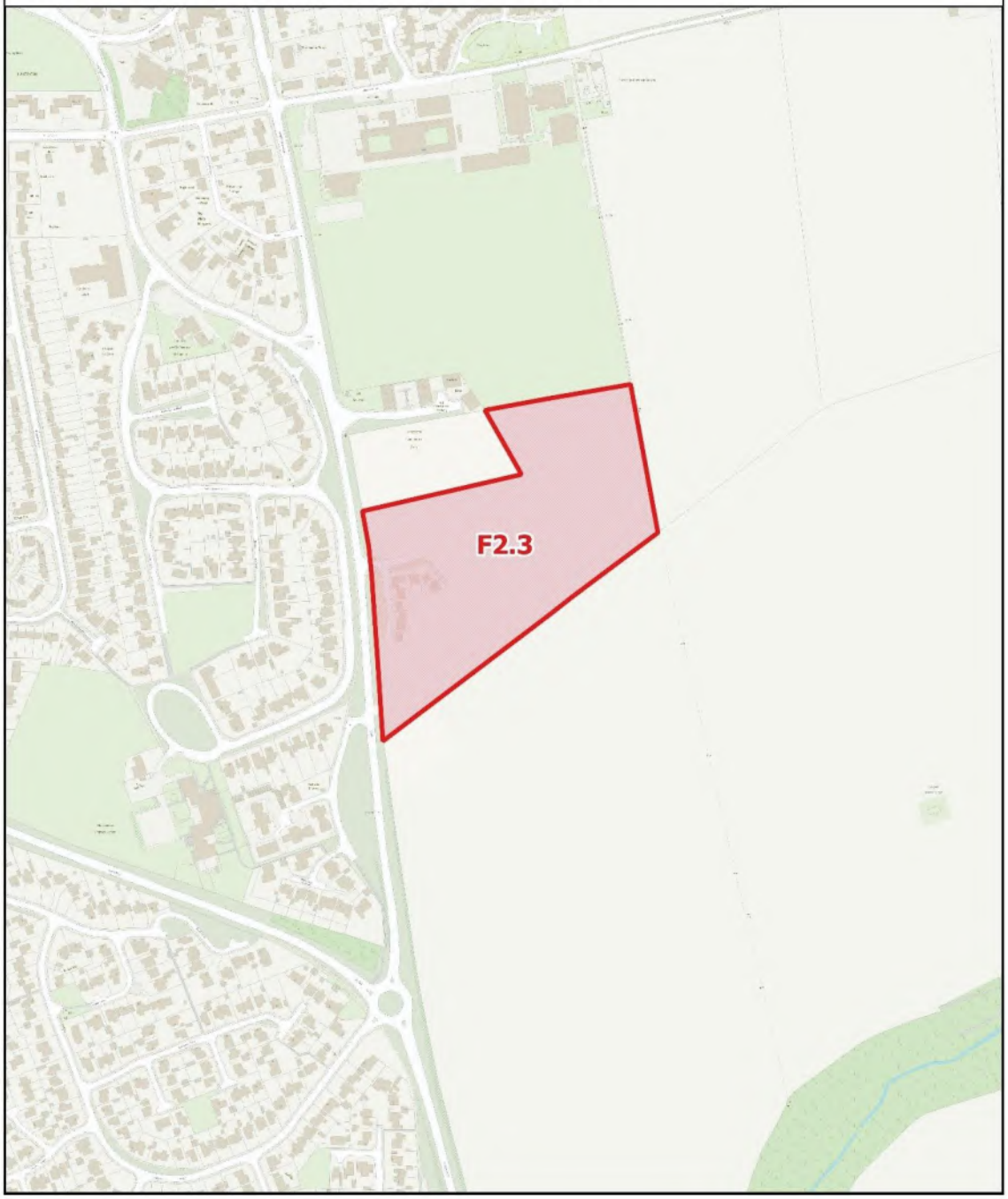
8. The allocation site could include or be close to supporting habitat for birds associated with the North Norfolk Coast SPA/Ramsar. The site will need to demonstrate compliance to Policy LP27 and project level HRA will need to be

informed by survey work and any necessary mitigation to rule out adverse effects on integrity from the loss of supporting habitat or disturbance to birds associated with supporting habitat.

9. A financial contribution for any upgrades or additional provision in terms of water supply, sewerage, schools, highways etc. necessary to serve the development.



F2.3 Land south of Hunstanton Commercial Park



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Policy F2.5 - Hunstanton Employment Land south of Hunstanton Commercial Park Land

Employment Allocation

Introduction

9.57 The Land south of Hunstanton Commercial Park is allocated for employment uses. Planning permission has recently been granted for Development of 61 housing with care apartments, 39 care ready bungalows and 60 residential dwellings together with community facilities and services (22/00929/F; August 2023) and construction started in early-2024. This covers both the housing (F2.3) and employment (F2.5) site allocations.

Justification

9.58 As per the Employment land Review 2016/2017, this additional piece of employment land will help ensure there are jobs to support residents, helping to ensure Hunstanton remains sustainable. Development of housing with care apartments will deliver year-round employment opportunities on the site.

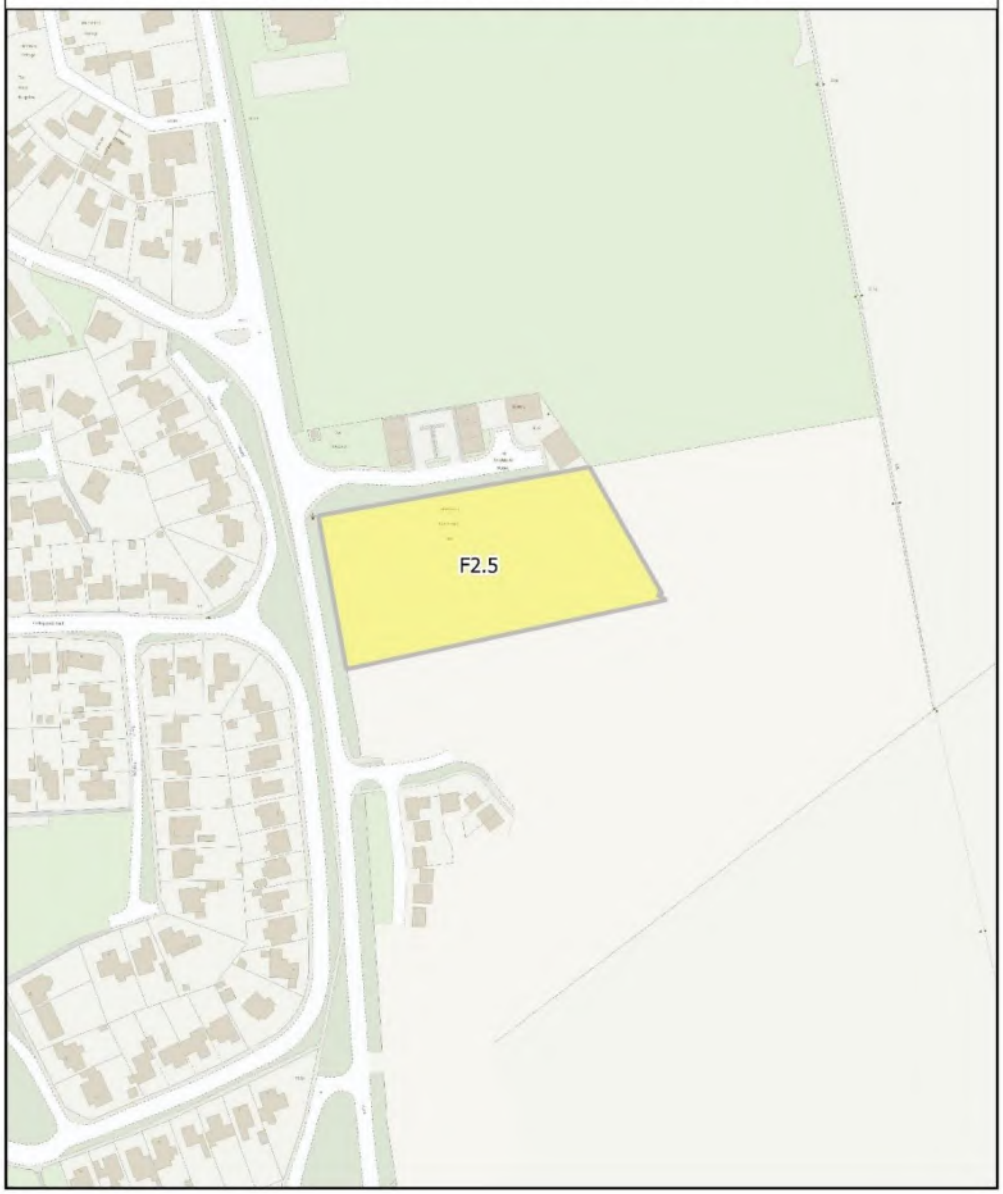
Policy F2.5 Hunstanton - Land south of Hunstanton Commercial Park

Land south of Hunstanton Commercial Park Land amounting to 1 hectare identified on the Polices Map is allocated for employment use.

Development will be subject to the following:

1. A financial contribution for any upgrades or additional provision in terms of water supply, sewerage, highways etc. necessary to serve the development;
2. The site overlies a Groundwater Vulnerability Zone. Accordingly, the developer should address any risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework (NPPF) and the Environment Agency's 'Guiding Principles for Land Contamination'.
3. Submission of a Heritage Asset Statement that establishes that development would:
    a. enhance and preserve the setting of the nearby Listed Building Grade II* Smithdon High School;
    b. will have no negative impact on Heritage Assets in the locality;
    c. careful design ensuring no adverse impact on the Conservation Area close by, and to strengthen local distinctiveness;
    d. accompanied by an Archaeological Field Evaluation of the site, if required.

F2.5 Hunstanton - Land south of Hunstanton Commercial Park



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Wisbech Fringes (inc. Walsoken)

Policy F3.1 Wisbech Fringe - Land east of Wisbech (west of Burrettgate Road)

Introduction

9.59 The previous Local Plan acknowledged that for Wisbech (which is in Fenland District) to cater for growth within its catchment some of the growth would need to take place in the adjacent district of King's Lynn and West Norfolk. Wisbech is located at the edge of King's Lynn and West Norfolk and taking into account constraints to development in other parts of the Wisbech area it was likely that some development would need to be accommodated in the Borough.

9.60 Wisbech, with a population of some 24,100 (2015 estimate) is the largest settlement in Fenland and has a significant range of services and facilities. It is an important destination for the surrounding rural settlements (including some of those in King's Lynn and West Norfolk). However, the growth of Wisbech is constrained by the capacity of the highway network both internal (i.e. within the town) and external (i.e. the A47) and flood risk issues in some sectors. This makes the area adjacent to the town in King's Lynn and West Norfolk a significant opportunity for sustainable growth.

Justification

9.61 The boundary with Fenland is close or adjacent to the north and east of the town. Development in these areas has been subject to joint working with Fenland District Council, Cambridgeshire County Council and Norfolk County Council. Of particular importance was the need to ensure that development proposed for Wisbech in the Fenland Local Plan successfully complemented existing and/or new development proposed at Wisbech which falls within the Borough Council area.

9.62 The Borough's Local Plan provides for a minimum of 550 houses on the edge of Wisbech up to 2040. Strategic directions of growth are indicated towards Walsoken and West Walton as well as Emneth.

9.63 The area to the east of Wisbech is a suitable and sustainable location for growth, and joint planning with Fenland District Council has taken place to establish the ultimate form of the planned expansion for Wisbech.

9.64 The resulting development will comprise (in Fenland) the whole of the land to the east of Wisbech as identified in the Fenland Local Plan and shown on the accompanying plan, plus additional adjoining land to the east and/or south of that land falling in the Borough Council's administrative area within Walsoken parish.

Settlements Adjacent to Wisbech

9.65 The village of Walsoken is situated on the outskirts of Wisbech to the northeast of the town. There is little, if any, visible separation between Wisbech and Walsoken. The population of Walsoken is approximately 1,560 (2016 estimate).

9.66 In terms of flood risk only a small part of the built area of the village is constrained with this being at medium risk of flooding (Flood Zone 2).

9.67 The settlement hierarchy identifies Walsoken as a 'Settlement Adjacent to a Main Town', because although it has a range of services within the village itself, its proximity to Wisbech means that the settlement benefits from the range of services, facilities and employment opportunities in the town.

9.68 A development boundary has been defined for Walsoken as shown on the Wisbech Fringe (including Walsoken Map (Policy LP02 applies to this area).

The East Wisbech Broad Concept Plan (BCP) (2018)

9.69 Fenland District Council and the Borough Council, alongside landowners and other stakeholders, prepared a Broad Concept Plan (BCP) as required by the policy. This is a high level development masterplan for the area. The BCP provides a template to help shape the East Wisbech development. This will deliver around 1,500 new homes, a new primary school and local centre, and associated infrastructure. The BCP was approved by the two councils in May 2018.

9.70 The development is expected to be completed within the next 15 years. It is completely separate from the Wisbech Garden Town proposal, which is a much longer-term proposal. A planning application covering the majority of the BCP area is being prepared. The main features of the BCP include:

Transport

- The Highways Authorities in Cambridgeshire and Norfolk together with Highways England consider that adequate arrangements for the scale of traffic likely to be generated can be designed.
- Improvements to the Broadend Road junction with the A47.

Design

- A landscape, ecology and arboricultural evidence report was prepared in support of the BCP accompanied by a Preliminary Ecological Appraisal (PEA) and an arboricultural survey.
- Careful consideration of the historic landscape using local factors to influence new designs.
- Incorporation of Sustainable Drainage Systems, reflecting the existing drainage patterns. A Surface Water Drainage Options Report accompanied the BCP.

Infrastructure

- Further development will need to fund improvements to existing infrastructure, particularly expansion to existing/provision of new schools.
- Green Infrastructure – there is capacity to create new publicly accessible green space with reference to existing local features.

Community Facilities

- Integrating the new community with the existing community will be required, but there are existing structures in Wisbech to build on and enhance.
- Health – expansion of facilities is required especially when the total scale of development in Wisbech is taken into account.
- In considering the total allocation (for 1,450 dwellings) there is a need for a community focus /neighbourhood centre. A suitable site was identified in the BCP to meet this need.

Affordable Housing

- Provision of new housing will increase the local housing stock which should improve local choice and affordability (in addition to the provision of some affordable housing).

Flood Risk Mitigation

- Avoiding development on the small portion of the site which falls in flood zone 2 and a smaller portion in flood zone 3.

Other Strategic Considerations

Cambridgeshire and Peterborough Strategic Spatial Framework Phase 2

9.71 The Cambridgeshire and Peterborough Strategic Spatial Framework brings together the growth ambitions of the area. The Framework will support the early delivery of developments set out in existing Local Plans whilst also defining the Cambridgeshire and Peterborough Combined Authority's (CPCA) ambitions, particularly in relation to jobs and housing growth, infrastructure needs and inclusive growth. The Framework will provide significant additionality to the existing local planning framework and will support the case to Government for further reforms and freedoms / flexibilities to support growth to 2050.

9.72 The Phase 1 Report was approved by the CPCA's Board in March 2018. It set out:

- How the CPCA will support the implementation of development strategies and growth in Local Plans to 2036, so that jobs and homes ambitions are met. It also identified 13 strategic objectives where the Combined Authority can add value to the delivery of that growth, including tackling

disadvantage, housing affordability and the disparities of our local economies.

- The opportunities for longer-term strategic planning between the CPCA and Planning Authorities from 2036 to 2050 including through ongoing stakeholder engagement.
- The intention for Cambridgeshire and Peterborough's authorities and other public and private sector partners to continue to work together collaboratively and strategically to achieve growth – in line with the direction set out in Government's current planning reforms.

9.73 Planning horizon - Phase 2 of the Strategic Spatial Framework will consider growth ambitions and infrastructure needs beyond that currently addressed in Local Plans extending to 2050. Future growth ambitions will be presented in time blocks (e.g. 2025, 2030…to 2050), to take into account existing Local Plans and the practicalities of reviewing policies. The Phase 2 report is due to be considered by the CPCA Board in January 2019.

9.74 The CPCA recently commissioned and published the Cambridge and Peterborough Independent Economic Review (CPIER) an economic study which sets the scene for the wider context, and aspirations in the area.

Wisbech Garden Town

9.75 Proposals for a Garden Town for Wisbech, going beyond the existing allocated areas around the town, were submitted to Government in November 2018. The proposal is for between 10-12,000 additional homes delivered over a 25 year period from 2020 (beyond the 3,550 homes already allocated in the Fenland and King's Lynn and West Norfolk Local Plans) effectively doubling the size of the town. The CPCA has committed £6.5milliion to assess the feasibility for such a proposal.

9.76 Potentially some of these additional homes could be located within West Norfolk.

Wisbech 2020 Vision

9.77 The Wisbech 2020 Vision is a joint initiative led by the Leaders of Fenland District Council, Cambridgeshire County Council and the local MP. This evolving vision aims to bring together all stakeholders with a passion for Wisbech to define a long term vision for the town and help, through partnership working and public participation, to get us there. The vision includes key social, environmental and economic projects to further enhance Wisbech as a great place to live, work and visit.

9.78 All partners have a long term ambition for the future of the Wisbech 2020 Vision with the support of the local community, local Members, stakeholders and private sector partners such as key sponsors, Anglian Water, Wisbech.

9.79 Following the 3rd Wisbech 2020 Vision Summit (March 2015), partners agreed to focus on delivering four strategic priorities for the town up to the year 2020:

- **Infrastructure & Growth** – lobbying for and delivering key transport improvements as well as bringing forward key growth sites such as the Enterprise Park and Nene Waterfront
- **Town Centre** – improving the High Street for residents and businesses through improving derelict buildings and environmental enhancements
- **Skills & Education** – providing access to learning and job opportunities for all, supporting business to grow
- **Health & Wellbeing** – helping residents to lead healthy lifestyles, access health services in the community and supporting residents to help each other.

9.80 Projects in these areas will help to build stronger, healthier communities that are well equipped to meet the future needs of a town with increased economic stability and a demand for an expanding skills base.

Strategic Transport

9.81 In June 2017 the CPCA commissioned a study into dualling options for the A47 between Peterborough and West Walton. The study area covers the A47 corridor between the A16 Junction at Peterborough and Walton Highway in Norfolk. It is a wide-ranging study that provides clarity on the quantitative and qualitative evidence of wider economic and social benefits that improvements to the A47 will bring based on the current growth assumptions set out in local plans. Deliverables for the study include:

- A Strategic Outline Business Case (SOBC) for dualling of the A47[66], and
- An Options Appraisal Report (OAR) that identifies which interventions provide the best business case for a dualled A47 which was reported back to the Board in October 2018[67].

9.82 The study recommends that three options be taken forward for inclusion in National Highways Roads Investment Strategy (RIS) 2[68] period for design, development and consultation, with construction commencing early in RIS 3 (2025). Two involve dualling the existing Wisbech bypass; the other would take a new route to the north of the town.

[66] https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/transport/transport-business-cases/A47-SOBC.pdf

[67] https://democracy.cambridgeshirepeterborough-ca.gov.uk/Data/Transport%20and%20Infrastructure%20Committee%20(October%202018%20%E2%80%93%20March%202024)/20201104/Agenda/1375.pdf

[68] https://www.gov.uk/government/publications/road-investment-strategy-2-ris2-2020-to-2025

Wisbech Access Study

9.83 The Wisbech Access Strategy[69] was developed jointly by Cambridgeshire County Council, Fenland District Council and Wisbech Town Council, with input from the Borough Council and Norfolk County Council given the cross county issues.

9.84 The Wisbech Access Strategy is a package of individual transport schemes that aim to improve the transport network in Wisbech. They have been tested to make sure that they are the best solutions to address the current problems on the transport network. They will also support future housing and job growth as set out in the Fenland Local Plan.

9.85 The strategy is made up of a short, medium and long term approaches. The short term package, for construction by Spring 2021, with £10.5 million of funding from Growth Deal Funding from the Cambridgeshire and Peterborough Combined Authority Business Board, comprises schemes at New Bridge Lane/Cromwell Road Signals; the Southern Access Road Phased Approach; a new A47 South Junction; an Elm High Road/Weasenham Lane Roundabout; modifications to the A47/Elm High Road Roundabout; and a new A47/Broadend Road Roundabout.

Reopening of the March - Wisbech Railway Line

9.86 The Cambridgeshire and Peterborough Combined Authority is committed to the development of the Wisbech Garden Town and it has been long recognised that a vital enabler of this is the provision of a rail link initially to March and then on to Cambridge and Peterborough.

9.87 It is also recognised that a town the size of Wisbech should have rail connection to the mainline to enable regular and efficient public transport provision to the wider region economic centre and beyond to the rest of the country via the mainline rail links.

9.88 The Cambridgeshire and Peterborough Combined Authority is funding and sponsoring a study into the March – Wisbech Transport Corridor. This is a major new study to develop a business case and single option design for reinstating rail services between March and Wisbech which should consider onward connections and connectivity to Cambridge and Peterborough.

9.89 The study will also consider lower cost, non-heavy rail alternatives. There is also a requirement for this piece of work to investigate delivery and funding options for both the capital construction and operation of the scheme.

[69] https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-funding-bids-and-studies/wisbech-access-strategy

Policy F3.1 Wisbech Fringe - Land east of Wisbech (west of Burrettgate Road)

Land to the east of Wisbech (approximately 25.3 hectares), as shown on the Policies Map, is allocated for 550 dwellings

Development will be subject to:

1. Prior to the submission of a detailed planning application, the applicant should provide:
    a. an ecological study that establishes either there would be no negative impact on flora and fauna; or if any negative impacts are identified, establishes that these could be suitably mitigated.
    b. an archaeological assessment;
    c. a landscape assessment to determine whether or not existing areas of mature orchards, could be retained and enhanced to serve as multi-functional public open space areas with amenity and biodiversity value;
    d. submission of a site-specific Flood Risk Assessment in accordance with Policy LP25, and accompanying topographical information, to be prepared in order to ensure that development is designed appropriately and built in those areas of the site least at risk of flooding.
    e. a drainage strategy for the whole site;
    f. a Broad Concept Plan (BCP) for the wider development area (including the adjacent Fenland allocations) showing how the various considerations and requirements (including those below) can be integrated and delivered. This has been agreed jointly by both Fenland District Council and the Borough Council. In bringing the site forward through planning applications there will need to be significant and early on-going co-operation between the two councils.
2. An application should show how it incorporates the provisions of the BCP into the application including the provision of:
    a. the proposed access(es) to serve the development ensuring that there is no unacceptably net adverse impact on the local and strategic highway network and on existing residential amenity. Access towards the A47 will be via a new/upgraded junction, with the arrangements for delivering such upgrade being agreed as part of the comprehensive delivery scheme for the allocation. This must include a new A47/Broadend Road Roundabout, as required by the Wisbech Access Study:
    b. local highway improvements to fully integrate the development into the surrounding network;
    c. improved bus links to Wisbech town centre and associated infrastructure;
    d. pedestrian and cycle ways within and beyond the site, including links to Wisbech town centre;

e. additional primary and secondary school places, including a new primary school on part of the jointly allocated area;

f. strategic infrastructure for the wider area proportionate to the size of the development (CIL is not required for developments within the BCKLWN BCP area but S.106 is to be the main vehicle for providing the necessary infrastructure for the site);

g. the provision of a site for a new local centre/community focus to serve the wider allocation, at the location determined in the BCP.

h. protection and enhancement of public rights of way within the site;

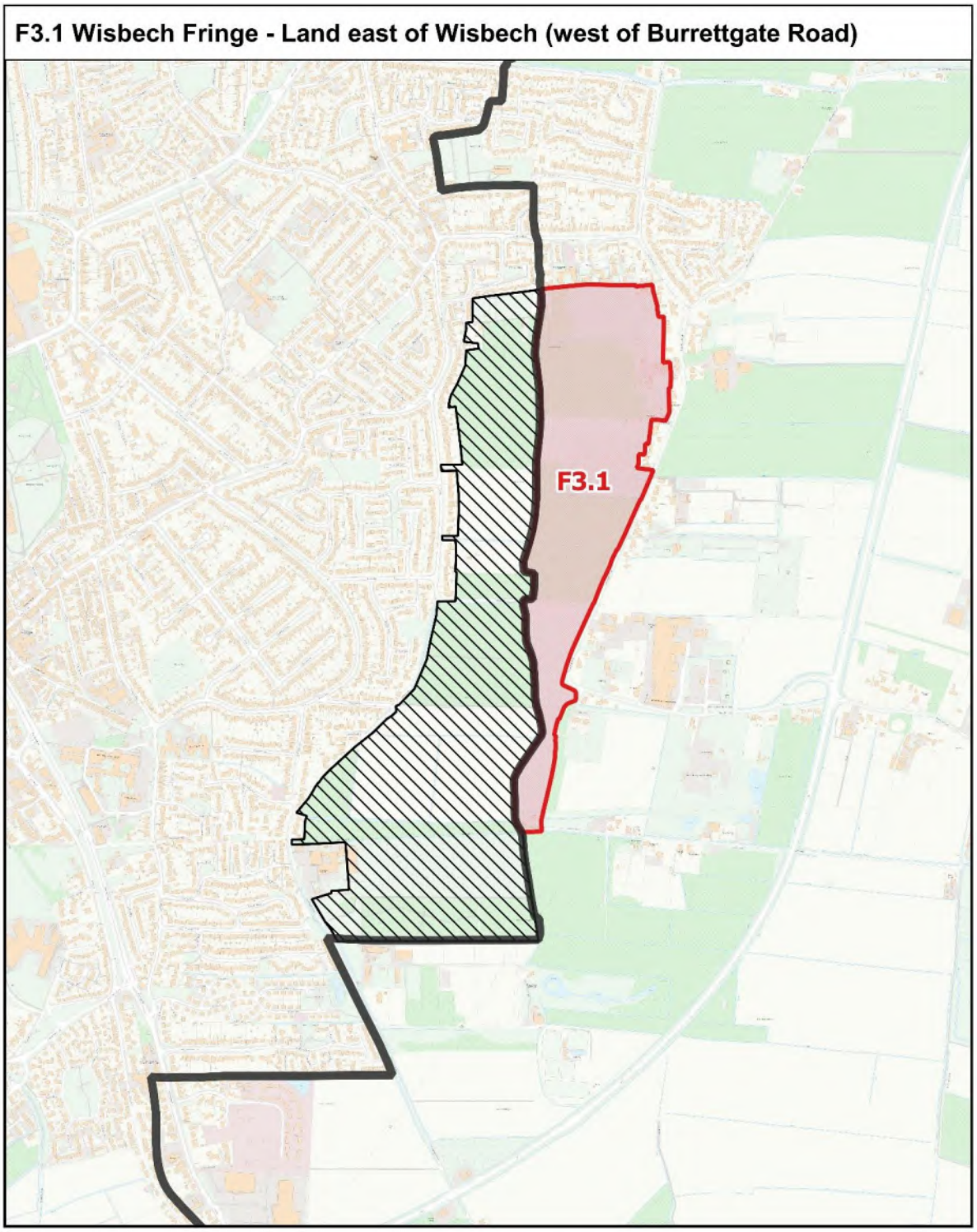
i. the preservation of the adjacent Grade II listed building and its setting (Austin House, 4 Burrett Gate Road, Walsoken) to the NE of the site;

j. the provision of multi-functional open space throughout the site with open space standards jointly agreed with Fenland through the BCP process. Planning applications will need to be mindful of the wider open space requirements (including for SuDS) for the whole area as set out in the approved BCP (or any successor);

k. sustainable drainage systems to address surface-water run-off, flood risk, biodiversity and the avoidance of groundwater pollution and a drainage strategy for the site;

l. provision of affordable housing in line with the agreement between KLWN and FDC (23%);

m. the provision of a site (either within KLWN or FDC allocations) for a new local centre/ community focus to serve the wider allocation, at a location to be determined in the masterplan.


F3.1 Wisbech Fringe - Land east of Wisbech (west of Burrettgate Road)
F3.1
Borough Council of
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West Norfolk
Housing Allocations
Fenland District Council Site
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10 Key Rural Service Centres

10.2 22 Key Rural Service Centres are designated in the Policy LP01 - Spatial Strategy and Settlement Hierarchy, consisting of single villages and rural settlement clusters. These are considered the most sustainable settlements within the rural areas of the district. They are large enough to sustain a range of local facilities, which help to meet the day-to-day needs of their residents, but also provide services to other nearby smaller settlements. They are also accessible by public transport. Key Rural Service Centres will provide some growth to support their roles as 'service centres' and to maintain and enhance local service and public transport provision.



Clenchwarton

Key Rural Service Centre

Description

10.3 Clenchwarton is a large, scattered village situated on the old A17 (now by-passed) on the west side of the River Great Ouse about two miles west of King's Lynn. The settlement has a population of 2,200 (2021, ONS). Clenchwarton benefits from a range of facilities including school, bus route, post office, pub, church and other employment and retail uses.

10.4 Clenchwarton is designated a Key Rural Service Centre. It is identified as having the potential to accommodate growth to sustain the wider rural community.

10.5 The entire settlement falls within the highest flood risk area. Appropriate site mitigation measures will be required as advised by site specific flood risk assessments.

Policy G25.2 - Clenchwarton - Land north of Main Road

Introduction

10.6 The allocated site is located on the eastern part of Clenchwarton in a built-up part of the settlement. The site comprises Grade 2 agricultural land but is not currently in agricultural production.

10.7 The site is bordered by mature trees and hedgerows but there are no identified biodiversity constraints.

10.8 The site is well located within the built-up area of the village and is mostly surrounded by existing residential development. It is well screened, and views are limited to long distance from the wider landscape, but in this view the site is seen in context of the existing built environment. Near distance views are limited to glimpses from adjacent roads and from neighbouring properties.

Justification

10.9 The site is identified as the highest scoring site in terms of proximity to services. Clenchwarton is well serviced and the central location of the site makes it easily accessible to a number of local services including the school, bus route, shop and Post Office. Thus, providing an opportunity for residents to walk and cycle to these services. Safe access into the site can be achieved from the existing access to the south of the site from Main Road. Norfolk County Council Highways has no objections to the allocation of the site provided safe access is delivered and has shown a preference to the allocation of the site over some other sites in the settlement.

10.10 The Borough Council considers that the site is of a suitable scale to accommodate 20 dwellings at a density consistent with its surrounding area and without detriment to the form and landscape character of the locality.

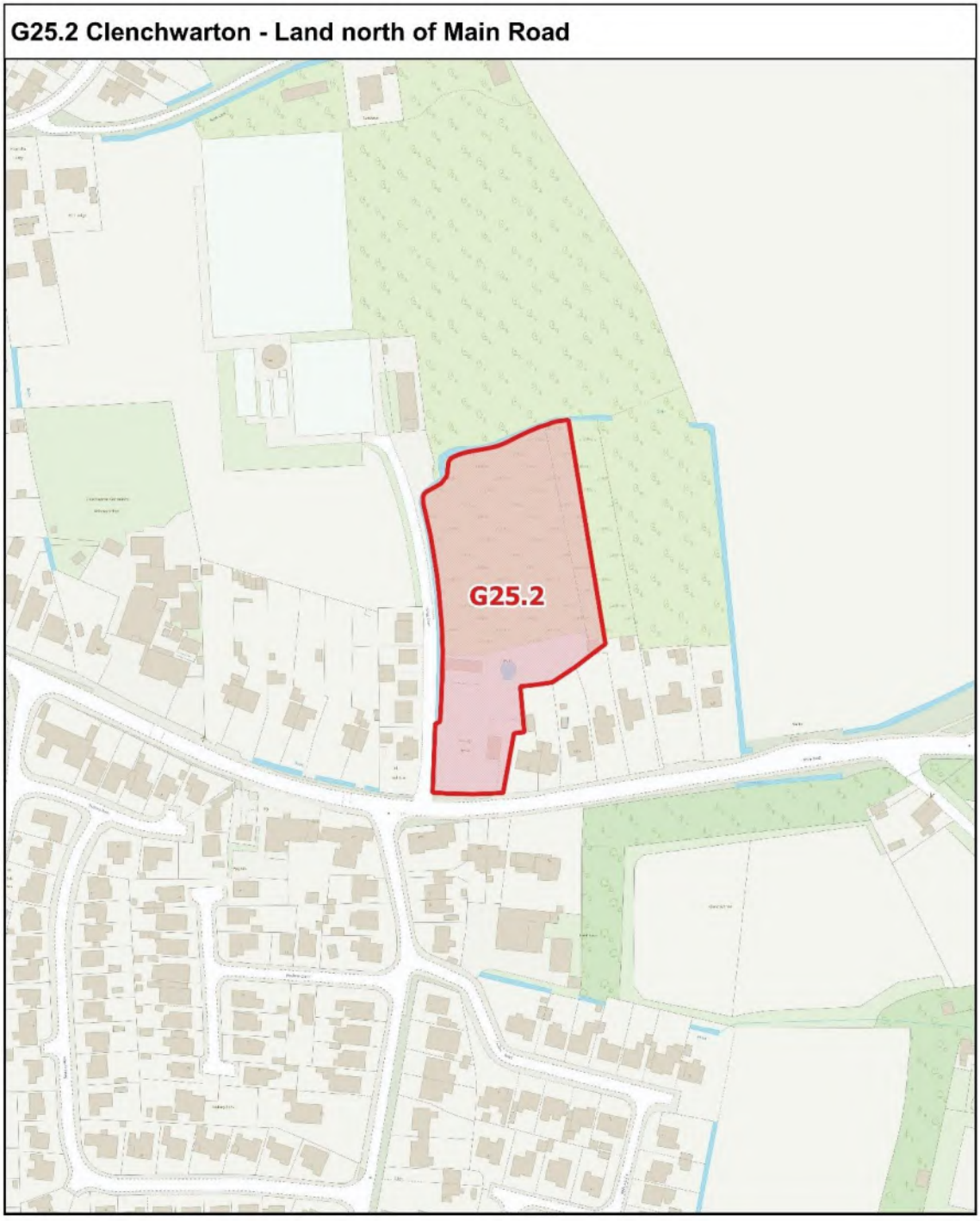
10.11 The site falls within a high flood risk area and hazard zone, but this applies to the majority of the settlement. As such development is subject to the appropriate flood mitigation measures as set out in the policy above.

Policy G25.2 Clenchwarton - Land north of Main Road

Land amounting to 1.07 hectares to the north of Main Road as shown on the Policies Map is allocated for residential development of at least 20 dwellings.

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

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission;
3. Provision of affordable housing in line with Policy LP28.


G25.2 Clenchwarton - Land north of Main Road
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Dersingham

Key Rural Service Centre

Description

10.12 The village of Dersingham is well served by a range of local amenities including a Post Office, supermarket, library, fire station, pubs, churches and schools. The parish of Dersingham has a population of 6,000 (2021, ONS). In addition, the village has a health centre and range of small business premises. Dersingham is approximately eight miles from King's Lynn and seven miles from Hunstanton and benefits from a regular bus service between the settlements along the A149. The level of services and facilities as well as the good accessibility to larger towns qualifies Dersingham as a Key Rural Service Centre.

10.13 Dersingham is a historic settlement which has some traditionally constructed buildings of carrstone and flint, a designated Ancient Monument and the Grade I Listed Church of St. Nicholas. Dersingham has undergone a few phases of expansion, having tripled in size since 1961, and maintains its appeal as a popular place to live today with its own distinctive rural character.

10.14 Dersingham has seen a high level of housing development in the last century, and benefits from a high proportion of services and facilities which relate to the population size.

Neighbourhood Plan

10.15 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Dersingham Parish Council is in the process of preparing a Neighbourhood Plan for their Area.

10.16 The Dersingham Neighbourhood Plan Area was formally designated by the Borough Council 30/10/2017 and corresponds with the boundaries of Dersingham Parish. The Parish Council is currently preparing a draft version of their Neighbourhood Plan for consultation.

Policy G29.1 - Dersingham - Land north of Doddshill Road

Introduction

10.17 The allocated site provides the opportunity to create a development which is located alongside existing housing and is close to some local services and the Junior School.

10.18 In comparison to alternative site options, the proposed allocation site is in a less sensitive location, outside of the Conservation Area and is not subject to an objection by Norfolk County Council Highways Authority. The site is also of

a suitable scale to accommodate 20 dwellings at a density that is consistent with the surrounding area.

10.19 The site lies to the east of the village immediately adjacent to the existing settlement boundary. The site has previously been used for horse paddocks and smallholdings and is classified as Grade 4 agricultural land which is not the highest quality. The site is bordered by a hedge fronting Doddshill Road. The policy contains a clause to ensure the existing hedgerow is retained, where possible in the new development.

Justification

10.20 While the site is on higher ground to the north and east, the majority of views of the site are limited to the near distance from adjacent roads and properties. The slope and the wood beyond in the north-west corner afford some natural screening from the wider landscape. For medium and long distance views from the wider landscape and the village, these views of the site are seen in the context of the existing built environment. There are no significant landscape features of importance within the site boundary other than the hedgerow.

10.21 The impact of potential growth on Dersingham Bog National Nature Reserve which, amongst other designations is a Special Area of Conservation, needs to be established before development is commenced. A project level Habitats Regulation Assessment would be required to establish the impact of growth and potential mitigation strategies.

10.22 Areas to the west and north of the site have been marked by Historic Environment Records relating to probable medieval and post medieval earthworks. To the west of the site there are possible Late Iron Age and Roman cropmarks. The western boundary of the site abuts the newly designated Conservation Area. It is likely the site could contain further historical finds therefore further work is necessary to assess the archaeological significance of the site.

10.23 The policy includes a clause to give emphasis to the importance of addressing heritage impacts in the design of the proposed housing. The policy also requires a Heritage Asset Statement and Archaeological Field Evaluation to be undertaken prior to development. A high quality development incorporating natural landscaping would reduce the visual impact of the development on the surrounding area, minimising the impact on the setting of the Conservation Area.

10.24 The Borough Council considers that a modest development, designed sensitively in response to the location, including appropriate screening, would not have a significant adverse impact on the historic character of the surrounding area. The new development would enable the settlement to grow over the plan period at a modest scale and also improve connectivity to the eastern part of the settlement.

10.25 Outline permission was initially granted in 2018 for the development of the site, but this has since lapsed. A revised scheme is anticipated to come forward during 2024/25.

Policy G29.1 Dersingham - Land north of Doddshill Road

Land amounting to 1.8 hectares, as shown on the Policies Map,is allocated for residential development of at least 20 dwellings.

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

1. Provision of safe access following improvement works to the local highways network including footpath extensions, junction improvements and road widening, in line with the requirements of Policy LP13;
2. Incorporation of a high-quality landscaping scheme including the retention of established hedgerow, where possible, to the site boundaries to minimise the impact of the development on the Conservation Area and the wider countryside;
3. The design of development, and in particular its massing and materials, shall have regard to its potential impact on the setting of Dersingham Conservation Area;
4. Submission of a Heritage Asset Statement that establishes that there will be no negative impact on Heritage Assets in the locality, accompanied by an Archaeological Field Evaluation of the site;
5. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;
6. Submission of a project level Habitats Regulation Assessment to ascertain the effects of growth in Dersingham on the Dersingham Bog National Nature Reserve, (designated Special Area of Conservation, Site of Special Scientific Interest and Ramsar), and provide suitable mitigation where necessary;
7. Development in this location will need to demonstrate compliance with Policy LP27 and project level HRA will be required. This will need to rule out adverse effects on Roydon Common and Dersingham Bog SAC in relation to hydrological issues.
8. Provision of affordable housing in line with Policy LP28;
9. Submission of an Environmental Statement that satisfies Norfolk County Council that the applicant has carried out investigations to identify whether the resource (Carr Stone) is viable for mineral extraction. If the mineral resource is viable, that the applicant has considered whether it could be extracted economically prior to development taking place. If the mineral resource can be extracted economically, whether (or not) there are opportunities to use the onsite resource during the construction phases of the development.


Site G29.1 Land North of Doddshill Road, Dersingham
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Feltwell with Hockwold-cum-Wilton

Key Rural Service Centre

Description

10.26 Feltwell and Hockwold cum Wilton are situated to the far southeast of the Borough. The villages are respectively 13 and 16 miles to the north of Downham Market and 5 and 7 miles to the east of Brandon. The villages benefit from a full range of services and facilities including a school, GP surgery, bus route, shop, pub and local employment. Feltwell is also home to an RAF station (currently used by the United States Air Forces, Europe). The Parish of Feltwell has a population of 3,100 (2021, ONS).

10.27 Feltwell has developed around the B1112 and B1386 crossroads. The core of the village has an urban character with approach roads to the village being more rural in character with views across open countryside.

10.28 Hockwold cum Wilton is a compact village which was linear in its basic form, with more recent development taking place on back-land areas. There is a Conservation Area to the east of the village.

10.29 Feltwell and Hockwold are within 1,500 metres of the Breckland Special Protection Area (SPA). Stone Curlews are sensitive to human presence, and Nightjar and Woodlark for recreational impacts. These bird populations are qualifying features of this SPA and protected by law. The areas around the designated SPA in the vicinity of Feltwell and Hockwold are important to the Stone Curlew population within the SPA. Great care therefore needs to be taken to ensure that no harm results to this bird population from any development in the locality, and in law the onus is on the promoters of development to demonstrate no harm, rather than harm having to be proven to resist development.

10.30 The understanding of the potential effects of additional development and human population in the vicinity of these bird populations is incomplete but developing. It is now believed that where new housing is limited in scale and screened by existing development the direct impact of the new housing itself and activities around it are unlikely to be problematic.

10.31 However, the Habitats Regulations Assessment identifies potential for disturbance of the protected bird populations from recreational impacts from daily activities of local people, such as dog walking in the forest, associated with the additional human population in new development. The recreational impacts arising from the proposed allocations in Feltwell and Hockwold are thought unlikely to alone cause significant effects, but they may do so in combination with other developments in neighbouring districts.

10.32 In order to address this issue, the site allocations for development in these settlements are each subject to a project level habitats regulations assessment to consider this in more detail in relation to the specific

development proposals and the up-to-date situation in the neighbouring districts.

Policy G35.1 - Feltwell - Land to the rear of Chocolate Cottage, 24 Oak Street

Introduction

10.33 The allocated site is located a short distance to the east of the centre of Feltwell, within close proximity to village services and facilities.

Justification

10.34 Development at this location provides the greatest opportunity for new residents to walk to existing services, in particular the local school. The Borough Council considers the site suitable to accommodate at least 50 residential.

10.35 Norfolk County Council as the local highway authority has no objection to the site providing safe access is achieved from Lodge Road. The site is in multiple ownership, with all the owners agreeing to promote the site for a comprehensive scheme including the provision for addition car-parking for the Alms Houses situated on Oak Street.

10.36 The site is classified as grade 3 agricultural land, currently being used to keep horses and includes paddocks, a ménage and stables. Trees and hedgerows form the site boundaries, and this could potentially be incorporated into the design of the development. The site is situated within the Special Protection Area (SPA) "buffer zone," for Stone Curlews but it is well screened on all sides by single and two storey development and therefore development at this location is likely to have minimal impact on the visual amenity of the surrounding landscape and the SPA, although a project level habitats regulations assessment will be required.

10.37 The majority of views of the site are limited to the near distance from adjacent roads, properties and public rights of way. Medium and long-distance views from the wider landscape are possible from the south east. However, in these views the site is seen in the context of the existing settlement.

10.38 The site although mainly within Flood Zone 1 (low risk) is at risk of flooding (partially being within Flood Zones 2 and 3). As part of that process a site-specific flood risk assessment was shared with the Environment Agency and as the Inspectors report states the Environment Agency concluded they had no objection to the larger site being allocated. In light of this, the above policy includes a flood risk clause for completeness.

10.39 The Historic Environment Services have identified the site as having considerable archaeological potential, as it is adjacent to a medieval cross, which may indicate a former focal point for the settlement. Therefore, an

archaeological field evaluation must be submitted with any planning permission, in accordance with the NPPF.

10.40 This site has come forward with a planning proposal for the northern portion of the site, which has been granted for 18 new homes (19/00859/FM) the scheme has been designed in such a way which would enable the southern element of the site to come forward. Additionally, an application for the whole site, which is consistent with consented permission has been proposed and is currently being considered, this is for a total of 50 new homes (17/02162/FM).

Policy G35.1 Feltwell - Land to the rear of Chocolate Cottage, 24 Oak Street

Land of around 1.78 hectares to the rear of Chocolate Cottage, 24 Oak Street, as shown on the Policies Map, is allocated for residential development of at least 50 dwellings.

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

1. Submission of a project level Habitats Regulations Assessment demonstrating no likely significant adverse effect on European Sites (in particular the Breckland SPA) and their qualifying features;
2. Provision of access from Lodge Road in line with the requirements of Policy LP13;
3. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
4. The site overlies a Groundwater Vulnerability Zone. Accordingly, the developer should address any risks to controlled waters from contamination at the site, following the requirements of the NPPF and the Environment Agency Guiding Principles for Land Contamination;
5. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;
6. Submission of an Archaeological Field Evaluation prior to development, in accordance with the NPPF;
7. Provision of affordable housing in line with Policy LP28.

G35.1 Feltwell - Land to the rear of Chocolate Cottage, 24 Oak Street



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Great Massingham

Key Rural Service Centre

Description

10.41 Great Massingham is a relatively large village situated 12 miles east of King's Lynn. Existing development extends out along most of the roads leaving the village.

10.42 The village is focused on the very attractive village green which extends over a large area between two large ponds. The ponds are important landmarks and contribute significantly to the character of the village. Around the Green is the village shop, public house and church, together with most of the village's older buildings. A large portion of the village is designated as a Conservation Area for its historic and architectural value.

10.43 Great Massingham is a thriving community and acts as a centre for the surrounding rural area. It has a range of facilities including a doctor's surgery, primary school, sports and social club, retained fire station, bus route, public house, shop, post office and church. The Parish population was recorded as 902.

10.44 Great Massingham is designated as a Key Rural Service Centre. It has a range of facilities and the potential to accommodate growth to sustain existing rural services and the wider rural community. A site is allocated for 16 dwellings, for which reserved matters has now been granted (18/02038/RMM). Construction is anticipated to start during 2024/25.

Great Massingham Neighbourhood Plan

10.45 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Great Massingham Parish Council is in the process of preparing a Neighbourhood Plan for their Area. The Great Massingham Neighbourhood Plan Area was formally designated by the Borough Council 28 June 2021 and corresponds with the boundaries of Great Massingham Parish.

Policy G43.1 - Great Massingham - Land south of Walcup's Lane

Introduction

10.46 The allocated site is situated west of the centre of the village along Walcup's Lane. The site consists of flat arable land classed as Grade 3 (moderate quality) agricultural land not currently in agricultural production.

Justification

10.47 The eastern site boundary is bordered by an overgrown and heavily treed area, with a number of mature trees that are subject to a Tree Preservation Order. This area is of landscape value and is considered to contribute to the amenity of the area. As such, a policy is included above, to ensure that the proposed development has special regard to this area in terms of its design and layout. The mature planting within this area, also provides a natural screening of development when viewed from Abbey Road and the notable village pond immediately opposite.

10.48 Other surrounding features consists of built development to the north and partly to the south, and open fields to the west. The western site boundary is bordered by a public right of way. The site is sufficiently large for development to take place without any substantial detriment to this public amenity.

10.49 The site is situated in a fairly built-up part of the village and is considered to be well-contained within its surroundings without encroaching into open countryside. In the medium and long distance views that are available from the wider landscape, particularly from the west, development would be seen in the context of the existing village.

10.50 The site is well located in terms of proximity to services and is within reasonable walking distance to a number of local amenities that address the day-to-day needs of the local population. Safe access and egress can be achieved through Walcup's Lane. Norfolk County Council as the local highway authority would not object to the allocation of the site subject to evidence demonstrating a safe and deliverable access and local improvements being made to the footpath network.

10.51 The eastern site boundary immediately abuts Great Massingham Conservation Area, and the Grade II Listed Abbey House adjacent the south-east boundary. The sensitivity of its location requires careful design to ensure that the site makes a positive contribution to the character and distinctiveness of the Conservation Area and the setting of the nearby Listed Building. Standard housing designs are unlikely to achieve this. The design and layout of the scheme must be sympathetic to the historic character of the area.

10.52 The allocated site is identified in the Sustainability Appraisal as the least constrained of all other options to accommodate the required growth in the village. It is of a suitable scale to allow flexibility in layout and could potentially accommodate different forms of development. This is considered to facilitate a development which contributes successfully to the Conservation Area and the site's surroundings.

Policy G43.1 Great Massingham - Land south of Walcup's Lane

Land amounting to 0.6 hectares on Walcup's Lane, adjacent to Abbey Farm as shown on the Policies Map, is allocated for residential development of at least 16 dwellings.

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

1. Provision of appropriate new hard and soft landscaping particularly along the western site boundary to alleviate and soften the visual impact of built development on the surrounding landscape;
2. Submission of a Heritage Asset Statement that establishes that development would enhance and preserve the setting of the Conservation Area and the setting of the adjacent Grade II Listed Abbey Farm.
3. Prior submission of a full Archaeological Assessment as set out in the NPPF;
4. The design and layout of the proposed scheme will demonstrate special regard to the character and setting of the heavily treed area (including the TPO area) east of the site and west of the village pond;
5. Suitable improvements and integration with the Public Right of Way on the western site boundary;
6. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;
7. Demonstration of safe highway access and adequate local improvements to the footway network, in line with the requirements of Policy LP13;
8. Provision of affordable housing in line with Policy LP28;
9. Submission of an Ecological Study that establishes that either there would be no negative impact on flora and fauna. Or, if any negative impacts are identified, establishes that these negative impacts could be suitably mitigated against.

Site G43.1 Land South of Walcups Lane, Great Massingham



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Grimston/Pott Row with Gayton

Key Rural Service Centre

Description

10.53 Gayton is a relatively large yet fairly compact village situated astride the B1145 road, seven miles east of King's Lynn, close to the source of the Gaywood River. The village consists of two older parts, around the junction of the B1145 and the B1153 near to the Church of St. Nicholas and about half a mile further west around the former Rampant Horse Public House. The population of Gayton was recorded as 1,432.

10.54 Grimston is also a relatively large village seven miles east of King's Lynn, centred around the Old Bell Guest House. The form of the older part of the village is linear, extending from the Church of St. Botolph in the south to Ivy Farm in the north. Newer development has mostly been located to the west, on Low Road, Lynn Road and on Vong Lane.

10.55 The village of Pott Row is located within Grimston Parish, to the west of Grimston village. Its original linear form has been altered by newer, estate-style development. The limits of the village are not generally well-defined except in the north where Roydon Common effectively defines the extent of the village.

10.56 Together Grimston and Pott Row have a range of facilities including a church, doctor's surgery, primary schools, bus route, pubs, shops and a Post Office. Gayton has a similar range of facilities, with the exception of a doctor's surgery. The population of the villages of Grimston and Pott Row together was recorded as 1,980.

10.57 Gayton, together with Grimston and Pott Row, is designated a joint Key Rural Service Centre.

Gayton Neighbourhood Plan

10.58 Gayton Neighbourhood Area was designated in May 2017. The Gayton and Gayton Thorpe Neighbourhood Plan was submitted in March 2023, examined during summer 2023 and made on 20 November 2023, following the referendum (9 November). The Neighbourhood Plan contains policies regarding housing mix; design, landscape and character; local green space; green infrastructure and active travel. The Local Plan should not impinge on non-strategic matters that are better dealt with by Neighbourhood Plan policies (NPPF, Strategic policies section).

Grimston, Roydon & Congham Joint Neighbourhood Plan

10.59 The three Parishes of Grimston, Roydon & Congham are jointly preparing a Neighbourhood Plan for their Area. Note this includes the village of Pott Row. This Neighbourhood Plan Area was formally designated by the Borough Council 05/10/2017, following the relevant consultation, and corresponds with the boundaries of the three Parishes. The Grimston, Pott Row, Roydon &

Congham Neighbourhood Plan was submitted in March 2023, with the examination taking place from autumn 2023 to spring 2024. The Plan was made in August 2024, focuses upon environmental protections, housing mix and design.

Policy G41.1 - Gayton - Land north of Back Street

Introduction

10.60 The allocated site is situated in the south of Gayton, in a built-up part of the village. Its south, east and western boundaries about the proposed development boundary. The site comprises of undeveloped Grade 3 (moderate quality) agricultural land. The land is flat with no landscape features of particular note.

Justification

10.61 The site is well integrated with the village, with the surrounding area mostly consisting of existing housing. Views are limited to glimpses from adjacent roads and properties. There are few opportunities for long distance views from the wider landscape but in these views, development would be seen in the context of the existing built environment. The location of the site in a built-up area, at the rear of existing housing means that development would not be visually prominent in the landscape and the beauty of the surrounding countryside would remain unaffected by the proposed growth in the village. The site is considered capable of accommodating at least 23 units at a density consistent with the surrounding area, without detriment to the form and character of the locality.

10.62 The central location of the site means that it is in close proximity and accessible to a number of services in the village. A public right of way runs along the eastern site boundary. The site is of a sufficient scale for development to take place without any substantial detriment to this public amenity. Also walking and cycling access to services particularly the school can be facilitated by connection to this public footpath. Safe site access is obtainable from Back Street as supported by Norfolk County Council as the local highway authority.

10.63 Anglian Water identifies that Grimston Water Recycling Centre (WRC) which also serves Gayton, needs additional capacity for the planned growth in Grimston and Gayton. A clause is included above to ensure that prior to the development taking place the developer, together with Anglian Water, agree a suitable scheme to accommodate the planned growth.

10.64 Revised proposals are for the development of 37 were under consideration, as of spring 2024. These replace an earlier outline permission for 40 new homes, which has since lapsed.

Policy G41.1 Gayton - Land north of Back Street

Land amounting to 2.8 hectares north of Back Street as shown on the Policies Map, is allocated for residential development of at least 37 dwellings.

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

1. Suitable improvements and integration with the Public Right of Way east of the site;
2. Demonstration of safe access onto Back Lane and a continuous footpath linked to Back Lane and to the existing school;
3. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;
4. Development is subject to prior submission of details showing a suitable and deliverable scheme that would create the required capacity at Grimston Water Recycling Centre;
5. Provision of affordable housing in line with Policy LP28.




Site G41.1 Land North of Back Street, Gayton
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Heacham

Key Rural Service Centre

Description

10.65 Heacham is a large village which functions as a service centre and coastal resort. The area immediately adjacent to the Wash on the western edge of the village is dominated by caravans and the village is bounded to the east by the A149 road. Due to its popularity, particularly with tourists and retirees, Heacham has undergone several phases of major growth since the nineteenth century. The Parish of Heacham has a population of 4,600 (2021, ONS) making it one of the largest villages and parishes in the Borough. The village has two shopping areas, a small parade along Station Road and the High Street, a nursery/infant school and a primary school, a GP surgery, a church and has strong public transport links to King's Lynn and Hunstanton. More extensive retail and service provision is available in the adjacent town of Hunstanton, to the north.

10.66 A Conservation Area is designated around the Church and older part of the village, adjacent to Heacham Hall and grounds. In addition to the coast itself, Norfolk Lavender, situated to the east of Heacham, is a significant visitor attraction.

10.67 Heacham has one of the largest parish population sizes of all designated Key Rural Service Centres, second only to the combined parish population of Upwell and Outwell. Heacham benefits from a high proportion of services and facilities, and therefore is considered to be a sustainable location to accommodate new residents. However, additions and upgrades to infrastructure will be required to serve an expanded population. Accordingly, this Plan makes an allocation for at least 133 new homes.

Heacham Neighbourhood Plan

10.68 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Heacham Parish Council is in the process of preparing a Neighbourhood Plan for their Area. The Heacham Neighbourhood Plan Area was formally designated by the Borough Council 19/05/2017 and corresponds with the boundaries of Heacham Parish.

10.69 The Parish Council have prepared a submission version of their Neighbourhood Plan which was submitted for examination in 2021; and passed at referendum and "made" by the Borough Council in June 2022.

Policy G47.1 - Heacham - Land off Cheney Hill

Introduction

10.70 The allocated site offers the greatest potential to integrate new housing with existing development as the site is surrounded on three sides by existing development. The site is located close to the village centre and local services, which enables new residents to easily access village facilities by walking or cycling. There are several potential access points to the surrounding road network, which provides the opportunity to improve the connectivity of the surrounding area. Norfolk County Council Highways Authority have indicated that this area of land is favourable for development in terms of access.

Justification

10.71 The site is currently used as arable agricultural land (grade 3) and is split into four fields divided by drainage ditches and some hedgerow in places. Other than the hedgerow and a few trees there are no other significant landscape features on the site. Whilst development would result in the loss of productive agricultural land, it is not possible to provide this level of housing on previously developed land in Heacham and development in this location would not encroach on the wider countryside.

10.72 The Habitats Regulations Assessment identified the need for measures, as included in the policy, to ensure no adverse impact on the nearby designated nature conservation areas through exacerbation of existing adverse recreational impacts.

10.73 The Surface Water Network has been identified as being at capacity meaning a Sustainable Drainage System (SuDS) would be sought to serve the new development.

10.74 The potential impact on the wider countryside to the east of Heacham is somewhat limited due to the site being screened by existing industrial/agricultural buildings to the east of the site surrounding School Road. A further network of fields separates the site from the National Landscape and the Norfolk Coast Partnership and Natural England have expressed a preference for development at this location above alternative options.

10.75 Notwithstanding this, the design of the development should have regard to the potential visual impact on the wider countryside and to existing residents in the surrounding area.

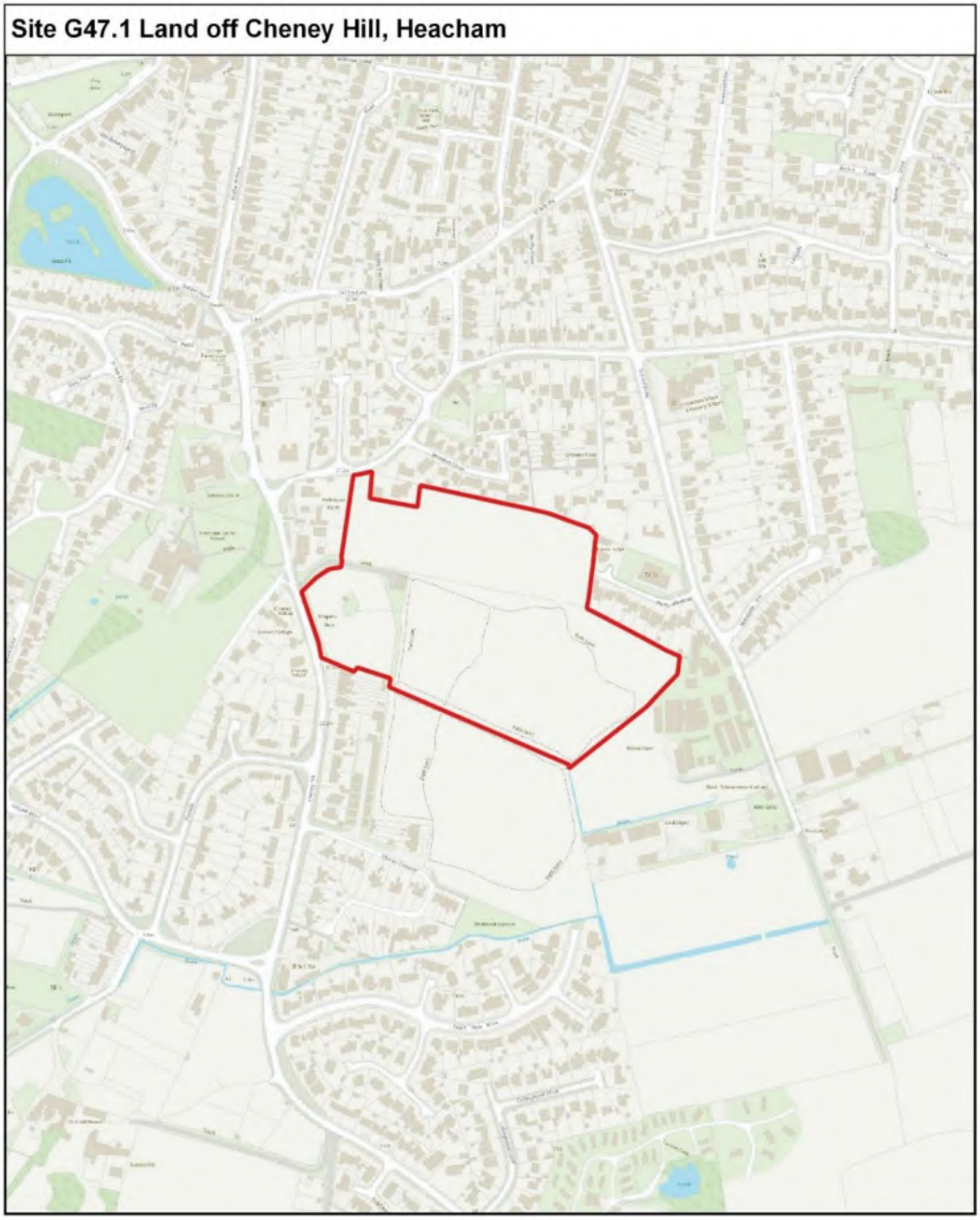
10.76 The site has come forward with a planning proposal and now benefits from outline planning permission (15/00352/OM & 16/01385/OM) for a combined total of 133 new homes. Reserved matters for the two development phases (18/00226/RMM and 21/01412/RMM respectively) are currently under consideration and it is anticipated that construction will commence from 2025/26.

Policy G47.1 Heacham - Land off Cheney Hill

Land amounting to 6 hectares, as shown on the Policies Map, is allocated for residential development of at least 133 dwellings.

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

1. Establishment of safe pedestrian and vehicular access to the site with primary access from Cheney Hill. Opportunities for increasing connectivity to the surrounding secondary road network for pedestrian/cycle access should be explored;
2. Submission of details of layout, phasing, and conceptual appearance;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;
4. A financial contribution for any upgrades or additional provision in terms of water supply, sewerage, schools, highways etc. necessary to serve the development;
5. Enhanced informal recreational provision on, or in the vicinity of the allocated site to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on Habitats Regulations protected nature conservation sites in the wider area. This provision may consist of some combination of:
    a. informal open space (over and above the Council's normal standards for play space)
    b. pedestrian routes which provide a variety of terrain, routes and links to greenspace and/or the wider footpath network;
    c. a contribution to greenspace provision or management in the wider area within which the site is located;
6. Provision of a programme of publicity aimed at both occupants of the development and other residents of Heacham, highlighting the opportunities for recreation (especially dog walking) in the vicinity avoiding areas within the Wash Special Protection Area and the North Norfolk Coast Protection Area and the North Norfolk Coast Special Protection Area, and the sensitivity of those areas to dog walking and other recreation;
7. A project level Habitats Regulations Assessment, with particular regard to the potential for indirect and cumulative impacts through recreational disturbance to the Wash Special Protection Area and the North Norfolk Coast Protection Area;
8. Provision of affordable housing in line with Policy LP28.


Site G47.1 Land off Cheney Hill, Heacham
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Marham/ Upper (RAF) Marham

Key Rural Service Centre

Description

10.77 Marham is situated to the southeast of King's Lynn, and is almost equidistant between King's Lynn, Downham Market (to the southwest) and Swaffham (to the east). The settlement of Marham is spread over a large area, comprising both Marham village and Upper (RAF) Marham. A proportion of the village services and facilities are associated with the RAF Base and some of these are available for residents to use. Services/facilities include a school, GP surgery, bus routes, retail and employment uses. The Parish of Marham has a population of 2,600 (2021, ONS).

10.78 RAF Marham is currently the largest operational front-line base of the RAF. It is has been designated the sole operating base for the Lightning II aircraft. It is the largest single-site employer in the Borough by a considerable margin, representing the equivalent of around 1 in 12 of employed jobs in the Borough. With dependants the RAF Marham 'community' is over 8,000 people; some living on the base itself and others in local towns and settlements. This figure is expected to rise, if the major role of the base is maintained, towards 10,000. Overall, the base is estimated to contribute in excess of £130 million per annum into the local economy through salaries and payments to local businesses. In turn the base community is a significant user of local services.

10.79 The old village of Marham has a linear form of development along 'The Street'. The village is distinct from the RAF base and with landmarks including The Church of the Holy Trinity and the Cistercian Abbey Ruins. The village-scape consists of mainly modern development, and there are views across from landscape from the edges of the village.

10.80 The combination of Upper (RAF) Marham and the Village of Marham together ensure that the settlement is classed a Growth Key Rural Service Centre. Please see Policy LP10 for details of support for the RAF Marham.

Policy G56.1 - Marham Land at The Street

Introduction

10.81 The allocated site is well located adjacent to the school, provides for an appropriate scale of housing for the village, and offers of a range of benefits to the local community along with 50 dwellings.

Justification

10.82 The scale of development is in line with Marham's status within the Settlement Hierarchy. In addition to the community facilities identified in the policy there is also, subject to negotiation, the potential for an additional school parking/drop off area.

10.83 The community benefits involved were offered by the owners as a package of measures that justified allocation of this site in preference to others, and were important in influencing support for the development. This proposal received the support of the Parish Council and a number of members of the public.

10.84 The Parish Council says that this proposal has the advantages 'joining up the village' as identified in the 2008 Parish Plan; provides direct access from The Street (removing any problems which would be caused by traffic accessing a site through a minor roadway; would alleviate all the traffic problem currently present at the School; increase safety for children attending the school; and provide 'open space', footpaths and possibly other community facilities.

10.85 The site has come forward with a planning proposal (18/01896/F) which is currently being considered by the Borough Council.

Policy G56.1 Marham - Land at The Street

Land amounting to 3.6 Hectares as identified on the Policies Map, is allocated for at least 50 dwellings, together with a range of community benefits.

Development is subject to:

1. Provision of a new road access to the school; new bus pull-in on The Street, improvements to the footpath between the old village and the airbase; a new footpath avoiding the double bends in The Street; and a community area including open space and a play area;
2. Safe access being achieved, in line with Policy LP13;
3. Provision of a proportion of affordable housing in line with the current standards;
4. Financial contributions to the provision of education and other infrastructure.



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Policy MAR1 – Marham Land south of The Street

Introduction

10.86 The allocated site (Site Ref. 2H041) is situated relatively centrally to Marham village. The site is close to a number of the village services, including the school and could be said to represent a modest extension to the existing built environment of the village. The Marham development boundary immediately abuts the site's northern and western boundaries. The immediate surroundings include estate type housing developments, ribbon style housing development along the street, a mobile home park, a cemetery and open countryside.

Justification

10.87 The Borough Council considers that the allocation of this site (SA/ HELAA Ref. 2H041/ Submission Ref. 29-04-20195110) through the Local Plan would support Marham as a Key Rural Service Centre. The site is appropriately located close to the centre of the settlement, and in particular the local primary school. It is capable of providing 35 dwellings.

10.88 Access is envisaged to be gained from The Street, to the north, and the policy contains clause ensuring that this achieved to the satisfaction of Norfolk County Council as the local highway authority. They did not raise an objection to the site through the Housing and Economic Land Availability Assessment (HELAA) consultation.

10.89 Norfolk Historic Environment Services (HES) state that the site lies between the 12th century parish Church of the Holy Trinity and Cistercian nunnery to the southwest and the cropmarks of a medieval moated site (perhaps a manorial centre) to the northwest. In addition, Prehistoric, Roman, Anglo-Saxon and medieval finds have been recovered from the surrounding fields including and Early Saxon brooch (perhaps indicating burials) to the east. Consequently, there is potential that heritage assets with archaeological interest (buried archaeological remains) will be present at the site and that their significance will be adversely affected by the proposed development. Therefore, in accordance with HES's advice item 3 appears in the policy above.

10.90 The site is classified as grade 3 agricultural land although this is constraint upon the whole settlement which either Grade 3 or 2. The site is at low risk from flooding, being located within Flood Zone 1.

10.91 The site is bordered by a combination of existing residential housing in an estate style layout/ ribbon development, a mobile home park, a cemetery and open countryside, however development of the site would be seen in the context of the existing built environment from either short distance views from the adjacent road/foot path network or limited longer distance views that may be possible from the road network and local footpaths. Consideration will need to be given to this context in any design scheme.

10.92 Development of this site could be said to represent a modest extension to the existing built environment of the village. The Marham development boundary immediately abuts the site's northern and western boundaries.

10.93 Development of this site would be well screened and as discussed would relate well to the village. The majority of views of the site are limited to the near distance from adjacent roads, properties and public rights of way. Medium and long-distance views from the wider landscape are possible from the north and east. However, in these views the site is seen in the context of the existing settlement.

Policy MAR1 – Marham – Land south of The Street

Land of around 1.6 hectares to the south of The Street, as shown on the Policies Map, is allocated for residential development of at least 35 dwellings

Development will be subject to compliance with the following:

1. Subject to safe access, including a financial contribution towards improvements to the footpath between the old village and the airbase;
2. Submission of details showing sustainable drainage measures will integrate with the design of the development and the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for future management and maintenance of the SuDS should be included with submission;
3. Development will be subject to a programme of archaeological mitigatory work in accordance with the National Planning Policy Framework;
4. Provision of affordable housing in line with Policy LP28.

MAR1 – Marham – Land south of The Street



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02/04/2025

Stoke Ferry

Key Rural Service Centre

Description

10.94 Stoke Ferry is situated on a rising, elevated site above the vale of the River Wissey. It is located 6.5 miles south east of Downham Market. The village centre has a pleasant character which is reflected in the designation of a Conservation Area for much of the village. The outlying areas provide a contrast with a peaceful rural quality.

10.95 The Parish of Stoke Ferry has a population of 1,200 (2021, ONS). The settlement has a good range of services and facilities including a school, bus route, Post Office, take away, pub and other employment and retail uses. The village provides a local employment base which has developed from its role in serving the local agricultural community. The nearest doctor's surgery is currently located 3 miles north at the village of Boughton.

10.96 Stoke Ferry is designated as a Key Rural Service Centre, it has a range of services and facilities to serve the existing and wider community. The Local Plan makes three allocations for a total of at least 52 dwellings.

10.97 It should also be noted that the current owners of the Mill and associated infrastructure in Stoke Ferry have come forward with a proposal for residential development on both mill site (19/00274/OM – up to 70 dwellings) at the centre of the village and the transport depot (19/00272/OM – up to 30 dwellings) to the north. These both benefit from outline planning permission and will provide, once completed, a total of around 100 new homes.

Stoke Ferry Neighbourhood Plan

10.98 Stoke Ferry Neighbourhood Area was designated in October 2018. The Neighbourhood Plan was submitted in August 2022, examined during summer 2023 and made on 29 August 2023, following the referendum (24 August). The Neighbourhood Plan contains policies regarding housing mix, design (supported by a design code), landscape, green/ blue infrastructure and local green space. The Local Plan should not impinge on non-strategic matters that are better dealt with by Neighbourhood Plan policies (NPPF, Strategic policies section).

Policy G88.1 - Stoke Ferry - Land South of Lark Road/ Wretton Road

Introduction

10.99 This site is located to the south west area of Stoke Ferry and situated immediately to the south of a new cul-de-sac development at Lark Road. The development boundary immediately abuts the site's northern boundary. The Borough Council considers the site is suitable to accommodate at least 13 residential units at a density consistent with that of the surrounding area.

Justification

10.100 The site scored relatively highly in the sustainability appraisal due to its proximity to a range of services, in particular the local school. The land is currently in agricultural use (grade 3) and development on the site will form an extension onto Lark Road, which is considered the only suitable access point. Stoke Ferry Parish Council are in favour of this site being allocated.

10.101 There are no major landscape features on the site (e.g. tress or hedgerows) however there is a path running across the centre of the site which could potentially be incorporated into the design of development. The site sits a distance from the Conservation Area, screened by development and it is not considered that development of the site would be of detriment to the character and appearance of this Heritage Asset.

10.102 The majority of the views into the site are limited to near distance from Lark Road and adjacent properties. There are few opportunities for long distance views due to the site being located within a developed area. The site is completely screened by housing on the north boundary. In the limited views that area available the site is seen in the context of the existing settlement.

10.103 The following constraints must be resolved prior to development; a sewer crosses the site and therefore easement/ diversion may be required in consultation with Anglian Water. An odour assessment must be carried out to the satisfaction of Anglian Water to ensure any amenity issues relating to odour for new residents are overcome. The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SuDS) would be sought to serve new development.

10.104 Previous planning permission for 13 dwellings (15/01931/OM & 18/02068/RM), has since lapsed. Delivery is expected around the middle of the Plan period, after 2029.

Policy G88.1 Stoke Ferry - Land South of Lark Road/ Wretton Road

Land south of Lark Road/Wretton Road amounting to 0.4 hectares, as identified on the Policies Map, is allocated for residential development of at least 13 dwellings.

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

1. Submission of details showing how the sewer crossing the site can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water;
2. Submission of an Odour Assessment, to the satisfaction of Anglian Water, in relation to any impacts on residential occupation of the site from the nearby sewage treatment works;
3. Demonstration of safe highway access in line with the requirements of Policy LP13;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;
5. Provision of affordable housing in line with Policy LP28.

Site G88.1 Land South of Lark Road/Wretton Road, Stoke Ferry



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Policy G88.2 - Stoke Ferry - Land at Bradfield Place

Introduction

10.105 The site is located outside of the Conservation Area and within fairly close proximity of village services, scoring positively for this factor in the sustainability appraisal. The site is situated to the rear of residential properties, with the northern and eastern boundaries abutting the current proposed development boundary.

Justification

10.106 The Borough Council considers the site is suitable to accommodate at least 10 dwellings at a density consistent with that of the surrounding area.

10.107 Currently the site is in agricultural use (Grade 3), and apart from a few hedgerows and trees there are no other landscape features of importance within the site boundary. The Stoke Ferry Conservation Area sits a good distance from the site and due to the built form in the immediate vicinity of the site; it is not considered that development of the site would be of detriment to the character and appearance of the Conservation Area. Stoke Ferry Parish Council support this site.

10.108 Norfolk County Council as the local highways authority support development on this site providing safe access and visibility is achieved.

10.109 The site abuts the development on two sides with the western boundary bordered by agricultural land. Views are limited to near distance from adjacent roads and properties. In the wider views are available from the west the site is seen in the context of the existing settlement.

10.110 A water main(s) crosses the site and therefore easement/diversion may be required in consultation with Anglian Water. The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SuDS) would be sought to serve new development.

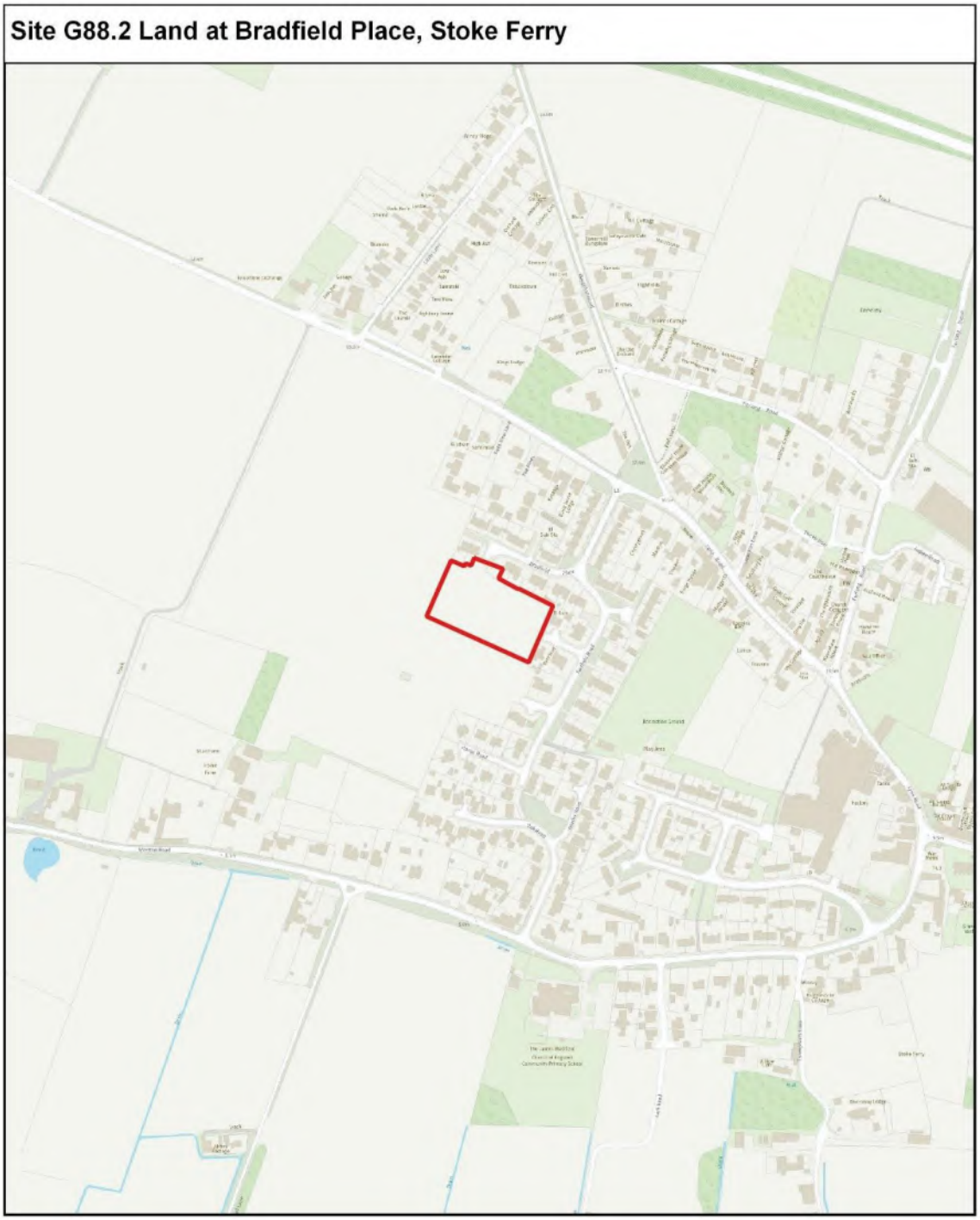
10.111 The site has come forward and benefits from outline planning permission for 20 dwellings (16/00168/OM). The Borough Council is the owner of Site G88.2 and intends to develop the site for Custom and Self-Build housing, most likely in the form of serviced plots. This means that the infrastructure required for the site, such as roads and amenity connections will be provided, and then each plot will be sold separately to someone who is looking to build or commission the design and build of their own home.

Policy G88.2 Stoke Ferry - Land at Bradfield Place

Land at Bradfield Place amounting to 0.7 hectares, as identified on the Policies Map, is allocated for residential development of at least 10 dwellings.

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

1. Submission of details showing how the water mains crossing the site can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water;
2. Safe access and visibility being achieved in line with the requirements of Policy LP13;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;
4. Provision of affordable housing in line with Policy LP28.



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Policy G88.3 - Stoke Ferry - Land at Indigo Road / Lynn Road

Introduction

10.112 Site G88.3 has support from Stoke Ferry Parish Council as well as the public because the site is centrally located within the settlement, therefore in close proximity of village services and it would provide a much-needed formal car parking facility, and financial contributions, to the village hall, benefiting the local community.

10.113 The site is situated to the south of the Indigo Road residential development and to the north of Lynn Road and the feed mill. The southern and western boundaries abut the development boundary, with the southern boundary meeting the Stoke Ferry Conservation Area.

Justification

10.114 The Borough Council considers the site is suitable to accommodate at least 12 dwellings at a density consistent with that of the surrounding area, in particular that seen at Indigo Road, together with a car park.

10.115 The northern section of the originally submitted site has been excluded as it has already been developed as a residential estate (Indigo Road). The southern section of the originally submitted site is in the same ownership and has been partially excluded. It lies within the development boundary and should come forward for residential development as part of a development phasing scheme, although part of this land, to the west of the village hall, has been included as it will be allocated for the provision of a c.26 car spaces car park for the village hall. An approximate location guide for this facility is indicated on the Policies Map.

10.116 The site an unused brownfield site, formally a petrol station, now cleared. This and other previous site uses have led to contamination of the land.

10.117 Development of this site would allow the reuse of this currently unused, centrally located, parcel of land and through the use of a high design standard has the potential to positively contribute to the visual amenity of the locality.

10.118 Access to the site could be gained from Indigo Road, to the north, and/or Lynn Road, to the south. Norfolk County Council as the local highway authority support development on this site providing safe access and visibility is achieved.

10.119 Views into the site are limited to the near distance from adjacent roads and properties. In these views the site is seen in the context of the existing built environment of the settlement.

10.120 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SuDS) would be sought to serve new development.

10.121 The site has come forward in combination with a section land which is within the development boundary and benefits from full planning permission for 29 dwellings (16/00493/FM). Development has commenced, with completions coming forward from 2025/26.

Policy G88.3 Stoke Ferry - Land at Indigo Road / Lynn Road

Land at Indigo Road / Lynn Road amounting to 0.5 hectares, as identified on the Policies Map, is allocated for residential development of at least 29 dwellings.

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

1. Submission of a detailed Contamination Assessment in accordance with the requirements of the NPPF and the Environment Agency's 'Guiding Principles for Land Contamination';
2. Safe access and visibility being achieved in line with the requirements of Policy LP13;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;
4. Land to the west of the village hall will be allocated for a c.26 car space car park. Submission of a suitable plan for the future management and maintenance of the car park;
5. Submission of an agreed schedule for financial contributions to the village hall community facility;
6. Provision of affordable housing in line with Policy LP28;
7. Careful design ensuring that development conserves and enhances the conservation area.

Site G88.3 Land at Indigo Road/Lynn Road, Stoke Ferry



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13/06/2024

Terrington St Clement

Key Rural Service Centre

Description

10.122 Terrington St Clement is a relatively large marshland village situated to the north of the A17 road, 7 miles west of King's Lynn. The village church known as the 'Cathedral of the Marshland' dominates the surrounding fenland and forms the core of the village. The pattern of the village often follows the lines of sea defence banks and parts of the intervening spaces have been in-filled with development. The often-mature landscape gives the village a rural feel which is enhanced by frequent glimpses of open countryside.

10.123 A part of the settlement (north-east) is designated a Conservation Area to preserve and enhance its special architectural and historic quality.

10.124 The settlement benefits from a range of services including schools, surgery, bus route, post office, shops, pubs, filling station and other employment and retail uses. The village and its importance as a centre for services and employment create a lively and active place. The population of the parish is 4,600 (2021, ONS).

10.125 Terrington St Clement is designated a Key Rural Service Centre because of the range of facilities available and its potential to accommodate growth to sustain the wider rural community.

Policy G93.3 - Terrington St. Clement - Land West of Benn's Lane

Introduction

10.126 The allocated site is situated north-east of the village of Terrington St Clement, with its eastern boundary abutting the development boundary. The site comprises brownfield land. The land currently accommodates derelict greenhouses which were previously used for horticultural purposes. Development of the site reduces the pressure to build on greenfield productive land and also provides an opportunity to improve the existing derelict appearance of the site. Landscape features on the site include mature hedges along the site boundaries.

10.127 The surrounding area consists of residential road frontage development to the east, open fields to the south and west, and industrial land to the north.

Justification

10.128 The site is well screened by mature hedges along the eastern site boundary. Near distance views are limited to glimpses from adjacent road and nearby properties. There is some opportunity for medium and long-distance views particularly when viewed south of Benn's Lane, but in these views,

development would be seen in the context of the existing built environment. Therefore, it is considered that development would not be harmful to the visual and landscape amenity of the area but would rather be an improvement on the derelict structures presently on the site.

10.129 The site and the area north of the site is subject to a certificate of lawful use for B2 (general industrial) which was granted in 2010. There is currently no industrial development in the area but in order to avoid any conflicts between the proposed residential development and any future potential industrial uses north of the site, a policy is included as part of the allocation to ensure an explicit buffer area (minimum width of 30m) is provided along the northern site boundary as part of the residential development.

10.130 There is an open drain within the site which is maintained by King's Lynn Internal Drainage Board (IDB). It is recommended that discussions are held with the IDB prior to the planning application stage.

10.131 In terms of access and proximity to services, the site is within reasonable walking distance to Churchgate Way where the majority of local services are situated including the primary and high schools, shops, public house, village hall, post office and bus stops. Site access is proposed from the existing access on Benn's Lane. Due to the nature of the southern part of Benn's Lane and the junction onto Lynn Road, it is recommended that appropriate works are undertaken, and the design and layout of the scheme should aim to encourage use of the Northgate Way junction and the northern part of Benn's Lane.

10.132 The size of the site is sufficiently large to accommodate at least 35 dwellings at a density consistent with the locality and also accommodate the aforementioned buffer area north of the site and address any other possible issues surrounding the drain within the site, site access and loss of hedgerows.

10.133 Whilst the site is within a high flood risk area (flood zone 3). All of Terrington St Clement is within the same flood zone. The site is suitable in terms of distance to services and proximity to the village. Development on the site is subject to the appropriate flood mitigation measures outlined in the policy above.

10.134 In summary, the Borough Council considers that this site provides an ideal opportunity for a well-located residential development on a derelict, brownfield site whilst also visually improving the area. The site has come forward and benefits from outline planning permission for 43 dwellings (16/02230/O & 21/00589/RMM).

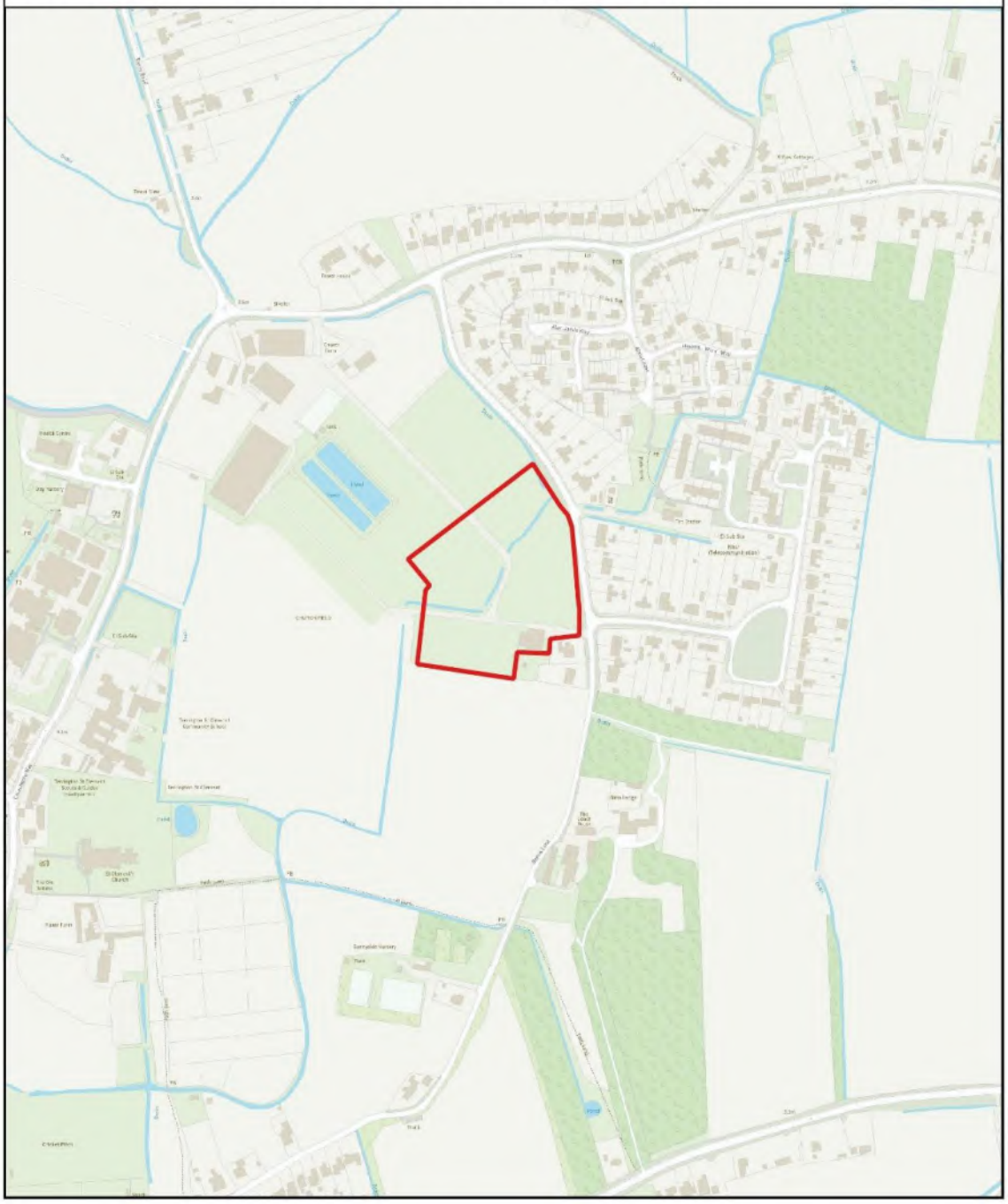
Policy G93.3 Terrington St. Clement - Land West of Benn's Lane

Land amounting to 2.2 hectares west of Benn's Lane, as shown on the Policies Map is allocated for residential development of at least 43 dwellings.

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

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of a detailed Contamination Assessment in accordance with the requirements of the National Planning Policy Framework (NPPF) and the Environment Agency's 'Guiding Principles for Land Contamination';
3. Demonstration of safe access from Benn's Lane and the provision of adequate pedestrian/cyclist links;
4. Provision of affordable housing in line with Policy LP28;
5. Satisfactory accommodation of the Internal Drainage Board maintained drain crossing the site;
6. Submission of a Heritage Asset Statement that establishes that development should conserve and where appropriate enhance the Conservation Area, Grade I Listed Church and Tower, and their settings.

Site G93.3 Land West of Benns Lane, Terrington St. Clement



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12/06/2024

Policy TSC1 – Terrington St Clement Land south of Northgate Way and west of Benn's Lane

Introduction

10.135 The site proposed for allocation (Site Ref. S369) is a slightly larger site than was originally submitted (Site Ref. H369). The larger site provides additional benefits and some of the constraints associated with the smaller site have been overcome through consent for the larger site (18/00940/OM & 23/01756/F). Site allocation TSC1 adjoins G93.3; the latter immediately to the south.

Justification

10.136 A significant proportion of the site has brownfield status as it was granted a certificate of lawful use for B2 General Industrial purposes in 2010. The rest of the site comprises remnants of a previous horticultural business, including a range of semi-derelict / derelict structures associated with this. There also some parcels of land which could be classed as greenfield. The site has been vacant for some considerable time (approximately 10 years). Given the rural nature of the Borough the vast majority of sites which come forward are wholly Greenfield, the site therefore represents an opportunity to develop a brownfield and dilapidated site that has a very limited current use and ensure it makes a positive contribution to the local area and housing supply. This is very much in line with current Government thoughts as set out within the National Planning Policy Framework.

10.137 Location wise, the site is situated just to the east of the central portion of the village, the majority of service and facilities on offer within the village are a relatively short distance away including the schools. The surrounding area consists of a mixture of road frontage residential development and estate style developments to north/east. To the south and west is the primary and high school. Near distance views are limited to glimpses from adjacent road and nearby properties. There is some opportunity for medium and long-distance views particularly when viewed south of Benn's Lane, but in these views, development would be seen in the context of the existing built environment. Therefore, it is considered that development would not be harmful to the visual and landscape amenity of the area but would rather be an improvement on the derelict structures presently on the site.

10.138 Access to the site is proposed to be taken from Northgate Way, to the north, Norfolk County Council as the Local Highway Authority would object if access was taken from Benn's Lane, to the east, however they do not object to this access arrangement. The site also offers the opportunity to provide a link through to the allocated site G93.3 which could assist in alleviating traffic from Benn's Lane. A pedestrian link from the site to Churchgate Way is proposed and this would enable future residents to walk to services and facilities, including the schools which are located upon Churchgate Way, close by.

10.139 Terrington St Clement is wholly located within Flood Zone 3, therefore there are no sites available within a lower flood risk zone. The site is located within a sustainable settlement which is identified as a Key Rural Service Centre, it is centrally located and is classed as previously developed land. The site is within Flood Zone 3 (high risk) of the latest Borough Council's Strategic Flood Risk Assessment (SFRA) 2019. The Environment Agency raised no objection to the planning application (18/00940/OM). Site allocation has been carried out in accordance with the BCKLWN's SFRA 2019 & The EA / BCKLWN Protocol for sites at risk to flooding.

10.140 There is an open drain within the site which is maintained by King's Lynn Internal Drainage Board (IDB). It is recommended that discussions are held with the IDB prior to the planning application stage.

10.141 The Terrington St. Clement Conservation Area, and the Grade 1 Listed Church and Tower, contained within this are a short distance away from the site, to the south west. There is also a Grade II Listed Building (Tower House) to the north of the site, on the north side of Northgate Way. Therefore, these heritage assets and their setting will need to be taken into consideration. Norfolk Historic Environmental Services (HES) have previously stated that there is the potential for archaeological remains to be present on the site. Hence the above policy contains an appropriate item.

10.142 In summary, the Borough Council considers that this site provides an ideal opportunity for a well located sustainable residential development on a derelict, brownfield site whilst also visually improving the area.

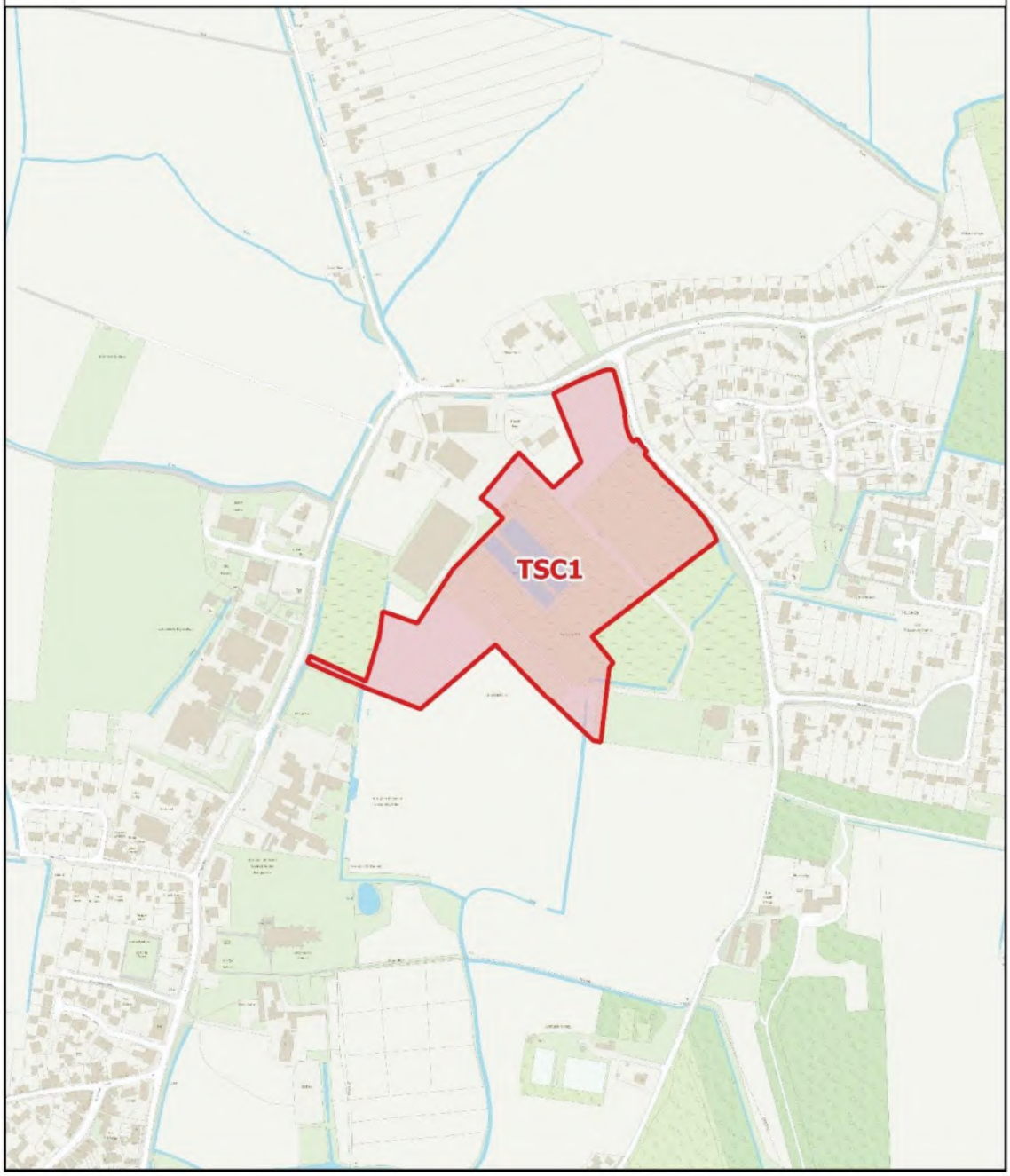
Policy TSC1 – Terrington St Clement Land south of Northgate Way and west of Benn's Lane

Land amounting to 4.9 hectares, as shown on the Policies Map, is allocated for residential development of at least 76 dwellings.

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

1. Demonstration of safe access from Northgate Way in line with Policy LP13, the provision of adequate pedestrian/cyclist links, including a link through to Churchgate Way, and a pedestrian, cycle and road link to the adjacent land allocated as G93.3;
2. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;
4. Satisfactory accommodation of the Internal Drainage Board maintained drain crossing the site;
5. Submission of a detailed Contamination Assessment in accordance with the requirements of the National Planning Policy Framework (NPPF) and the Environment Agency's 'Guiding Principles for Land Contamination';
6. Submission of a Heritage Asset Statement that establishes that development should conserve and where appropriate enhance the Conservation Area, Grade I Listed Church and Tower, and Grade II Listed Tower House and their settings. This should be accompanied by an Archaeological Field Evaluation of the site, if required;
7. Provision of affordable housing in line with Policy LP28.

TSC1 – Terrington St Clement Land south of Northgate Way and west of Benn's Lane



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Terrington St John with St Johns Highway/Tilney St Lawrence

Key Rural Service Centre

Description

10.143 Terrington St. John, Tilney St. Lawrence and St. John's Highway are designated a joint Key Rural Service Centre in the Core Strategy due to the way that they function together. Collectively they have the potential to accommodate growth to sustain the wider rural community.

10.144 Terrington St. John is a marshland village situated to the south of the main A47, six miles to the west of King's Lynn, with a population of 891. Extensive, flat plains of fertile agricultural land surround the village.

10.145 St. John's Highway is a linear settlement which has been extended to a more rectangular form over the years. The main road divides the settlement.

10.146 Tilney St. Lawrence is a scattered settlement that is situated approximately 9.7 miles west of King's Lynn. The village comprises of four areas of development with a focus around the Saint John's Road / School Road crossroads which has a semi-rural character. Most of the village services and facilities are located in this part of the village. The most extensive development has taken place along St. John's Road in the village. The parish population was recorded as 1,576.

10.147 Terrington St. John, Tilney St. Lawrence and St. John's Highway together benefit from a range of facilities which include a surgery, school, bus route, post office, pub, filling station, church and other employment and retail uses.

10.148 The Local Plan allocates Land east of School Road (Terrington St John) for at least 40 dwellings.

Neighbourhood Plans

10.149 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Terrington St. John with St. Johns Highway / Tilney St. Lawrence combined form a Key Rural Service Centre. Terrington St. John is one Parish which includes St. Johns Highway. Tilney St. Lawrence is a separate Parish.

10.150 Terrington St John has successfully completed a Neighbourhood Plan. Terrington St John Neighbourhood Area was designated in February 2017. The Terrington St John Neighbourhood Plan 2016-2036 was examined during summer 2021, passed at referendum in September 2021 and made in October 2021. It focuses upon themes such as housing mix, design, local services, flood risk and the historic environment. For further details on the neighbourhood plan's policies please see the Neighbourhood Plan, link below:

https://www.west-norfolk.gov.uk/info/20127/neighbourhood_plans/887/terrington_st_john_neighbourhood_plan.

10.151 Tilney St Lawrence parish was designated a Neighbourhood Area in March 2021. This allows preparation of a Neighbourhood Plan for that parish.

Policy G94.1 - Terrington St John, St John's Highway and Tilney St Lawrence - Land east of School Road

Introduction

10.152 The allocated site is situated east of School Road, south of Terrington St. John. It is located in a fairly built up area with its northern and western boundaries immediately abutting the development boundary. Open fields border the site on the south and east. The site mostly comprises of scrub land classed as Grade 2 (good quality) agricultural land but does not currently appear to be in agricultural production. Whilst development of the site would result in the loss of productive agricultural land, this applies to all other growth options in this settlement.

Justification

10.153 There are no significant landscape features within the site other than boundary hedges and trees. There is a school playing field within part of the site. This is proposed to be relocated as part of the scheme. The allocation includes a policy above to ensure that a suitable replacement playing field is provided prior to use of the land taking place.

10.154 The site is considered to be ideally located for housing development. It is situated in a relatively built up area with established housing to its north and west. Development would form a continuation of existing housing on School Road without detriment to the form and character of the locality. In terms of visual and landscape impacts, whilst wider views of the site are available particularly from the south, development would mostly be seen in the backdrop of the existing settlement and would not cause significant harm to the visual amenity of the area.

10.155 In addition, the site is well position in relation to local services, particularly the primary school which is situated immediately opposite. The site is also within reasonable walking/cycling distance to Main Road where the majority of local services are located. Site access is obtainable from School Road as supported by the Local Highway Authority subject to its design and layout.

10.156 The site is identified to be the least constrained site over other considered sites in the settlement and is of a sufficient scale to accommodate at least 40 dwellings at a density that is consistent with its surrounding area.

10.157 In line with the sequential test, the site is located in a lower flood risk area compared to other higher flood risk sites in the settlement. The appropriate mitigation measures would be required in line with the allocation policy above.

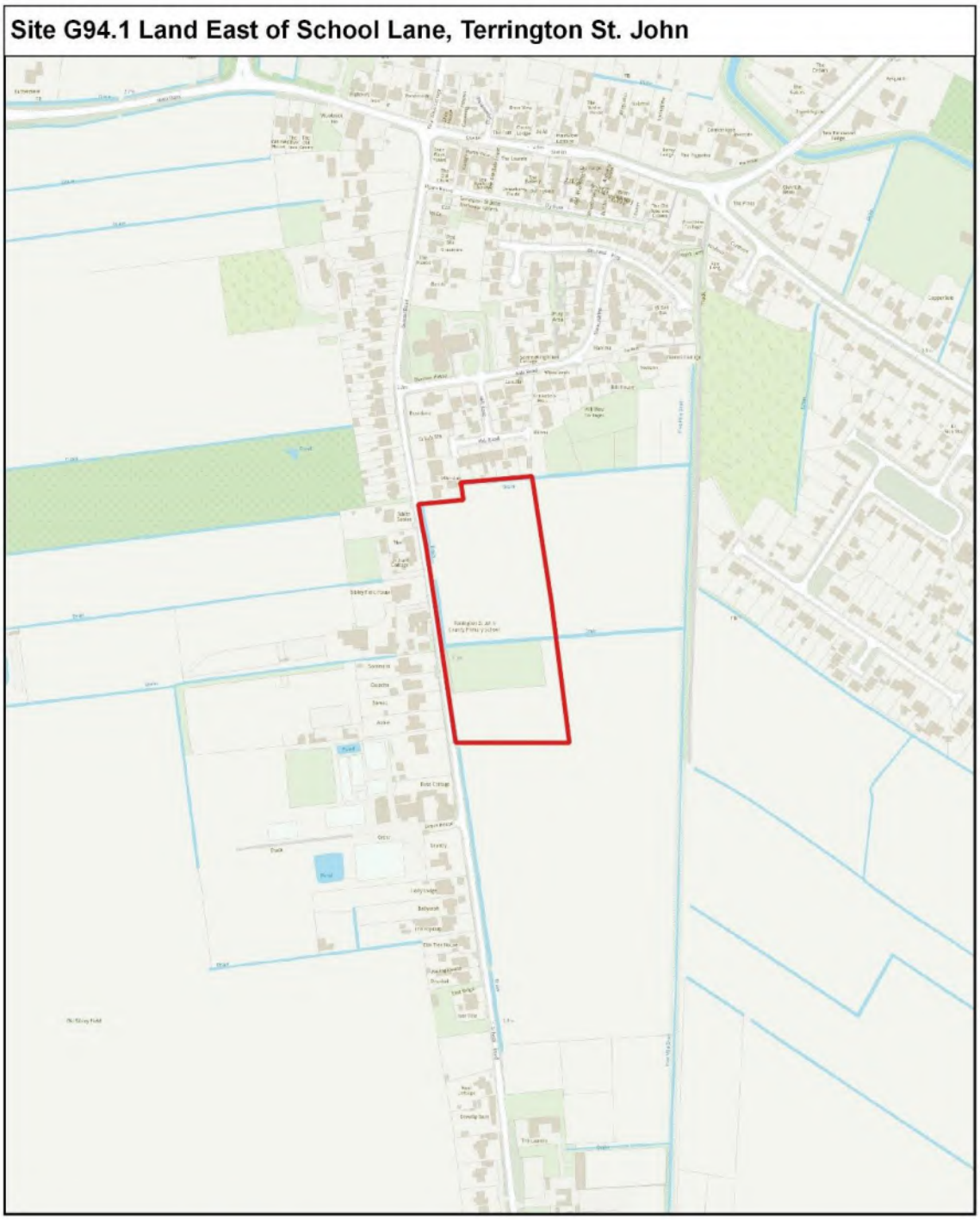
10.158 The site is expected to come forward in two phases. It has outline permission for an initial development phase of 5 dwellings (21/00169/O). A previous permission for 35 dwellings on the remainder of the site granted in 2017 is likely to have lapsed, but it is anticipated that the site will come forward around 2026/27.

Policy G94.1 Terrington St John, St John's Highway and Tilney St Lawrence - Land east of School Road

Land amounting to 2.8 hectares, as shown on the Policies Map, is allocated for residential development of at least 40 dwellings.

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

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;
3. Provision of an appropriate replacement school playing field in agreement with Norfolk County Council Children Services and the School Governing Body;
4. Provision of affordable housing in line with Policy LP28.


Site G94.1 Land East of School Lane, Terrington St. John
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Upwell/Outwell

Key Rural Service Centre

Description

10.159 Upwell and Outwell are situated towards the south west of the Borough. Upwell is a long linear settlement either side of the old course of the River Nene. The village of Outwell has a similar form set alongside Well Creek and the path of the former Wisbech Canal. The villages are 7 and 5 miles, respectively, to the southeast of Wisbech. The Parish of Upwell has a population of 2,750 (including the settlements of Three Holes and Lakes End) and the Parish of Outwell has 2,083. Collectively these villages have a good range of facilities which include a GP surgery, school, shops, pub, good public transport and employment uses.

10.160 In Upwell the form of the village follows the River Nene (old course) and for much of the length is only a single plot in depth. The range of attractive vistas are provided as the river turns in a gentle arc and the historic buildings which line it work to produce an attractive setting, resulting in the area running either side of the river being a designated Conservation Area. The settlement has also grown to the southeast along New Road and Small Lode.

10.161 Outwell's waterside development is distinctive and differs from the more rural parts of the settlement. The existing built-up area is situated within the Churchfield and Plawfield, and Needham & Laddus IDBs; managed by the Middle Level Commissioners. The Commissioners have highlighted the need to mitigate the impacts of new developments upon downstream flood risk and water level management systems. The main part of the village is situated between two principal watercourses which set the linear built form, but then extends out from this. In the north the character is dictated by the open green area, the filled in course of the Wisbech Canal.

10.162 Upwell and Outwell are grouped together to form a Key Rural Service Centre. Collectively the villages are considered to have a good range of services and community facilities to serve the community.

Neighbourhood Plans

10.163 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area. Upwell and Outwell together form a Key Rural Service Centre. The two settlements are individual parishes in their own right.

10.164 The Upwell Neighbourhood Plan was made (adopted) by the Borough Council in July 2021. This makes 5 allocations (A1, A2, A3, A4 and A5) for a total of 50 dwellings. For further details please see the Upwell Neighbourhood Plan, link below:

https://www.west-norfolk.gov.uk/info/20127/neighbourhood_plans/775/upwell_neighbourhood_plan

Policy G104.5 - Outwell - Land at Wisbech Road

Justification

10.165 The allocated site is ideally located in the centre of village within close proximity of village services and facilities.

10.166 The site is well integrated within the village and provides the opportunity for infill development along Wisbech Road. The frontage development will be in keeping with surrounding area. The site is classified as Grade 1 agricultural land; however, there are no landscape features of importance. The Council considers that small scale development on this high-quality land is appropriate considering its location and wider benefits to the community.

10.167 Norfolk County Council as the local highway authority have no objection to this site providing safe access is achieved.

10.168 The majority of the views into the site are from the adjacent properties and from Wisbech. There are long distance views looking back at the site from the surrounding countryside, but here the site is seen in the context of the existing settlement.

10.169 The following constraints must be resolved prior to development; a sewer crosses the site and therefore easement/ diversion may be required in consultation with Anglian Water. An odour assessment must be carried out to the satisfaction of Anglian Water to ensure any amenity issues relating to odour are overcome.

10.170 This site came forward during a period in which the Borough Council had difficulties in demonstrating a healthy five-year housing land supply position. It now benefits from outline planning permission (16/00248/OM & 19/00858/RM) for 40 dwellings on a larger site area.

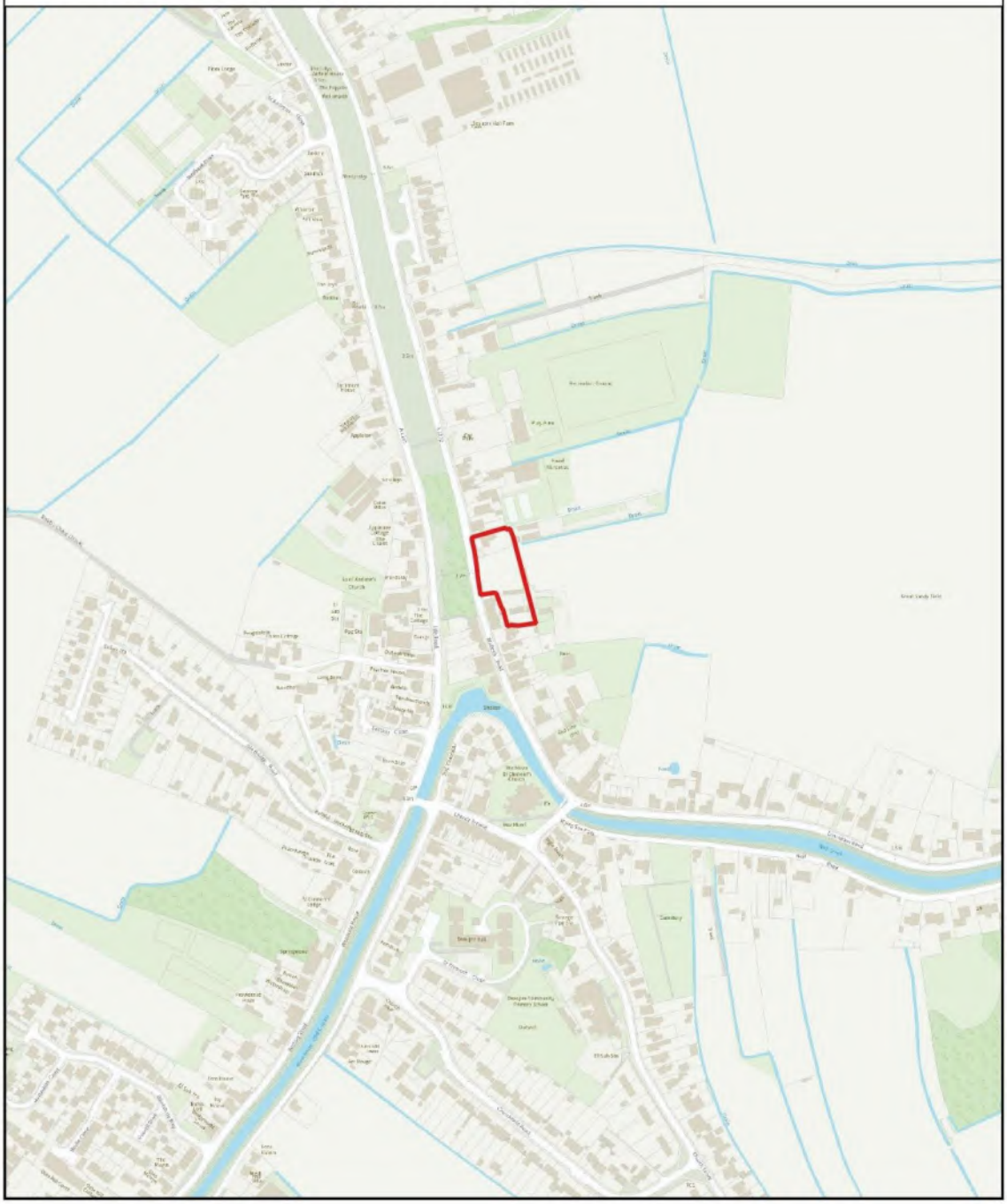
Policy G104.5 Outwell - Land at Wisbech Road

Land to the East of Wisbech Road, as shown on the Policies Map, is allocated for residential development of 40 dwellings.

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

1. Submission of details relating to the sewer that crosses the site together with mitigation (easement/diversion);
2. Submission of an Odour Assessment, which demonstrates the scheme would comply with Policy LP21 in relation to any impacts on residential amenity of the site from the nearby sewage treatment works;
3. Subject to safe access being achieved in line with Policy LP13;
4. Provision of affordable housing in line with Policy LP28.

Site G104.5 Land at Wisbech Road, Outwell



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Policy G104.6 - Outwell - Land Surrounding Isle Bridge

Justification

10.171 The allocated site is located in the heart of the village and within close proximity to the majority of village services and facilities. The Borough Council considers that, at a density consistent with that of the surrounding area, the site is suitable to accommodating at least 50 dwellings. Larger scale development on this site is supported by the Parish Council.

10.172 The site is well screened from public view by the existing settlement and will if design appropriately will form an extension off Isle Road. Norfolk County Council as local highways authority have no objection to this site providing safe access is achieved.

10.173 The site is classified as Grade 1 agricultural land containing no landscape features of importance. The Council considers that small scale development on this high-quality land is appropriate considering its location and wider benefits to the community.

10.174 The majority of the views into the site are available from Isle Road (A1101), Isle Bridge Road and the adjacent properties. There are long distance views looking back at the site from the surrounding countryside, but from here the site is seen in the context of the existing settlement.

10.175 The following constraints must be resolved prior to development in that a sewer crosses the site and therefore easement/ diversion may be required in consultation with Anglian Water. Further consultation with Anglian Water may be necessary regarding the pumping station on site. An odour assessment must be carried out to the satisfaction of Anglian Water to ensure any amenity issues relating to odour are overcome.

10.176 These sites are considered favourably by the Council as the preferred options for housing allocation in Upwell and Outwell. These sites are considered advantageous in comparison to the other submitted sites; it is felt that development on the other sites would have a greater impact on the character, Conservation Area and landscape of the locality.

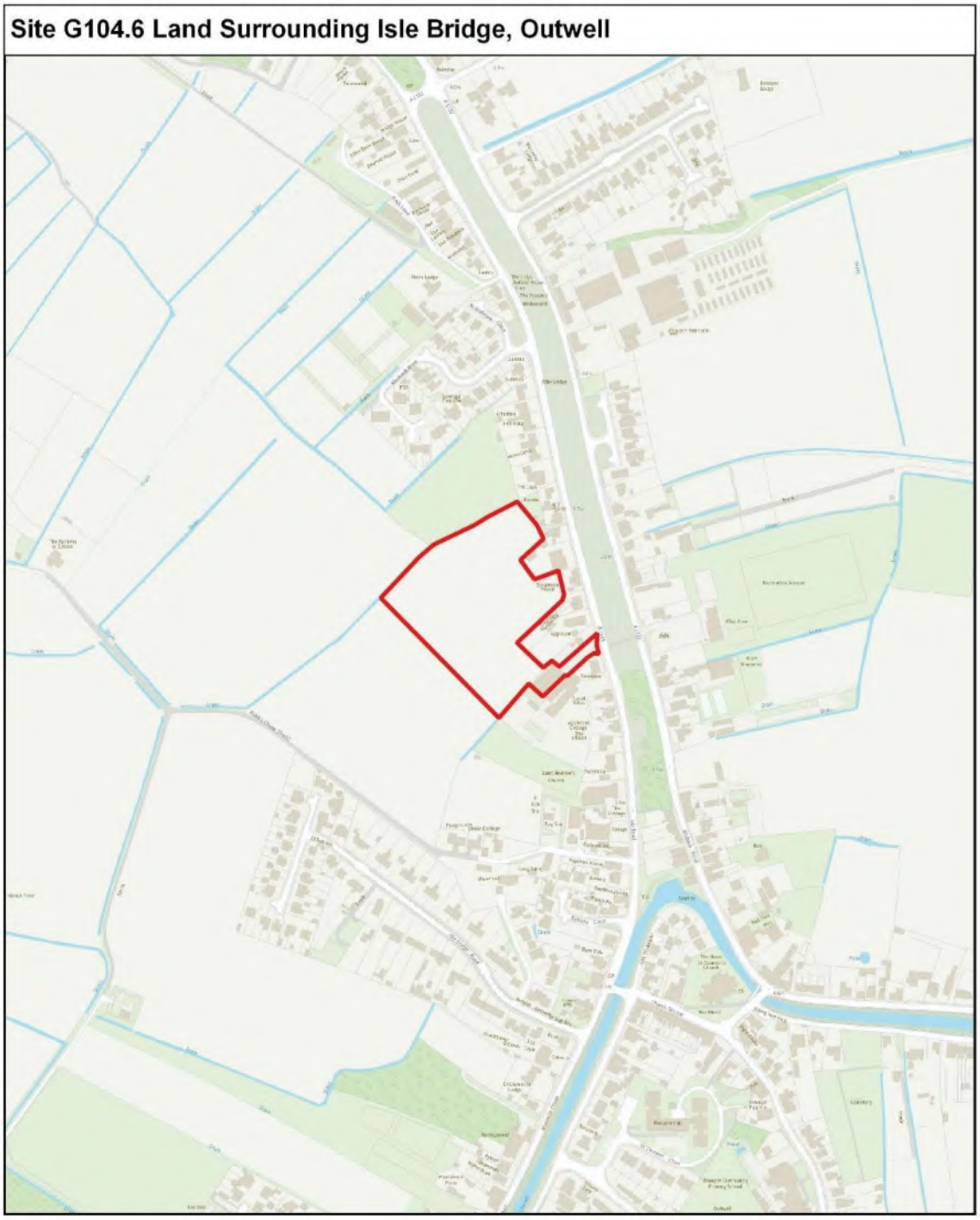
10.177 This site came forward with a planning proposal and now benefits from outline planning permission (18/00581/OM & 21/02308/RMM). The consented scheme is anticipated to deliver homes from 2025/26.

Policy G104.6 Outwell - Land Surrounding Isle Bridge

Land amounting to 2.0 hectares, as identified on the Policies Map, is allocated for residential development of at least 50 dwellings.

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

1. Submission of details relating to the sewer that crosses the site together with mitigation (easement/diversion);
2. Submission of an Odour Assessment, which demonstrates the scheme would comply with Policy LP21, in relation to any impacts on residential amenity of the site from the nearby sewage treatment works;
3. Appropriate mitigation for addressing flood risk from all sources, including foul water discharges;
4. Subject to safe access to the site being achieved from Isle Road in line with the requirements of Policy LP13;
5. Provision of affordable housing in line with Policy LP28.



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Walpole St Peter/ Walpole St Andrew/ Walpole Marsh

Key Rural Service Centre

Description

10.178 Walpole is a large parish that includes the villages of Walpole St. Peter, Walpole St. Andrew and Walpole Marsh. The villages lie to the north of the A47 approximately 10 miles southwest of King's Lynn and 6 miles northeast of Wisbech. The Parish population is 1,804.

10.179 The villages of Walpole St. Peter and Walpole St. Andrew are physically joined, but within each village the settlement pattern is nucleated around the village church with spurs of development from this. Walpole St. Peter is characterised by ribbon development with a large area of agricultural open space forming the centre of the settlement and the built extent of the village following the roads around this land. Walpole Marsh is distinct but made up of a linear development along The Marsh Road and is much smaller in size.

10.180 Collectively the villages have a range of services and facilities, including schools, churches, a bus service, convenience store, retail and employment uses. Walpole St. Peter, Walpole St. Andrew and Walpole Marsh are grouped together to collectively form a Key Rural Service Centre. This is due to the shared services between the settlements, their close functional relationship and ability to support the rural community.

10.181 The Local Plan allocates a site for at least 9 dwellings at Walpole St Peter.

Policy G109.1 - Walpole St. Peter - Land south of Walnut Road

Justification

10.182 The allocated site is a linear site situated to the south of Walpole St. Peter immediately outside the development boundary. The site fronts onto Walnut Road and currently comprises of Grade 2 (good quality) agricultural land. Whilst development would result in the loss of productive agricultural land, this applies to every site in the settlement and the proposed development sought is not of a scale to have a detrimental impact to the availability of productive agricultural land.

10.183 Landscape features within the site includes boundary hedgerows and trees. Other than this, there are no landscape features of significance within the site.

10.184 The surrounding area comprises of both agricultural land and residential development; the site is bordered on the east and west by residential development, and on the north and south by agricultural land. Near distance views are available from adjacent roads and properties, wider views are

possible from the north and south but in these views, development would be seen in the context of the existing village. The site is well integrated with its surroundings and the scale of development proposed is likely to have minimal impact on the visual amenity of the surrounding landscape.

10.185 Development on the site would provide a natural continuation to existing housing development to the west of the site. The village is mostly characterised by frontage ribbon development and the linear form of the site allows for a continuation of this form of development at a density that is consistent with its surrounding area. Compared to other considered sites in the settlement, development on this site is likely to have less impact on the form and character of the village. Development either side of the site, particularly to the east, is one plot in depth with large gardens to the front and rear of the dwelling. This site could potentially be developed in this same way.

10.186 The services in Walpole St. Peter and Walpole St Andrew are largely scattered throughout the settlements, and whilst the allocated site does not score among the highest in terms of proximity to services, it is reasonably close to some services, including a bus stop and shop.

10.187 Norfolk County Council as the local highway authority raised concerns regarding adequacy of footpath links to the school and local services but recommends that development would be subject to improved pedestrian facilities along the front of the site.

10.188 Whilst there are no designated heritage assets on this site, a Grade II listed building lies to the north of the site (Townsend House). Any development of the site has the potential to affect the setting of this listed building. Therefore, a clause is provided within the policy which references to the need to preserve the setting of this listed building.

10.189 The site is located within Flood Zone 3a, as indicated by the BCKLWN SFRA 2019. This shows that this is a consistent with the vast majority of the settlement. There are a few isolated small pockets of land within Flood Zone 1; however these are classed as dry islands. Given this, there is no land within the settlement that is at less of a risk to flooding than this site. Accordingly, the policy contains the requirement for a site-specific flood risk assessment.

10.190 The site has come forward and benefits from planning permission for a total of 9 dwellings.

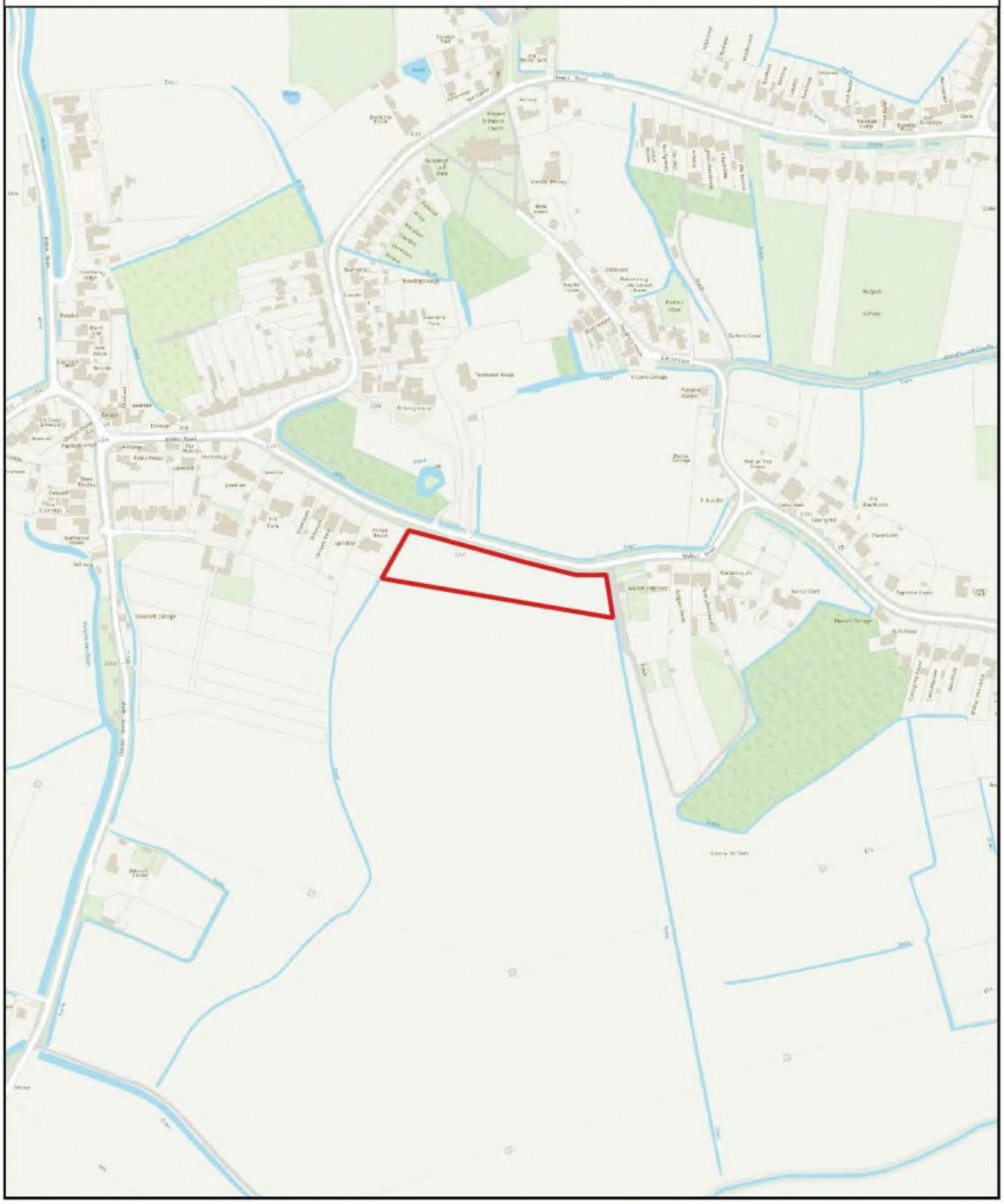
Policy G109.1 Walpole St. Peter - Land south of Walnut Road

Land amounting to 0.85 hectares south of Walnut Road as shown on the Policies Map is allocated for residential development of at least 9 dwellings.

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

1. Submission of details showing how sustainable drainage measures will integrate with the design of the new development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission;
2. Development is subject to provision of improved pedestrian facilities along the northern (front) site boundary;
3. Provision of affordable housing in line with Policy LP28.
4. Submission of a Heritage Asset Statement that establishes that development would preserve the setting of the Grade II Listed Townsend House, to the north of the site.
5. Submission of a Flood Risk Assessment (FRA) in accordance with LP25 which should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should suggest appropriate mitigation (flood resilience measures).

Site G109.1 Land South ofWalnut Road, Walpole St. Peter



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Watlington

Key Rural Service Centre

Description

10.191 Watlington is situated approximately six miles south of King's Lynn, and seven miles north of Downham Market. The village is served by Watlington railway station (on the Fen Line between London Kings Cross- Cambridge and King's Lynn) which is situated less than a mile from the centre of the village. The Parish of Watlington has a population of 2,600 (2021, ONS).

10.192 The village has a range of services and facilities present which include a general practice surgery, school, bus route, railway station, Post Office, public house and other retail uses. Watlington provides a local employment base which has developed from its role in serving the local agricultural community.

Justification

10.193 Watlington is designated as a Key Rural Service Centre. It contains a range of services and facilities, including a GP surgery, primary school, convenience store and Post Office. Watlington also has a railway station, situated between King's Lynn and Downham Market, with regular rail services to Ely, Cambridge, and London.

Neighbourhood Plan

10.194 Watlington Neighbourhood Area was designated in March 2020. The Neighbourhood Plan was submitted in March 2023, examined during summer 2023 and made on 13 December 2023 following the referendum (7 December). The Neighbourhood Plan contains policies regarding housing mix, design (supported by a design code), non-designated heritage assets and local green space. The Local Plan should not impinge on non-strategic matters that are better dealt with by Neighbourhood Plan policies (NPPF, Strategic policies section).

Policy G112.1 - Watlington - Land south of Thieves Bridge Road

Introduction

10.195 The site lies in the southern part of Watlington in a relatively built-up area. It is situated south of Thieves Bridge Road and opposite established residential development in the form of bungalows and large detached houses.

Justification

10.196 The site comprises of Grade 2 agricultural land and has defined boundaries in the form of hedgerows and trees. Watlington comprises mostly higher-grade agricultural land, limiting the ability to choose lower grade land.

10.197 The site is ideally located for residential development. It is well-integrated within the built form and would represent a natural continuation of housing along Thieves Bridge Road, without significantly extending the village into countryside. It is considered that development in this location would not be intrusive in the landscape but would rather fill the gap between existing housing. When viewed from the wider landscape, development would be seen in the context of the existing village.

10.198 The site is well-located to local services found within the village and has good pedestrian/vehicular links. Safe access and egress is obtainable from Thieves Bridge Road as supported by Norfolk County Council as the local highway authority, who identified the site as a preferable one in terms of highway matters.

10.199 The Borough Council considers that the site is of a sufficient scale to accommodate at least 40 dwellings, at a density consistent with its surroundings and without detriment to the form and character of the locality. Planning permission for the development of the site was granted in January 2023 (21/02421/FM). It is anticipated that this will deliver housing from 2024/25.

G112.1 - Watlington - Land south of Thieves Bridge Road

Land of around 1.8 hectares, as shown on the Policies Map, is allocated for residential development of at least 40 dwellings.

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

1. Submission of an Environmental Statement that:
    a. the applicant has carried out investigations to identify whether the resource is viable for mineral extraction and if the mineral resource is viable, that:
    b. the applicant has considered whether it could be extracted economically prior to development taking place; and if the mineral resource can be extracted economically, whether (or not):
    c. there are opportunities to use the onsite resource during the construction phases of the development;
2. Development is subject to the demonstration of safe highway access in line with Policy LP13;
3. Provision of affordable housing in line with Policy LP28.


G112.1 - Watlington - Land south of Thieves Bridge Road
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11 Rural Villages

Denver

Rural Village

Introduction

11.1 Denver is situated one mile south of Downham Market and has a range of facilities and services that serve the local community, including a primary school, bus route, public house, Post Office, and other retail and employment uses. The village has a linear form although the centre focuses on the Church of St Mary at the crossroads between Sluice Road, Ryston Road and Ely Road. The approach to the centre is characterised by a gently curving village street. The Grade II* Denver Windmill is a key landmark situated within the village. The Parish of Denver has a population of 910 (2021, ONS).

11.2 Denver is designated as a Rural Village and is considered to have a good range of services and facilities. The Local Plan makes an allocation of at least 8 new dwellings.

Policy G28.1 Denver - Land South of Sluice Road

Introduction

11.3 The allocated site is situated in the southern area of the settlement immediately south of Sluice Road. Between the site and Sluice Road there is a thin strip of common land The site owner has provided information that an agreement with the common land owner, in relation to rights across this land has been agreed in principle and the local highways authority state the site is considered appropriate for inclusion within the plan with this access point. The site is considered capable of accommodating at least 8 residential units at a density reflecting that of the surrounding area.

11.4 The site lies immediately adjacent to the development boundary. The site is located a short distance from a bus stop and relatively close to other village services including the school. The site is classified as Grade 3 agricultural land but is currently uncultivated. Whilst development would result in the loss of undeveloped land, this applies to all potential development options.

11.5 There are some protected trees located towards north east of the site. The site will need to consider how to respond to this in the design of the development. A pond occupies a relatively central position within the site, and there is documentary evidence of Great Crested Newts. The policy includes a clause to ensure that an ecological survey report and mitigation plan is submitted. The survey needs to show whether protected species are present in the area or nearby, and how they use the site. The mitigation plan needs to show how the development will avoid, reduce or manage any negative effects to protected species.

Justification

11.6 The site is well-integrated with the village and development will be well-screened on the west by the existing development at Brady Gardens. The majority of the views into the site are limited to near-distance from School Road and adjacent properties. There are few opportunities for long-distance views due to the site being located within a developed area. In the limited views that are available, the site is seen in the context of the existing settlement.

11.7 In close proximity to the eastern boundary of the site, there is a Grade II Listed building, Manor Farm House. The sensitivity of its location requires careful design to ensure that the site makes a positive contribution to the setting of the nearby Listed Building. Standard housing designs are unlikely to achieve this. The design and layout of the scheme must be sympathetic to the historic character of the area.

11.8 Submission of details showing how sustainable drainage measures will integrate with the design of the development and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission.

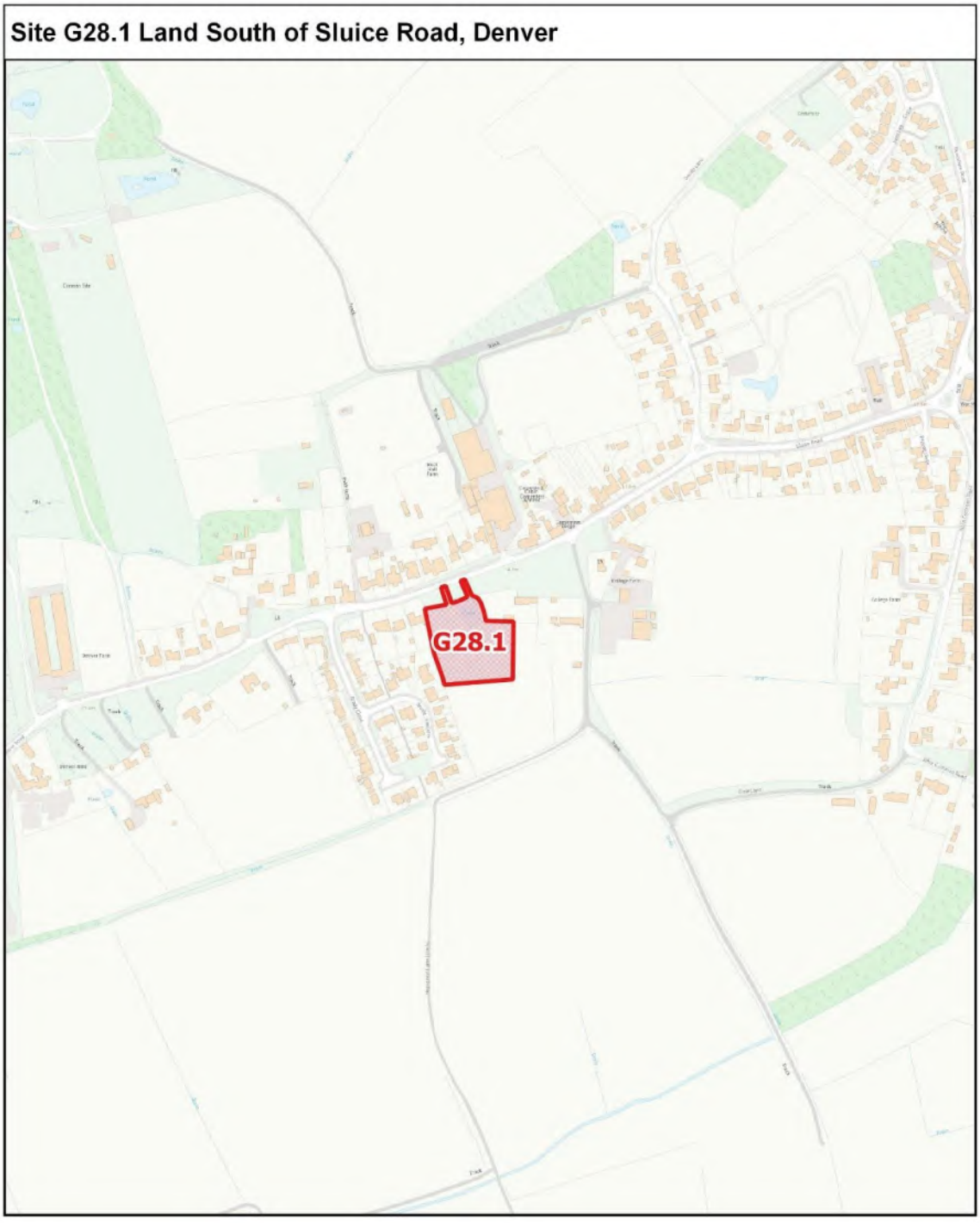
11.9 The allocated site is the least constrained of all the other options to accommodate growth in the village. It is of a scale to allow flexibility in the layout and respond to the specific characteristics of the locality.

Policy G28.1 Denver - Land to South of Sluice Road

Land of around 0.5 hectares, as shown on the Policies Map, is allocated for residential development of at least 8 dwellings.

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

1. Provision of safe access and visibility in line with the requirements of Policy LP13;
2. The layout of the development should preserve the area in the north east of the site that is subject to a Tree Preservation Order;
3. Submission of an Ecological Survey Report and Mitigation Plan, to the satisfaction of Natural England;
4. Submission of a Heritage Asset Statement that establishes that development would enhance and preserve the setting of the adjacent Grade II Listed Manor Farm House;
5. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission;
6. Provision of affordable housing in line with Policy LP28.



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East Rudham

Rural Village

Description

11.10 East Rudham is situated on the A148 road between King's Lynn and Fakenham (seven miles west of Fakenham) and has a population of 550 (2021, ONS). The village centre is characterised by the attractive village green, enclosed with buildings and mature trees.

11.11 East Rudham acts as a centre for the surrounding rural area. It has a range of facilities including a primary school, bus service, pub, shop, and limited mobile post office.

Policy G31.1 - East Rudham - Land off Fakenham Road

Introduction

11.12 The allocated site is situated towards the north east of the settlement, along Fakenham Road (A148) and adjacent to residential development in the form of semi-detached houses on Eye Lane.

Justification

11.13 The site is located next to bus stops and whilst in a peripheral location, the site is immediately adjacent to the existing development boundary and is therefore considered to be a relatively sustainable location for development in the context of this settlement, which is characterised by outlying pockets of development. Development here provides the opportunity for safe walking access to village services and the local primary school via Fakenham Road, which is paved.

11.14 The site is classified as Grade 3 agricultural land and bounded by hedgerows. The policy contains a clause to retain the existing site boundary hedgerows in order to minimise the impact of development on the wider countryside. Apart from these hedgerows, there are no other landscape features of importance within the site boundary. The western boundary of the site is adjacent to existing development on Eye Lane and would connect a lone, single-story property to the east but otherwise is surrounded by agricultural land. Whilst the development would result in the loss of undeveloped land the Council considers due to the modest scale of development and the need to allocate new dwellings, development on this land is justified.

11.15 The Council considers the site suitable to accommodate the 10 residential units required in the settlement at a density consistent with the surrounding area. The site as submitted was slightly larger and has been reduced in size in order to create a development that would be less visually intrusive in the countryside to the south. Given that the site is bordered by semi-detached housing to the west and a detached bungalow to the east, it would represent an infill plot.

11.16 The allocation is situated within the catchment of the River Wensum SAC, which was identified by Natural England in March 2022, as among the habitat sites in unfavourable condition due to the effect of nutrients on water quality and where nutrient neutrality is a potential solution. As such, proposals on this site will require a project level HRA and to satisfactorily demonstrate nutrient neutrality, by assessing impacts and identifying appropriate mitigation. The HRA should include assessment of likely significant effects on water quality in the Broads SAC/ Broadland Ramsar site. The hydrological connectivity between the River Wensum and The Broads via the River Yare creates a potential impact pathway.

11.17 The majority of views into the site are limited to near-distance from adjacent roads and properties. There are few opportunities for long-distance views due to the site being located close to a developed area. The site is completely screened by housing to the western boundary. In the limited views that are available the site is seen in context of the existing settlement.

11.18 The Strategic Flood Risk Assessment identifies that an area of Flood Zone 3 (fluvial) runs through the centre of East Rudham and along Station Road constraining development in those parts of the village. This site, in the north east of the settlement, is however identified as being within an area of low risk to flooding, Flood Zone 1 (fluvial).

11.19 Norfolk County Council, as local highways authority, supports the allocation as there is a continuous footpath into the centre of the settlement, a bus stop adjacent to the site and access from the site to the Fakenham Road (A148) could meet highway requirements.

11.20 The Council considers this option for growth to be favourable, as the site scored the highest of those available in the village in terms of sustainability and is supported by East Rudham Parish Council. The site has the benefit of being connected to local services, helping reduce the need for residents to use cars to access key services and maximising the potential to walk, cycle and utilise public transport.

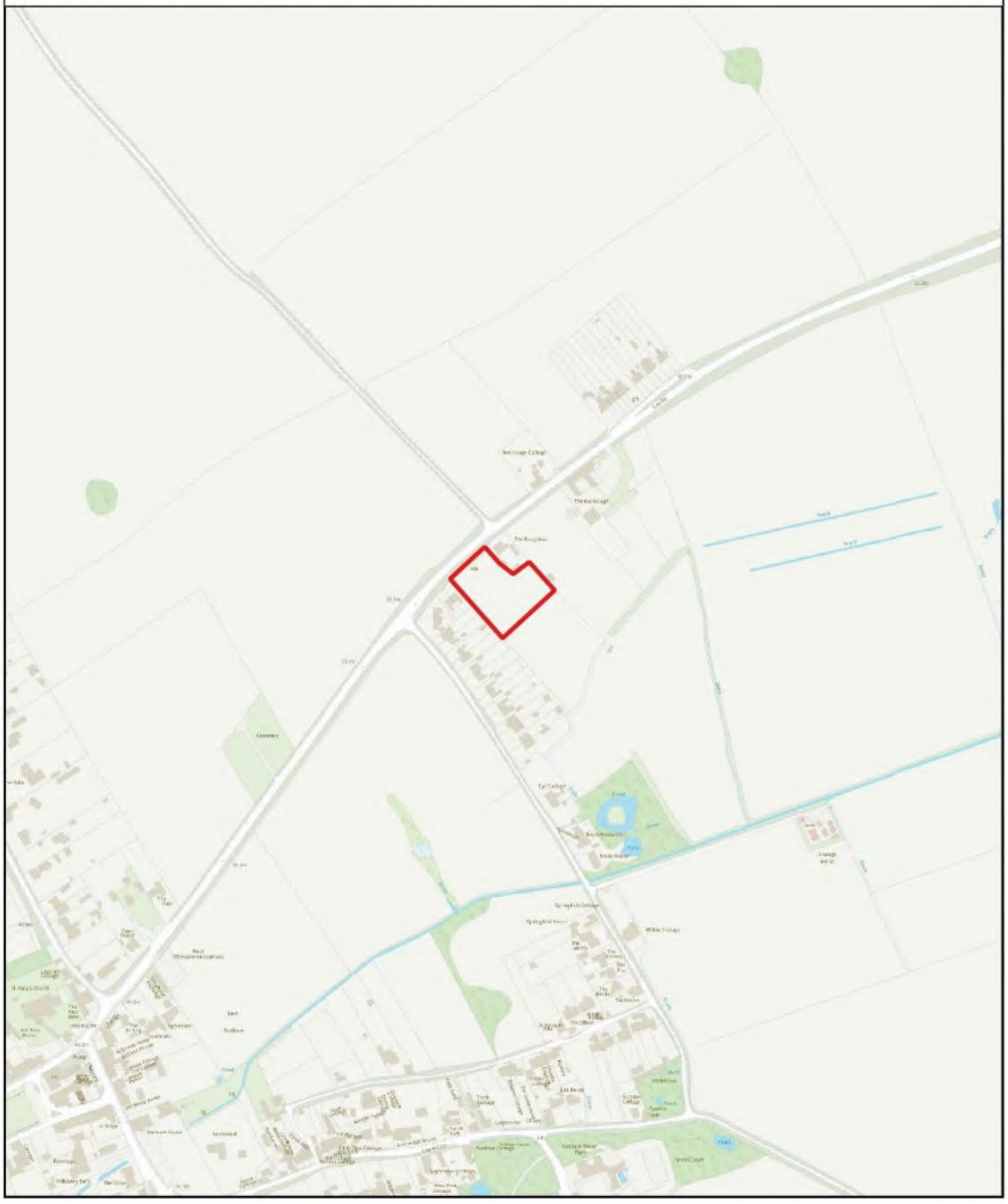
Policy G31.1 East Rudham - Land off Fakenham Road

Land amounting to 0.4 hectares, as identified on the Proposals Map, is allocated for residential development of at least 10 dwellings.

Development will be subject to compliance with the following:

1. Submission of a project level HRA to ascertain any nutrient effects on water quality in the River Wensum SAC and The Broads SAC/Broadland Ramsar, and provide suitable mitigation where necessary.
2. No construction shall commence before sewerage arrangements and confirmation of sewerage capacity have been submitted to and approved by the local planning authority (given the concerns identified in the HRA).
3. Provision of safe vehicular and pedestrian access connecting the site to Fakenham Road (A148), in line with the requirements of Policy LP13;
4. Retention of existing hedgerows on the site boundaries;
5. Provision of affordable housing in line with Policy LP28.

Site G31.1 Land off Fakenham Road, East Rudham



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Fincham

Rural Village

Description

11.21 Fincham is located on the A1122, 12 miles south of King's Lynn. It is set in a mature landscape which gives the village an enclosed character, in contrast to the wide, open nature of the surrounding countryside. The centre of Fincham is designated a Conservation Area with attractive buildings and a strong sense of local character. Fincham is linear in form, being contained between the junctions of two minor roads and the A1122. The Parish of Fincham has a population of 510 (2021, ONS). There are some employment opportunities and few services which include a shop, pub and church in the village.

11.22 Fincham is designated a Rural Village. Land is allocated for at least 5 dwellings.

Policy G36.1 Fincham - Land East of Marham Road

Justification

11.23 The allocated site is situated towards the northeast edge of the settlement. The current proposed development boundary immediately abuts the site's southern and western boundaries. The Council considers the site is capable of providing 5 dwellings at a density appropriate to its location. The Highway Authority has no objection to small scale development on this site.

11.24 The site runs parallel to frontage development on the western side of Marham Road. It is considered that development could take place without detriment to the form and character of the settlement by reflecting this linear frontage development. The site would form a natural extension to the settlement and is ideally located, being within walking distance to village services and facilities.

11.25 The Conservation Area is a short distance from the site; therefore, any development should protect and enhance the character and appearance of Fincham Conservation Area.

11.26 The site is classified as Grade 3 agricultural land.

11.27 The majority of the views into the site are limited to near distance from adjacent roads and properties. Medium and long-distance views from the wider landscape are possible from the north and there are limited views from the east. However, in these views the site is seen in the context of the existing settlement.

11.28 Most of the village is within a cordon sanitaire for a sewage treatment works. This indicates there may be an amenity issue relating to odour for new residents. Any application for development would need to provide an odour assessment to demonstrate this will not be a problem.

11.29 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SuDS) would be sought to serve new development.

11.30 The site benefits from outline planning permission (19/01756/F) for 5 dwellings. It is anticipated that this will be completed by 2025/26.

Policy G36.1 Fincham - Land east of Marham Road

Land amounting to 0.5 hectares, as shown on the Policies Map, is allocated for residential development of at least 5 dwellings.

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

1. Demonstration of safe highways access that is in line with the requirements of Policy LP13;
2. Submission of an Odour Assessment, to the satisfaction of Anglian Water, in relation to any impacts on residents of the site from the nearby sewage treatment works;
3. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission;
4. Provision of affordable housing in line with Policy LP28.


Site G36.1 Land East of Marham Road, Fincham
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Great Bircham/ Bircham Tofts

Rural Village

Description

11.31 The Parish of Bircham has a population of 430 (2021, ONS). Within the Parish of Bircham, there are three settlements, Great Bircham: Bircham Tofts, and Bircham Newton. The settlements are rural in character and fairly distant from King's Lynn and other towns in the Borough. There is a separation between each settlement, but each one has had small scale developments during the 1930s, 1970s and onwards which has led to their present form. The later building being mostly conversion of or building in traditional styles is in the vicinity of former farm barns and outbuildings.

11.32 Two of these settlements, Great Bircham and Bircham Tofts combine to form a joint Rural Village due to their size, proximity to each other, and shared services.

11.33 Great Bircham is clustered mostly around the B1153 and has some key services such as scheduled bus services, a hotel/restaurant/pub, a licensed sports and social club and a church. Much of the village, including the sports ground and duck pond are owned by the Sandringham Estate.

11.34 Bircham Tofts consists of buildings around the derelict church of St Andrews and Pond Farm. The settlement is close enough to Great Bircham to share its services. Great Bircham and Bircham Tofts have a level of services fairly typical for a designated Rural Village.

11.35 Bircham Newton is the smaller of the three settlements. It consists of All Saints Church, several farms and a few small clusters of homes surrounding these and the road junctions, such as along the B1153. Bircham Newton gave its name to the nearby former airfield known as RAF Bircham Newton, which was used throughout WW II and into the 1960's. Due to the settlement's size and being some distance from the other two settlements, this is not an area the Borough Council is seeking to encourage major development to take place in and therefore, it is not listed within the settlement hierarchy. For planning policy purposes, it is classed as part of the countryside. Please see Policy LP02 Development Boundaries for details relating to what type of permissions could potentially be permitted in such locations.

11.36 The Parish of Bircham also hosts the Construction Industry Training Board (CITB) and its associated buildings together with dwellings mainly from the earlier RAF site, which surround the B1155. For further detail about the National Construction College (East) and headquarters of Construction Skills (Construction Industry Training Board) please see Policy LP10.

11.37 The Local Plan makes an allocation of at least 10 new homes.

Policy G42.1 Great Bircham and Bircham Tofts - Land Adjacent to 16 Lynn Road

Justification

11.38 The allocated site is relatively free of constraints. The site is not within the cordon sanitaire relating to odour issues, it has received no objection from the Highways Authority and development would not compromise the landscape separation between Great Bircham and Bircham Tofts.

11.39 In comparison to alternative options, the majority of views of the site are limited to the near distance from adjacent properties; however there are wider views when entering the village from the south. New development will be partially screened by existing vegetation and hedgerows to the south of the site, which will help to reduce the visual impact on the wider countryside. The Council considers that development on this site would have the lowest visual impact on the wider countryside, in comparison, to other alternative site options.

11.40 The site lies to the south of the village, largely adjacent to the proposed settlement boundary with a small portion of the site to the north within it. The site is currently heavily vegetated, with a number of mature trees and hedgerows within the site itself as well as on the boundaries. An Ecological Appraisal has been undertaken by the developer, which has identified mitigation strategies to minimise the impact of development on local species and native habitats. The policy wording requires the developer to implement the identified mitigation strategies.

11.41 It is considered that the site is of a sufficient scale to accommodate the 10 dwellings sought in the village at a density consistent with the surrounding area and without detriment to the form and character of the locality.

11.42 An application for development of the site was submitted in May 2023 (23/00768/FM). This would need to fulfil Natural England's Nutrient Neutrality requirements by providing suitable mitigation, with reference to the potential impact of development upon water quality and the integrity of the River Wensum SAC and The Broads SAC/Broadlands Ramsar sites.

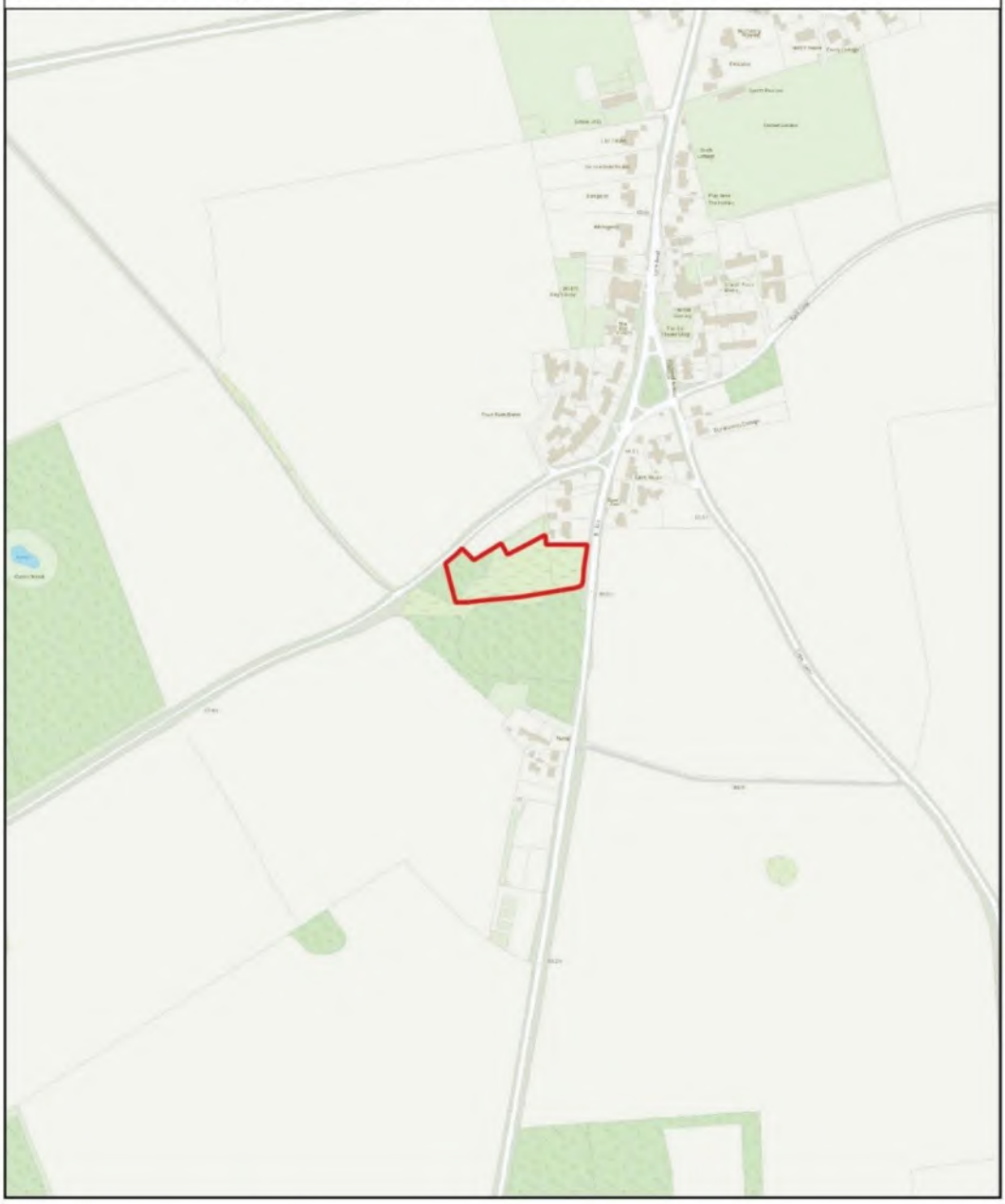
Policy G42.1 Great Bircham and Bircham Tofts - Land adjacent to 16 Lynn Road

Land amounting to 0.58 hectares, as shown on the Policies Map is allocated for residential development of at least 10 dwellings.

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

1. Provision of safe access onto Lynn Road;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission;
3. Implementation of mitigation measures identified in the Ecological Appraisal undertaken by Wild Frontier Ecology (April 2012);
4. Provision of affordable housing in line with Policy LP28.

Site G42.1 Land Adjacent to 16 Lynn Road, Great Bircham



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Hilgay

Rural Village

Description

11.43 Hilgay is situated four miles south of Downham Market, to the east of the A10. The village is built on elevated land which rises from the River Wissey in the north and the surrounding fenland to the west. There is a bridge over the river, which was a former section of the A10. There are some employment opportunities in the village, but few services. The Parish of Hilgay has a population of 1,300 (2021, ONS).

11.44 Hilgay is designated as a Rural Village. The Local Plan makes an allocation for at least 16 dwellings in Hilgay.

Policy G48.1 Hilgay - Land South of Foresters Avenue

Justification

11.45 The allocated site is situated towards the south west of the settlement, south of Forester's Avenue. The development boundary immediately abuts the northern and eastern site boundaries. The site is located close to a bus stop and within a relatively short distance of the local school. The Council considers the site capable of accommodating the 12 residential units required in the settlement at a density reflecting that of the surrounding area. Development on this site is supported by Hilgay Parish Council.

11.46 The site is currently Grade 3 agricultural land and there is a water tower located towards the north east corner of the site. There are no important landscape features on the site (e.g. hedgerows or trees) and development would be well screened in the context of the existing settlement.

11.47 Norfolk County Council as the local highway authority have no objection to this site being developed providing local improvements to the footway network are made. Access would be achieved from Forester's Avenue.

11.48 The Historic Environment Service have identified the site as an area of archaeological interest and therefore the allocation policy requires a desk based archaeological assessment prior to development.

11.49 The following constraints must be resolved prior to development: a sewer and water mains crosses the site and therefore easement/ diversion may be required in consultation with Anglian Water.

11.50 An application for 16 dwelling is currently under consideration (23/00834/FM). It is anticipated that this will deliver from 2025/26.

Policy G48.1 Hilgay - Land south of Foresters Avenue

Land amounting to 0.6 hectares, as identified on the Policies Map, is allocated for residential development of at least 16 dwellings.

Development will be subject to compliance with the following:

1. Submission of details showing how the water main and sewer crossing the site can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water;
2. Improvements to the footway network and safe access to the site from Foresters Avenue in line with the requirements of Policy LP13;
3. Prior submission of a desk based Archaeological Assessment of the site and proposed developed;
4. Provision of affordable housing in line with Policy LP28.


Site G48.1 Land South of Foresters Avenue, Hilgay
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Marshland St James/ St John's Fen End with Tilney Fen End

Rural Village

Description

11.51 Marshland St James is a linear settlement, 11 miles southwest of King's Lynn, extending along Smeeth Road, the central part being south of its junction with Walton Road to the cemetery and north to the village hall. The population of Marshland St James is 1,400. The other villages form part of other parishes (Terrington St John and Tilney St Lawrence).

11.52 Marshland St James, St John's Fen End & Tilney Fen End are jointly designated as a Rural Village, and together have a moderate range of services and facilities to serve local rural community.

11.53 The Borough Council supports those Town/ Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area.

Marshland St. James Neighbourhood Plan

11.54 Marshland St. James Parish Council and the local community are at the early stages of preparing a Neighbourhood Plan for their Area. The Neighbourhood Area was formally designated by the Borough Council 24/01/2020 and corresponds with the parish boundaries for Marshland St. James.

Policy G57.2 - Marshland St James Land adjacent 145 Smeeth Road

Introduction

11.55 The allocated site (submitted site Ref. No. 755) is situated towards the centre of the settlement, south of the Smeeth Road and Bonnets Lane junction. The development boundary immediately abuts the site's north east and south west boundaries. The Borough Council considers the site is suitable to accommodate at least 10 residential units at a density consistent with that of the surrounding area.

Justification

11.56 The site scored highly in terms of sustainability particularly in relation to its proximity to services as it is located near to the village playing field and village hall. The school is within walking distance and an existing footpath runs along the site's frontage, therefore minimising the need for new residents to use cars in the settlement.

11.57 The site is currently classed as high quality agricultural land (Grade 2). Whilst any development would result in the loss of undeveloped land, this applies to all potential development options located outside the village boundary. Development at this site would create a linear frontage in keeping with the form

and surrounding landscape in the settlement, as seen along Smeeth Road. The site is supported by Marshland Saint James Parish Council.

11.58 Norfolk County Council as the local highway authority has no objection to this site being allocated as it is well related for local services and suitable for low scale frontage development.

11.59 The site lies within Flood Zone 3 (high risk of flooding) identified by the Borough's Strategic Flood Risk Assessment. None of the available sites in the settlement is at a lower risk of flooding as the whole of the settlement is in Flood Zone 3. Therefore, the sequential test set by the National Planning Policy is met. A site-specific flood risk assessment has not yet been carried out. This would be required before this site could pass the exceptions test set by the National Planning Policy Framework and be developed. This site could only be granted permission if such an assessment demonstrates that housing development on this site would be safe, and it can be shown that this can be achieved in a way compatible with the site's surroundings. It will be for the site owner or prospective developer to provide such an assessment. The detailed requirements for this are set out in LP25: sites in areas of flood risk (see earlier in this document).

11.60 The majority of the views into the site are limited to near distance from adjacent roads and properties. There are few opportunities for long distance views due to the site being located within a developed area. The site is completely screened by housing on the north-east and south-west boundaries; the remainder of the site abuts open countryside. In the limited views that are available the site is seen in the context of the existing settlement.

11.61 The Surface Water Network has been identified as being at capacity meaning a sustainable drainage system (SuDS) would be sought to serve new development.

11.62 Permission has been granted for 6 dwellings (17/01675/O), delivering a net increase of 4 dwellings. The net capacity is reflected in the allocated site.

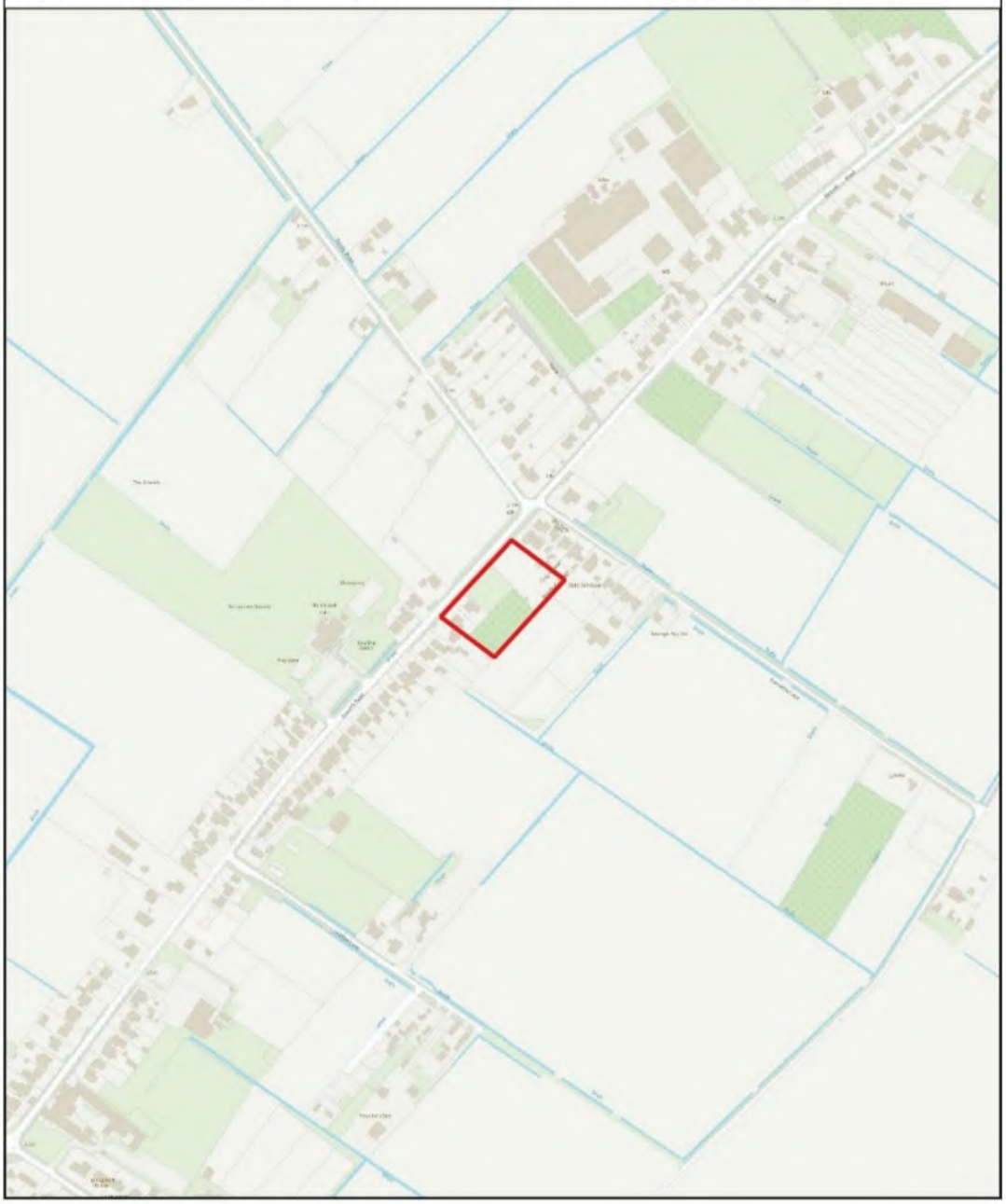
Policy G57.2 - Land adjacent 145 Smeeth Road, Marshland St James

Land adjacent 145 Smeeth Road, Marshland St James amounting to 0.75 hectares, as identified on the Policies Map, is allocated for residential development of at least 4 dwellings.

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

1. Submission of a Flood Risk Assessment (FRA) in accordance with LP25 that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how Sustainable Drainage Measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;
3. Provision of affordable housing in line with Policy LP28.

Site G57.2 Land adjacent 145 Smeeth Road, Marshland St. James



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Sedgeford

Rural Village

Description

11.63 Sedgeford is a small rural village located to the east of Heacham, approximately three miles from the Wash. The western half of Sedgeford is within the Norfolk Coast National Landscapeand the village also has a designated Conservation Area. Sedgeford parish has a population of 570 (2021, ONS) and has grown little over the last century. Sedgeford has limited services, but does have a primary school, village hall and pub. The settlement is not served by public transport links.

11.64 Sedgeford has an average population size and a slightly lower than average level of services for its designation as a Rural Village. The settlement is very rural in character and is in a very picturesque location within the National Landscape. Its undulating nature means there are many viewpoints within and towards the village, therefore a key consideration in locating development is minimising the visual impact on the surrounding countryside and preserving the rural character of the village.

Sedgeford Neighbourhood Plan

11.65 The Borough Council supports those Town/Parish Councils and local communities who wish to prepare a Neighbourhood Plan for their Area.

11.66 The Sedgeford Neighbourhood Plan was formally made and came into force September 2019 and can be viewed in full via the link below. The Sedgeford Neighbourhood Plan sits alongside the Local Plan and forms part of the Local Development Plan. Its policies will be used to guide development and assist in the determination of planning applications within the Area. It also provides additional housing allocations.

https://www.west-norfolk.gov.uk/info/20127/neighbourhood_plans/117/completed_plans

Policy G78.1 Sedgeford - Land off Jarvie Close

Justification

11.67 The site lies in a relatively central location in the village, with existing housing on three sides. The site currently comprises uncultivated Grade 3 agricultural land. There are no available opportunities to utilise previously developed land for new housing in Sedgeford. In this context, the site provides the opportunity to develop land which has no identified use.

11.68 The area in the immediate vicinity slopes in a north-south direction with the site sitting in a central position between Jarvie Close (on higher ground to the north) and Mill View (on lower ground to the south). The natural topography of the site,

being on a slope with development on both higher and lower ground, would lessen the impact of development on the surrounding area, limiting the impact on the local visual amenity and the scenic beauty of the National Landscape and other countryside. Long views are afforded of the site from the west, but any development would be read in the context of the existing village and not be of detriment to the character of the settlement. The policy includes a clause to give emphasis to the importance of addressing landscape impacts in the design of the proposed housing.

11.69 Apart from the hedgerows on the western boundary, there are no important landscape features on the site, although the site itself is within the Norfolk Coast National Landscape. The Conservation Area sits a good distance from the site (approximately 100 metres to the south). Due to the distances involved and the built form in the immediate vicinity of the site, it is not considered that development of the site would be of detriment to the character and appearance of Sedgeford's Conservation Area. There are no Listed Buildings in the vicinity of the site.

11.70 Norfolk County Council as the local highway authority consider the site well located and appropriate for development subject to the delivery of safe access. They have also expressed preference for minor development of this site over the alternative development option. Sedgeford Parish Council and the Norfolk Coast National Landscape Partnership have both expressed a preference for minor development of this site due to the lesser visual impact on the landscape and National Landscape. Sedgeford Parish Council have also identified potential ownership constraints in accessing the alternative site and would strongly resist development of that site.

11.71 The Surface Water Network has been identified as being at capacity meaning a Sustainable Drainage System (SuDS) would be sought to serve new development.

11.72 One constraint which must be resolved prior to development is that a water main(s) cross the site and therefore easement / diversion may be required in consultation with Anglian Water.

11.73 Housing affordability is a key issue for local people within settlements in the National Landscape. Cumulatively, new allocations will increase choice in the market and enable some new affordable housing to benefit local residents. An allocation of 10 houses on the preferred site would enable the delivery of 2 affordable homes.

11.74 The Borough Council is the current landowner and is now seeking to bring forward the land as a Custom and Self-Build site, for at least 11 dwellings.

Policy G78.1 Sedgeford - Land off Jarvie Close

Land amounting to 0.6 hectare, as shown on the Policies Map, is allocated for residential development of at least 11 dwellings.

Development will be subject to compliance all of the following:

1. Suitable provision / improvements to pedestrian links from the site to Jarvie Close;
2. Delivery of a safe access that is in line with Policy LP13;
3. The design of development, and in particular its massing and materials, shall have regard to its potential impact on the scenic beauty of the Norfolk Coast National Landscape;
4. Incorporation of a high quality landscaping scheme including the retention and enhancement of established hedgerow on the western boundary of the site to minimise the impact of the development on the wider countryside;
5. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission;
6. Submission of details showing how the water mains crossing can be accommodated within the development (including any easements/diversions) to the satisfaction of Anglian Water;
7. Provision of affordable housing in line with Policy LP28.


Site G78.1 Land off Jarvie Close, Sedgeford
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Walpole Highway

Rural Village

Description

11.75 Walpole Highway is a relatively small village situated to the south of the A47 approximately 8 miles southwest of Kings Lynn. The settlement developed at the point where the old A47 trunk road intersected with a marshland drove. The village has had a peaceful character since the A47 bypass was opened in the 1990s. The form of the settlement was originally linear in form although more recent development has given it a rectangular shape. The village is very open in character with few enclosed spaces.

11.76 The settlement has limited local employment opportunities but services include a school, pub, filling station, shop, post office and bus route. The population of the settlement is recorded as 800 (2021, ONS).

11.77 Walpole Highway is designated a Rural Village capable of accommodating modest growth to support essential rural services. The Local Plan makes an allocation for at least 10 dwellings.

Policy G106.1 Walpole Highway - Land East of Hall Road

Justification

11.78 The allocated site is situated in a relatively central position on the eastern part of the village. The site comprises of an area of uncultivated scrubland classed as Grade 2 agricultural land. Whilst development would result in the loss of good quality agricultural land, this applies to all potential development options in the settlement and on balance it is considered that the benefits of selecting the site outweighs this constraint.

11.79 Landscape features on the site includes boundary hedgerows and trees. The site is located in a fairly built-up area, the surrounding area comprises of open fields to the east, residential development to the north and south-west and green houses to the west. The site is considered to be well related to the existing form of development without encroaching into surrounding countryside. It is screened on the north and south by existing housing and boundary planting. In the medium and long-distance views that are available particularly from the east, development would be seen in the context of the existing village.

11.80 Walpole Highway is largely characterised by ribbon development along the main routes of the village, and the development of the allocated site would represent a natural continuation of this along Hall Road. The Council considers that the development of 10 dwellings on the site along the road frontage would likely have little impact on the form and landscape character of the locality.

11.81 In terms of proximity to services, the site is reasonably close to Main Road where the majority of village services are located. Norfolk County Council, as

the local highway authority, made no objection to the allocation of the site for small scale frontage development onto Hall Road, subject to provision of safe access and local improvements to the footway links.

11.82 The site is identified to be partly within Flood Zone 2 (medium flood risk). However, the site is considered to be more suitable in comparison to other sites at lower degrees of flood risk in terms of form and highway constraints. Development on the site is subject to the appropriate flood mitigation measures as set out in the policy below.

11.83 As of April 2024, 6 of the 8 dwellings have been completed. It is anticipated that the remaining units will be completed during 2024/25.

Policy G106.1 Walpole Highway - Land East of Hall Road

Land amounting to 0.8 hectares east of Hall Road as shown on the policies map, is allocated for residential development of at least 10 dwellings.

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

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how drainage will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the Sustainable Drainage System (SuDS) should be included with the submission;
3. Development is subject to evidence demonstrating a safe and deliverable access and provision of adequate footpath links in line with Policy LP13;
4. Provision of affordable housing in line with Policy LP28.

Site G106.1 Land East of Hall Road, Walpole Highway



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Welney

Rural Village

Description

11.84 The village of Welney is situated to the southwest of the Borough, 10 miles southwest of Downham Market and 13 miles south of Wisbech. The village lies adjacent to the Old Bedford River and the River Delph, and is in curved linear form either side of Main Street, the A1101.

11.85 The Parish of Welney has a population of 542. (2021, ONS) The village has a limited range of facilities which include a school, pub, parish hall and playing field with sports pavilion. Welney stands alongside a Wildfowl and Wetlands Trust Nature Reserve which is internationally designated for its biodiversity, and in particular bird species. The reserve covers approximately 420 hectares in area.

11.86 Welney village faces particular issues with flood water management and drainage. It is partly served by an Anglian Water Services Ltd. foul water sewer system that discharges treated effluent into Upwell Internal Drainage Board pumped system. Developments within the village need to sufficiently address concerns about significant increased 'loads' on the receiving IDB managed systems during flood events, to prevent any detrimental impacts from non-adopted systems, including the increased risk of pollution and odours as a result of 'spills'.

11.87 The allocated sites are considered by the Council to have the least impact on the form and character of the settlement and its setting within the countryside. The Local Plan makes 2 allocations for at least 21 dwellings across the 2 sites.

Policy G113.1 Welney - Former Three Tuns/Village Hall

Justification

11.88 The allocated site is situated towards the south east of the village. The site is adjacent to the Old Bedford River and a Special Area of Conservation, which in turn adjoins the Ouse Washes Sites of Specific Scientific Interest (SSSI), Ramsar and Special Protection Area (SPA). The site is well located in terms of proximity to the school and access to services and will form a natural extension to the village in keeping the existing character and form.

11.89 The site is brownfield land and development is linked to the relocation and replacement of the existing village hall. There was a previous planning permission for seven houses on the site, but this has now expired. The Council considers the site is capable of accommodating the 4 residential units required in the settlement at a density reflecting that of the surrounding area. The local highways authority has no objection to this site providing safe access is achieved from Main Street.

11.90 The whole of the settlement is within Flood Zone 3 and most of the settlement is within the hazard zone. The site is at the upstream end of water level management system (maintained by the Middle Level Commissioners) and is approximately 2.9km (approximately 1.6 miles) from the Upwell IDB pumped system which outfalls into the Ouse Washes system. It is in close proximity to the Board's piped protected watercourse, part of the Old Croft River (OCR) system and is beside a flood defence embankment and the Ouse Washes SPA/ Ramsar site. A small area of the allocated site falls partially within a hazard zone however the Council considers, due to the brownfield nature of this site and the location within the settlement, it is appropriate to develop on this land.

11.91 The Habitats Regulations Assessment Report identified the need for checks to ensure no adverse impact on the nearby designated nature conservation areas, and these are included in the policy. To ensure compliance with the Habitat Regulations, consideration should be given to disturbance during construction and potential water quality impacts in undertaking a project level appropriate assessment.

11.92 The majority of views of the site are limited to the near distance from adjacent roads, properties and Public Rights of Way. Medium and long-distance views from the wider landscape are possible from across the field to the east. In these views the site is seen in the context of the existing village.

11.93 The Council considers this site to be favourable in Welney due to its accessibility and brownfield nature. Outline planning permission has recently been granted for 4 dwellings (23/00179/O).

Policy G113.1 Welney - Former Three Tuns/Village Hall

Land amounting to 0.25 hectares at the Former Three Tuns/Village Hall, as identified on the Policies Map, is allocated for residential development of at least 4 dwellings.

Development will be subject to compliance with the following:

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed, including potential implications for the Upwell IDB and Old Croft River systems, managed by the Middle Level Commissioners. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should suggest appropriate mitigation (flood resiliency measures);
2. Provision of affordable housing in line with the Policy LP28;
3. Any proposal should be accompanied by sufficient information, including drainage arrangements and a project level Habitat Regulations Assessment, to demonstrate that there will be no adverse effect on the Ouse Washes Special Area of Conservation, Special Protection Area, and Ramsar;
4. Vehicular access shall be taken from Main Street.

Site G113.1 Former Three Tons/Village Hall, Welney



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Policy G113.2 Welney - Land off Main Street

Justification

11.94 The allocated site is situated near the centre of the village, to the west of Main Street. The site is well located in terms of the overall position within the village, proximity to the school and access to services.

11.95 The site is currently low-grade agricultural land. The Council considers the site is capable of accommodating the 13 residential units required in the settlement at a density reflecting that of the surrounding area. The local highways authority has no objection to this site providing safe access is achieved, accompanied by improvements to the footpath network.

11.96 The whole of the settlement is within Flood Zone 3 and most of the settlement is within the hazard zone. Drainage is managed by the Manea and Welney DDC, whose watercourses are served by outfalls into the Ouse Washes system. Drainage implications of development proposals should be assessed in consultation with the DDC/ Middle Level Commissioners at the application stage.

11.97 The Habitats Regulations Assessment Report identified the need for checks to ensure no adverse impact on the nearby designated nature conservation areas, and these are included in the policy.

11.98 The majority of views of the site are limited to the near distance from adjacent roads, properties and public rights of way. Medium and long-distance views from the wider landscape are possible from across the field to the west. In these views the site is seen in the context of the existing village.

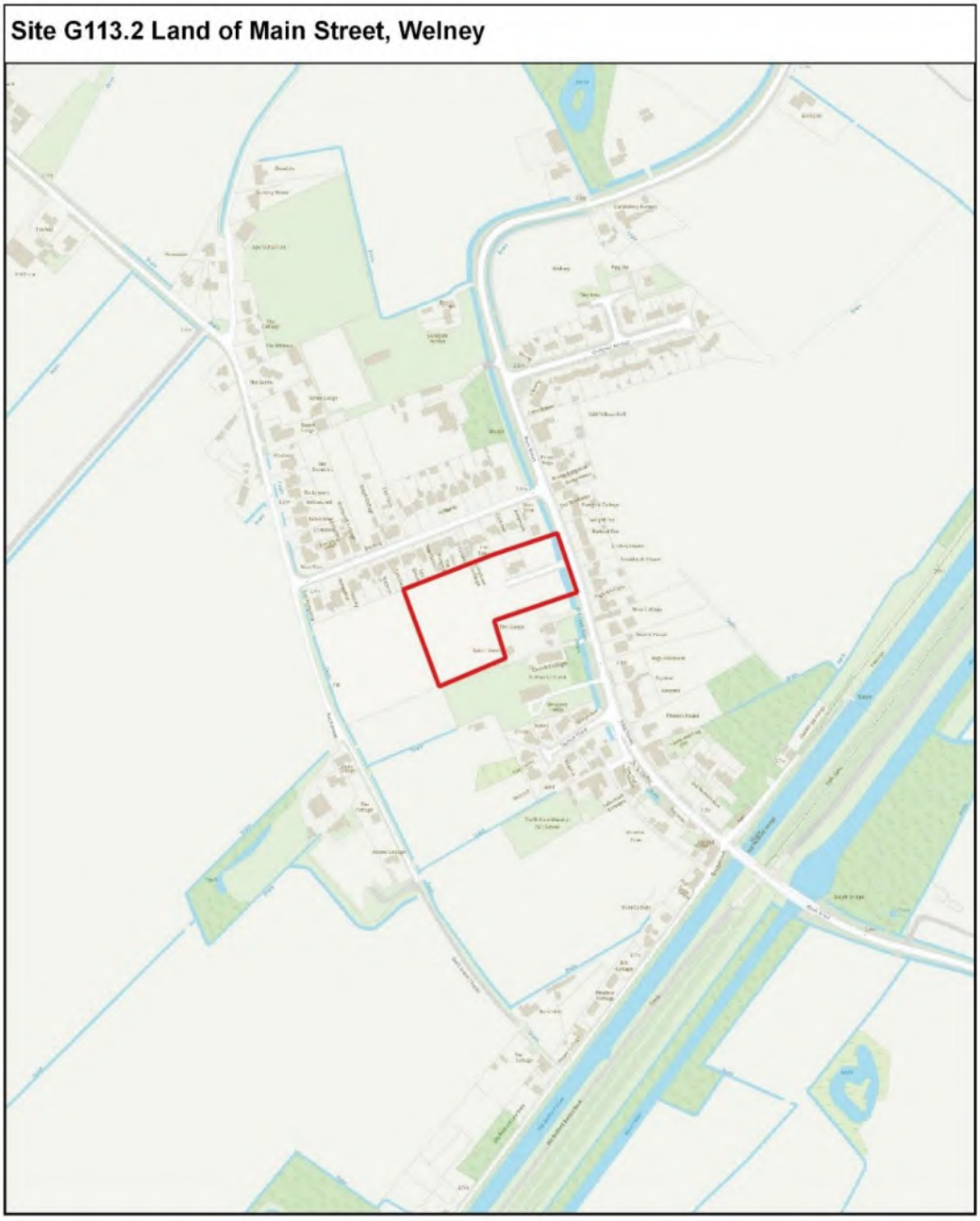
11.99 The site has come forward with a full planning proposal and this details 17 dwellings. (18/00195/FM). Construction has recently started and it is anticipated that the site will be completed by 2025/26.

Policy G113.2 Welney - Land off Main Street

Land amounting to 1.25 hectares off Main Street, as identified on the Policies Map, is allocated for residential development of at least 17 dwellings.

Development will be subject to compliance with the following:

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed, including potential implications for the Manea and Welney District Drainage Commissioners (DDC) watercourses, and Old Croft River systems, managed by the DDC. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should suggest appropriate mitigation (flood resiliency measures);
2. Improvements to the footway network and safe access to the site Main Street in line with the requirements of Policy LP13;
3. Provision of affordable housing in line with Policy LP28;
4. Any proposal should be accompanied by sufficient information, including drainage arrangements and a project level Habitat Regulations Assessment, to demonstrate that there will be no adverse effect on the Ouse Washes Special Area of Conservation, Special Protection Area, and Ramsar;
5. The design and layout of the development shall conserve the significance of the Grade II* Listed Church of St Mary the Virgin.


Site G113.2 Land of Main Street, Welney
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Wiggenhall St. Germans

Rural Village

Description

11.100 Wiggenhall St. Germans is a large village situated either side of the River Great Ouse at an ancient crossing point, five miles south of King's Lynn. The river meanders through the village and is an important feature of the village, but does not dominate its traditional Fenland character. The population of the Parish was recorded as 1,400 (2021, ONS). The services in the village include a school, church, bus service, shop, and pub.

11.101 Wiggenhall St. Germans is designated a Rural Village, capable of accommodating modest growth to sustain essential rural services. The Local Plan makes an allocation of at least 4 dwellings.

Policy G123.1 Wiggenhall St. Germans - Land North of Mill Road

Justification

11.102 The allocated site is situated north of Mill Road, Wiggenhall St. Germans. The site is situated at the edge of the settlement, but is adjacent to the settlement with its south-east boundary immediately abutting the development boundary. Open fields border the site on the northern boundary with dwellings neighbouring the site to the east and west of the site. The site comprises of greenfield, Grade 2 land and development would have an impact on food production as the site is in agricultural use.

11.103 There are no significant landscape features within the site other than boundary drain and existing Public Right of Way to the east of the site. The site is Flood Zone 3 and is subject to high flood risk located in a Hazard Zone. The site is not screened from the wider landscape on the northern side, but in this view development will be viewed against the backdrop of the existing village. As such, it is considered development on the site is not likely to harm the landscape character and visual amenity of the locality. Directly opposite the site there is a local facility with a football field being located there.

11.104 Development would form a continuation of existing housing on Mill Road without detriment to the form and character of the locality. In terms of visual and landscape impacts development would mostly be seen in the backdrop of the existing settlement and would not cause significant harm to the visual amenity of the area. The site access is obtainable from Mill Road as supported by the Local Highway Authority subject to the design and layout.

11.105 The site is identified to be the least constrained site over other considered sites in the settlement, and is of a sufficient scale to accommodate the 4 dwellings sought in the village at a density that is consistent with its surrounding area.

11.106 The site has planning permission for 4 dwellings (18/02190/O & 22/01549/RM). It is anticipated this will be delivered by 2025/26.

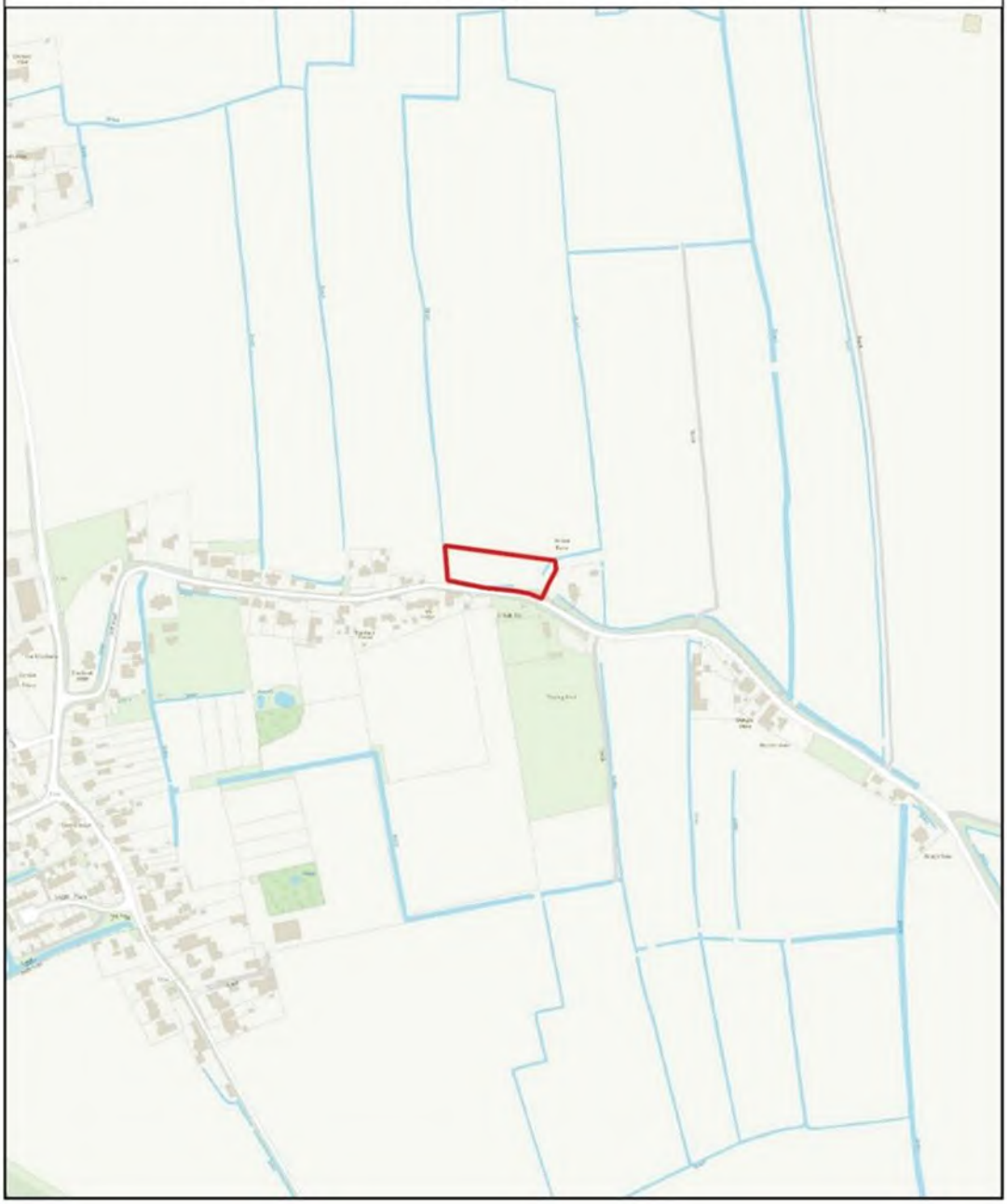
Policy G123.1 Wiggenhall St. Germans - Land north of Mill Road

Land amounting to 0.4 hectares north of Mill Road, as shown on the Policies Map is allocated for residential development of at least 5 dwellings.

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

1. Submission of a Flood Risk Assessment (FRA) that should address all forms of flood risk (coastal inundation, fluvial, pluvial and groundwater). The FRA should explain how surface water drainage will be managed. The FRA must demonstrate how the development would provide wider sustainability benefits to the community that outweigh the risk associated with flooding and that the development would be safe for its lifetime without increasing flood risk elsewhere and, where possible, would reduce flood risk overall. The FRA should also suggest appropriate mitigation (flood resiliency measures);
2. Submission of details showing how sustainable drainage measures will be incorporated into the development to avoid discharge to the public surface water network, and also to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SuDS should be included with the submission;
3. Visibility splays on the road access appropriate for approach speeds of 30mph and offsite highway works to the lay-by, in line with the requirements of Policy LP13;
4. Provision of affordable housing in line with Policy LP28.

Site G123.1 Land North of Mill Road, Wiggenhall St. Germans



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12 Monitoring and Delivery Framework

Introduction

12.1 Monitoring is crucial to the successful delivery of the Local Plan because it helps to identify the key challenges and opportunities of the plan, and enable adjustments and revisions to be made if necessary. One of the tests of soundness of the plan is whether there are clear mechanisms for implementation and monitoring. The Borough Council is therefore committed to the effective monitoring of the policies within the Local Plan , in particular to establish when interventions might be necessary to ensure timely delivery of what is proposed.

12.2 By identifying appropriate indicators and targets, the effectiveness of policies and proposals can be monitored. The results of such monitoring will then identify which policies and implementation measures are succeeding, and which need revising or replacing because they are not achieving the intended effect.

12.3 The purpose of monitoring is:

- to assess the extent to which policies and sites are being implemented;
- to identify policies or sites that may need to be amended or replaced;
- to establish whether policies have had unintended consequences;
- to establish whether assumptions and objectives behind policies are still relevant; and
- to establish whether targets are being achieved.

12.4 Monitoring outcomes will normally be reported on an annual basis for a year which begins on 1 April and ends on 31 March, unless data is not available for such a time period. An Authority Monitoring Report (AMR) is anticipated to be produced in December each year and this is the main record of monitoring information. The need to intervene, or otherwise, will be kept under regular review.

12.5 On top of this is the requirements with regard to 5-year housing land supply and the Housing Delivery Test. These requirements will be adhered to and the required information will be published at the appropriate times. There are also other monitoring mechanisms in place which includes: the Community Infrastructure Levy (CIL) and the Habitats Monitoring and Mitigation Panel.

12.6 The table overleaf shows the proposed framework for monitoring the Local Plan policies. This builds upon the current AMR practices. The purpose is to clarify how the Borough Council will be able to regularly monitor the effectiveness of the Local Plan.

12.7 For completeness a link to the Borough Council's Authority Monitoring Reports can be found on our website in the below footnote[70].

12.8 Information relating housing supply and delivery can be viewed on our website in the below footnote[71].

Habitat Regulations Assessment Monitoring

12.9 Monitoring through the Habitat Monitoring and Mitigation/GI Panel was established in 2017. This was replaced by Norfolk-wide monitoring for GIRAMS, which came into effect on 1 April 2022. Revised GIRAMS processes will come into effect from spring 2025.



[70] https://www.west-norfolk.gov.uk/info/20079/planning_policy_and_local_plan/354/authority_monitoring_reports_amr

[71] https://www.west-norfolk.gov.uk/info/20079/planning_policy_and_local_plan/753/housing_delivery_test_hdt_action_plan

Monitoring Framework

Policy	Indicator	Target	Source, and how information will be collated	Analysis
Section 3 (Strategic Objectives)	Economy – sustainable economic growth	Delivery of LP01/ LP07 employment land allocations	Reference to planning permissions – system for reporting information already in place (Monitoring Team)	Outcomes linked to strategic policy targets re: employment, housing, or green infrastructure delivery
	Society – housing to meet current needs and that of future generations	Minimum 554 dwellings per year (mean) over Plan period	Reference to planning permissions – system for reporting information already in place (Monitoring Team)	
		Delivery of housing land allocations	Planning decisions (Monitoring Team)	
	Environment – protect and enhance natural and historic environment	0 permissions granted contrary to policy LP16-LP21	Planning decisions (Uniform Reporting/ GIS)	Reference to committee reports (re; decision making)
LP01 Spatial Strategy and Settlement Hierarchy	Number of dwellings granted planning permission & net residential completions.	Minimum 554 dwellings per year (mean) over Plan period	Reference to planning permissions – system for reporting information already in place (Monitoring team)	Review of process may need to be considered and documented.

Policy	Indicator	Target	Source, and how information will be collated	Analysis
	Number of residential permissions that have lapsed without implementation. Percentage of new homes within each settlement hierarchy tier	No more than 7% of lapsed permissions (Action 103 Note) General accordance with % growth for each tier	Planning permissions - annual reporting (Monitoring Team) % New homes can be achieved by using the GIS.	Historically challenging, due to the lack of clarity of whether a site has been started or not Hierarchy data will need to be captured as polygon data and a process written up
LP02 Residential development on windfall sites	Number of permissions granted outside development boundaries that do not fulfill policy criteria	No permissions granted contrary to policy criteria	Planning permissions/ GIS enquiry (Monitoring Team)	Resolution through combined planning permissions reporting and GIS filter
LP03 Neighbourhood Plans	Net Housing Requirements delivered in designated Neighbourhood Areas	Minimum Net Housing Requirements delivered over the Plan Period for designated Neighbourhood areas	Planning permissions/ GIS enquiry (Monitoring Team)	Monitoring framework straightforward, through established Monitoring Team processes
LP04 Presumption in Favour of Sustainable Development	Number. of permissions granted, in accordance with officer advice	0 decisions overturned on appeal, contrary to officer recommendation(s)	Planning decisions (Uniform Reporting)	Straightforward; established processes/ system

Policy	Indicator	Target	Source, and how information will be collated	Analysis
LP05 Implementation	Delivery of schemes identified in Infrastructure Delivery Schedule (IDS) Financial Contributions received/ on-site facilities provided for community services and infrastructure through development	Delivery in line with IDS indicative phasing	CIL Monitoring Report	Information via CIL team; also infrastructure providers (Norfolk CC; utilities companies etc) Information re S106 triggers/ monitoring
LP06 Climate Change	Number. of permissions granted in accordance with policy criteria	0 decisions overturned on appeal, contrary to officer recommendation(s)	Planning decisions (Uniform reporting)	
LP07 The Economy	Number of planning permissions granted on allocated employment sites Amount of employment land lost	Delivery of allocated sites during Plan period (by 2040) No net loss of employment land	Planning decisions (Uniform Reporting) – Number of permissions granted or Number of units/ floorspace granted Planning decisions (Uniform Reporting)	Employment Applications are recorded and processed in the same formats as dwellings GIS data could also be used to set a base line

Policy	Indicator	Target	Source, and how information will be collated	Analysis
	Number of permissions for tourism accommodation	No specific Borough-wide target	Planning decisions (Uniform Reporting) – record as Non-Domestic	Targets may be set for individual Neighbourhood areas with principal residences policies
	Number of permissions for Rural Exception Sites (non-residential/ rural diversification)	No specific target	Planning decisions (Uniform Reporting) – record as Non-Domestic	Inappropriate to set targets, as rural exceptions projects are (by their nature) reactive
LP08 Retail Development	Number of permissions for out of-town retail uses.	No net gain (Class E retail floorspace)	Planning decisions (Uniform Reporting) – Number of permissions granted or Number of units/ floorspace granted	Need to record (or check) using GIS, with reference to town centre boundaries – King's Lynn; Downham Market; Hunstanton; Gaywood
	Number of permissions for retail use in King's Lynn, Downham Market and Hunstanton	0 permissions granted unless supported by sequential test	Planning decisions (Uniform Reporting)	Need to record (or check) using GIS, with reference to town centre boundaries
LP09 Touring and Permanent Holiday Sites	Number of permissions for holiday uses/ intensification of holiday	No specific target	Planning decisions (Uniform reporting)/ Spatial query via GIS	Monitor with reference to No. of permissions

Policy	Indicator	Target	Source, and how information will be collated	Analysis
	uses within the National Landscape & Coastal Hazard Zone			granted or Number of dwellings granted
LP10 Development associated with National Construction College site, British Sugar Factory and RAF Marham	Number of permissions which seek to improve these businesses/ operations	No specific target	Planning decisions (Uniform Reporting)	
LP11 Strategic Road and Major Road Network	Number of planning permissions granted that reference policy in decision	No specific target	Planning decisions (Uniform Reporting)/ GIS	Also reference to committee reports (re decision making) re whether proposal(s) would result in a significant adverse effect on the network
LP12 Disused Railway Trackways	Number of planning permissions granted that would prejudice potential future use of disused railway tracks	0 permissions that would prejudice potential future use of disused railway tracks	Planning decisions (Uniform Reporting/ GIS)	With some criteria, reporting could be done via spatial query in GIS
LP13 Transportation	Delivery of transport/ bus schemes identified in IDS	Delivery in line with IDS indicative phasing	CIL Monitoring Report	Information via CIL team; also transport bodies (Norfolk CC; National Highways etc)

Policy	Indicator	Target	Source, and how information will be collated	Analysis
LP14 Parking Provision in New Development	Percentage of new developments granted planning permission with policy-compliant car parking provision Percentage of new developments granted planning permission with policy-compliant cycle parking provision	0 permissions granted that do not include policy compliant car parking 0 permissions granted that do not include policy compliant cycle parking	Planning decisions (Uniform Reporting) Planning decisions (Uniform Reporting)	Proposals unlikely to gain planning consent if not compliant unless officer recommendation to refuse is overturned. Proposals unlikely to gain planning consent if not compliant unless officer recommendation to refuse is overturned.
LP15 Coastal Areas Policy	Number of planning permissions granted for replacement/ extensive alterations/ relaxation of occupancy limitations	No specific target	Planning decisions (Uniform Reporting) Spatial query via GIS – National Landscape	Specific spatial areas - could therefore monitor applications granted in that area/ check to see if the permission relates to occupancy limitation
LP16 Norfolk Coast National Landscape	Number of planning permissions granted contrary to policy in the National Landscape	0 permissions granted contrary to policy criteria	Planning decisions (Uniform Reporting/ spatial query via GIS)	
LP17 Management of development within the Coastal Area	Number of new dwellings/new or additional park homes/caravans	0 permissions granted contrary to policy criteria	Planning decisions (Uniform Reporting)/ spatial query via GIS	

Policy	Indicator	Target	Source, and how information will be collated	Analysis
	granted planning permissions within the Coastal Change Management Area			
	Planning permissions granted for replacement dwellings in the Coastal Change Management Zone either directly or as a result of a breach in coastal defences	0 permissions granted contrary to policy criteria	Planning decisions (Uniform Reporting)/ spatial query via GIS	
	Planning permissions granted for additional habitable rooms in the Coastal Change Management Area	0 permissions granted contrary to policy criteria	Planning decisions (Uniform Reporting)/ spatial query via GIS	
	Planning permissions granted for seasonal occupancy outside of 1 April and 30 September	0 permissions granted contrary to policy criteria	Planning decisions (Uniform Reporting)/ spatial query via GIS	
LP18 Design & Sustainable Development	Number of permissions refused on design grounds (i.e. poor/ inadequate quality design)	0 permissions granted contrary to policy criteria	Planning decisions (Uniform Reporting/ GIS)	Reference to committee reports (re decision making) re whether proposal(s) would result in inadequate design –

Policy	Indicator	Target	Source, and how information will be collated	Analysis
				condition should be clear and therefore reportable
LP19 Environmental Assets - Green Infrastructure, Landscape Character, Biodiversity and Geodiversity	Gains and losses to the areas of designated green infrastructure	No net loss of designated green infra-structure areas	Planning decisions (Uniform Reporting/ GIS)	GIS data required – County Wildlife Sites; Ancient Woodlands/ County Geodiversity Sites
LP20 Environmental Assets – Historic Environment	Development proposals that would adversely affect Listed Buildings (designated heritage assets) Development proposals that would adversely affect Listed Buildings	0 planning permissions granted where a significant adverse impact upon a listed building is identified 0 planning permissions granted where a significant adverse	Planning decisions (Uniform reporting/ reference to Planning Committee reports). Conservation team to advise/ provide necessary data/ information Planning decisions (Uniform reporting)/ reference to Planning Committee reports.	Previous suggested monitoring indicator: "Demolition of Listed Buildings" is an extremely rare occurrence and would need to be approved by the Secretary of State. Therefore, a more appropriate approach could be developed through monitoring LB consents.

Policy	Indicator	Target	Source, and how information will be collated	Analysis
	(designated heritage assets)	impact upon a listed building is identified	Conservation team to advise/ provide necessary data/ information	
	Number of Listed Buildings at Risk	No increase to number of buildings on Building at Risk (BAR) Register	Conservation team to advise/ provide necessary data/ information re BAR Register	Non-designated heritage assets within Conservation Areas have statutory protection.
LP21 Environment, Design and Amenity	Number of permissions refused on design grounds (i.e. poor/ inadequate quality design)	0 permissions granted contrary to policy criteria	Planning decisions (Uniform reporting)/ GIS	Reference to committee reports (re decision making) re whether proposal(s) would result in inadequate design – condition should be clear and therefore reportable
LP22 Provision of Recreational Open Space for Residential Developments	Delivery of public open spaces to serve new developments in association with policy criteria	New open space delivered in accordance with policy requirements	S106 agreements	Previous indicator (gains and losses to the areas of open space) proposed to be replaced by reference to delivery of open space to serve new developments

Policy	Indicator	Target	Source, and how information will be collated	Analysis
LP23 Green Infrastructure	Gains and losses to the areas of green infrastructure	No net loss of designated green infra-structure sites	Planning decisions (Uniform Reporting)/ GIS	Specific green infrastructure sites proposed to be shown on the Policies Map, in line with Inspectors' recommendations
LP24 Renewable Energy	Number of schemes for renewable energy projects delivered	No specific target	Planning decisions (Uniform Reporting)	Some questions as to how far these could be monitored; e.g. single/ small wind turbines. May be better to consider other possibilities where data is available; e.g. generating capacity.
LP25 Sites in Areas of Flood Risk	Planning permissions granted contrary to Environment Agency advice on flooding	0 permissions granted contrary to Environment Agency advice	Planning decisions (Uniform Reporting)/ reference to Planning Committee reports	Questions raised as to source – reference officer reports in individual cases
LP26 Protection of Local Open Space	Gains and losses to areas of open space	No net loss to public or designated areas of open space	Planning decisions (Uniform Reporting)/ reference to Planning Committee reports	Use of GIS data to collate information

Policy	Indicator	Target	Source, and how information will be collated	Analysis
LP27 Habitats Regulation	Number of planning permissions with GI-RAMS contributions Number of developments permitted within 1500m of the Breckland SPA not related to the reuse of existing building	All permissions judged to create net increase to recreational pressure 0 permissions granted within 1500m of Breckland SPA	Planning decisions (Uniform Reporting) Planning decisions (Uniform Reporting)/ Use of GIS data to collate information	Income for GIRAMS is recorded in Uniform. No. of planning permissions granted or No. of dwellings
LP28 Affordable Housing	Percentage of new residential units that are classed as affordable housing	15% Kings Lynn 20% all other areas On all sites that meet threshold	Planning decisions (Uniform Reporting)	Developments over a certain size will be required to provide affordable housing or a contribution to be policy compliant. Affordable housing contributions normally secured through S106 agreements.
LP29 Housing for the elderly & Specialist Care	Number of specialist care and supported living bed spaces completed	No net loss	Strategic Housing team	Need to set in place new monitoring process going forward

Policy	Indicator	Target	Source, and how information will be collated	Analysis
LP30 Adaptable & Accessible Homes	Percentage of affordable housing on major development that are M4(3) – Building Regulations	5% of new units to M4(3) standard on major developments	Planning decisions (Uniform Reporting)/ Strategic Housing team	
LP31 Custom and Self-Build Housing	Number of permissions granted for Custom and Self-Build Housing	Meeting identified need – Custom and Self-Build (C&SB) Register	Planning decisions (Uniform Reporting)/ Strategic Housing team	
LP32 Sites for Gypsies, Travellers and Travelling Showpeople	Number of pitches/ plots granted planning permission	Delivery of allocated Gypsy and Traveller pitches and Travelling Showpeople Plots (in accordance with need identified through Gypsy and Traveller Accommodation Assessment	Planning decisions (Uniform Reporting) Reference to planning permissions – Strategic Housing team and Housing Standards Officer (Housing Services)	
LP33 Caravans, Park Homes and Houseboats	Number of units (caravans, park homes or houseboats) granted planning permission	No specific target	Planning decisions (Uniform Reporting)	Inappropriate to set target, as policy is solely reactive, relating to matters of development management

Policy	Indicator	Target	Source, and how information will be collated	Analysis
LP34 Houses in Multiple Occupation	Number of conversions of existing dwellings/new development for HMOs	No specific target	Planning decisions (Uniform Reporting)/ Housing Services team	Need to put in place process/ system for monitoring, going forward
LP35 Enlargement or Replacement of Dwellings in the Countryside	Number of planning applications refused on design grounds in the Countryside	No specific target	Planning decisions (Uniform Reporting)/ Officer Reports	Inappropriate to set target, as policy is solely reactive, relating to matters of development management
LP36 Housing Needs of Rural Workers	Number of permanent occupational dwellings Number of temporary occupational dwellings	No specific target No specific target	Planning decisions (Uniform Reporting)/ Officer Reports Planning decisions (Uniform Reporting)/ Officer Reports	Inappropriate to set target, as policy is solely reactive. Inappropriate to set target, as policy is solely reactive.
LP37 Residential Annexes	Number of permissions granted for residential annexes	No specific target	Planning decisions (Uniform Reporting)/ Officer Reports (conditions)	Inappropriate to set target, as policy is solely reactive, relating to matters of development management

Policy	Indicator	Target	Source, and how information will be collated	Analysis
LP38 Community and Culture	Number of new community facilities	Delivery of new community facilities in accordance with IDP	Planning decisions (Uniform Reporting)/ CIL Reporting	New facilities recorded as non-residential uses
	Gains and losses of community facilities	No net loss to facilities	Planning decisions (Uniform Reporting)/ Officer Reports	May be able to reference GIS spatial data to establish existing range of services/ facilities. Also reference 2023 services survey data
LP39 Community Facilities	Number of new community facilities	No specific target	Planning decisions (Uniform Reporting)/ CIL Reporting	New facilities recorded as non-residential uses
	Gains and losses of community facilities	No net loss to facilities	Planning decisions (Uniform Reporting)/ Officer Reports	May be able to reference GIS spatial data to establish existing range of services/ facilities. Also reference 2023 services survey data
LP40 King's Lynn Area	Housing Numbers and employment land areas (ha)/ non-residential floorspace	Delivery of allocated housing and employment land (in	Reference to planning permissions – system for reporting information	Targets linked to overall strategic targets (LP01)

Policy	Indicator	Target	Source, and how information will be collated	Analysis
		accordance with Policy LP01)	already in place (Monitoring Team)	
LP41 Downham Market	Housing Nos. and employment land areas (ha)/ non-residential floorspace	Delivery of allocated housing and employment land (in accordance with Policy LP01)	Reference to planning permissions – system for reporting information already in place (Monitoring Team)	Targets linked to overall strategic targets (LP01)
LP42 Hunstanton Policy	Housing Numbers and employment land areas (ha)/ non-residential floorspace	Delivery of allocated housing and employment land (in accordance with Policy LP01)	Reference to planning permissions – system for reporting information already in place (Monitoring Team)	Targets linked to overall strategic targets (LP01)

Appendix A Glossary of Terms

Term (Abbreviation)	Meaning
Above Ordnance Datum (AOD)	A measure of the elevation of a point, relating to the elevational datum defined by the Ordnance Survey.
Adoption	The stage at which a plan is formally declared a part of the Local Plan (and hence Development Plan) for an area by the local planning authority.
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) Specific definitions of what constitutes affordable housing are set by Government and can change from time to time. The current definition is contained in the Glossary to the National Planning Policy Framework 2019 and has set definitions under affordable housing for rent, starter homes, discounted market sales housing and other affordable routes to home ownership.
Air Quality Management Area (AQMA)	An area designated as requiring special measures to achieve acceptable air quality.
Allocation	A proposal for land for housing, employment or other uses within a Local Plan that identifies a specific area of land
Authority's Monitoring Report (AMR)	See ‘Monitoring Report’
Ancient Woodland	An area that has been wooded continuously since at least 1600 AD. It includes Ancient Semi-Natural Woodland and Plantations on Ancient Woodland Sites (PAWS).
Annual Exceedance Probability (AEP)	The probability (expressed as a percentage) of a flood event occurring in any given year.
Appropriate Assessment	The term strictly applies only to a particular stage of a habitats assessment (see below), but is also sometimes used in place of habitats assessment as a whole.
Article 4 Direction	A measure which may be adopted by a Local Planning Authority requiring planning applications to be made for specified types of development that would otherwise be automatically allowed as ‘Permitted Development’ (see definition for 'Permitted Development').
Assets of Community Value	Part 5 Chapter 3 of the Localism Act 2011 provides for a scheme called ‘Assets of Community Value’. Part of the Government’s community empowerment agenda, it requires a local council to maintain a list of ‘Community Assets’.
Best and Most Versatile Agricultural Land	Land in Grades 1, 2 and 3a of the Agricultural Land Classification.
Biodiversity	Specifically, the degree of variation of life forms within a given area, species, ecosystem, etc. More generally used to refer

Term (Abbreviation)	Meaning
	to the well-being and sustainability of flora and fauna within an area.
Biodiversity Action Plan (BAP)	A plan to conserve and enhance biodiversity in an area. http://www.norfolkbiodiversity.org/countywildlife/Map%20of%20Designated_wildlifesites2011_reduced.pdf
Borough Council of King's Lynn and West Norfolk (BCKLWN)	The Local Planning Authority for King's Lynn and West Norfolk (alongside its other responsibilities as a 'district' Local Authority).
BRE Environmental Assessment (BREEAM)	A voluntary measurement rating for green buildings established in the UK by the Buildings Research Establishment (BRE).
Brownfield Land or Sites	Previously developed land.
Brownfield Land Registers	Registers of previously developed land that Local Planning Authorities consider to be appropriate for residential development, having regard to criteria in the Town and Country Planning (Brownfield Land Registers) Regulations 2017. Local Planning Authorities will be able to trigger a grant of permission in principle for residential development on suitable sites in their registers where they follow the required procedures.
Build to Rent	Purpose built housing that is typically 100% 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
Coastal Change Management Area	An area identified in plans as likely to be affected by physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion.
Common Land	Most Common Land is privately owned. Owners of commons (often the lord of the manor) enjoy largely the same rights as other landowners, except that common land is subject to 'Rights of Common' held by other individuals over the common, and to the special statutory controls that apply under Commons Legislation. Many commons are still used for agriculture and serve the economic interest of farming communities. They are also valued for their landscape,

Term (Abbreviation)	Meaning
	wildlife and archaeological interests, and for public enjoyment. Over half of common land in England has been designated as Sites of Special Scientific Interest ('SSSIs'). There is a Public Right of Access to nearly all Common Land, either under the Countryside and Rights of Way Act 2000 or under earlier legislation
Community Infrastructure Levy (CIL)	A charge which is levied on individual developments to fund infrastructure needed to support development in general. A Council may adopt CIL for zones and/or uses across a district after consultation and scrutiny of the evidence relating to economic viability at an Examination.
Community Land Trust (CLT)	A Community Land Trust is a non-profit organisation that develops and stewards affordable housing, community gardens, civic buildings, commercial spaces and other community assets on behalf of a community.
Conservation Area (CA)	An area designated to preserve or enhance its special architectural or historic interest. Local Authorities are required by SS72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas when drawing up plans or considering development proposals both within the designated area and outside it if they would affect the setting or views into or out of it.
Conservation (For Heritage Policy)	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Constraint	A limiting factor that affects development, such as an environmental designation or a technical issue e.g. access.
Core Strategy	Formerly the overall strategy for the use and development of land in the Borough, and a key part of the Local Plan. The previous Core Strategy was adopted by the Council in 2011 and set the overall level of growth and the general locations for development for the period until 2026.
Contaminated Land	Land that has been polluted or harmed in some way making it unfit for safe development and use without remediation.
Custom-Build And Self-Build Housing	Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-Build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.
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. In particular:

Term (Abbreviation)	Meaning
	a) sites which do not involve major development and have planning permission, and all 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 (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans). b) where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.
Density	In the case of housing and residential development, usually expressed as dwellings per hectare (dph) or habitable rooms per hectare.
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.
Designated Rural Areas	National Parks, National Landscape and areas designated as 'rural' under section 157 of the Housing Act 1985. Rural parishes that are exempt from the normal "Right to Buy" provisions, as set out in the Housing Act 1985. This covers nearly all parishes within the Borough (https://www.local.gov.uk/sites/default/files/documents/ruraldesignated-areas-735.pdf), with the exception of King's Lynn, Downham Market, Hunstanton, Dersingham, Heacham, South Wootton, and Terrington St Clement.
Developable	To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.
Development	Development is defined in law, for planning purposes, 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 building or other land'. Most forms of development require planning permission, unless it is 'Permitted Development' (see definition for 'Permitted Development').
Development Plan	The official 'plan' for an area, with a special status under the law. This will often comprise a number of separate documents, and includes the Local Plan (see below) the Minerals and Waste Development Plan Documents and any Made Neighbourhood Plans.

Term (Abbreviation)	Meaning
Duty to Co - Operate	A statutory duty for public bodies or local authorities introduced by the 2011 Localism Act to address strategic planning matters.
Edge of Centre	For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances. (as defined by the NPPF)
Employment Land Study	An assessment of the suitability of sites for employment development, to safeguard the best sites in the face of competition from other, higher value, uses and help identify those which are no longer suitable for other uses.
Entry - Level Exception Site	A site that provides entry-level homes suitable for first time buyers (or equivalent, for those looking to rent), in line with the NPPF.
Environmental Impact Assessment	A procedure to be followed for certain types of projects to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
European Sites (also known as Natura 2000 Sites)	These sites are designated under a European Directive and include Special Protection Areas (SPAs) and Special Area of Conservation (SCAs). Ramsar Sites have an international designation. A Special Area of Conservation (SAC) is an area which has been given special protection under the European Union's Habitats Directive. SACs provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity. A Special Protection Area (SPA) is an area of land, water or sea which has been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds classified under the European Wild Birds Directive which affords them enhanced protection. Ramsar sites are wetlands of international importance, designated under the Ramsar Convention. All terrestrial Ramsar sites in England are also notified as Sites of Special Scientific Interest (SSSIs) and the vast majority are also classified as SPAs
Flood Risk Assessment (FRA)	An assessment of the likelihood and potential impact of flooding in an area. May relate to a wide area or be limited to a specific site.
Geodiversity	The range of rocks, minerals, fossils, soils and landforms.

Term (Abbreviation)	Meaning
Green Infrastructure	Green Infrastructure (GI) is a network of high quality green and blue spaces and other environmental features. It is planned and delivered at all spatial scales from national to neighbourhood levels. The greatest benefits will be gained when it is designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits (ecosystem services) for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, wetlands, grasslands, river and canal corridors allotments and private gardens. GI can contribute to biodiversity, health and well-being and also act as a catalyst for economic growth.
Greenfield Land or Site	Land which has not been previously built on, or where the remains of any structure or activity have blended back into the wider landscape over time.
Habitats Assessment (HRA)	An assessment, required under an European Directive, of the potential impact of a plan or programme on certain designated Nature Conservation Sites.
Habitats Site	Any site which would be included within the definition at Regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites.
Health & Wellbeing	Local Planning Authorities work with public health leads and health organisations to understand and take account of the health status and needs of the local population (such as for sports, recreation and places of worship), including expected future changes, and any information about relevant barriers to improving health and well-being
Heritage Assets	Buildings, places or flora identified as having a degree of heritage significance meriting consideration in planning decisions. This includes the Archaeology, Listed Buildings, Registered Parks and Gardens, Scheduled Ancient Monuments, Conservation Areas and their settings.
Heritage Coast	Non-statutory designation afforded to protected parts of the coastline.
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.
Historic Environment Record (HER)	Norfolk County Council's record of heritage assets in the County. Including designated and Non-Designated Monuments, Shipwrecks, Conservation Areas.

Term (Abbreviation)	Meaning
Housing Delivery Test	Measures net additional dwellings provided in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the Housing Delivery Test results for each local authority in England every November.
Inclusive Design	Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone.
Impact Assessment	Local Planning Authorities require an impact assessment if proposals for retail, leisure and office development outside town centres exceed a locally set floorspace threshold set out within the Local Plan or the default figure of 2500m2 in the absence of local threshold .
Key Rural Service Centre (KRSC)	A rural settlement (or group of settlements) designated under the Plan (based on size and available local services) to receive some limited development to secure its growth in a planned and sustainable manner over the life of the plan.
Landscape Character and Landscape Character Assessments	The distinct and recognisable pattern of elements that occur in a particular type of landscape. It derives from particular combinations of geology, landform, soils, vegetation, land use and settlement. To be considered alongside historic landscape character assessments where development options are in sensitive areas.
Listed Building	A building nationally designated (by Historic England) as being of special architectural or historic interest. Such buildings are graded I (highest quality), II*, II.
Local Centre	Includes a range of small shops and perhaps limited local services of a local nature, and serving a small catchment. Sometimes also referred to as a Local Neighbourhood Centre.
Local Development Framework (LDF)	A now obsolete term (replaced by 'Local Plan') meaning the collection of Development Plan documents prepared by the Local Planning Authority and forming part of the development plan for an area.
Local Development Order (LDO)	Local planning authorities can use Local Development Orders to relax planning controls for particular areas or categories of development, where the impacts would be acceptable, and in particular where this would promote economic, social or environmental gains for the area.
Local Enterprise Partnership	A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.
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, in the context of preparing strategic

Term (Abbreviation)	Meaning
	policies only, this may be calculated using a justified alternative approach as provided for in the NPPF).
Local Plan	A Local Planning Authority's adopted plan(s) for the area (forming the main part of the development plan for the area).
Local Planning Authority (LPA)	The public authority responsible for planning an area, producing plans and deciding planning applications. In the case of King's Lynn and West Norfolk this is the Borough Council. (Note that responsibility for minerals planning and waste planning in the Borough is the responsibility of Norfolk County Council.)
Local Transport Plan	A Local Planning Authority will have regard to additional matters in preparing Local Plans and Supplementary Planning Documents: these include policies developed by a Local Transport Authority in accordance with section 108 of the Transport Act 2000(a) and found within the Local Transport Plan
Main Town Centre Uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Major Development	The current categories of major development are : • Residential development where the number of dwelling houses proposed is 10 or more • The development would be carried out on a site having an area of 0.5 hectares or more and the number of dwellings is not known • The provision of a building or buildings is 1,000m2 or more • Development carried out on a site having an area of 1 hectare or more. (This also applies to Minerals and Waste applications to County Planning Authorities)
Marine Conservation Zone	A type of Marine Protection Area.
Marine Plan	Statutory marine plans apply the Government's Marine Policy Statement and implement tailored and locally specific marine policy objectives and targets for each of the English Marine Plan Areas. Local planning authorities work with the Marine Management Organisation to ensure that policies adequately address the land/sea interface.
Monitoring	The process of checking whether a plan is being implemented as intended and having the desired effects.

Term (Abbreviation)	Meaning
Monitoring Report	A report, at least annually, by a Local Planning Authority to the public, of the implementation and effectiveness of its plans, and its progress in preparing new plans. This was previously known as the 'Annual Monitoring Report', but Government has recently changed the name and relaxed the choice of period covered. The Borough Council plans to continue to publish its Monitoring Report annually.
National Planning Policy Framework (NPPF)	This sets out the Government planning policies for England. There are separate policy statements for Nationally Significant Infrastructure Projects, for waste and for traveller sites.
National Planning Practice Guidance	The Government published National Planning Policy Guidance (NPPG) on 6th March 2014. This replaces a number of older guidance notes and complements the National Planning Policy Framework (NPPF). The new guidance is not intended to provide further policy but instead is meant to help clarify issues relevant to the planning regime.
National Policy Statements	These relate to energy, water, waste water, waste and transport for infrastructure projects submitted under the 2008 Planning Act.
National Landscape	A Nationally Designated Area with the highest degree of protection (along with National Parks) for its landscape and scenic beauty. In West Norfolk the only such area is part of the Norfolk Coast Area (formally known as the Area of Outstanding National Beauty).
Neighbourhood Plan	A Neighbourhood Plan focuses on very local areas, and is produced by local communities typically Parish and Town councils. When adopted, they form part of the Development Plan for the district and will be used to guide consider all planning applications in that area.
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	Spaces of public value (including bodies of water as well as land). The public value of an open space may be for recreation, for visual amenity, or both. Note that the visual amenity public value of a site does not necessarily depend on public access to it, but views of and across the land, or the space it creates between buildings and places, may suffice. (Thus, identification of a site as valuable visual open space does not imply a proposal to create public access where there is none.)
Out of Centre	A location which is not in or on the edge of a centre, but not necessarily outside the urban area.

Term (Abbreviation)	Meaning
Out of Town	A location out of centre that is outside the existing urban area.
People with Disabilities	People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.
Permitted Development	Certain minor changes can be made to land or buildings without the need to apply for planning permission. These are called "Permitted Development Rights" There are different requirements if the property is a listed building. In 'designated areas', Permitted Development Rights are more restricted. Designated areas include Conservation Areas and National Landscape. Planning permission would need to be sought for certain types of work which do not need an application in other areas.
Permission In Principle (PIP)	A form of planning consent which establishes that a site is suitable for a specified amount of housing-led development in principle. Following a grant of permission in principle, the site must receive a grant of technical details consent before development can proceed.
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.
Policies Map	The Policies Map of a Local Plan defines geographically the extent of the policies and proposals for a given area. The adopted Policies Map may include insets to show certain areas in more detail.
Previously Developed Land (PDL)	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

Term (Abbreviation)	Meaning
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.
Ramsar Site	A wetland area designated for nature conservation under the international Ramsar Convention. These are normally treated similarly to 'European Sites'.
Register Parks and Gardens	In the National Planning Policy Framework (2019) Registered Parks and Gardens are defined to be an '*Designated Heritage Asset*' like the following list: 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.
Registered Social Landlord (RSL)	Registered Social Landlords are housing associations and similar organisations; these are independent, not-for-profit organisations that provide homes for people in housing need.
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).
Rural Exception Sites	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.
Rural Village (RV)	A rural settlement (or small group of settlements) designated by the Plan (based on size and available local services) to receive minor development to meet its needs and sustain existing services, facilitated by development boundaries and allocations of a small amount of housing.
Scheduled Monument	A scheduled monument is an historic building or site that is included in the Schedule of Monuments kept by the Secretary of State for Digital, Culture, Media and Sport. The regime is set out in the Ancient Monuments and Archaeological Areas Act 1979.
Screening	Screening' is a procedure used to determine whether a proposed project is likely to have significant effects on the

Term (Abbreviation)	Meaning
	environment. It should establish whether a fully detailed assessment of such effects is required.
Self-Build and Custom-Build Housing	Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.
Service Providers	Public sector agencies and private sector organisations which provide services to the public such as water, drainage, electricity and gas.
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.
Sequential Test/ Sequential Approach	A planning policy or procedure which seeks to develop certain types of location before the consideration of others. Specific examples include the sequential test for flood risk, which seeks to locate vulnerable uses in the areas at least risk of flooding; and the sequential retail test, which seeks to locate such uses in town centres in preference to edge of centre or out of town locations.
Shoreline Management Plan (SMP)	A plan providing a large-scale assessment of the risk to people and the developed, historic and natural environment associated with natural processes along the coastline
Site Of Special Scientific Interest (SSSI)	A nationally designated area for wildlife or geological conservation, designed to maintain and enhance our natural heritage.
Smaller Villages and Hamlets (SVAH)	Small rural settlements (or groups of settlements) designated by the Plan (based on small size and scarcity of local services) as being locations where development will be limited to specific identified needs only.
Soundness (Of Plan)	A Plan must be found sound by an Inspector before it can be adopted by a Local Planning Authority and come into force. The NPPF defines a sound plan as being positively prepared, justified, effective and consistent with National Planning Policy.

Term (Abbreviation)	Meaning
Special Area of Conservation (SAC)	An area designated, under an European Directive, for conserving identified wildlife habitats or species. Also referred to as a 'European Site'.
Special Protection Area (SPA)	An area designated, under a European Directive, for the protection of identified rare and vulnerable birds, and for regularly occurring migratory species. Also referred to as a 'European Site'.
Statement Of Community Involvement (SCI)	A formal document specifying the measures a local planning authority intends to take to involve the public in its plan-making and consideration of planning applications. The Borough Council's Statement of Community Involvement was adopted in 2007 and is available on the Council's website.
Strategic Environmental Assessment (SEA)	An assessment of the type required by EC Directive and UK regulations to assess the environmental impact of plans or programmes. In practice this is often incorporated into the sustainability appraisal, and this is the case with this Plan.
Strategic Flood Risk Assessment (SFRA)	A flood risk assessment of a wide area. More specifically the assessment a local planning authority is expected to prepare to inform its plan-making. The Borough Council's Strategic Flood Risk Assessment was most recently revised in 2018.
Strategic Housing Land Availability Assessment (SHLAA)	An assessment by a local planning authority of the current supply of land available, and that expected to become available in the following years, for housing development within its area. This helps inform plan-making and monitoring. Preparation and updating of such assessments is expected by the National Planning Policy Framework.
Strategic Housing Market Assessment (SHMA)	A detailed assessment of the demand/need for housing of different types of tenures and the mix within an area in relation to the availability, supply and cost of such housing. Such assessments are required by national policy to inform plan-making or to ensure a deliverable supply of sites. The assessments are linked to the economic assessments within a Travel to Work Area/Functional Economic Area.
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.
Supplementary Planning Document (SPD)	A formal planning document, usually providing guidance, and having a lower status, and a simpler preparation process, than development plan documents.
Sustainability Appraisal (SA)	An assessment of the sustainability of a plan or programme, and/or the individual potential components of that plan or programme.
Sustainability	Meet the needs of the present without compromising the needs of future generations to meet their own needs. (Brundtland Commission, 1987).

Term (Abbreviation)	Meaning
Sustainable Development	Development which seeks economic, social and environmental gains simultaneously and jointly through the planning system.
Town Centre	Area defined on the local authority's Policies Map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.
Transport Assessment	Where a new development is likely to have significant transport implications, a Transport Assessment (TA) should be submitted with the planning application.
Travel Plan	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.
Transport Statement	A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.
Viability	Plans should be deliverable; sites and scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. Local Plans present visions for an area based upon an understanding of local economic and market conditions.
Windfall Allowance	A provision in a plan for an amount of development (usually housing) estimated to be likely to occur during the plan period on sites which have not been specifically allocated for development. Local Planning Authorities have the ability to identify broad locations in years 6-15, which could include a windfall allowance based on a geographical area (using the same criteria as set out in the National Planning Policy Framework).
Windfall Site	A site not specifically allocated but which comes forward for development during the course of a plan. These are most often previously developed sites being redeveloped or more intensively developed. The term is most often used in relation to the supply of housing.

Appendix B Flood Risk Design

Design Guidance for New Dwellings at Risk of Flooding

Reducing Flood Risk

Our flood risk design guidance is for new dwellings proposed within an area of residual flood risk identified by the Strategic Flood Risk Assessment (SFRA). It sets out the range of flood resilient/resistant construction/design measures which we expect to be built into any proposals for new residential development in flood risk areas. The aim of these measures is to reduce the risk of flooding to both the property and its future occupants.

Please note, new dwellings in flood risk areas will also need to pass the National Planning Policy Framework's Sequential and Exception tests:

https://www.gov.uk/government/publications/national-planning-policy-framework--2

The range and type of resiliency measures required depend on the flood depths predicted and should take into account site specific issues. Flood depths can be identified by using:

- the SFRA
- the Tidal Hazard Mapping available from the Environment Agency and
- the site specific Flood Risk Assessment (FRA) undertaken in accordance with LP25.

If the proposals don't include sufficient flood resistance and resiliency measures, as set out below, we'll refuse the application on flood risk grounds.

Sufficient information needs to be submitted to support the FRA. This should include:

- site plans;
- elevation drawings; and
- proposed site plans to clearly demonstrate what measures have been included within the design.

Please note, we will not automatically accept the design if it includes all the appropriate flood resiliency measures. The design must also respect the form and character of the surrounding area. It should also respect the amenity of any neighbouring residential properties.

Water Depths of up to One Metre

Where the FRA shows depths of up to one metre the site specific FRA (in combination with detailed topographical information) must identify the precise flood risk to the site and necessary mitigation measures. The flood mitigation measures should include the following resistance measures:

- Finished floor levels to be raised to the predicted flood depth;
- Dam boards or flood doors.

Where internal flooding is unavoidable (and deemed acceptable) the following measures need to be taken:

- Resilience measures;
- Provision of safe refuge above the predicted flood depth;
- No ground floor sleeping accommodation.

Water Depths of Over One Metre and up to Two Metres

Where the FRA shows depths of over one metre and up to two metres the site specific FRA (in combination with detailed topographical information) must identify the precise flood risk to the site and necessary mitigation measures. The mitigation measures should include resistance measures:

- Finished floor levels to be raised to the predicted flood depth
- Dam boards or flood doors

Where internal flooding is unavoidable (and deemed acceptable) the following measures need to be taken:

- Resilience measures
- Provision of safe refuge above the predicted flood depth
- No ground floor sleeping accommodation

OR

- No habitable ground floor accommodation where the above measures can't be feasibly implemented

Water Depths of Over Two Metres

Where the FRA shows depths over two metres ,no ground floor habitable accommodation should be provided**.** Habitable accommodation includes:

- bedrooms
- sitting rooms
- dining rooms
- kitchens
- any room designed for habitation

Rooms that are not usually used for living in are not considered habitable, such as:

- toilets
- storerooms
- pantries
- garages

This is because flood resistant measures (such as raising finished floor levels and dam boards) wouldn't be able to stop the ground floor being inundated.

Also, using dam boards to keep a building dry with two or more metres of water around it would probably, due to hydrostatic pressures, lead to its structural failure. So only non-habitable accommodation is allowed on ground floors, allowing water to enter with minimal damage to the property.

Appendix C Housing Trajectory

Local Plan 2021-2040

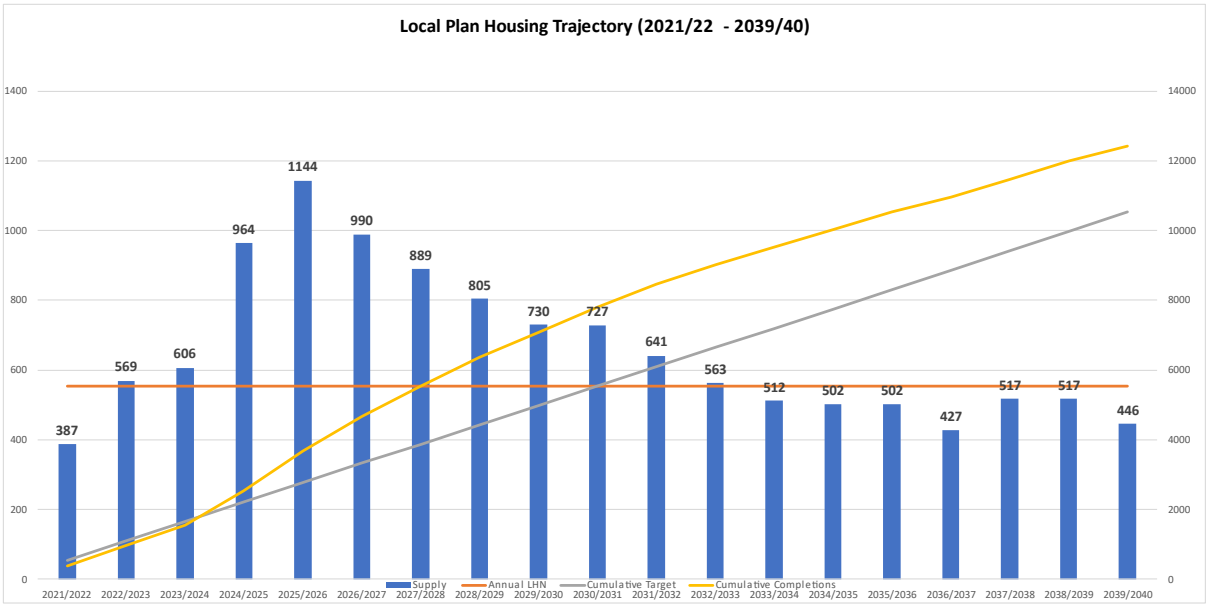
The following is an update of the 2024 version which can be found via the link:

https://www.west-norfolk.gov.uk/download/downloads/id/8802/f121_-_2023-2024_trajectory_data.xlsx

The housing trajectory below is based upon the already published 2023/24 housing trajectory which at the time of writing is the latest and most up to date version. This forms part of the corresponding Authority Monitoring Report (AMR) and the Housing Delivery Test (HDT) Action Plan.

More detailed information can be located on the Borough Council's HDT Action Plan webpage (link below). This includes the full housing trajectory schedule and windfall allowance, as well information relating to the Local Housing Need (LHN) calculation, the HDT result and the 5-year housing land supply position.

Local Plan 2021-2040 Housing Trajectory



The latest (2024) trajectory has been produced for the Local Plan and covers the 19-year plan period (2021/22 through to 2039/40) [72]. The 2024 Trajectory is summarised below:

[72] https://www.west-norfolk.gov.uk/info/20079/planning_policy_and_local_plan/354/authority_monitoring_reports_amr

SITES			COMPLETIONS			SUPPLY																		
			2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028	2028/ 2029	2029/ 2030	2030/ 2031	2031/ 2032	2032/ 2033	2033/ 2034	2034/ 2035	2035/ 2036	2036/ 2037	2037/ 2038	2038/ 2039	2039/ 2040	TOTAL SUPPLY	Planning app ref (if applicable)	Notes
Local Plan Site Allocations																								
E1.5	Boal Quay	King's Lynn														25	25					50		
E1.6	South of Parkway	King's Lynn				38	106	82														226	21/01873/FM	
E1.7	Land at Lynnsport	King's Lynn					42	54														96	21/00855/FM	
E1.8	South Quay	King's Lynn							7	10	10	10	13									50		
E1.9	Land west of Columbia Way	King's Lynn			68	10																78	23/02144/F & 20/01957/FM	
E1.10	North of Wisbech Road	King's Lynn																				0		Site allocated for 50 dwellings; 7 dwellings delivered by 1 April 2024, balance of 43 to be delivered beyond plan period
E1.14	West of St Peter's Road	West Lynn				15	23															38	21/00145/F	Site allocated for 49 dwellings: balance of 11 (phase 2) to be delivered beyond plan period
E2.1	West Winch Growth Area	West Winch						50	50	100	200	200	200	160	150	150	150	100	190	190	140	2,030	13/01615/OM & 18/02289/OM (pending)	Site allocated for 4,000 dwellings: balance of 1,970 (later phases) to be delivered beyond plan period
E3.1	Hall Lane	South Wootton			37	70	93	50	50	50	50	50	50	50	25							575	21/01944/RMM & 23/02079/F	37 dwellings (out of 575) delivered before 1 April 2024
F1.3	Land east of Lynn Road in vicinity of Bridle Lane	Downham Market (North-East)				31	35	43	50	50	22	50	15									296	21/01121/RMM (phase 1)	Site allocated for 300 dwellings; 4 delivered around start of Plan period, 226 consented (phase 1, delivery from 2024/25), 70 dwellings (phase 2)
F1.4	Land north of southern bypass in vicinity of Nightingale Lane	Downham Market (South-East)				25	50	50	50	50	50	25										300	21/00152/RMM	
F2.2	Land to the east of Cromer Road	Hunstanton			53	12																65	18/00418/RMM	55 dwellings (phase 1) delivered before start of Plan period (1 April 2021), with remainder (phase 2) delivered 2023/24-2024/25
F2.3	Land south of Hunstanton Commercial Park	Hunstanton				24	48	38														110	22/00929/FM	
F3.1	Land east of Wisbech (west of Burrettgate Road)	Wisbech Fringe (Walsoken)									25	28	47	50	50	50	50	50	50	50	50	500	22/01756/FM	Site allocated for 550 dwellings; 53 dwellings (phase 1, consented) due to commence 2029/30,

																								with 497 dwellings to be delivered by 2039/40 and a further 50beyond Plan period
G25.2	Land north of Main Road	Clenchwarton										10	10									20		
G29.1	Land north of Doddshill Road	Dersingham						10	10													20		
G35.1	Land to the rear of Chocolate Cottage	Feltwell				5	8	5				10	12	10								50	19/00859/FM (phase 1)	Phase 1 (18 dwellings) started 2023/24; phase 2 (32 dwellings) anticipated to commence 2030/31
G41.1	Land north of Back Street	Gayton				1			10	15	11											37	21/01697/F (phase 1) & 23/01763/FM (pending)	Phase 1 (single dwelling) anticipated to deliver 2024/25; phase 2 (36 dwellings) anticipated to commence 2027/28
G43.1	Land south of Walcup's Lane	Great Massingham				6	10															16	18/02038/RMM	
G47.1	Land off Cheney Hill	Heacham					20	30	30	30	23											133	18/00226/RMM & 21/01412/RMM (pending)	Phase 1 (69 dwellings) and phase 2 (64 dwellings) both expected to deliver from 2025/26
G56.1	Land at The Street	Marham				4	4		10	11	11	10										50	23/00309/F (phase 1)	Phase 1 (8 dwellings) anticipated to deliver from 2024/25; phase 2 (42 dwellings) anticipated to commence 2027/28
MAR1	Land south of The Street	Marham						15	20													35		
G88.1	Land south of Lark Road/ Wretton Road	Stoke Ferry									6	7										13		
G88.2	Land at Bradfield Place	Stoke Ferry						5	5													10		
G88.3	Land at Indigo Road/ Lynn Road	Stoke Ferry					15	14														29	17/00469/F	
G93.3	Land west of Benn's Lane	Terrington St Clement				3	20	20														43	21/00589/RMM	
TSC1	Land south of Northgate Way and west of Benn's Lane	Terrington St Clement					15	20	25	16												76	23/01762/F	
G94.1	Land east of School Road	Terrington St John						20	15		2	3										40	17/02335/RMM (expired) & 21/00169/O	Phase 1 (35 dwellings) anticipated to commence 2026/27, although previous p/p expired; phase 2 (5 dwellings) anticipated to commence 2029/30
G104.5	Land at Wisbech Road	Outwell				5	10	10	10	5												40	19/00858/RMM	
G104.6	Land surrounding Isle Bridge	Outwell					35	15														50	21/02308/RMM	
G109.1	Land south of Walnut Road	Walpole St. Peter			3	6																9	22/00826/RM, 22/00556/RM,22/00697/RM, 23/01057/F	Site allocated for 9 dwellings: 3 completed 2023/24, including consents for individual plots
G112.1	Land south of Thieves Bridge Road	Watlington				10	15	15														40	21/02421/FM	

G28.1	Land to south of Sluice Road	Denver							3	3												6		Site allocated for 8 dwellings: initial proposals for 6, but potential capacity for 8
G31.1	Land off Fakenham Road	East Rudham					6	4														10	21/00498/FM	
G36.1	Land east of Marham Road	Fincham			2	1	1	1														5	23/01327/F	Site allocated for 5 dwellings; 2 dwellings delivered 2023/24
G42.1	Land adjacent to 16 Lynn Road	Great Bircham/ Bircham Tofts							5	5												10	23/00768/FM (pending)	
G48.1	Land south of Foresters Avenue	Hilgay					8	8														16	23/00834/FM (pending)	
G57.2	Land adjacent 145 Smeeth Road	Marshland St James			7	2		2	2													13	17/01675/O	Includes + 2 dwellings, still under construction as of 1 April 2024; previous development phases (10 dwellings out of 17) delivered prior to plan period, a further 7 by 1 April 2024, with final phase (4 dwellings) subject to outline p/p
G78.1	Land off Jarvie Close	Sedgeford								5	6											11		
G106.1	Land east of Hall Road	Walpole Highway			1	2																3	22/01385/F (phase 2)	Site consented for 8 dwellings (2 phases); 5 delivered before plan period (phase 1), with a further 3 delivered 2023/24-2024/25
G113.1	Former Three Tuns/Village Hall	Welney								4												4	23/00179/O	
G113.2	Land off Main Street	Welney			9	8																17	18/00195/FM	Site allocated for 17 dwellings: 9delivered 2023/24
G123.1	Land north of Mill Road	Wiggenhall St. Germans					4															4	22/01549/RM	
TOTAL LOCAL PLAN SITE ALLOCATIONS			**0**	**0**	**180**	**278**	**568**	**561**	**352**	**354**	**416**	**403**	**347**	**270**	**225**	**225**	**225**	**150**	**240**	**240**	**190**	**5,224**		
Commitments (Sites of 10+ dwellings)																								
	Brentwood, Main Road, Brancaster Staithe	Brancaster					6	6														12	22/01796/FM	
G22.1	Land west of Massingham Road	Castle Acre		15																		15	19/00148/F; 17/02341/RMM; 16/02057/F	
	Fosters Sports Ground, Clenchwarton	Clenchwarton				5	20	15														40	22/00111/F	
G25.1	Land between Wildfields Road and Hall Road	Clenchwarton		6	4																	10	19/00913/RMM	
G25.3	Land south of Main Road	Clenchwarton	1	10	8	1																1	21/01903/F; 19/01288/RM	

	Former Granaries, Station Road, Docking	Docking	15	1																		16	19/01065/F	
	Limagrain UK Ltd, Station Road, Docking	Docking		3	14	13																30	22/00475/RMM	
	(Former Granary's Site), Choseley Road, Docking	Docking		3	23	16	6															48	22/01772/F	
G30.1	Land situated off Pound Lane (Manor Pasture)	Docking			33																	33	21/02252/F	
	Short Drove, Downham Market	Downham Market				5	5	2														12	05/01857/RMM	
F1.3	Land east of Lynn Road	Downham Market		4																		6		
G33.1	Land south of Gayton Road	East Winch	3		1	1																1		
	Land east of 11 to 37 Elm High Road, Emneth	Emneth				24	24	24	24	21												117	18/01464/RMM	
	Land west of Playing Field, Hungate Road, Emneth	Emneth	2	3	4	10	10	15														44	19/02053/F	
	Elme Hall Hotel, 69 Elm High Road, Emneth	Emneth				6	5	5	5	5												26	22/01014/F	
G34.1	Land on south of The Wroe	Emneth			1																	1	21/00767/F	No further development on this site
	Whittington Mill, Whittington Hill, Whittington, Northwold	Feltwell	3	1	1	3	2															10	16/01590/F	
	Long Lane Farm, 30 Long Lane, Feltwell	Feltwell				5	5	6														16	22/00116/F	
G35.3	Land at 40 Lodge Lane/Skye Gardens, Feltwell	Feltwell	3		1																	4	18/01027/F; 19/01347/F	
	Allens Garage, Lynn Road, Gayton	Gayton			0	5	5	5	4													19	15/01776/OM	
	3 Church View Lane, Gayton	Gayton	3																			3	16/00947/FM	
	Allens Garage, Lynn Road, Gayton	Gayton	4	2		5	5	5	4													25	15/01776/OM & 17/02355/RMM	
	Land east of Rosemary Lane, west of Hills Crescent and south of Rampant Horse Cottage, Lynn Road, Gayton	Gayton		24																		24	22/01393/F	
	Rampant Horse Cottage, Lynn Road Gayton	Gayton		14	5	6																25	20/00796/F	
	Land northeast of Downely, Lynn Road, Gayton	Gayton				5	5	5	4													19	19/01325/RMM	
	Former Works Adj Gayton Mill, Litcham Road, Gayton	Gayton																				0	21/02066/OM	Lapses in 2025

	White House Farmhouse, 1 White House Farm, 28 Chapel Road, Pott Row, Grimston	Grimston				5	5	5	3													18	19/01112/RMM	
G41.2	Land adjacent Stave Farm, West of Ashwicken Road, Pott Row	Grimston/Pot t Row	2	11	4																	17	19/01680/RMM; 17/02375/RMM	
	Richmond House, 6 - 8 Westgate, Hunstanton	Hunstanton				7	8															15	22/00691/FM	
	Holiday Flats & Former Holiday Chalet Site, Manor Road, Hunstanton	Hunstanton							9	10	10	10										39	04/00874/F	
	Land south of Seagate, Hunstanton	Hunstanton				8	8															16	19/01558/FM	
	19 - 21 Church Street, Hunstanton	Hunstanton				6	6	6														18	20/00962/FM	
	Hunstanton Bus Station, St Edmunds Terrace, Hunstanton	Hunstanton				10	10	10	10	7												47	20/00817/FM	
	Hunstanton First School, James Street, Hunstanton	Hunstanton				5	6															11	21/00629/FM	
	Land At Southend Road, Seagate, Hunstanton	Hunstanton				12	10	10														32	22/01036/F	
F2.2	Land to the east of Cromer Road	Hunstanton	24	31																		55		
F2.4	Land north of Hunstanton Road	Hunstanton	28	39																		67		
	Land around Pond and west of 30 Hill Road, Lynn Road, Ingoldisthorpe	Ingoldisthorp e	2	4	4	2																12	18/02200/RMM, 20/01295/F, 21/01969/F, 21/02329/F, 21/01691/F & 22/02135/F	
G52.1	Land opposite 143-161 Lynn Road	Ingoldisthorp e	7	7	1																	15		
	Land At Paradise Road, King's Lynn	King's Lynn		12																		12	07/01985/FM	
	The Nar Ouse Regeneration Area (NORA), Wisbech Road, King's Lynn	King's Lynn		1																		1	14/01199/RMM	
	Lovell House, St Nicholas Street, King's Lynn	King's Lynn	27																			27	18/01583/PACU1	
	Strikes, 1 - 5 Lynn Road, Gaywood, King' s Lynn	King's Lynn																				0	20/00503/RMM	Lapses in 2024
	Favorit Motor Company Mr Clutch, 16 London Road, King's Lynn	King's Lynn				2	14															16	20/01761/FM	
	A J Coggles, 44 London Road, King's Lynn	King's Lynn				3	3	3	2													11	11/01945/FM	

	The Nar Ouse Regeneration Area (NORA), Wisbech Road, King's Lynn	King's Lynn		42	44																	86	18/01750/RMM	
	18 Tuesday Market Place, King's Lynn	King's Lynn	2	1	2	1																6	19/00562/FM	
	The Nar Ouse Regeneration Area (NORA), Morston Drift, King's Lynn	King's Lynn	15	38	11	8																72	20/00757/FM	
	Vancouver House, County Court Road, King's Lynn	King's Lynn				12	12															24	21/00820/PACU1	
	Chequer House, 10 – 12, King Street, King's Lynn	King's Lynn				20	20															40	20/02127/FM	
	33 - 39 Tower Street, King's Lynn	King's Lynn			14																	14	21/01235/F	
	Kings Lynn Athenaeum, Blackfriars Street, King's Lynn	King's Lynn				10	10	5	5	4												34	21/01568/FM	
	Cruso & Wilkin, Waterloo Street, King's Lynn	King's Lynn				6	5															11	22/00168/F	
E1.7	Land at Lynnsport	King's Lynn	14																			14		
E1.10	North of Wisbech Road	King's Lynn		7																		7		
E4.1	Knight's Hill, to the south of Grimston Road and east of Ullswater Avenue and Ennerdale Drive	King's Lynn					53	58	58	40	40	40	40	40	40	40	40	40	40	40	19	628	22/01310/RMM	
G57.1	Land adjacent to Marshland St James Primary School	Marshland St James		2																		2		
G59.1	Land at Crown Street, Methwold	Methwold		10	24	1																1	23/01409/F	
G59.2	Land at Herbert Drive, Methwold	Methwold	13	1	14	14																14	19/00029/RMM	
G59.3	Land at Hythe Road, Methwold	Methwold	7	5																		12	19/01261/FM	
	Former Coal Yard, The Poplars, Thetford Road, Northwold	Northwold				6	6															12	22/01032/RMM	
	Land off Jensons Way, Whittington	Northwold				5	5															10	21/02103/FM & 23/01071/F	
	Land on the south side of Hall Road, Outwell	Outwell		1																		1	18/01463/RMM	
	Land southeast of Magnolia House, Hall Road, Outwell	Outwell				3	4	4	4	4												19	23/01300/F	
	Land south of Chapel Lane, Ringstead	Ringstead				5	5															10	21/00546/FM	
G72.1	Land at School Road	Runcton Holme	2	5	3	1																11		

G83.1	Land south of Common Road and Behind Teal Close	Snettisham		9																		9	19/00577/RM; 14/00944/FM	
	Poppyfield Drive	Snettisham					9	20	20	20												69	22/00762/RMM	Neighbourhood Plan Allocation
G85.1	Land off Lions Close	Southery		2	15																	17		
	Land on the southwest side of Lynn Road, Stoke Ferry	Stoke Ferry							15	15	20	20										70	23/00177/RMM	
	Furlong Store, Furlong Road, Stoke Ferry	Stoke Ferry							15	15												30	23/00178/RMM	
	Part OS 8474, west of Creake Road and north of The Street, Syderstone	Syderstone																				0	90/1881	Stalled site unlikely to come forward
G93.1	Land at Church Bank, Chapel Road	Terrington St Clement	7																			7	19/01589/RMM	
	Land on the northwest side of Old Church Road, Terrington St John	Terrington St. John		6		10	10	10	10													46	21/01836/F	
	Buildings Southeast of 21 Sutton Road, Walpole Cross Keys	Walpole Cross Keys				7	9															16	23/01127/RMM	
G109.2	Land south of Church Road	Walpole St. Peter	2																			2	18/01472/RMM	
	Land rear of 24 - 36 Downham Road, Watlington	Watlington						11	11													22	23/01510/RMM	
G114.1	Land to the rear of 'Natanya', Hollies Farm, Flegg Green	Wereham	10																			10	16/01378/FM	
	English Brothers Ltd, 239 Salts Road, West Walton	West Walton																				0	12/00294/RMM	Started in 2016 but unlikely to be completed
	Land to south of The Poplars, Lynn Road, Walton Highway	West Walton		7	7	5	6															25	20/01654/F	
G120.1	Land adjacent Common Road	West Walton	5	1																		6	19/01130/RMM	
	The Winch, 70 Main Road, West Winch	West Winch	5																			5	18/00157/F	
			206	328	238	279	317	225	199	141	70	70	40	40	40	40	40	40	40	40	19	2412		
Commitments (Sites of 5 to 9 dwellings)																								
	Long Meadow, Fring Road, Great Bircham	Bircham	1	1																		2	17/01390/FM	
	Agricultural Building Docking Road, Bircham	Bircham							2	3												5	23/01596/PACU3	
	Long Meadow, Fring Road, Great Bircham	Bircham				2	2	2														6	22/01503/F	
	Cherry Trees, 12 Town Lane, Brancaster Staithe	Brancaster							3	4												7	20/01672/O	

	Goosebec, Church Walk, Burnham Market	Burnham Market		4																		4	21/00429/F	
	Land northwest of 40 Sutton Estate, Burnham Market	Burnham Market				2	2	2	3													9	23/01663/F	
	Fisher & Sons, North Street, Burnham Market	Burnham Market						2	2	3												7	19/00400/F	
	Cradle Hall Farm, Docking Road, Burnham Market	Burnham Market					2	3														5	20/00929/F	
	Sussex Farm, Ringstead Road, Burnham Market	Burnham Market		1	1																	2	20/00904/F	
	Redlands, Back Lane, Burnham Market	Burnham Market			5																	5	21/00084/F	
	Sussex Barn, Sussex Farm, Ringstead Road, Burnham Market	Burnham Market			4	1	1	1	1													8	21/01558/F	
	204 Main Road, Clenchwarton	Clenchwarton							2	3												5	22/01797/O	
	Denver Barns, Ryston Road, Denver	Denver		1																		1	07/02615/F	
	Hayward Revive, Norfolk Barn, Brancaster Road, Docking	Docking	6	1																		7	18/00545/RM	
	2A Ryston End, Downham Market	Downham Market				8																8	22/01596/F	
	Unit 6 To 8 Fairfield Road, Downham Market	Downham Market				4	4															8	23/00493/F	
	Ivy House, 53 Railway Road, Downham Market	Downham Market					3	3														6	11/00688/F	
	East of The Chalet, Priory Chase, Downham Market	Downham Market				1	1	1	2													5	20/01792/F	
	Castle Hotel, High Street, Downham Market	Downham Market				7																7	21/01148/F	
	Unit 9 Fairfield Road, Downham Market	Downham Market				2	2	4														8	22/01484/F	
	AX Building, 3 Ryston End, Downham Market	Downham Market			9																	9	23/00183/F	
	Barns north of Broomsthorpe Hall, Rudham Road, East Rudham	East Rudham			1			2	2	2												7	21/00182/F	
	2 Lynn Road, Fincham	Fincham			1		2	2	3													8	22/00070/F	
	Allens Garage, Lynn Road, Gayton	Gayton	4	2																		6	17/02355/RMM	
	9 Station Road, Heacham	Heacham				1	3	3	1													8	18/00194/RM	

G47.2	Land to the south of St. Mary's Close	Heacham	2																		2		
	Willow Lodge Flats, Manor Road, Hilgay	Hilgay					1	2	2	2											7	22/01904/F	
	Former Highways Depot, Station Road, Hillington	Hillington							3	3											6	16/01691/RM	
	Wilton Farm, 193 Main Street, Hockwold Cum Wilton	Hockwold cum Wilton						3	3												6	08/01815/F	
	Eastgate Barn	Holme Next The Sea					1	2	2												5	22/01884/F	Neighbourhood Plan Allocation
	9 Cliff Terrace, Hunstanton	Hunstanton		1																	1	18/00721/F	
	First Floor Flat, 2 Le Strange Terrace, Hunstanton	Hunstanton	5																		5	20/00406/F	
	Holiday Flats and Former Holiday Chalet Site, Manor Road, Hunstanton	Hunstanton							4	4											8	22/01228/F	
	Thomas's Showboat, 18 - 22 Le Strange Terrace, Hunstanton	Hunstanton																			0	21/02051/F	Lapses in 2024
	8 Le Strange Terrace, Hunstanton	Hunstanton								5											5	23/00023/F	
	Land around pond and West of 30 Hill Road, Lynn Road, Ingoldisthorpe	Ingoldisthorpe	1	3																	4	18/02200/RMM	
	7 St James Street, King's Lynn	King's Lynn		1																	1	17/02410/F	
	Eastgate House, 17 Littleport Street, King's Lynn	King's Lynn	1	5																	6	19/01066/CU	
	Sowerby's Estate Agents, 1 King Street, King's Lynn	King's Lynn	1	4																	5	19/01177/F	
	The Lord Kelvin, 7 - 9 Old Market Street, King's Lynn	King's Lynn	6																		6	20/01025/F	
	11 Valingers Road, King's Lynn	King's Lynn		5																	5	20/01763/F	
	Eastgate House Residential Home, 17 Littleport Street, King's Lynn	King's Lynn		7																	7	21/00035/F	
	Wooden Tops, 31 Norfolk Street, King's Lynn	King's Lynn					5														5	23/00097/F	
	King's Lynn Glass & Trimming Ltd (Dispatch and Deliveries), 25 Old Sunway, King's Lynn	King's Lynn				9															9	23/00600/F	
	5 - 9 Chapel Street, King's Lynn	King's Lynn					6														6	23/00781/F	
	25 Tower Place, King's Lynn	King's Lynn				8															8	23/02011/F	

	Glendevon Hotel, 49 - 51 Railway Road, King's Lynn	King's Lynn			6																	6	16/01586/F	
	Waverly Warehouse, Oslers Yard, Norfolk Street, King's Lynn	King's Lynn	3	2	2																	7	16/00342/F	
	Car Park, Centre Point, King's Lynn	King's Lynn					7															7	19/00904/F	
	22 - 24 Windsor Road, King's Lynn	King's Lynn			6																	6	20/00368/F	
	23 Tuesday Market Place, King's Lynn	King's Lynn						5														5	20/00509/F	
	Land south of 20 To 30 Bryggen Way and north of 73 To 93 Reid Way, King's Lynn	King's Lynn				1	2	2	1	1												7	20/01274/F	
	West Norfolk Deaf Association Car Park, Old Market Street, King's Lynn	King's Lynn					6															6	21/00925/O	
	Tower Court, Tower Place, King's Lynn	King's Lynn			5																	5	21/00874/F	
	Anglers Corner, 22 - 24 Windsor Road, King's Lynn	King's Lynn			6																	6	21/02451/F	
	7A St James Street, King's Lynn	King's Lynn			1	2																3	23/00999/F	
	Leziate Park Country Club, Brow of The Hill, Leziate, King's Lynn	Leziate					1	1	3	2												7	21/01221/RM	
	Land northeast of Lion Farm House, The Street, Marham	Marham				1	1	1	1	2												6	21/01787/F	
	Fenberry Farm Ltd, 84B Smeeth Road, Marshland St James	Marshland St. James		2																		2	18/00014/RM	
	Plots 1 – 6, 195 Smeeth Road, Marshland St James	Marshland St. James		2		1																3	18/01406/RM	
	1 Scotts Lane, Brookville, Methwold	Methwold	3																			3	18/01689/RM	
	Park View, 33 High Street, Methwold	Methwold					3	1	1	1												6	21/01292/O	
G59.4	Mulberry House, 61 Globe Street, Methwold	Methwold	1	1	2	1																5	19/01809/F	
	Forecourt Off School Road, Middleton	Middleton	2	2																		4	08/02313/F	
	The House on The Green, Ling Common Road, North Wootton	North Wootton					2	1	1	1												5	22/00993/F	
	Meadow Farm Lodge, Church Lane, Whittington, Northwold	Northwold	3	3																		6	18/00389/F	

	Mullicourt Priory Farm, Downham Road, Outwell	Outwell			5																	5	20/00123/PACU3	
	Glovers Farm, Fring Road, Sedgeford	Sedgeford				2	2	1	2													7	17/01126/F	
	Mathews Coaches, 50 Westgate Street, Shouldham	Shouldham						2	2	1												5	21/01856/O	
G81.1	Land east of 52 to 60 Westgate Street, Shouldham	Shouldham							2	3												5	23/00056/F	
G81.2	Land accessed from Rye's Close	Shouldham		2																		2	18/00604/F	
	Manor Farm, South Road, Shouldham Thorpe	Shouldham Thorpe					1	1	1	2												5	06/01243/F	
	Land Off Cherry Tree Road, Snettisham	Snettisham			3	1	1															5	20/00690/RM	
	30 Common Road, Snettisham	Snettisham		2	6																	8	21/02095/F	
	Land At Lynn Road, Stoke Ferry	Stoke Ferry					1	1	3	3												8	06/02248/F	
G91.1	Land west of no. 26 The Street	Syderstone		4	1																	5	21/02228/F	
	Beacon Hill Farm, Beacon Hill Lane, Terrington St Clement	Terrington St. Clement		9																		9	21/00301/RM	
	1, 4 & 5 Church Bank, Terrington St Clement	Terrington St. Clement	5	1																		6	21/01729/F	
	51 Alma Avenue, Terrington St Clement	Terrington St. Clement			2																	2	22/00870/F	
	Land rear of 19 to 47 Old Church Road, Terrington St John	Terrington St. John							2	3												5	23/00263/O	
	Ship Lane, Thornham	Thornham		1	2	1	1	1	1	2												9	14/00401/F	
	The Pastures, 6 Choseley Road, Thornham	Thornham		7		1	1															9	22/00071/F	
	Limes Farm, Lynn Road, Tilney All Saints	Tilney St. Lawrence						2	3													5	23/00481/PACU3	
	Manor Farm, Main Road, Titchwell	Titchwell					2	2	2													6	22/01858/F	
	Masters & Co Ltd, 17 - 23 School Road, Upwell	Upwell					1	3	1													5	22/01717/F	
G104.1	Land northwest of Townley Close, Upwell	Upwell	1	2	2																	5	19/02020/RM; 20/00782/RM; 20/01070/RM; 21/01674/F; 21/02269/F	
G104.2	Land south/east of Townley Close	Upwell	1																			1	19/01062/RM	
	Land north of Hawthorne Lodge,	Walpole		1	1	1																3	17/01715/RM	

	Police Road, Walpole St Andrew																							
	64 - 66 Chapnall Road, Walsoken	Walsoken	6																			6	19/00174/F	
	68 Chapnall Road, Walsoken	Walsoken				2	3															5	23/01046/F	
	Manor House Farm Nurseries, Green Lane, Walsoken	Walsoken	1	2	3																	6	21/00205/F	
	Land between 3 and 5 Trafford Estate, West Walton	West Walton				1	1	2	2	2												8	20/01570/F	
	Land south of 85 Stow Road, Wiggenhall St Mary Magdalen	Wiggenhall St. Mary Magdalen			3	1	1	1	1	2												9	23/00140/F	
	Clover Social Club, Low Road, Wretton	Wretton			0	3	1	1	1	2												8	21/01936/F	
			49	**77**	**77**	**64**	**73**	**60**	**65**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**521**		
Commitments (Total for Sites of 1 to 4 dwellings)																								
			137	**164**	**113**	**342**	**185**	**142**	**30**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1125**		
Total Commitments			**392**	**569**	**428**	**685**	**575**	**427**	**294**	**209**	**70**	**70**	**40**	**40**	**40**	**40**	**40**	**40**	**40**	**40**	**19**	**4,058**		
Neighbourhood Plan allocations without Planning permission																								
	Glebe Land off South Acre Road	Castle Acre									2	2										4		
	Land to the east of Ringstead Road and to the north of the school	Sedgeford											2	3								5		
	Land east of Ringstead Road opposite Jarvie Close	Sedgeford										5	5	5	5							20		
	Land east of Low Side	Upwell										5	5	5	5							20		
	Adjacent to Lode House, Low Side	Upwell												3								3		
	St Peter's Road	Upwell									5	5	5									15		
	Adjacent to Three Holes Village Hall (north of Paradise Farm)	Upwell							4	4												8		
			0	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**7**	**17**	**17**	**16**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**75**		
Windfall Allowance						**0**	**0**	**0**	**237**	**237**	**237**	**237**	**237**	**237**	**237**	**237**	**237**	**237**	**237**	**237**	**237**	**3,081**		
Total Deliverable Supply			**392**	**569**	**608**	**963**	**1143**	**988**	**887**	**804**	**730**	**727**	**641**	**563**	**512**	**502**	**502**	**427**	**517**	**517**	**446**	**12,438**		

Appendix D List of Superseded Policies

Adopted Core Strategy Policies to be replaced		Local Plan Policies that will replace them	
Policy	**Subject**	**Policy**	**Subject**
CS01	Spatial Strategy Policy	**LP01**	Spatial Strategy Policy (Strategic Policy)
CS02	Settlement Hierarchy	**LP01**	Spatial Strategy Policy (Strategic Policy)
CS03	King's Lynn	**LP40**	King's Lynn (Strategic Policy)
CS04	Downham Market	**LP42**	Downham Market (Strategic Policy)
CS05	Hunstanton	**LP41**	Hunstanton Policy (Strategic Policy)
CS06	Rural Areas	**LP02**	Residential Development on Windfall Sites (Strategic Policy)
CS07	Coastal Areas	**LP15**	Coastal Areas (Strategic Policy)
CS08	Sustainable Development	**LP18**	Design & Sustainable Development (Strategic Policy)
CS09	Housing	**LP28**	Affordable Housing Policy (Strategic Policy)
		LP29	Housing for the elderly & Specialist Care (Strategic Policy)
		LP30	Adaptable & Accessible Homes (Strategic Policy)
		LP31	Custom and Self-Build Housing (Strategic Policy)
		LP32	Sites for Gypsies, Travellers and Travelling Showpeople (Strategic Policy)
		LP33	Caravans, Park Homes and Houseboats (Strategic Policy)
CS10	The Economy	**LP07**	The Economy (Strategic Policy)
CS11	Transportation	**LP13**	Transportation (Strategic Policy)
CS12	Environmental Assets	**LP19**	Environmental Assets - Green Infrastructure, Landscape Character, Biodiversity and Geodiversity (Strategic Policy)
		LP20	Environmental Assets- Historic Environment (Strategic Policy)
CS13	Community and Culture	**LP38**	Community and Culture (Strategic Policy)
CS14	Infrastructure Provision	**LP05**	Implementation (Strategic Policy)

Site Allocations & Development Management Policies Plan (2016) policies to be replaced		Local Plan Policies that will replace them	
Development Management Policies			
Policy	**Subject**	**Policy**	**Subject**
DM1	Presumption in Favour of Sustainable Development	**LP04**	Presumption in Favour of Sustainable Development Policy (Strategic Policy)
DM2	Development Boundaries	**LP02**	Residential development on windfall sites (Strategic Policy)
DM2A	Early Review of the Plan		Not being replaced
DM3	Development in the Smaller Villages and Hamlets	**LP02**	Residential development on windfall sites (Strategic Policy)
DM4	Houses in Multiple Occupation	**LP34**	Houses in Multiple Occupation
DM5	Enlargement or Replacement of Dwellings in the Countryside	**LP35**	Enlargement or Replacement of Dwellings in the Countryside
DM6	Housing Needs of Rural Workers	**LP36**	Housing Needs of Rural Workers
DM7	Residential Annexes	**LP37**	Residential Annexes
DM8	Delivering Affordable Housing on Phased Development	**LP28**	Affordable Housing Policy (Strategic Policy)
DM9	Community Facilities	**LP39**	Community Facilities
DM10	Retail Development	**LP08**	Retail Development (Strategic Policy)
DM11	Touring and Permanent Holiday Sites	**LP09**	Touring and Permanent Holiday Sites
DM12	Strategic Road Network	**LP11**	Strategic Road and Major Road Network (Strategic Policy)
DM13	Railway Trackways	**LP12**	Disused Railway Trackways (Strategic Policy)
DM14	Development associated with the National Construction College, Bircham Newton and RAF Marham	**LP10**	Development associated with the former National Construction College site, Bircham Newton (CITB), British Sugar Factory, Wissington and RAF Marham
DM15	Environment, Design and Amenity	**LP21**	Environment, Design and Amenity (Strategic Policy)
DM16	Provision of Recreational Open Space for Residential Developments	**LP22**	Provision of Recreational Open Space for Residential Developments (Strategic Policy)

DM17	Parking Provision in New Development	**LP14**	Parking Provision in New Development
DM18	Coastal Flood Risk Hazard Zone (Hunstanton to Dersingham)	**LP17**	Management of development within the Coastal Area (Strategic Policy)
DM19	Green Infrastructure/Habitats Monitoring and Mitigation	**LP23**	Green Infrastructure (Strategic Policy)
		LP27	Habitats Regulations Assessment (HRA) (Strategic Policy)
DM20	Renewable Energy	**LP24**	Renewable Energy (Strategic Policy)
DM21	Sites in Areas of Flood Risk	**LP25**	Sites in Areas of Flood Risk (Strategic Policy)
DM22	Protection of Local Open Space	**LP26**	Protection of Local Open Space
Site Allocations & Development Management Policies Plan (2016) policies to be replaced		**Local Plan Policies that will replace them**	
Site Allocations Policies			
E1.1	King's Lynn – Town Centre	**E1.1**	King's Lynn – Town Centre
E1.2A	King's Lynn – Port	**E1.2**	King's Lynn – Port
E1.3	King's Lynn – Gaywood Clock	**E1.3**	King's Lynn – Gaywood Clock
E1.5	King's Lynn – Boal Quay	**E1.KLR**	King's Lynn Riverfront Regeneration Area
		E1.5	King's Lynn - Boal Quay
E1.6	King's Lynn – South of Parkway	**E1.6**	King's Lynn – South of Parkway
E1.7	King's Lynn – Land at Lynnsport	**E1.7**	King's Lynn – Land at Lynnsport
E1.8	King's Lynn – South Quay	**E1.KLR**	King's Lynn Riverfront Regeneration Area
		E1.8	King's Lynn – South Quay
E1.9	King's Lynn – Land West of Columbia Way	**E1.9**	King's Lynn – Land West of Columbia Way
E1.10	King's Lynn – North of Wisbech Road	**E1.KLR**	King's Lynn Riverfront Regeneration Area
		E1.10	King's Lynn - North of Wisbech Road
E1.12	King's Lynn – Employment Land	**E1.12**	King's Lynn – Employment Land
E1.13	King's Lynn – King's Lynn Green Infrastructure	**E1.13**	King's Lynn Green Infrastructure
E1.14	West Lynn – West of St Peter's Road	**E1.14**	West Lynn – West of St Peter's Road

E2.1	West Winch Growth Area Strategic Policy	**E2.1**	West Winch Growth Area Strategic Policy
E3.1	Hall Lane, South Wootton	**E2.2**	Hall Lane, South Wootton
F1.1	Downham Market Town Centre Area and Retailing	**E3.1**	Downham Market Town Centre Area and Retailing
F1.2	Land off St.John's Way, Downham Market	**F1.1**	Land off St.John's Way, Downham Market
F1.3	Downham Market North-East: Land east of Lynn Road in vicinity of Bridle Lane	**F1.2**	Downham Market North-East: Land east of Lynn Road in vicinity of Bridle Lane
F1.4	Downham Market South-East: Land north of southern bypass in vicinity of Nightingale Lane	**F1.3**	Downham Market South-East: Land north of southern bypass in vicinity of Nightingale Lane
F2.1	Hunstanton – Town Centre Area and Retailing	**F1.4**	Hunstanton – Town Centre Area and Retailing
F2.2	Hunstanton – Land to the east of Cromer Road	**F2.1**	Hunstanton- Land to the east of Cromer Road
F2.3	Hunstanton – Land South of Hunstanton Commercial Park (Housing uses)	**F2.2**	Land South of Hunstanton Commercial Park
F2.5	Hunstanton - Land south of Hunstanton Commercial Park (Employment uses)	**F2.3**	Hunstanton - Land south of Hunstanton Commercial Park
F3.1	Wisbech Fringe - Land east of Wisbech (west of Burrowgate Road)	**F2.5**	Wisbech Fringe - Land east of Wisbech (west of Burrowgate Road)
G25.2	Clenchwarton – Land north of Main Road	**F3.1**	Clenchwarton – Land north of Main Road
G28.1	Denver – Land to the south of Sluice Road	**G25.2**	Denver – Land to the south of Sluice Road
G29.1	Dersingham – Land north of Doddshill Road	**G28.1**	Dersingham – Land north of Doddshill Road
G31.1	East Rudham – Land off Fakenham Road	**G29.1**	East Rudham – Land off Fakenham Road
G35.1	Feltwell – Land to the rear of Chocolate Cottage, 24 Oak Street	**G35.1**	Feltwell – Land to the rear of Chocolate Cottage, 24 Oak Street
G36.1	Fincham – Land east of Marham Road	**G36.1**	Fincham – Land east of Marham Road
G41.1	Gayton – Land north of Back Street	**G41.1**	Gayton – Land north of Back Street
G42.1	Great Bircham and Bircham Tofts – Land adjacent to 16 Lynn Road	**G42.1**	Great Bircham and Bircham Tofts – Land adjacent to 16 Lynn Road

G43.1	Great Massingham – Land south of Walcup's Lane	**G43.1**	Great Massingham – Land south of Walcup's Lane
G47.1	Heacham – Land off Cheney Hill	**G47.1**	Heacham – Land off Cheney Hill
G48.1	Hilgay – Land south of Foresters Avenue	**G48.1**	Hilgay – Land south of Foresters Avenue
G56.1	Marham – Land at The Street	**G56.1**	Marham – Land at The Street
G57.2	Marshland Saint James – Land adjacent 145 Smeeth Road, Marshland Saint James	**G57.2**	Marshland Saint James – Land adjacent 145 Smeeth Road, Marshland Saint James
G78.1	Sedgeford – Land off Jarvie Close	**G78.1**	Sedgeford – Land off Jarvie Close
G85.1	Southery – Land off Lions Close	**G85.1**	Southery – Land off Lions Close
G88.1	Stoke Ferry – Land South of Lark Road/ Wretton Road	**G88.1**	Stoke Ferry – Land South of Lark Road/ Wretton Road
G88.2	Stoke Ferry – Land at Bradfield Place	**G88.2**	Stoke Ferry – Land at Bradfield Place
G88.3	Stoke Ferry – Land at Indigo Road / Lynn Road	**G88.3**	Stoke Ferry – Land at Indigo Road / Lynn Road
G93.3	Terrington St. Clement – Land West of Benn's Lane	**G93.3**	Terrington St. Clement – Land West of Benn's Lane
G94.1	Terrington St John, St John's Highway and Tilney St Lawrence – Land east of School Road	**G94.1**	Terrington St John, St John's Highway and Tilney St Lawrence – Land east of School Road
G104.5	Outwell – Land at Wisbech Road	**G104.5**	Outwell – Land at Wisbech Road
GLO4.6	Outwell – Land Surrounding Isle Bridge	**G104.6**	Outwell – Land Surrounding Isle Bridge
G106.1	Walpole Highway – Land East of Hall Road	**G106.1**	Walpole Highway – Land south of Hall Road
G109.1	Walpole St. Peter – Land south of Walnut Road	**G109.1**	Walpole St. Peter – Land East of Walnut Road
G112.1	Watlington – Land south of Thieves Bridge Road	**G112.1**	Watlington – Land south of Thieves Bridge Road
G113.1	Welney, Former Three Tuns/Village Hall	**G113.1**	Welney, Former Three Tuns/Village Hall
G113.2	Welney land off Main Street	**G113.2**	Welney land off Main Street
G123.1	Wiggenhall St. Germans – Land north of Mill Road	**G123.1**	Wiggenhall St. Germans – Land north of Mill Road

E1.2	King's Lynn – Town Centre Retail Expansion Area	**G59.2**	Methwold – Land at Herbert Drive
E1.4	King's Lynn – Marsh Lane	**G59.3**	Methwold – Land at Hythe Road
E1.11	King's Lynn – Southgates	**G59.4**	Methwold – Land off Globe Street/St George's Court
Site Allocations & Development Management Policies Plan (2016) Policies Not being replaced			
E1.15	West Lynn – Land at Bankside	**G60.1**	Middleton – Land south of Walter Howes Crescent
E4.1	Knight's Hill	**G72.1**	Runcton Holme – Land at School Road
F2.4	Hunstanton – Land north of Hunstanton Road	**G81.1**	Shouldham – Land South of no.1 New Road
G13.1	Brancaster - Land to the east of Mill Road	**G81.2**	Shouldham – Land accessed from Rye's Close
G13.2	Brancaster Staithe and Burnham Deepdale - Land off The Close	**G83.1**	Snettisham – Land south of Common Road and behind Teal Close
G17.1	Burnham Market – Land at Foundry Field	**G65.1**	Southery – Land off Lions Close
G22.1	Castle Acre – Land west of Massingham Road	**G91.1**	Syderstone – Land west of no. 26 The Street
G25.1	Clenchwarton – Land between Wildfields Road and Hall Road	**G92.1**	Ten Mile Bank – Land off Church Road
G25.3	Clenchwarton – Land south of Main Road	**G93.1**	Terrington St. Clement – Land at Church Bank, Chapel Road
G29.2	Dersingham – Land at Manor Road	**G93.2**	Terrington St. Clement – Land Adjacent King William Close
G30.1	Docking – Land situated off Pound Lane (Manor Pasture)	**G94.2**	Terrington St John, St John's Highway and Tilney St Lawrence – Land north of St John's Road
G33.1	East Winch – Land south of Gayton Road	**G96.1**	Three Holes – Land adjacent to The Bungalow, Main Road
G34.1	Emneth – Land on south of The Wroe	**G97.1**	Tilney All Saints – Land between School Road and Lynn Road
G35.2	Feltwell – Land north of Munson's Lane	**G104.1**	Upwell – Land north west of Townley Close
G35.3	Feltwell – Land at 40 Lodge Lane / Skye Gardens	**G104.2**	Upwell – Land south/ east of Townley Close

G35.4	Hockwold cum Wilton – Land south of South Street	**G104.3**	Upwell – Land at Low Side
G41.2	Grimston and Pott Row – Land adjacent Stave Farm, west of Ashwicken Road	**G104.4**	Upwell – Land off St Peter's Road
G45.1	Harpley – Land at Nethergate Street/School Lane	**G109.2**	Walpole St. Peter – Land south of Church Road
G47.2	Heacham – Land to the south of St. Mary's Close	**G114.1**	Wereham – Land to the rear of 'Natanya', Hollies Farm, Flegg Green, Wereham
G49.1	Hillington – Land to the south of Pasture Close	**G120.1**	Walton Highway – Land adjacent Common Road
G52.1	Ingoldisthorpe – Land opposite 143- 161 Lynn Road	**G120.2**	Walton Highway – Land north of School Road
G57.1	Marshland Saint James – Land adjacent to Marshland Saint James Primary Schoo	**G124.1**	Wiggenhall St. Mary Magdalen – Land on Mill Road
G59.1	Methwold – Land at Crown Street		

Appendix H Sustainability & Climate Change Statement

Appendix: Sustainability and Climate Change Statement Guidance

Many areas around the UK have been addressing ways to contribute to the importance of all new development being measured against sustainability dimensions. Ways this has been addressed has been through sustainability and climate change statements, where development at the application stage must demonstrate and promote through a series of key questions how the proposal will impact the environment positively and potentially negatively.

The statement should also outline how the proposal will address key questions set out in the below guidance and how it will support such key issues under the sustainability pillars (environment, economic and social). This guidance is to be viewed as a sustainability toolkit to help aid applicants at the initial planning application stage to think about the key questions and ideas which can assist them in writing their statement.

The guidance should always be read and used in conjunction with the policies contained in the relevant development plan and any applicable legislation and regulations. This guidance does not prescribe specific design solutions, policy requirements or standards above set in the local development plan or national legislation. It is a tool to help individuals think further into developing their applications and statements. Reference within the statements should be made to policies such as Policy LP06 Climate Change and other relevant policies throughout the adopted local plan.

The Six Key Questions which Should be Answered Are:

1. *What are the intended characteristics of the development as a whole which will contribute to climate adaptation and mitigation?*
2. *How will the development contribute to the importance of sustainable and accessible transport options within West Norfolk, and help reduce the C02 emissions in the borough particularly from transport?*
3. *How will the development integrate high quality design which addresses our obligation to move towards being carbon neutral by 2050?*
4. *How will the development protect and enhance West Norfolk's natural environment and assets?*
5. *How will the development support the local economy in West Norfolk?*
6. *How will the development support local neighbourhoods and their community needs when adapting and mitigating to the local impacts of climate change?*

The statement will allow all users to find in one document how an application will deal with climate change and sustainability. It will help individuals who wish to view, comment and use the information from the statement, to find this set material easily and

we hope this will ease time consumption on viewing planning documents for the information required in the key questions.

The statement does not need to be a strenuous task; however the more detail or information which the applicant has will always be welcomed and encouraged. The key questions are there to be helpful to all users and for applicants to answer to the point how they have understood and will address the needs of the borough.

Key Glossary Terms in the Local Plan to Assist with the Below Questions:

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.
Sustainability:	Meet the needs of the present without compromising the needs of future generations to meet their own needs. (Brundtland Commission, 1987).
Sustainable Development:	Development which seeks economic, social and environmental gains simultaneously and jointly, through the planning system.

The below guidance gives a summary behind the set key questions followed by key prompting bullet points to help assist individuals writing their statement. We hope the guidance below allows individuals to then explore further into the ideas which can and will be relevant to the applicant at hand.

Key Questions:

1. What are the intended characteristics of the development as a whole which will contribute to climate adaptation and mitigation?

This question draws together the key points for applicants to really show how the application at hand is planning to play its part in contributing positively to climate change through adaptation and mitigation. This question will help guide the statement to feed into the more specific points below which refer to:

- Transport
- Design

- Local community needs
- Local economy

2. How will the development contribute to the importance of sustainable and accessible transport options within West Norfolk, and help reduce the C02 emissions in the borough, particularly from transport?

The importance of sustainable and accessible transport options are at the heart of sustainability and creating greener and better futures for all. Having sustainable and active options of travel brings a vast number of positive attributes to the local borough including: improvement on individuals health and well-being, reducing carbon emissions and improving air quality, improving social interaction and accessible links throughout development.

Development should always where possible be contributing to accessible and sustainable options of travel. Here is where the applicant can explain how sustainable transport ideas have been taken into consideration. Sustainable transport should be addressed within the climate change and sustainability statement in a way which fits appropriately with the application.

- Can the development help improve the current conditions available for sustainable transport?
- Will electric vehicle charging points be incorporated into the development?
- Is the development in close proximity to sustainable transport links?
- Travel plans?
- Walking distance to core services?

3. How will the development integrate high quality design which addresses our obligation to move towards being carbon neutral by 2050?

The importance of high-quality design and contributing to the adaptation or mitigation of climate change within development in crucial. Development should always address and demonstrate how design will be appropriate and sustainable. The climate change and sustainability statement should address how the application will integrate such measures in detail where possible. The bullet points below may help prompt further exploration in planned designs.

Sustainable Design Aspects to Think About:

- Are sustainable and local materials being used?
- Adapted to meet and exceed energy efficiency standards
- Density (appropriate surroundings)
- District heating
- Elevational treatment
- Flexible to adapt change
- Green Infrastructure (Green Roofs, Green Walls?)
- Internal Arrangement & layout (light and ventilation)
- Shade
- Reduce the degree of heat loss
- Water recycling systems
- Waste management

Design Quality

- Clear design rationale
- Read latest published design guidance

Renewable Energy and Low Carbon Energy Solutions:

- What are the local policy requirements on renewable and low carbon energy?
- Have you thought about implementing any low carbon solutions and how? or if not could you within your application?
- What does the national planning policy guidance say about renewable/low carbon energy solutions?
- Are there any grant schemes or incentives available on using these solutions?
- **Reducing demand and energy efficiency:**
    - air tightness
    - passive design e.g. maximising solar gain
    - reducing thermal bridging

4. How will the development protect and enhance West Norfolk's natural environment and assets?

The protection and enhancement of the environment is of critical importance to West Norfolk, and one of the key features of the Local Plan is to create a borough that protects and enhances our justifiably famous natural and historic environment by ensuring growth of the borough is in a sustainable manner.

Planning can assist in achieving this through encouraging positive action to reduce carbon emissions and meet the current and future challenges of climate change by supporting and going above and beyond set national requirements wherever is possible and appropriate in local development. Planning can assist in achieving a number of important themes for our natural environment including: the preservation and enhancement of biodiversity, geodiversity, improving our open and green spaces, and improving our water corridors.

These points should be addressed in your Sustainability and Climate Change Statement where can be deemed appropriate detailing points linked to themes below or other relevant factors:

- Air Quality;
- Biodiversity;
- Contamination;
- Flood risk;
- Green network;
- Sustainable Urban Drainage Systems (SuDS).

5. How will the development support the local economy in West Norfolk?

The importance of our local economy is to ensure that we continue to grow a strong local economy in a sustainable manner, which will be both responsive and competitive, and recognises technological innovations and the movement into a more digital and changing world with more flexibility and home working patterns. We want to be a place where businesses want to locate, establish and grow including the skills of all ages that will come with this.

- Can people adapt and work from home?
- Good broadband/fibre connections?
- Close proximity to local businesses?

6. How will the development support local neighbourhoods and their community needs when adapting and mitigating to the local impacts of climate change?

The local community and their needs should be a key requirement planning should address from the start to ensure that the development supports the requirements of residents and all people who interact within our borough. Neighbourhood plans in particular are very popular in West Norfolk with a vast number of parishes in the process of creating their own neighbourhood plans in accordance with the local plan and national requirements.

Local communities and their specific visions/ wants can be a great starting point to understand how developments will support and engage with such plans, and where neighbourhood plans are not in place, how will your application help the regeneration, local distinctiveness and accessibility of the people who live and wish to live in the set area you wish to develop.

Ideas to Think About:

- **Accessible Communities:**
  - Appropriate for All;
  - Affordable;
  - Mixed;
  - Diverse;
  - Inclusive;
- **Context & Local Distinctiveness:**
  - What is the local character of the area & what makes the area unique?
- **Neighbourhood Plans?**
  - Is there an adopted plan or proposed plan in place?
  - What are the needs and wants of the specific area and community?
  - Have you spoken to the parish/neighbourhood group if a neighbourhood plan is in place?
- **Regeneration**
  - Accessible to community and mixed-use buildings?
  - Can the development help regenerate this area?
  - Sufficient infrastructure provision?
- **Safety & Security**
  - Natural Surveillance.
  - Social Inclusion & Justice.

Appendix I Neighbourhood Plan Housing Requirement

Methodology

There is no set method for setting housing requirements for designated neighbourhood areas in the NPPF or the PPG. The NPPF states that this housing requirement should reflect the overall strategy for the pattern and scale of development and any relevant allocations.

To reflect the overall strategy for the pattern and scale of development set out in the Plan it is proposed that the housing requirement for neighbourhood areas for the period (2021 – 2040) is distributed according to the overall strategy for the pattern of development in the Plan, any relevant allocations in the Plan, any extant planning permissions and a proportion of the development expected from 'windfall' over the Plan period, taking account the population of the neighbourhood area.

Therefore, the housing requirement for designated neighbourhood areas (and parished and non-parished areas that may become designated neighbourhood areas in the future), will need to consider the scale of housing expected to take place in the neighbourhood area over the Plan period. Therefore, consideration is given to the following:

- the number of dwellings from allocated sites and extant planning permissions in the submitted Plan period within each parished/non-parished area (as set out in the Housing Trajectory (April 2023)

- a proportion of development expected from 'windfall' sites over the Plan period distributed according to the spatial strategy and household numbers:

The number of dwellings from allocated sites and extant planning permissions are set out in the Housing Trajectory (April 2023).

Development from windfall sites over the Plan period has been determined to be 3,081 dwellings (Policy LP01(1)). The windfall of 3,081 dwellings is distributed amongst the tiers of the Settlement Hierarchy according to the proportion of growth expected over the Plan period from housing allocations. Table 1 below sets out the proportion of the windfalls for each Settlement Tier and the number of parished and Non-parished areas in each. It should be noted that there is a slight discrepancy between figures, due to the rounding of data through the calculations (the total rounded figure equating to 3,084).

The windfall requirement for each parished/Non-parished area is then adjusted based on the number of households they contain to ensure that the requirement is reflective of the differences in scale amongst areas in the same Tier. This is achieved by totalling the number of households in all of the areas in a Tier and then calculating the proportion of the total households that are located within each area. Finally, the area's proportion

of households is multiplied by the Tier's windfall requirement (third column in Table 1) to provide an adjusted windfall requirement.

As an example, the total number of households across the 27 parished Key Rural Service Centres, is 27,950. The windfall requirement for the entire Tier is 428 dwellings (see Table below).

Tier	Parish Name	Settlements within each Parish	Household Nos (as at April 2024)	% Total Planned Growth (5,044) within each tier	Total No of households in each tier (parish areas)	% households within each tier	% windfall figure (3,081) for each tier	TOTAL WINDFALL REQUIREMENT @ 3081	Capacity adjustment (@3081)
1	King's Lynn (un-parished)	King's Lynn; West Lynn	19,225	48.8%	19,225	100.00%	1,504	1,504	1,504
2	Downham Market	Downham Market	5,559	24.1%	8,743	63.58%	743	472	472
2	Hunstanton	Hunstanton	3,184	24.1%	8,743	36.42%	743	270	100
3	North Wootton	North Wootton	1,015	11.4%	4,868	20.85%	351	73	73
3	South Wootton	South Wootton; part of King's Lynn urban area	1,855	11.4%	4,868	38.11%	351	134	134
3	Walsoken	Walsoken	728	11.4%	4,868	14.95%	351	53	53
3	West Winch	West Winch	1,270	11.4	4,868	26.09%	431	12	12
4	Brancaster	Brancaster; Brancaster Staithe/ Burnham Deepdale	785	14.0%	27,950	2.81%	431	12	12
4	Burnham Market	Burnham Market	692	14.0%	27,950	2.48%	431	11	11
4	Castleacre	Castleacre	487	14.0%	27,950	1.74%	431	8	8
4	Clenchwarton	Clenchwarton	1,016	14.0%	27,950	3.64%	431	16	16
4	Dersingham	Dersingham	2,438	14.0%	27,950	8.72%	431	38	38
4	Docking	Docking	741	14.0%	27,950	2.65%	431	11	11
4	Emneth	Emneth	1,253	14.0%	27,950	4.48%	431	19	19
4	Feltwell	Feltwell	1,356	14.0%	27,950	4.85%	431	21	21
4	Gayton	Gayton; Gayton Thorpe	768	14.0%	27,950	2.75%	431	12	12
4	Great Massingham	Great Massingham	485	14.0%	27,950	1.74%	431	7	7
4	Grimston	Grimston; Pott Row	959	14.0%	27,950	3.43%	431	15	15
4	Heacham	Heacham	2,770	14.0%	27,950	9.91%	431	43	43
4	Hockwold	Hockwold	599	14.0%	27,950	2.14%	431	9	9
4	Marham	Marham; Upper (RAF) Marham	1,081	14.0%	27,950	3.87%	431	17	17
4	Methwold	Methwold; Brookville; Methwold Hythe	798	14.0%	27,950	2.86%	431	12	12
4	Middleton	Middleton; Blackborough End	686	14.0%	27,950	2.45%	431	11	11
4	Northwold	Northwold; Whittington	573	14.0%	27,950	2.05%	431	9	9
4	Outwell	Outwell	1,055	14.0%	27,950	3.77	431	16	16
4	Snettisham	Snettisham	1,620	14.0%	27,950	5.80%	431	25	25
4	Stoke Ferry	Stoke Ferry	540	14.0%	27,950	1.93%	431	8	8
4	Terrington St Clement	Terrington St Clement; Hay Green	1,969	14.0%	27,950	7.04%	431	30	30
4	Terrington St John	Tilney St Lawrence; Tilney cum Islington; Tilney Fen End	408	14.0%	27,950	1.46	431	6	6
4	Tilney St Lawrence	Tilney St Lawrence; Tilney cum Islington; Tilney Fen End	744	14.0%	27,950	2.66%	431	11	11

Tier	Parish Name	Settlements within each Parish	Household Nos (as at April 2024)	% Total Planned Growth (5,044) within each tier	Total No of households in each tier (parish areas)	% households within each tier	% windfall figure (3,081) for each tier	TOTAL WINDFALL REQUIREMENT @ 3081	Capacity adjustment (@3081)
4	Upwell	Upwell; Lakes End; Three Holes	1,335	14.0%	27,950	4.78%	431	21	21
4	Walpole	Walpole St Peter; Walpole St Andrew; Walpole Marsh	820	14.0%	27,950	2.93%	431	13	13
4	Watlington	Watlington	1,164	14.0%	27,950	4.16%	431	18	18
4	West Walton	West Walton; Walton Highway	808	14.0%	27,950	2.89%	431	12	12
5	Bircham	Great Bircham; Bircham Tofts	260	1.6%	11,100	2.34%	49	1	1
5	Castle Rising	Castle Rising; part of King's Lynn urban area	112	1.6%	11,100	1.01%	49	0	0
5	Denver	Denver	432	1.6%	11,100	3.89%	49	2	2
5	East Rudham	East Rudham	298	1.6%	11,100	2.68%	49	1	1
5	East Winch	East Winch	390	1.6%	11,100	3.51%	49	2	2
5	Fincham	Fincham	253	1.6%	11,100	2.28%	49	1	1
5	Fincham with Appleton	Fincham with Appleton	98	1.6%	11,100	0.88%	49	0	0
5	Harpley	Harpley	176	1.6%	11,100	1.59%	49	1	1
5	Hilgay	Hilgay; Ten Mile Bank	629	1.6%	11,100	5.67%	49	3	3
5	Hillington	Hillington	149	1.6%	11,100	1.34%	49	1	1
5	Ingoldisthorpe	Ingoldisthorp e	422	1.6%	11,100	3.80%	49	2	2
5	Marshland St James	Marshland St James	621	1.6%	11,100	5.59%	49	3	3
5	North Creake	North Creake	224	1.6%	11,100	2.02%	49	1	1
5	Old Hunstanton	Old Hunstanton	355	1.6%	11,100	3.20%	49	2	2
5	Pentney	Pentney	310	1.6%	11,100	2.79%	49	1	1
5	Runcton Holme	Runcton Holme	307	1.6%	11,100	2.77%	49	1	1
5	Sandringham	West Newton	215	1.6%	11,100	1.94%	49	1	1
5	Sedgeford	Sedgeford	315	1.6%	11,100	2.67%	49	1	1
5	Shouldham	Shouldham	296	1.6%	11,100	2.67%	49	1	1
5	South Creake	South Creake	349	1.6%	11,100	3.14%	49	2	2
5	Southery	Southery	627	1.6%	11,100	5.65%	49	3	3
5	Stanhoe	Stanhoe	141	1.6%	11,100	1.27%	49	1	1
5	Stow Bardolph	Stow Bridge; Barroway Drove	578	1.6%	11,100	5.21%	49	3	3
5	Syderstone	Syderstone	279	1.6%	11,100	2.51%	49	1	1
5	Thornham	Thornham	380	1.6%	11,100	3.42%	49	2	2
5	Tilney All Saints	Tilney All Saints; Tilney High End	268	1.6%	11,100	2.41%	49	1	1
5	Tottenhill	Tottenhill	105	1.6%	11,100	0.95%	49	0	0
5	Walpole Highway	Walpole Highway	349	1.6%	11,100	3.14%	49	2	2
5	Welney	Welney	270	1.6%	11,100	2.43%	49	1	1
5	Wereham	Wereham	329	1.6%	11,100	2.96%	49	1	1
5	Wiggenhall St Germans	Wiggenhall St Germans; Wiggenhall St Mary the Virgin	626	1.6%	11,100	5.64%	49	3	3
5	Wiggenhall St Mary Magdalen	Wiggenhall St Mary Magdalen	329	1.6%	11,100	2.69%	49	1	1
5	Wimbotsham	Wimbotsham; part of Downham Market urban area	331	1.6%	11,100	2.98%	49	1	1
5	Wormegay	Wormegay	174	1.6%	11,100	1.57%	49	1	1
6	Barton Bendish	Barton Bendish	103	0.0%	3,427	3.01%	49	0	0

Tier	Parish Name	Settlements within each Parish	Household Nos (as at April 2024)	% Total Planned Growth (5,044) within each tier	Total No of households in each tier (parish areas)	% households within each tier	% windfall figure (3,081) for each tier	TOTAL WINDFALL REQUIREMENT @ 3081	Capacity adjustment (@3081)
6	Bawsey	Bawsey	123	0.0%	3,427	3.59%	49	0	0
6	Boughton	Boughton	114	0.0%	3,427	3.33%	0	0	0
6	Burnham Norton	Burnham Norton	69	0.0%	3,427	2.01%	0	0	0
6	Burnham Overy	Burnham Overy Staithe; Burnham Overy Town	243	0.0%	3,427	7.09%	0	0	0
6	Burnham Thorpe	Burnham Thorpe	102	0.0%	3,427	2.98%	0	0	0
6	Congham	Congham; part of Grimston	121	0.0%	3,427	3.53%	0	0	0
6	Crimplesham	Crimplesham	122	0.0%	3,427	3.56%	0	0	0
6	Downham West	Salters Lode; part of Downham Market urban area	142	0.0%	3,427	4.14%	0	0	0
6	Holme -next - Sea	Holme -next - Sea	222	0.0%	3,427	6.48%	0	0	0
6	Leziate	Leziate; Ashwicken	267	0.0%	3,427	7.79%	0	0	0
6	Nordelph	Nordelph	205	0.0%	3,427	5.98%	0	0	0
6	North Runcton	North Runcton; part of King's Lynn urban area	265	0.0%	3,427	7.73%	0	0	0
6	Ringstead	Ringstead	190	0.0%	3,427	5.54%	0	0	0
6	Royston	Royston	154	0.0%	3,427	4.49%	0	0	0
6	Shouldham Thorpe	Shouldham Thorpe	74	0.0%	3,427	2.16%	0	0	0
6	Titchwell	Titchwell	62	0.0%	3,427	1.81%	0	0	0
6	Walpole Cross Keys	Walpole Cross Keys	243	0.0%	3,427	7.09%	0	0	0
6	West Dereham	West Dereham	202	0.0%	3,427	5.89%	0	0	0
6	West Rudham	West Rudham	120	0.0%	3,427	3.50%	0	0	0
6	Westacre	Westacre	97	0.0%	3,427	2.83%	0	0	0
6	Wretton	Wretton	187	0.0%	3,427	5.46%	0	0	0
C	Amner	Countryside	31	0.0%	410	7.56%	0	0	0
C	Bagthorpe (with Barmer)	Countryside	30	0.0%	410	7.32%	0	0	0
C	Barwick	Countryside	24	0.0%	410	5.85%	0	0	0
C	Choseley	Countryside	13	0.0%	410	3.17%	0	0	0
C	East Walton	Countryside	38	0.0%	410	9.27%	0	0	0
C	Fordham	Countryside	32	0.0%	410	7.80%	0	0	0
C	Fring	Countryside	44	0.0%	410	10.73%	0	0	0
C	Houghton	Countryside	41	0.0%	410	10.00%	0	0	0
C	Little Massingham	Countryside	50	0.0%	410	12.20%	0	0	0
C	Ryston	Countryside; Bexwell (part of Downham Market urban area)	49	0.0%	410	11.95%	0	0	0
C	Shermborne	Countryside	27	0.0%	410	6.59%	0	0	0
C	Stradsett		31	0.0%	410	7.56%	0	0	0
TOTAL			**75,620**	**-**	**-**	**-**	**3,077**	**-**	**2,907**

Capacity Sense Check

The right-hand column in the table above provides a "capacity sense check". It is noted that some settlements in tiers 2 and 3 are restricted in terms of available land for development. This chieck has found that Hunstanton has greatly limited capacity to accommodate the required level of growth, such that the requirement has been reduced, from 279 to 100.

Case studies: Heacham and Watlington

Heacham and Watlington are Parished areas in which the main settlement in the Parish is classified as Key Rural Service Centre.

The Parish of Heacham contains 2,770 households, which is 9.91% of the total number of households in the Tier. The Parish of Watlington contains 1,164 households, which is 4.16% of total number of households in the Tier. Heacham is, therefore, just over twice the size of Watlington, in terms of household numbers.

When making the adjustment, the Tier requirement is multiplied by the proportion of households in the Area:

- For Heacham, this is 431 dwellings multiplied by 9.91% which produces a windfall requirement of 43 dwellings.
- For Watlington, this is 431 dwellings multiplied by 4.16% which produces a windfall requirement of 18 dwellings.

The adjusted windfall requirement for Heacham is just over two and a half times larger than the adjusted requirement for Watlington to reflect the disparity in scale identified in paragraph 10 (above).

Example Calculation of Housing Requirement

As stated in the Planning Practice Guidance (see paragraph 4) Neighbourhood Planning Bodies do not have to make specific provision for housing or seek to allocate sites to accommodate the requirement recognising that strategic policies in a local plan may already do this.

In practice, a neighbourhood plan would not need to allocate a site that has already been allocated in a Local Plan, nor would they need to allocate sites where planning permission has already been granted as the principle of development has been established.

Therefore, where a neighbourhood planning body seeks to plan for housing growth, the Housing Requirement will be the expected housing growth in the neighbourhood area over the Plan period less the number of dwellings from allocations (delivered through the strategic policies in the submitted Plan) and extant planning permissions.

In the example for Heacham, the expected housing growth for the neighbourhood area over the Plan period is 204 dwellings, 12 of which are completions (2021-24), 133 of

which are from allocated sites (delivered through strategic policies in the submitted Plan), 16 dwellings from extant planning permissions and 43 dwellings from windfall. The Housing Requirement for Heacham would be 43 dwellings:

- 204 minus 12 minus 16 minus 133 = 43 dwellings

Sedgeford and Upwell Neighbourhood Plans already allocate land, for 25 and 46 dwellings respectively. In these cases, there is more than sufficient land to meet the windfall figure/ Neighbourhood Plan requirement for each. Therefore, there is no need to allocate further land through a future review of either of these plans.

It is recognised that there may be constraints in a neighbourhood area that would mean that meeting the Housing Requirement would not be achievable (e.g. Hunstanton). Where this is the case, it is expected that this is explained in the Neighbourhood Plan.

The Table below sets out the Housing Requirement for each of the Designated Neighbourhood Areas.

	(a)	(b)	(c)	-	(d)	(e)	(f)	-
Designated Neighbourhood Area (Parish) - As at April 2024	**Comple-tions (2021-24)**	**Commitments (1 April 2024)**	**Local Plan allocation s**	**% households in each tier**	**Tier windfall require-ment**	**Total expected growth over the Plan Period (Total a to d)**	**Neighbou r-hood Plan allocation s**	**Housing requirement (e (minus a - b - c - f))**
Brancaster	13	26	0	2.81%	12	51	0	12
Burnham Market	26	28	0	2.48%	22	65	0	11
Burnham Overy	2	0	0	7.09%	0	2	0	0
Castle Acre	16	5	0	1.74%	8	29	4	4
Congham	0	0	0	3.53%	8	0	0	0
Dersingham	5	4	20	8.72%	38	67	0	38
Docking	102	47	0	2.65%	11	160	0	11
Downham Market	31	89	596	63.58%	472	1,189	0	473
Gayton	54	47	37	2.75%	12	150	0	12
Great Massingham	2	1	16	1.74%	7	26	0	7
Grimston	27	27	0	3.43%	15	69	0	15
Heacham	12	16	133	9.91%	43	204	0	43
Holme Next the Sea	0	6	0	6.48%	0	6	0	0
Hunstanton	184	202	122	36.42%	100	608	0	100
Ingoldisthorpe	26	6	0	3.80%	2	34	0	2
Marshland St James	29	23	6	5.59%	3	61	0	3
North Runcton	1	2	0	7.73%	0	3	0	0
Old Hunstanton	2	2	0	3.20%	2	6	0	2
Outwell	17	45	90	3.77%	16	168	0	16
North Wootton	3	8	0	20.85%	73	84	0	73
Pentney	9	12	0	2.79%	1	22	0	1
Ringstead	0	13	0	5.54%	0	13	0	0
Roydon	0	3	0	4.49%	0	3	0	0
Sedgeford	5	11	11	2.84%	1	28	25	**-24**
Shouldham	2	11	0	2.67%	1	14	0	1
Snettisham	29	86	0	5.80%	25	140	0	25
South Wootton	48	18	538	38.11%	134	738	0	134
Stoke Ferry	1	117	52	1.93%	8	178	0	8
Syderstone	6	2	0	2.51%	1	9	0	1
Terrington St John	15	48	40	1.46%	6	109	0	6
Thornham	20	11	0	3.42%	2	33	0	2
Tilney All Saints	0	2	0	2.41%	1	3	0	1

Designated Neighbourhood Area (Parish) - As at April 2024	(a) Comple-tions (2021-24)	(b) Commitments (1 April 2024)	(c) Local Plan allocations	- % households in each tier	(d) Tier windfall require-ment	(e) Total expected growth over the Plan Period (Total a to d)	(f) Neighbour-hood Plan allocations	- Housing requirement (e (minus a - b - c - f))
Tilney St Lawrence	10	17	0	13.90%	11	38	0	11
Upwell	22	30	0	4.78%	21	73	46	**-25**
Walpole	17	18	6	2.93%	13	54	0	13
Walpole Cross Keys	9	20	0	7.09%	0	29	0	0
Watlington	3	24	40	4.16%	18	85	0	18
West Dereham	1	2	0	5.89%	0	3	0	0
West Winch	8	10	0	26.09%	92	110	0	92

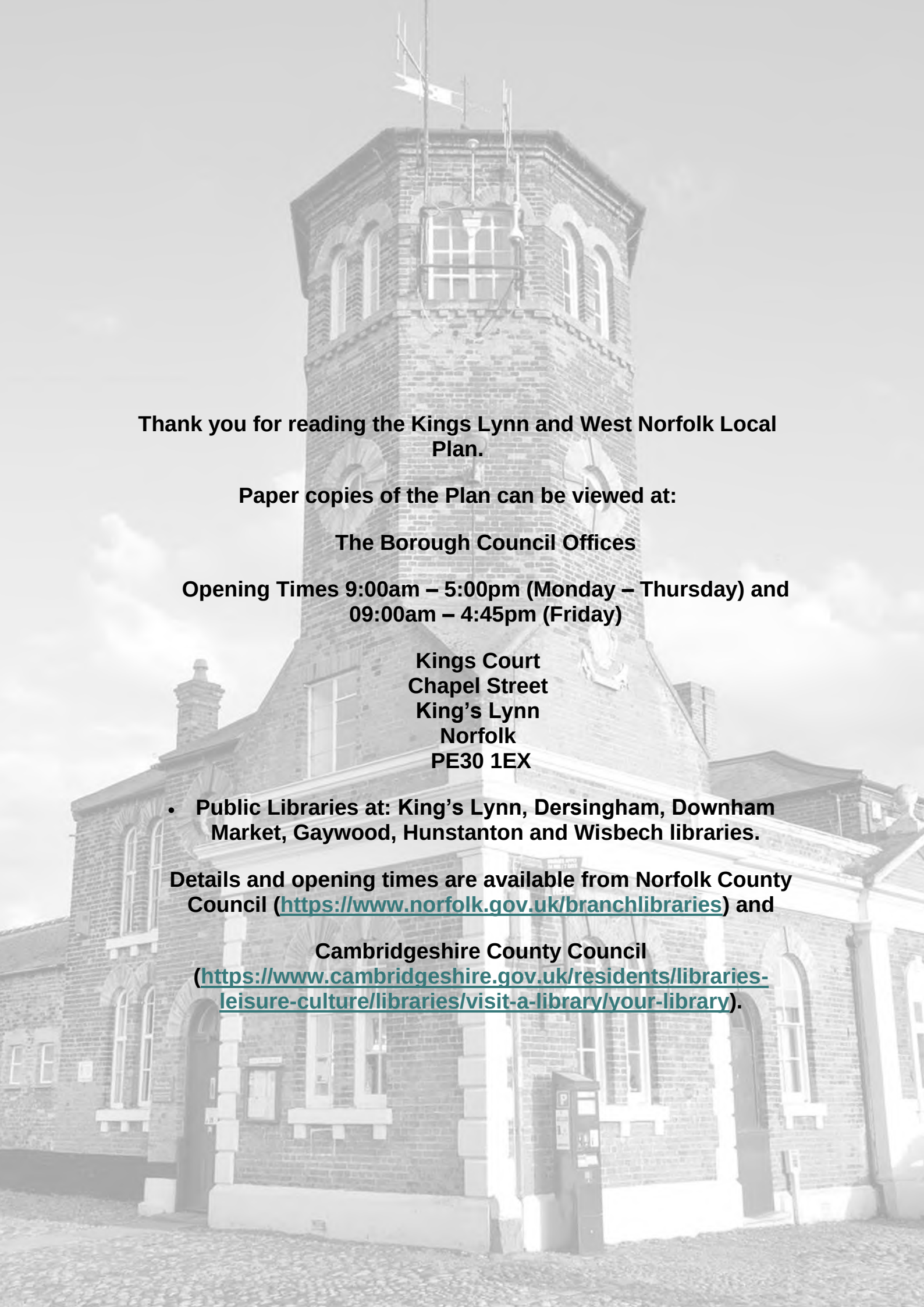
Parishes which are Not Designated Neighbourhood Areas

In accordance with Paragraph 68 of the NPPF (see paragraph 3), where it is not possible to provide a requirement figure (because a neighbourhood area is designated at a late stage in the strategic policy-making process, or after strategic policies have been adopted), the Council will provide an indicative housing requirement figure if requested to do so by the neighbourhood planning body.

The Planning Practice Guidance for Neighbourhood Planning states:

"Where an indicative housing requirement figure is requested by a neighbourhood planning body, the local planning authority can follow a similar process to that for providing a housing requirement figure. They can use the authority's local housing need as a starting point, taking into consideration relevant policies such as an existing or emerging spatial strategy, alongside the characteristics of the neighbourhood plan area."

The indicative housing requirement will be based on the same methodology as set out for Designated Neighbourhood Areas using the most up to date Housing Land Supply and evidence of local housing need available at the time of the request.



Thank you for reading the Kings Lynn and West Norfolk Local Plan.

Paper copies of the Plan can be viewed at:

The Borough Council Offices

Opening Times 9:00am – 5:00pm (Monday – Thursday) and 09:00am – 4:45pm (Friday)

Kings Court
Chapel Street
King's Lynn
Norfolk
PE30 1EX

- **Public Libraries at: King's Lynn, Dersingham, Downham Market, Gaywood, Hunstanton and Wisbech libraries.**

Details and opening times are available from Norfolk County Council (https://www.norfolk.gov.uk/branchlibraries) and

Cambridgeshire County Council (https://www.cambridgeshire.gov.uk/residents/libraries-leisure-culture/libraries/visit-a-library/your-library).