

**Applications Referred to Committee for Determination:
Borough Council of King's Lynn and West Norfolk:
Y/2/2016/2001: King's Lynn Fire Station, Kilhams Way,
King's Lynn, Norfolk, PE30 2HY:
Provision of additional car parking for non-operational
staff and visitors to site:
Norfolk Fire & Rescue Service**

Report by the Executive Director of Community and Environmental Services

Summary

The proposal seeks to utilise an area of grassland located off Jeffrey Close, King's Lynn to provide 29no. parking spaces for non-operational staff and visitors to the King's Lynn Fire Station.

No objections have been received from statutory consultees. 1 letter of objection has been received raising concerns regarding land ownership, maintenance and tree issues and whether the County Council will re-instate the grass cutting service. This is addressed in the main body of the report.

Operated during normal working hours, the proposal would not compromise the operational or training function of the NFRS site. The proposal complies with the requirements of the King's Lynn & West Norfolk Borough Council Core Strategy; the emerging Site Allocations and Development Management Policies document, the National Planning Policy Framework (2012) and; DCLG Planning Practice Guidance (2014).

Norfolk Fire And Rescue sits within the Community and Environmental Services Department, therefore in accordance with the Council's Scheme of Delegation, the planning application is presented to the Planning (Regulatory) Committee for determination.

Recommendation

It is recommended that the Executive Director of Community and Environmental Services be authorised to:

- (i) Grant planning permission subject to the conditions outlined in section 12.
- (ii) Discharge conditions (in discussion with the Chairman and Vice Chairman of the committee) where those detailed above require the submission and implementation of a scheme, or further details, either before development commences, or within a specified date of planning permission being granted.
- (iii) Delegate powers to officers (in discussion with the Chairman and Vice Chairman of the committee) to deal with any non-material amendments to the application that may be submitted.

1. The Proposal

- 1.1 Type of development : This application seeks to utilise an existing piece of grassland located to the western boundary of the fire station site for the provision of 29no parking spaces, including 2no disabled spaces.
- 1.2 Duration : Full planning permission is sought for this development.
- 1.3 Hours of operation : Access to the car park will be required all the time. Vehicles would be permitted to park between normal working hours.
- 1.4 Access : Access to the site would be off Jeffrey Close, which is off Kilhams Way.

2. Constraints

- 2.1 The site is located outside, but on the edge of the settlement boundary for King's Lynn on the proposals map. According to the Environment Agency map, the site lies within flood zone 3.

3. Planning History

- 3.1 Y/2/2015/2004 - Refurbishment of existing Manned Fire Station including replacement windows, doors, new canopy to workshop, conversion of former BA Chamber into training suite, new external lighting, replacement boundary fencing, various internal alterations and associated works – Permitted 27.7.2015
- 3.2 Y/2/2013/2019 - Change of use of existing workshops to vehicle servicing facility & insertion of new window – Permitted 10.3.2014
- 3.3 Y/2/2011/2029 - Installation of 120 Photovoltaic panels on the roof of the fire station building – Permitted 9.2.2012
- 3.4 Y/2/2008/2043 - Creation of vehicle parking spaces – Approved 14.4.2009
- 3.5 Y/2/2008/2001 - Re-configuration of car park area, including new disabled parking spaces – Withdrawn 3.3.2009
- 3.6 2/2000/1293 - Replacement drill tower. Provision of access link from front of station to rear drill yard for returning fire appliances – Permitted 6.10.2000

4. Planning Policy

- 4.1 King's Lynn & West Norfolk Borough Council LDF – Core Strategy (2011) : CS01 Spatial Strategy
: CS02 The Settlement Hierarchy
: CS03 King's Lynn area
: CS08 Sustainable Development
: CS11 Transport
: CS12 Environmental Assets
- 4.2 King's Lynn and West Norfolk Site Allocations and Development : DM1 Presumption in Favour of Sustainable Development
: DM2 Development Boundaries

4.3	Management Policies Pre	:	DM15	Environment, Design and Amenity
	Submission Document	:	DM17	Parking Provision in New Development
	(2015)	:	DM21	Sites in Area of Flood Risk
	The National Planning	:		Achieving Sustainable Development
	Policy Framework (2012)	:	1	Building a strong, competitive economy
		:	4	Promoting sustainable transport
		:	7	Requiring good design
		:	10	Meeting the challenge of climate change, flooding and coastal change
		:	11	Conserving and enhancing the natural environment

5. Consultations

5.1	Borough Council of King's Lynn & West Norfolk (Planning)	:	No objection to the application.	
5.2	Borough Council of King's Lynn & West Norfolk – Environmental Health (Community Safety & Neighbourhood Nuisance)	:	The community safety and neighbourhood nuisance team have no comment to make relating to the application.	
5.3	Borough Council of King's Lynn & West Norfolk – Environmental Health (Environmental Quality)	:	No comments to make regarding contaminated land or air quality issues.	
5.4	King's Lynn Drainage Board	:	No objections. However, it must be ensured the soakaway is suitably sized to deal with surface water.	
5.5	Highway Authority (NCC)	:	No objection to the application.	
5.6	Lead Local Flood Authority (NCC)	:	Standard advice provided.	
5.7	Environment Agency	:	No objections on flood risk grounds.	
5.8	Local residents	:	One letter of objection has been received from a local resident who lives on Jeffrey Close. The issues are addressed in the main body of the report.	
5.9	County Councillor (Mr David Collis)	:	No comments received at the time of writing this report.	

6. Assessment

6.1 Proposal

6.2 Planning permission is sought to provide 29no parking spaces on an area of unused grassland to the western boundary of the King's Lynn Fire Station – a full-time retained fire station. Parking would be for non-operational staff and visitors to the fire station and would not be open to the general public. The term non-operational, describes staff and visitors to the site who are not on emergency call out. Fire appliances and other vehicles attending emergency call outs are

described as operational vehicles.

- 6.3 The intention is to provide a designated parking area, with formally marked spaces to improve the current parking provision by allowing non-operational staff and visitors to park away from the drill area. This will also relieve pressure on the existing drill yard and enable the fire service to use the existing space for their practice drills and training.
- 6.4 The proposed car parking area will not be used by fire appliances and vehicles on emergency call out as the existing access from the drill yard to Kilham's Way will be retained for this purpose.
- 6.5 Hours of operation would be between normal working hours, although access to the car park would be required at all times.
- 6.6 **Site**
- 6.7 The application site is an unused piece of grassland located adjacent the King's Lynn fire station. The wider fire station site consists of a two-storey red brick built building containing a retained fire station, with an existing tarmac parking area located around the main building and on the drill area. To the south-western area of the site is a red brick work shop block.
- 6.8 Open fields defines the northern boundary of the site, with residential properties and an existing school situated opposite to the south and the existing fire station site to the east.
- 6.9 The existing hammerhead on Jeffrey Close would provide the access and egress to the parking area the subject of this planning application. The main fire station building would be accessed off Edward Benefer Way as existing.
- 6.10 **Principle of development**
- 6.11 A basic principle when assessing planning applications is outlined in Section 38(6) of the Town and Country Planning Compulsory Purchase Act 2004 which states:
"if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise".
- 6.12 In terms of the development plan, the County Planning Authority considers the relevant documents in relation to this application is the King's Lynn & West Norfolk Borough Council LDF Core Strategy (2011). Whilst not part of the development plan, policies within the National Planning Policy Framework (NPPF) (2012) is also a further material consideration of significant weight.
- 6.13 King's Lynn and West Norfolk Borough Council has prepared a Site Allocations and Development Management Policies document (SA&DMPD). Once complete and adopted this will sit alongside the existing adopted Core Strategy to form the Local Plan, to guide development in the Borough for the period up to 2026. The hearing sessions for the document have taken place and in light of a query by the Inspector the Borough Council have prepared a schedule of additional main modifications, for which the consultation period ended on 22 June 2016. Given the latter stage of the examination, the document is a material consideration and the policies afforded great weight.

- 6.14 Policy CS02 of the King's Lynn and West Norfolk Borough Council LDF – Core Strategy (KL&WNBC CS) sets out the settlement hierarchy for the Borough and identifies Kings Lynn (including West Lynn and Gaywood) as a sub-regional centre, which provides a significant neighbourhood level of function within Kings Lynn.
- 6.15 The proposed development would improve the operation of the established retained fire station, within an identified sub-regional centre, where development is encouraged to meet local needs and those of the surrounding area, which is considered sufficient to secure compliance with the aforementioned planning policies. The development is therefore considered acceptable in principle.
- 6.16 **Amenity (noise, dust, light pollution etc)**
- 6.17 The locality contains the existing fire station to the east (of the application site), residential properties opposite to the south and open fields to the north/west. Overall, the character remains predominately residential and agricultural surrounding the site. The nearest dwellings are those in Jeffrey Close, in particular no. 2. The front boundary of that dwelling is approximately 10m from the front boundary of the application site, although occupants of no's 3 and 4 will have views of the site from the front of their properties, due to the limited boundary treatment to the front.
- 6.18 Whilst the parking area would be visible from Jeffrey Close, as the proposal is for limited day time parking, it is considered that on balance the impact upon the amenity of the occupiers of the dwellings would be neutral. The Borough of King's Lynn & West Norfolk Council's Community Safety and Neighbourhood Nuisance Team and the Environmental Quality Team were consulted on the application and do not make any comments regarding noise, contaminated land or air quality. It is therefore considered that the proposal would not have a significantly adverse impact on the occupiers of neighbouring property, in accordance with Policies CS08 of the KL&WNBC CS, DM15 of the emerging SA&DMPD and Section 11 of the NPPF, relating to amenity on existing and future residents, by virtue of factors such as noise, odour, air quality, light pollution and land contamination.
- 6.19 **Design**
- 6.20 Policies CS08 of the KL&WNBC CS, DM15 of the emerging SA&DMPD and Section 7 of the NPPF all encourage development to be of good design and relate well in terms of design, scale, height, massing and materials to its surroundings.
- 6.21 Currently the area the subject of this application is grassed and unused. Submitted details show an asphalt surface car park area with formally marked accessible parking spaces, edging kerb and drainage channel down the middle. The primary function of the overall site remains as a fire station with the parking area in operation during normal working hours.
- 6.22 The level of parking would be of low density and not open to general members of the public for use. It would therefore be reasonable to expect NFRS be able to manage the parking on site.
- 6.23 Of a standard design and materials for such a development, the proposal is considered acceptable and in accordance with the aforementioned national and local design policies.

6.24 **Trees/Landscape**

- 6.25 Policy CS12 of the KL&WNBC CS seeks to protect and enhance the landscape character.
- 6.26 There are existing trees (a Field Maple and a Common Oak) and a bush (Snowberry Bush) within the application site and consequently the application is accompanied by a Tree Survey Plan and Tree Schedule. To facilitate the proposed development, the loss of the Field Maple and the Snowberry bush is required.
- 6.27 The Council's Natural Environment Team has reviewed the submitted application and do not raise an objection to proposal, subject to the imposition of conditions relating to the approval of an Arboricultural Method Statement setting out the methodology for the implementation of the development and how damage to the tree to remain will be avoided; and details of boundary treatments to help soften the development. The proposed development is therefore considered in accordance with Policy CS12 of the KL&WNBC CS relating to trees/landscape.

6.28 **Transport**

- 6.29 Policies CS11 of the KL&WNBC CS and DM17 of the emerging SA&DMPD relate to parking provision in new developments, providing safe and convenient access for modes of transport and promoting sustainable modes of transport for a particular location.
- 6.30 Access and egress onto the site is via the existing hammerhead on Jeffrey Close. Internally, a 6m wide access is provided with 29no. parking spaces (including 2no. disabled spaces) and manoeuvring space.
- 6.31 The Highway Authority have reviewed this application submission and in their consultation response do not raise a highway objection. This dedicated parking provision will ensure there is sufficient space on site to accommodate the parking demand and to ensure the fire services operation (drill area) are not compromised.
- 6.32 It is considered that the proposed development is acceptable in highway terms and unlikely to have a material impact on the highway network and provide a safe access/egress, in accordance with the relevant planning policies relating to highways.

6.33 **Flood Risk**

- 6.34 The application site lies within flood zone 3 (an area defined as having a high probability of flooding) on the Environment Agency flood maps, therefore policies CS08 of the KL&WNBC CS, DM21 of the emerging SA&DMPD and Section 10 of the NPPF and the Planning Practice Guidance (PPG) apply. The overall thrust of the policies is to reduce flood risk and avoid permitting development in areas at the highest risk of flooding.
- 6.35 The application is accompanied by a Flood Risk Assessment, together with a Flood Evacuation Plan. The applicant confirms that this particular fire station falls within the 'Less Vulnerable' classification defined within the PPG Flood Risk Vulnerability Classification table. On this basis the proposal is considered acceptable in terms of development within flood zone 3, as set out in the Flood Risk Vulnerability and Flood Zone Compatibility table in the PPG.
- 6.36 Given the nature and scale of development, the Environment Agency do not raise

an objection on flood risk grounds. It is recommended the applicant (NFRS) sign up to the Environment Agency's free flood warning service. Should planning permission be granted this will be imposed as an informative on the decision notice.

- 6.37 Given the above, it is therefore considered that the proposal would not cause any adverse effects in terms of flood risk, and the proposal complies Policy CS08 of the KL&WNBC CS, DM21 of the emerging SA&DMPD, the NPPF and the PPG.

6.38 **Surface Water / Ground Water**

- 6.39 As previously mentioned, Policies CS12 of the KL&WNBC, DM21 of the emerging SA&DMPD, the NPPF and the PPG relate to flood risk including areas which are vulnerable to surface water flooding.

- 6.40 With regard to surface water, the submitted application form states this will be disposed of by soakaway. The design of the car park incorporates a new drainage channel down the middle of the car park to enable rain water to drain. This will then lead to a new surface water soakaway to be constructed using plastic crates to be located within the adjoining grass area. An interceptor will be installed in the system to prevent contaminants entering the water course.

- 6.41 The King's Lynn Drainage Board has reviewed the application submission and do not raise an objection to the use of soakaway for surface water disposal, providing it is suitably sized to take account of the local water table and infiltration rates. This is to be dealt with by the imposition of an appropriately worded condition should planning permission be granted. In addition, the Borough of King's Lynn & West Norfolk Council's Environmental Quality Team do not make any comments regarding contaminated land.

- 6.42 There are no particular concerns with the surface water arrangements. It is therefore considered that the proposed development would not cause any adverse effects in terms of groundwater pollution or surface water management, in accordance with Policies CS12 of the KL&WNBC, DM21 of the emerging SA&DMPD, the NPPF and the PPG.

6.43 **Sustainability**

- 6.44 Policies CS08 of the KL&WNBC CS, DM1 of the emerging SA&DMPD and the NPPF promote sustainable development and minimisation of resource and energy consumption.

- 6.45 Given the nature of the proposed development as a car park, the sustainability elements are somewhat limited. However, this proposal would allow the use of an unused area of grassland during normal working hours to provide the NFRS with additional parking provision, freeing up the use of the existing drill yard.

- 6.46 Sustainability credentials for the proposed development, when taking into account the nature of the development, the constraints of the site and benefits of the proposal, are on balance, considered acceptable.

6.47 **Biodiversity and geodiversity**

- 6.48 Policy CS12 of the KL&WNBC CS requires development to avoid, mitigate, or compensate for any adverse impacts on biodiversity.

- 6.49 The application site consists of an area of grassland, therefore a Protected Species Survey accompanies the application. The Report concludes that an assessment of the site found little potential for the proposed development to negatively impact on protected species and other wildlife. No features were observed that could be used by roosting bats, therefore no further surveys for bats are required. Should any trees be removed to facilitate the development, it is suggested the removal is undertaken outside the bird nesting season.
- 6.50 The Council's Ecologist has reviewed the application submission and considers that the proposed development is not likely to have any adverse effect on ecology. It is therefore considered that the proposal is in accordance with Policy CS12 of the KL&WNBC CS.
- 6.51 Appropriate Assessment
The site is situated within 10 kilometres of the Wash & North Norfolk Coast Special Area of Conservation (SAC) and Roydon Common & Dersingham Bog SAC, The Wash Special Protection Area (SPA) and, The Wash RAMSAR, Roydon Common RAMSAR and Dersingham Bog RAMSAR, which are European protected habitat. The application has been assessed in accordance with Regulation 61 of the Conservation of Habitats and Species Regulations 2010 and based on the information submitted to the County Planning Authority (CPA) it is considered that the development does not have a significant impact on the integrity of any protected habitat. Accordingly, there is no requirement for the CPA to undertake an Appropriate Assessment of the development.
- 6.52 **The Community Infrastructure Levy**
- 6.53 The local authority where the site is located does not have an adopted CIL charging regime.
- 6.54 **Responses to the representations received**
- 6.55 The application was advertised by means of neighbour notification letters and site notices.
- 6.56 Neighbour notification letter expiry date: 2 March 2016
Site notice expiry date: 5 March 2016
- 6.57 One letter of objection has been received from a local resident of Jeffrey Close. Issues raised, are as follows:
- The access via Jeffrey Close is owned jointly by NCC and 7 residents each holding a 7% share, (49% collectively) of the road
 - Can an action plan for the trees be made public
 - Will there be any lighting installed
 - Are NCC prepared to re-instate the grass cutting which the close has enjoyed until last year when it was cut once in the growing season
- 6.58 In response, the applicant (NFRS) makes the following comments:
- *Confirmation has been received from nplaw that NCC own 100% of the road. However, the residents are responsible for 49% of the maintenance of the road*
 - *It is proposed to remove the trees labelled on the Tree Schedule included in the application submission*

- *No lighting is proposed for the carpark*
- *At this stage there is no plans to cut the remainder of the grass area*

7. Resource Implications

- 7.1 **Finance:** The development has no financial implications from the Planning Regulatory perspective.
- 7.2 **Staff:** The development has no staffing implications from the Planning Regulatory perspective.
- 7.3 **Property:** The development has no property implication from the Planning Regulatory perspective.
- 7.4 **IT:** The development has no IT implications from the Planning Regulatory perspective.

8. Other Implications

8.1 Human rights

- 8.2 The requirements of the Human Rights Act 1998 must be considered. Should permission not be granted Human Rights are not likely to apply on behalf of the applicant.
- 8.3 The human rights of the adjoining residents are engaged under Article 8, the right to respect for private and family life and Article 1 of the First Protocol, the right of enjoyment of property. A grant of planning permission may infringe those rights but they are qualified rights, that is that they can be balanced against the economic interests of the community as a whole and the human rights of other individuals. In making that balance it may also be taken into account that the amenity of local residents could be adequately safeguarded by conditions albeit with the exception of visual amenity. However, in this instance it is not considered that the human rights of adjoining residents would be infringed.
- 8.4 The human rights of the owners of the application site may be engaged under the First Protocol Article 1, that is the right to make use of their land. An approval of planning permission may infringe that right but the right is a qualified right and may be balanced against the need to protect the environment and the amenity of adjoining residents.

8.5 Equality Impact Assessment (EqIA)

- 8.6 The Council's planning functions are subject to equality impact assessments, including the process for identifying issues such as building accessibility. None have been identified in this case.
- 8.7 **Legal Implications:** There are no legal implications from the Planning Regulatory perspective.
- 8.8 **Communications:** There are no communication issues from a planning perspective.
- 8.9 **Health and Safety Implications:** There are no health and safety implications from a planning perspective.
- 8.10 **Any other implications:** Officers have considered all the implications which members should be aware of. Apart from those listed in the report (above), there

are no other implications to take into account.

9. Section 17 – Crime and Disorder Act

- 9.1 It is not considered that the implementation of the proposal would generate any issues of crime and disorder, and there have been no such matters raised during the consideration of the application.

10. Risk Implications/Assessment

- 10.1 There are no risk issues from a planning perspective.

11. Conclusion and Reasons for Grant of Planning Permission

- 11.1 The provision of 29no. parking spaces on an area of unused grassland would improve the current parking provision within the fire station site by allowing non-operational staff and visitors to park away from the drill area. By having a dedicated parking area, it will relieve pressure on the existing drill yard and enable the fire service to use the existing space for their practice drills and training.
- 11.2 Subject to the implementation of appropriate conditions, it is considered that the proposal would not create any adverse impacts and is in accordance with the development plan policies identified and national policy. There are no material considerations that indicate that the application should be refused.

12. Conditions

- 12.1 The development hereby permitted shall commence within three years of the date of this permission.
- Reason: To comply with Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 12.2 The development must be carried out in strict accordance with the application form, plans and documents detailed below:
- a) Location plan; 01-06-15-3-1081 L01; dated Feb 16
 - b) Flood Evacuation Plan (v1) prepared by NPS Group; unreferenced; dated February 2016
 - c) Protected Species Survey prepared by Wild Frontier Ecology; unreferenced; dated September 2015
 - d) Design and Access Statement prepared by NPS Group; 01-06-15-3-1081; dated February 2016
 - e) Block Plan & Roof Plan; 01-06-15-3-1081 B01; dated Feb 16
 - f) Existing Site Plan; 01-06-15-3-1081 S01; dated Feb 16
 - g) Flood Risk assessment prepared by NPS Group; 01-06-15-3-1081; undated; received 3 March 2016
 - h) Parking Provision Assessment prepared by NPS Group; 01-06-15-3-1081; dated March 2016; received 22 March 2016
 - i) Proposed Drainage Plan; 01-06-15-3-1081 D01 Rev A; dated 22.4.2016
- Reason: For the avoidance of doubt and in the interests of proper planning
- 12.3 The proposed parking area on approved plan reference 01-06-15-3-1081 D01 Rev A shall only be used for parking provision by NFRS non-operational staff and visitors.

Reason: To ensure the availability of parking spaces, in the interests of highway safety, in accordance with Policy CS11 of the King's Lynn & West Norfolk Core Strategy (2011) and Policy DM17 of the emerging Site Allocations and Development Management Policies document.

12.4

Prior to the commencement of the use hereby permitted the proposed on-site car parking / turning area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for these specific uses.

Reason: To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety, in accordance with Policy CS11 of the King's Lynn & West Norfolk Core Strategy (2011) and Policy DM17 of the emerging Site Allocations and Development Management Policies document.

12.5

Prior to the commencement of development full details, in the form of an Arboricultural Method Statement (as set out in BS 5837:2012 Trees in relation to design, demolition and construction – Recommendations), of how the development will be carried out without compromising the health of the existing trees shall be submitted to and approved in writing by the County Planning Authority. The development shall be carried out in full accordance with the approved Arboricultural Method Statement.

Reason: To ensure the protection of existing trees on the site and in the interest of the amenity of the area, in accordance with Policy CS12 of the King's Lynn & West Norfolk Core Strategy (2011).

12.6

Prior to the commencement of development full details of the location and specification of the proposed boundary treatment or replacement planting shall be submitted to and approved in writing by the County Planning Authority. The proposed planting shall be carried out within the first planting season (October to March) following the completion of the development. All planting shall be retained for a period of five years after initial planting has been completed and any trees and shrubs which are substantially damaged, seriously diseased or die shall be replaced within twelve months of removal or death with plants of a similar species and size.

Reason: In the interest of the satisfactory appearance of the development, in accordance with Policy CS12 of the King's Lynn & West Norfolk Core Strategy (2011).

12.7

Prior to the commencement of development, full details of the proposed soakaway system for the disposal of surface water from the development hereby permitted, including percolation test results, shall be submitted to and approved in writing by the County Planning Authority in consultation with the King's Lynn Drainage Board. Should the percolation test results be considered unacceptable by the County Planning Authority details of an alternative means of providing for surface water drainage shall be submitted for consideration. The approved means of surface water drainage shall be implemented in full before the development is brought into use.

Reason: To ensure that the site is adequately drained, to avoid pollution, and to prevent increased risk of flooding, in accordance with Policy CS12 of the King's Lynn & West Norfolk Core Strategy (2011) and Policy DM21 of the emerging Site

Recommendation

It is recommended that the Executive Director of Community and Environmental Services be authorised to:

- (i) Grant planning permission subject to the conditions outline in section 12.
- (ii) Discharge conditions (in discussion with the Chairman and Vice Chairman of the committee) where those detailed above require the submission and implementation of a scheme, or further details, either before development commences, or within a specified date of planning permission being granted.
- (iii) Delegate powers to officers (in discussion with the Chairman and Vice Chairman of the committee) to deal with any non-material amendments to the application that may be submitted.

Background Papers

King's Lynn & West Norfolk Borough Council LDF – Core Strategy (2011)

<http://www.west-norfolk.gov.uk/pdf/Complete%20Core%20Strategy%202011.pdf>

King's Lynn & West Norfolk Borough Council Site Allocations and Development Management Policies – Pre-Submission Document

http://www.west-norfolk.gov.uk/default.aspx?page=27566#policies_map

The National Planning Policy Framework and technical Guidance (NPPF) (2012)

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

DCLG Planning Practice Guidance (2014)

<http://planningguidance.planningportal.gov.uk/blog/guidance/>

Officer Contact

If you have any questions about matters contained in this paper please get in touch with:

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If you need this report in large print, audio, Braille, alternative format or in a different language please contact 0344 800 8020 and ask for Angelina Lambert or textphone 0344 800 8011 and we will do our best to help.