



Planning Committee
Wednesday, 13th March, 2019 at 10.00 am
in the Assembly Room - Town Hall, Saturday Market
Place, King's Lynn PE30 5DQ

Reports marked to follow on the Agenda and/or Supplementary Documents

1. **Receipt of Late Correspondence on Applications (Pages 2 - 7)**

To receive the Schedule of Late Correspondence received since the publication of the agenda.

Contact

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**SUMMARY OF ADDITIONAL CORRESPONDENCE RECEIVED SINCE THE
PUBLICATION OF THE AGENDA AND ERRATA**

Item number 8/1(a) Page 7

Third Party: A further **446** letters of **OBJECTION** have been received regarding the following (summarised):

Traffic / transport

- Increase in traffic and impact on already busy roads
- Extra traffic will deter companies from investing in King's Lynn
- The new roundabout and link road with Ullswater Avenue will encourage rat runs
- Knock-on effect at the Knights Hill Roundabout and the Wootton Road, causing serious delays to everyone including emergency services
- Unacceptable level of traffic congestion, on Grimston Road and Edward Benefer Way, the designated route for HGVs to the docks etc.
- Construct a dual carriageway into King's Lynn from Knights Hill roundabout
- Developer should provide new additional parking facilities in the town centre.
- Will result in 2000-2500 extra vehicles on the road
- Will cause extra traffic delays on A149
- How will the Ullswater Avenue emergency access work and who pays for repairs to the road from extra use?
- Will be insufficient long stay car parking at train station and town centre
- Castle Rising Road should have restrictions on it preventing rat run
- Site should be accessed directly from the A149
- No crossing points exist for bus stops
- Traffic Impact Survey is inadequate and flawed
- The road system should be improved before the application is considered
- New residents will have to travel for facilities; contrary to Travel Plan suggestions
- New roundabouts and traffic lights will cause more hold ups
- Resurfacing of Sandy Lane may encourage traffic off A149 into the site
- Need to create more through roads for extra traffic
- Create a park and ride with bus lanes to relieve traffic congestion
- Create wider estate roads and drives for at least 2 cars per property
- Build in bus stops
- Will cause delays to public transport system
- Traffic during construction will cause problems
- Already suffering from traffic from two major supermarkets at Hardwick
- Local residents will be imprisoned by traffic especially during holiday season
- Need a cycle lane into town centre
- Need to improve main road infrastructure around the town e.g. A10, A47, A17
- A149 has seen no investment since dropping the middle lane 20 years ago
- Build motorway into Norfolk first, then schools and doctors surgeries then houses
- Train service requires a complete upgrade before the town population swells by an additional several thousand
- Increase in traffic cutting through Castle Rising to avoid queues at Knights Hill which has led to longer queues at the Wootton Gap traffic lights
- Even low tech transport options like cycle tracks would become more crowded and dangerous for both cyclists and pedestrians
- The increased bus and local business delivery times represent unaccounted for costs in the development.

Amenity

- Air quality concerns generated by the extra traffic and harmful impact on (children's) lungs
- Will cause increase in poor health and wellbeing including mental health
- Air monitoring equipment should stop traffic flows instantly if safety guidelines are exceeded
- Air monitoring equipment should be installed outside schools
- Not safe for cyclists and pedestrians; fumes impact on health
- Proposed three storey houses will overlook existing properties
- Harm to quality of life
- The position of the site will mean it will be visible from a great distance and the light pollution will not benefit the area in any way.

Services / Infrastructure

- Hospital, GP, schools can't cope with current numbers with no capacity for more people
- Expand the QE Hospital
- New doctors surgery should be provided with funding
- New facilities for child minding and pre-school places should be provided
- More people will need care homes and help
- Water supply is not adequate
- Sewerage capacity is not adequate
- Not convinced the surface water drainage strategy is robust
- Lack of employment facilities for the increased population
- Drainage concerns
- Existing water pressure will not cope
- Will create bigger drain on Social Services
- Need schools people can walk to
- King's Lynn is becoming a town full of houses and little else, our services simply cannot sustain the extra volume of households planned for the area.

Housing / Density / Urban Sprawl

- Number of houses proposed is too high
- Density proposed (18/19dph), is higher than the borough council's policy of up to 16dph
- South Wootton will lose its character and individuality as a pleasant village
- South Wootton will be coalesced with King's Lynn
- Scale of scheme is not in-keeping with the historic area
- South Wootton already has 630 new dwellings on its outskirts
- Will increase South Wootton by 70%
- Mixing affordable housing in with larger market housing is irresponsible
- Future housing developments in KL should be smaller in scale with smaller footprints (i.e. flats rather than houses)

Natural / Heritage Assets

- Harmful impact on wildlife
- Loss of countryside
- Extra housing would be detrimental to the environment and natural beauty and heritage of the area
- Building on green belt land with no apparent 'exceptional circumstances'
- With other major residential sites e.g. at Hall Lane will lead to an urbanisation and loss of village character
- More visitors to Reffley Wood will spoil the area

- The field is a local amenity, providing visitors to the woods with open views
- Inadequate mitigation measures for Roydon Common
- Associated environmental damage caused by the increased carbon footprint, not to mention loss of animal habitat both in the construction and associated site services and utilities during the development
- It's a unique historic area of greenfield and agricultural land and these plans will destroy the character of the area for ever more.
- Concerned for the health of Reffley Wood – the boundary of the oldest section of the wood, designated as 'ancient woodland' is very close to the proposed new estate
- The new homes will be built on land which is valuable to the biodiversity of our environment and forms a natural corridor between Reffley Woods and the land of Spot Farm and Roydon Common.

Other

- Will harm the whole town
- Why use greenfield sites when there are other brownfield sites to be used?
- Understand pressure on local councils to increase house building from central government but context of infrastructure and amenity must be paramount
- Would go against local democracy if approved
- Houses won't be affordable for local people
- New houses in Hunstanton not selling
- Goes against development plans of 3 local Parish Councils
- Will just swell Council coffers
- Where will 3,000 people come from to fill the houses?
- Unsustainable development
- The site is not in the SWNP 2015-26
- Sheer volume of comments means it should not be a fait accompli simply because the site is in the Local Plan
- S106 obligations should be listed in report to Planning Committee
- Site should be made into a country park
- No confidence in planning as other schemes in town have not been constructed properly
- Already empty houses in King's Lynn at Morston Point, Green Park Avenue and Marsh Lane
- Cui bono – who will benefit from the proposal?
- Have a referendum on whether 1230 new homes should be built in and around King's Lynn
- Council is more interested in collecting rates than effects of development
- Lots of empty shop units in the town centre and no work in King's Lynn
- At the meeting for the Hall Lane applications the Planning Director stated that if they refused it the government could take their planning powers from them with a subsequent loss of revenue; this has never been enacted.
- The land is suitable; no good for farming
- The best site would be the land to the north of Grimston Road where you could build a whole new village
- How many empty homes are already in the area?
- Comparable with 'Gilets Jaunes' movement in France; people feeling penalised for living in countryside
- Norfolk should be available to all to visit and not settle
- No guarantee these would not be second homes
- Oncoming food shortages re: Brexit and growth in vegetarianism retain fields for agriculture
- Concerned at economic consequences for local businesses
- Roadkill in the area is already excessive and the increase of traffic will make wildlife death even worse
- It is a high risk flood area

- Tourism makes a huge contribution to this area. South Wootton has its own unique character which should not be lost as it would affect its attraction
- Village status would be destroyed
- Without the creation of meaningful and sustainable employment in the area these homes would reduce the value of the area and force new residents to commute adding to congestion.

Roydon Parish Council: OBJECT to the above application for the following reasons:

Nearly 600 homes have already been recently approved in South Wootton, off Edward Benefer Way, and the road network will not be able to cope with the additional traffic generated from that development, let alone another 600 homes. The road network is already over-crowded and at peak times the whole town is gridlocked. The extra junctions will also add to the delays.

The site access road joins the designated route for vehicles, mainly HGVs, to access the docks from the larger trunk road networks of the A10, A17 and A47 via the A149 and extra vehicles would impact on this. Residents from the village of Roydon already have to allow extra time for their journeys into King's Lynn and Gaywood and endure time spent in queues of vehicles on Grimston Road which, we understand, is already at capacity with existing traffic levels.

This extra traffic will generate further pollution, therefore, adding to the problems of current high emission levels in Gaywood and Railway Road (some of the worst in the county) further damaging residents' health and the environment. There is concern that this may also lead to damage to Roydon Common (designated SSSI, Grade I Nature Conservation Review site, National Nature Reserve, Ramsar site and World Heritage Site), as well as the ancient woodland of Reffley Wood.

As the development is at the top of the hill, pollution, nitrification and increased water levels could drain down to the Common, therefore, affecting the habitat. There is a real concern about the cumulative damaging effects this could have on the habitat of Roydon Common.

Alternative Brownfield sites closer to the Town Centre have been overlooked. These are more sustainable locations as they are closer to employment, schooling and other facilities which would avoid total reliance on cars or public transport.

The Parish Council understands that waiting times for GP services are already lengthy and the increased population these additional homes will bring will only stretch medical and health resources further. There is no provision for the infrastructure needed to support these families, including access to healthcare. Taking the proposed developments at Constitution Hill and West Winch into account, the strain on such services including the Queen Elizabeth Hospital will be huge.

The Surface water drainage proposals on this scheme are concerning. Hillside sites present a serious risk of flooding and erosion. Both Anglian Water and the Local Drainage Board have expressed potential concerns over this proposed development.

In respect of Foul water drainage, the lack of capacity dictates this site should not proceed. It does not appear acceptable to store foul water during the day to pump into the system at night due to lack of daytime capacity. There is potential for this to cause issues and in the event of pump failures a totally blighted system.

Assistant Director's comments: These matters are already addressed in the Planning Committee report.

CORRECTIONS

Comments omitted in 'Response to Consultation' section (but reported in body of report):

Natural England: NO OBJECTION – subject to appropriate mitigation being secured.

Open Space - We welcome the provision of public open space over and above the councils open space standard, including 4ha of informal open space, 1ha of children's play space, 0.7ha of formal open space and 0.3ha of allotment/community orchard. We accept the provision of 1.5ha of safe off the lead dog walking space that will be incorporated into the north side of the development footprint and linked to foot and cycle paths.

Reffley Wood CWS - All proposed access and pathways should be agreed with the Woodland Trust. We advise that the measures recommended by the Woodland Trust as described in the HRA (section 5.1) are conditioned as part of planning permission.

Roydon Common SSSI/SAC - We understand, based on the information provided in section 5.2.1 of the HRA that the developer will contribute to the funding of a full time Community Ranger for a period of three years and community engagement costs for three years. We advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.

Natura 2000 Sites Monitoring and Mitigation Strategy - Natural England welcome a financial contribution of £50 per dwelling towards the King's Lynn Borough Council Natura 2000 Sites Monitoring and Mitigation Strategy as in line with Policy DM19.

Amendments to text

Page 60 third paragraph list of mitigation measures bullet point 5 should read:

- 'The overprovision of 7.0ha of open space compared to the standards set out within the Council's adopted standards DM16 (approx. 212%)'

Page 70 last paragraph – delete 'and B1 uses (such as offices).' The proposal does not include any B1 uses.

Amended Conditions

Page 80 – line three of Condition 13 delete 'submitted to and approved in writing by the Local Planning Authority.' to read:

13 Condition: Prior to the commencement of any other works on site the off-site highway improvement works (roundabout on Grimston Road) referred to in Condition 12 shall be completed to the written satisfaction of the Local Planning Authority.

Page 80 – line three of Condition 17 delete '18' and replace with '16' to read:

17 Condition: No more than 50 dwellings shall be occupied prior to implementation of the Interim Travel Plan referred to in condition 16. During the first year of occupation an approved Full Travel Plan based on the Interim Travel Plan referred to in condition 16 shall be submitted to and approved in writing by the Local Planning Authority. The approved Full Travel Plan shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning Authority as part of the annual review.

Additional Conditions

52 Condition: Other than highway improvement works to form the new roundabout onto Grimston Road development shall not commence on any phase until a Public Transport Enhancement Scheme detailing measures to improve site accessibility to bus services has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with an agreed programme.

52 Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

53 Condition: No more than 50 dwellings shall be occupied until the off-site footways, cycleways and crossing points as indicated on Drawing No. KHD-CAP-00-00-SK-C-0006 Rev P02 have been completed to the written satisfaction of the Local Planning Authority.

53 Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.