



Planning Committee
Monday, 1st July, 2019 at 9.30 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 - 4)**

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

Contact

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PLANNING COMMITTEE
1st July 2019

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

Item Number 8/1(a) Page Number 7

Agent: Provided a brief statement in **SUPPORT** of the application as follows:

Affordable housing: we have agreed a greater dispersal of the units. We emphasize that the affordable housing units will have the same design as the market housing so will not have a different appearance. We also emphasize that Housing Associations often prefer units to be close together for management purposes. See page 22 of the Officer report.

Hedgerows on the edge of the site: the 9 m wide strip beside the Black Drain, upon which the hedgerows are located, is to be conveyed for maintenance purposes to the IDB before development commences. It will be managed to ensure good drainage maintenance. See page 19 of the Officer report.

Levels and heights: the overall heights of the proposed houses are between those on Dairy Way and Russett Close. The road levels are lower than Russett Close. The levels are dictated by the Flood Authorities and are designed to help alleviate flooding in the area. See pages 17 and 18 of the Officer report.

Roads: the roads on the site are proposed to be adopted. Private drives will not be adopted. The road extends to the east of the site at the request of the IDB, who own the land, to give access for emergency use. The verge beside the access road into the site could take a fire engine in emergencies. See page 22 of the Officer report.

Cycleways: the route to the south over Gaywood River that is outside the site is now shown as an illustrative arrow. This element is not in the control of the applicant. The part within the site is shown in detail to allow for a future route if required. See page 24 of the Officer report.

Third Party: THREE letters of **OBJECTION** regarding the following:

- Russett Close is too small to carry additional traffic because the road is already blocked up with cars parked because they cannot fit on their drives;
- In winter, during periods of ice and snow, Russett Close is hard to enter/exit as a result of the slope and additional cars will not help;
- Existing considerable queueing leaving Fenland Road on Wootton Road and additional traffic will have an impact;
- Wildlife will be damaged as a result of the development;
- Under the impression that the land (where the entrance road is) was protected – where is the evidence to prove the right to sell the land;
- Schools are oversubscribed

Assistant Director's comments: The Agent's Statement is noted and summarises the points made in the officer report.

The third party comments relating to highway safety, wildlife and schools raise no new issues and have previously been considered before through the outline approval. The comments relating to the sale of the land is not a material planning consideration.

Item Number 8/2(a) Page Number 35

Parish Council: The Parish Council has considered the amendments and does not feel that they affect the original decision to object. The only amendment which relates to their objections is the change from French doors to a window on the first floor of Plot 1; however this will still overlook the neighbours' gardens and therefore our objections remain.

Historic Environment Service: Has no specific comments to make on the reserved matters application but notes that conditions for a programme of archaeological mitigation work are in place on the outline application (Conditions 9, 10, 11 on 16/00087/O).

Item Number 8/2(b) Page Number 44

Cllr Parish referred to a potential discrepancy in the report at the last sentence of the first paragraph of the Conclusion on page 53 which refers to '2 dwellings in total rather than the previously approved 4'.

Assistant Director's comments: For clarity, as stated at the penultimate paragraph on page 52, a total of 4 dwellings were approved in outline on the land between 101 and 105 Leziate Drove, (outline consents ref: 16/00213/O, 15/02084/O and 15/02085/O). This application site, however, covers the land where 2 of the 4 dwellings were approved under ref: 16/00213/O and 15/02084/O.

Typo error: page 53 – penultimate sentence of conclusion should refer to the National Planning Policy Framework 2019 instead of 2012.

Item Number 8/2(c) Page Number 56

Applicant: Confirms that the gate will be the only access to the paddock and confirms that they do not have any other access(s) to the paddock.

Highway Authority: Submitted clarification in relation to visibility splay requirements:

- Based upon the 85%ile speeds being 34mph a visibility splay of 77m would provide an acceptable level of visibility to enable drivers to make informed decisions.
- The 90m splay would be required under the Design Manual for Roads and Bridges for 60kph speeds although it would be considered to be acceptable to utilise the figure for one step below of 70m, Manual for Streets would seek stopping sight distance of 52m for speeds of 34mph.
- What is also relevant is that the use of the land for equestrian purposes is already taking place; as such it must be considered that the proposal is catering primarily for existing movements at the site.

Item number 8/2(g) Page Number 92

Agent: Makes comments in **SUPPORT** of the application:

Policy 1 refers to development being acceptable within the Neighbourhood Plan Area (i.e area within the blue outline), this site is infill within the neighbourhood Plan Area.

Policy 1 – New Residential Development in the Neighbourhood Plan Area - Proposals for new residential development in the NP area will be approved where they score positively when assessed against the following criteria:

- a. it is adjacent or well related to the existing pattern of development and is within the

boundaries shown on map 1 and explained further in Table 5.1 – *Yes it is adjacent and well related*

b. it takes account of “Development Considerations” set out under Table 5.1 and other relevant policies in the Neighbourhood Plan – *Yes it does, it is to the south side of Market Lane but it is close to the junction with Station Road South and relates well to the other properties*

c. it comprises a form of ribbon development close to the existing building line – *Yes it is ribbon development close to the existing building line*

d. it complies with policies in the Local Plan and the National Planning Policy Framework – *Yes it does*

Small scale first-home housing is encouraged, particularly in locations where necessary amenities can be met such as within safe walking distance to a bus stop. – *Walking distance to bus stop*

For the purposes of this policy small scale first-time housing is defined as developments of less than five in number of 1 and 2 bedroom dwellings. – *2 of the houses are 2 bedroom*

IDB: Consent would be required in line with the IDB’s Byelaws should the development be approved.

Assistant Director’s comments:

The comments of the Agent are noted. However officers interpret the content of Policy 1 of the Walpole Cross Keys Neighbourhood Plan (NP) 2017 differently.

The Neighbourhood Plan Area and Parish Boundary is set out in blue on Map 1 and relates to the Neighbourhood Plan area. However, the development boundary is defined in red on Map 1.

Development boundaries are fully explained on p12 of the NP. Policy 1(a) requires that the development is “*adjacent or well related to the existing pattern of development and is within the boundaries shown on Map 1 and explained further in Table 5.1*”.

The site is not within the development boundary as defined by Map 1 nor is it located on the northern side of the road near the Station Road South junction (which is a development consideration as defined by Table 5.1) and thus significant weight is attached to the failure to comply with Policy 1(a) and (b). The site is also some considerable distance from the main part of Walpole Cross Keys village.

For these reasons, the application is recommended for refusal and is considered to be in line with the Parish Council’s comments.