

Draft Policy – North Wootton

Link to draft policy and comments in full received from the draft consultation stage:

<https://west-norfolk.objective.co.uk/portal/lpr2019/lpr2019?pointId=s1542882759456#section-s1542882759456>

Consideration of Issues: (Appendix 1 provides a summary of comments, suggested modifications and an officer response/ proposed action)

- Seeking assurance that no major development is planned for North Wootton – the Local Plan review is not seeking to propose this. The South Wootton Hall Lane Allocation should not sterilise the land to north for ever more. Further details of the ‘Link Road’ will be provided through the detailed planning permissions.
- Concentration for development should be on Brownfield sites – The Borough Council has published and maintained a Brownfield Register the majority of sites listed have some form of planning permission and so should be able to progress to being delivered. The plan seeks to allocate a balanced range of sites including Brownfield Sites. These sites can pose significant challenges in bringing forward through to completion, however the Borough Council has/and is seeking to bring a number forward such as NORA and the remaining land within the site. It is recognised that the nature of the Borough being predominantly rural will involve the development of Greenfield sites particularly if the vitality/sustainability of rural areas is to be retained/increased. Many brownfield sites have viability and delivery issues and may not be capable of meeting the requirements set out within the NPPF to be classed as a deliverable site, due to these constraints.
- Removal of ‘at least’ – most of the SADMP sites already have planning permission (approx. 80%). This was felt by the SADMP Inspector a very important inclusion within the Plan to ensure the BC meets its housing requirements in case some allocations do not come forward as originally envisaged, and therefore is retained within the Local Plan review.
- Removal of the Knights Hill Allocation – this is considered in some detail in the Knights Hill section
- Question Housing Numbers/Targets – These are now prescribed by Government, through the standard method for calculating Local Housing Need (LHN) as part of the NPPF/PPG, if CPRE believe that they are unrealistic or unfounded than CPRE could take this up with Government directly. The Borough Council needs to be shown to be meeting its LHN, have an up-to-date Local Plan which meets the tests of ‘soundness’, have more than minimum required 5 years’ worth of housing land supply and attempt to pass the Housing Delivery Test. As part of the review process housing numbers will be considered in some detail within the relevant chapter.
- Railway Station and Transport issues – The car parking and air quality issues will be covered in a future Borough Council Car Parking Strategy, the King’s Lynn Transport Study and Strategy and the relevant sections of the Local Plan review.

Conclusion:

- **No change to the North Wootton Chapter** - No allocations were proposed by the current Local Plan for North Wootton and the Local Plan review proposes the same position.

Appendix 1: Summary of Comments & Suggested Response:

Consultee	Nature of Response	Summary	Consultee Suggested Modification	Officer Response / Proposed Action
Mrs Rachel Curtis North Wootton Parish Council	Object	CPRE Pledge.	All further allocations removed until such time that those already allocated have come forward.	Noted. Housing numbers are prescribed by Government if they are unrealistic or unfounded than CPRE should take this up with Government. We need to be shown to meeting the housing need, ensuing the Local Plan is 'Sound', that we in excess of minimum 5 years of housing land supply and do our level best to pass the housing delivery tests if the Borough Council is retain planning control.
Mrs Rachel Curtis North Wootton Parish Council	Object	The LP review states Para 9.7 that North Wootton was included as one of the areas to accommodate the major housing growth around King's Lynn but no suitable sites were identified, instead within the North Wootton boundary there may be some scope for infilling. However, there is concern that this is contradicted in the LP review, in section 9.5.1E 3.1, item 2b which proposes 'a road link to the site's (Larkfleet/Bowbridge) northern boundary to avoid prejudicing the potential for further development beyond at some point in the future'. The Bowbridge layout shows an area of open space with surface water drainage ponds on its northern boundary – therefore clarification is needed on the location of this potential road link and how this may influence any potential development towards North Wootton. It is questionable where the local need is	Remove Knights Hill from the Plan.	Noted. The details of the Link Road will be provided by both the policy and future planning applications, noting that the majority of the Hall Lane site has outline planning permission. Whilst no land is proposed for allocation at North Wootton, we didn't want to preclude development potentially occurring at

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		<p>for the number of houses allocated for the local area. The Local Plan Review (LPR) makes reference Para 9.4.1.44 stating “new employment allocations are needed to provide job opportunities for residents in and around to King’s Lynn to support the growth aspirations for the town.” However, large companies within the town have recently closed e.g. Chalcroft and CITB due to close in 2019. Will these new homes be sought by people who intend to commute to Cambridge or Norwich for their employment? King’s Lynn railway station car park is inadequate to cope with demands and the station itself is situated in one of the most congested highway links with extremely high vehicle emissions. One of the biggest issues which concerns our Parishioners is the impact on traffic that new development causes, when it congests, it negatively impacts local economic performance and, importantly, air quality. In its consideration of highways suitability for development at Knights Hill, Norfolk County Councils concerns appeared to be that of fatalities and accidents with absolutely no regard for traffic congestion and the resultant damage to health, the environment and our economy. Continued use of empty properties and brownfield sites is essential. Under local press articles it states that 2,000 new homes could be built in West Norfolk alone if the Boroughs available brownfield sites were developed. Much more time and effort to bring these sites forward has to be the preferred and thereby avoiding the easy alternative of absorbing greenfield and agricultural land. Brownfield town centre sites do not have the reliance on transport and will help reduce pressure on the areas emissions and their use avoids the damaging effect to highways and the loss of valuable green and agricultural heritage land. Any village developments at all should gradually evolve in tandem with sustainable service and facilities. The words ‘at least’ before the number of dwellings allocated to</p>		<p>some time in the future so ensuing that the current policy and planning applications do not sterilise land should it ever be required in the future. Those sites on the brownfield register currently are allocated or already have planning permissions, so in effect development can take place. The ‘at least’ wording is retained as the majority (80%) of sites already have some form of planning permission, this was felt by the SADMP Inspector a very important inclusion within the Plan to ensure the BC meets its housing requirements, and therefore is retained within the review. The Knights Hill development will likely be removed from the review having had an application refused by the BC Planning Committee, Please see the Knights Hill Chapter for details. The</p>

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		<p>preferred sites is retained in the Local Plan Review and should be removed. Developers interpret this as an indication to cram in more dwellings, to the cost of the Woottons this happened with the Larkfleet and Bowbridge developments. Parish councils should have more say in the maximum number of dwellings in their area and the figure registered as the maximum number of homes. Parishes and their residents have the local knowledge to assess such levels. Para 9.6.1 E4.1 - Following the recent unanimous rejection of outline planning permission for the proposed development at Knights Hill, this is still included in the Local Plan for future housing development against the clear wish of all local communities. The draft Local Plan contains many policies that warrant our full support. In particular it is reassuring to note that it is Council policy to avoid any future development encroaching on the countryside by limiting urban and village sprawl, by keeping development in rural areas to more modest levels that will meet local needs whilst maintaining the vitality of settlements. Furthermore, it is encouraging that the Council are aware of the inadequate infrastructure in many parts of the Borough that would be overwhelmed by any new largescale development. It is also welcomed that the Council wish to maintain the significant tourist appeal of our area due to our unique environmental assets and our historic built environment. To damage our village structure, community and way of life would be catastrophic to the local economy that is so reliant on tourism. Any development of the proposed site at Knights Hill would contravene many clearly stated Council policies. In addition, with its reliance on car transport, such a development would bring a considerable increase in pollution, reducing the already poor air quality in the town centre, and would add further disruption to our already over-congested roads. Therefore the Knights Hill site should be deleted from the Local</p>		<p>traffic and associated issues raised will be covered by the relevant section within the Local Plan review.</p>

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