



**Follow up work in relation to the Examination
into the King's Lynn and West Norfolk Local
Plan: Site Allocations and Development
Management Policies**

Wereham Update

November 2015

Document reference no.	FW28
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1. Issue

- 1.1 Check with NCC HA the status of the existing access road and if it would require adoption?
- 1.2 Can the Borough Council clarify comments from the IDB during the Preferred Options Consultation Stage.

2. Response:

- 2.1 Having confirmed the NCC HA comments in relation to the allocation G114.1 – Land at the Springs, Flegg Green (Site 499) before the examination hearing session, upon seeking clarification the Borough Council were surprised to discover that the access road would indeed need to be brought up to adoptable standards and adopted. The NCC HA comments are attached as Appendix 1 of this paper.
- 2.2 The IDB comments from the Preferred Options Consultation Stage are attached as Appendix 2. In which they raise concerns in relation to the preferred option site, at the time this was Site 499.
- 2.3 In the light of the information provided by NCC HA, and works outlined, the Borough Council is unable to continue to support Site G114.1 – Land at the Springs, Flegg Green (Site 499) for inclusion within the SADMP at this time, as the access and therefore deliverability of the site is now uncertain.
- 2.4 Having reviewed the Sustainability Appraisal (SA01), the comments made during the consultation stages, and the relevant hearing session, on balance the officers consider that previous Reasonable Alternative Site 106/362/813 is considered to be appropriate for allocation, and inclusion within the SADMP. Therefore 8 new dwellings will still be provided for the Rural Village of Wereham. Accordingly a revised Wereham Sustainability Appraisal and SADMP Chapter are provided as Appendix 3 and Appendix 4, of this paper. Note the allocation of this site would lead to a further modification to the development boundary, in vicinity of the allocation, and this can be seen within Appendix 4.

2.5 This change to potential allocations in Wereham will need to be agreed by the Borough Council.

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Appendix 1: NCC HA Comments in relation to Site G114.1 (499)

From: Doleman, Richard <richard.doleman@norfolk.gov.uk> Sent: Tue 24/11/2015 10:54
To: Alex Fradley
Cc: Sullivan, Claire; Willeard, Andrew
Subject: RE: BCKLWN Examination - Upwell & Wereham

Message FW Spring Court, Flegg Green Wereham (13 KB)

Alex

We have considered both these sites. Given then time constraints we have been unable to take the comments through our usual internal process, but the opinion is formed by advice from key officers.

Regards

Richard

Richard Doleman
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Wereham

Part of the proposed allocation has been developed for 8 houses on an unadopted road called Spring Court. There is correspondence between the Highway Authority and the Agent of the site indicating that there is no issue in principle with further development of the land. However to do so would require that the existing road be improved to adoptable standards. In its current form Spring Court is unsuitable for adoption. A copy of that correspondence is attached.

From: Willeard, Andrew <andrew.willeard@norfolk.gov.uk> Sent: Tue 24/11/2015 09:56
To: Doleman, Richard
Cc:
Subject: FW: Spring Court, Flegg Green Wereham

From: Willeard, Andrew
Sent: 15 October 2015 16:12
To: 'Ian JM Cable' <design@ianjmcable.co.uk>
Subject: RE: Spring Court, Flegg Green Wereham

Ian

Further to the email below from Richard, I would confirm any significant increase in the number of dwelling served via Spring Court would result in the need for it to be upgraded to an adopted standard of road. As you will be aware it is County Council policy that development in excess of 8 dwellings should be served via an adopted road.

It would be acceptable to serve up to 25 dwellings from either a 5.8m wide shared surface, accessed from a simple dropped kerb or a 4.8m carriageway with 2 x 1.5m footways served via junction with 6.0m radii. Therefore subject to the existing drive being in accordance with these requirements and being constructed, drained and lit to the appropriate standard for adoption, the County Council would be unlikely to raise an objection in principle to further development at this location. You should also be aware that in order to adopt the access road any sewers within it must be adopted by Anglian Water.

If you have any further queries regarding this matter do not hesitate to contact me.

Andrew Willeard
Engineer - Estate Development

Community and Environmental Services
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Website: www.norfolk.gov.uk

From: Smith, Richard - P&T
Sent: 06 October 2015 15:10
To: design@ianjmcable.co.uk
Cc: Willeard, Andrew <andrew.willeard@norfolk.gov.uk>
Subject: FW: Spring Court, Flegg Green Wereham

Dear Ian. I note that Spring Court is presently private and therefor to add additional development to it, it would need to be brought up to an adoptable standard. I have therefore copied this to Andrew Willeard to provide comment on that aspect.

Richard

Appendix 2: IDB Preferred Options Consultation Response

Stoke Ferry Internal Drainage Board

21 London Road, Downham Market, Norfolk, PE38 9AP.

MR. G. ALLISON
General Manager

GA/md/SF

24 September 2013

Mr A Gomm
LDF Team
Environment & Planning
Borough Council of Kings Lynn & West Norfolk
Kings Court
Chapel Street
Kings Lynn PE30 1EX

DEVELOPMENT SERVICE
RECEIVED
25 SEP 2013

Dear Sir

Kings Lynn and West Norfolk Local Plan
Detailed Policies and Sites Plan 'Preferred Options' (Regulation 18) consultation

My Board would like to make the following comments on sites for the West Norfolk Local plan within and around its boundaries.

Downham Market Preferred Options of DW1, DW2, DW3

All three of the areas are outside the District of the IDB but all surface water from these areas find its way to the IDB area for disposal. Areas DW1 and DW2 have the surface water going down to the west where it will enter the Board's system and eventually be evacuated into the Flood Relief Channel via a culvert under the King's Lynn to King's Cross railway line. This system is presently at capacity and can take no extra unattenuated flow. Any development of these areas would have to be by soakaway drainage if at all possible. If soakaways were found to be unsuitable then all flows would have to be balanced via an attenuation or holding pond, either on site or adjacent to the Board's system nearer the Flood Relief Channel. Area DW3 drains via the Board's system at Denver. The dykes and ditches between the site and the Board's system are all riparian owned, are very small and would need consents from all the different owners to accept the flows and would probably have to be improved to take any additional flow.

Wereham

My Board have concerns about the preferred option in the village of Wereham at WER1 land at The Springs, Flegg Green. The name of the land being the Springs gives an indication of the likelihood of high ground water levels within the site. A small development took place here a few years ago and soakaways were found to be unsuitable as the ground conditions were identified as unsuitable for infiltration type drainage. All surface water drainage had to be

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Finance Officer: Mrs. V. Campbell - Rating Clerk: Mrs. M. Dunne

Stoke Ferry Internal Drainage Board

21 London Road, Downham Market, Norfolk, PE38 9AP.

attenuated and released at Green Field run-off rates. My Board have concerns that any extra development on the back of this site could increase the flows in the receiving watercourse to a level which will exceed the capacity of the watercourse which is outside the Board's area and flows into the Board's system downstream. There are other sites identified on the considered sites which may lend themselves to soakaway or infiltration drainage more readily and be better for development.

My Board have no other comments to make on any other villages in or around its area.

I hope you find the above all in order but if you have any queries please do not hesitate to contact me.

Yours faithfully



Gerald Allison
General Manager

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Appendix 3 Revised Wereham - Sustainability Appraisal

Site Ref	Site Sustainability Factor									
	Access to Services	Community & Social	Economy A Business	Economy B Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure, Pollution & Waste
499	++	+	o	+	+	o	?	#	o	#
105	+	+	o	x	+	#	x	#	o	#
G114.1 (106/362/ 813)	++	+	o	+	+	o	#	+	o	#
111/541/ 950	+	+	o	x	+	o	#	o	o	#
404	+	+	o	x	+	o	x	o	o	#
570	+	+	o	x	+	#	x	#	o	#
1179	+	+	o	x	+	o	?	#	o	#

499 – The site is well located to services with good pedestrian and vehicular links. The site is in a low flood risk area and comprises of former garden land, although classed as moderate quality (grade 3) agricultural land it is not in agricultural usage. There are a number of mature trees within the site, but these are not subject to a tree preservation order. Further assessment will be required to determine if development would have any impact on biodiversity. The site is situated at the rear of the recent development on Flegg Green. As such, development would represent an extension to the Springs development without detriment to the form and character of the area. The mature planting along the site boundaries form a natural boundary from the wider countryside and would provide natural screening of development. Any potential conflicts of built development with the countryside can be further mitigated using suitable landscaping. Access is proposed from the existing access on Flegg Green. The highway authority raised no objections to the proposed access subject to the demonstration of safe access and provision of adequate footway links at earlier stages of the plan; however it has come to light that the existing access road would need to be raised to adoptable standards and adopted. The access road is currently not of a standard that would facilitate an allocation and therefore the score for the highways & transport factor is uncertain.

105 – The site is located on the northern edge of the settlement, and is in close proximity to some of the local amenities including the place of worship and bus stops. However the surrounding road network is narrow with no foot path links which further restricts access to services. The Highway authority made objections to the site due to the inadequate footway and vehicular network. Development of the site would result in the loss of moderate quality grade 3 agricultural land (this applies to all other site options in the settlement). The site immediately abuts Wereham Conservation Area, as such the design and layout of any development in this location will be required to preserve and enhance the settings and character of the area. The site is not subject to flood risk. Most of the site lies behind existing frontage housing development on Cavenham Road; as such in comparison to other options the site does not lend itself to a form of development that is consistent with the existing form and pattern of development of the surrounding area. The site extends into the countryside and would potentially impact negatively on the landscape character of the area.

G114.1 (106/362/813) – The site is well located to village services with good pedestrian and vehicular access to services. The highway authority raised no objections to the site subject to the delivery of a safe site access. The site is a brownfield site previously used for employment purposes, although the re-development of the site would lead to the loss of employment land, the site was last used for storage, has not been used for this purpose for a number of years, is currently dilapidated and is unlikely to be an active employment site again. Therefore, development would not involve the loss of productive agricultural land and it is not a greenfield site. The site is not identified to be within a flood risk area. There are minimal views of the site from the road as it is mostly screened by existing housing. Development is likely to have a positive landscape and visual impact, as mentioned previously the site is dilapidated and its redevelopment would improve the street scene, a residential development would also be more in-keeping with the area, rather than an employment site as the area comprises predominantly residential development. Impact on the wider landscape is dependent on how the scheme is implemented.

111/541/950 – In comparison to other site options, the site does not score as highly in terms of proximity to services. It has poor access onto the public highway which further restricts pedestrian or vehicular access to local amenities. The site is not subject to flood risk and comprises of grade 3 (moderate quality) agricultural land although there is an existing development adjacent the northern site boundary. The site is located in a fairly built up area and development is not likely to be visually intrusive in this location. The site is fairly overgrown with, mature planting and trees, raising potential biodiversity impacts. Further investigations will be required to establish if development would be harmful to biodiversity.

404 – The site performs positively in the sustainability appraisal in terms of proximity to services but does not score as highly as some other site options. The site has frontage onto the A134 public highway and access is proposed from this road. There are existing footway links from the site. The highway authority indicates that the local footway link and the road network is inadequate for the proposed scale of development. The site is identified to be within grade 3 moderate quality agricultural land with no flood risk constraints. Due to its close proximity to the Conservation Area, the design and layout of any potential scheme will be required to preserve or enhance the setting of the nearby historic asset. There is existing housing to the east, west and south of the site with open countryside to the north. Development would constitute infill development and would form a continuation of existing housing along the A134 road. Compared to other options, the site is likely to have more visual impact given its prominent position from the road.

570 – The site is situated on the western side of the A134 Lynn Road in a less built up part of the village. It is relatively close to some local services however, the site sits on the A134 Road with no clear adequate means of access to the public highway which limits access to services. The highway authority objects to the site. Development of the site will result in the loss of grade 3 – moderate quality agricultural land. There are a number of mature trees and hedgerows within the site and along the site boundaries indicating potential habitat for biodiversity. Further assessment will be required to establish the impact of development on biodiversity. The site is in a low flood risk area. The site is not visually prominent but is screened on the eastern and southern sides by existing housing and mature planting. Any potential landscape impacts are dependent on how the scheme is implemented.

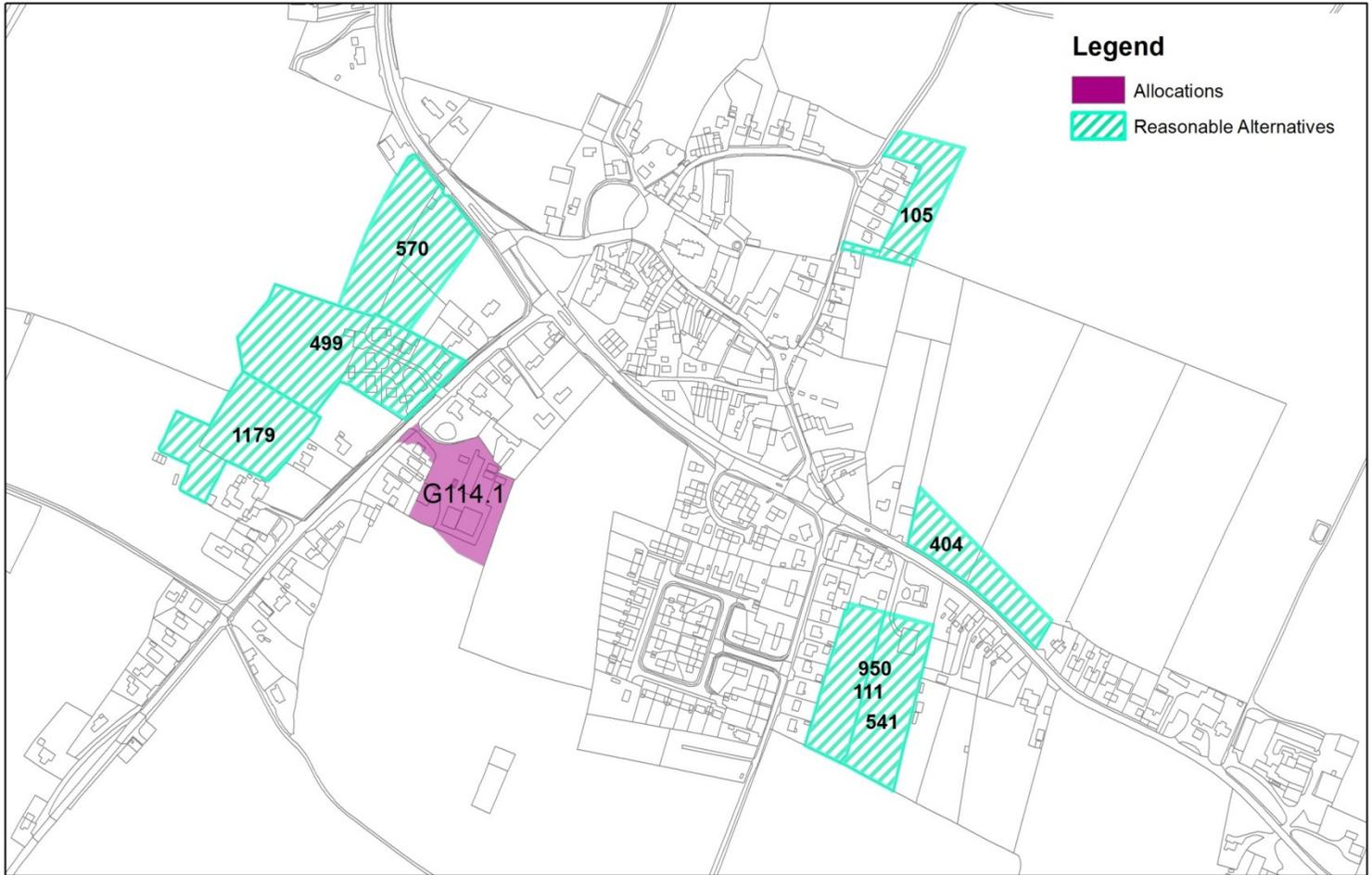
1179 – In comparison to other site options, site 1179 performs averagely in the Sustainability Appraisal in terms of proximity to services. However the site has no clear adequate means of transport to the public highway. The highway authority objects to the site. Development would result in the loss of grade 3 – moderate quality agricultural land which is applicable to all other sites in the settlement. The site is not subject to flood risk. The site is situated at the rear of existing housing along Flegg Green Road, and is mostly screened from the road. Potential impacts on the landscape or conflict of development with the wider countryside is dependent on how the scheme is implemented

Discussion

- The Sustainability Appraisal indicates that overall no one site would result in a highly positive impact in majority of the categories. The selection of a preferred site will be based on a judgment on the combination of the advantages or disadvantages of the competing sites.
- The Borough Council had previously supported Site 499 for allocation within the plan, however the issues surrounding access mentioned within the scoring summary for the site, render this difficult. Site 362/106/813 is a brownfield site, with little prospect of the site being used for employment purposes. Re-development of this brownfield site would utilize previously developed land and have a positive visual impact on the area.
- Wereham Parish Council supports the allocation of the Council's previous proposed allocation Site 499, however they have stated that they would support the Borough Council's decision on an allocated site. In terms of public responses to consultation stages, there was significant opposition to the allocation of Site 499 mainly relating to surface water drainage issues and access. There was also significant support for the allocation of Site 362/106/813.

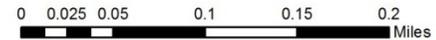
Conclusion

- On balance it is considered, having taken into account the Sustainability Appraisal scoring, comments received from the consultation process, relevant examination hearing session, and the latest information in relation to the access for Site 499, that Site 362/106/813 is an appropriate choice for inclusion within the plan. Accordingly the site is renamed G114.1 (Site 362/106/813) and proposed for the allocation of 8 residential dwellings. G114.1 is well located in relation to local services with good access links and is located away from the Conservation Area. It is a dilapidated brownfield site with little prospect of being used for employment purposes and the re-development of the previously developed land will make a positive contribution towards the street scene.



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Wereham



Appendix 4: Revised Wereham SADMP Chapter

Site Allocation

Policy G114.1 Wereham - Land to the rear of 'Natanya', Hollies Farm, Flegg Green, Wereham

Land amounting to 0.77 hectares, as identified on the Policies Map, is allocated for residential development of 8 dwellings, subject to:

1. Provision of safe access being achieved from Flegg Green to the satisfaction of the local highways authority;
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 affordable housing in line with the current standards.

Site Description and Justification

G.114.5 The allocated site (submitted site Ref. No 106/362/813) is located to the south of the settlement and is a brownfield site, this previously developed land has not been in employment uses for some time, it is currently contains a number of dilapidated storage structures, and is unlikely to be used for employment purposes going forward. The surrounding area consists of residential housing development along Flegg Green. The site is adjacent to the development boundary with open fields to the south.

G.114.6 It is considered that development on the site would not be visually intrusive in the landscape. Views of the site are limited to near distance from adjacent roads and properties. Redevelopment of the site has the potential to positively contribute to the street scene and local area. There are few opportunities for medium and long distance views, in these limited views, development would be seen in the context of the existing built form.

G.114.7 Development of the site would form an extension onto the rear of existing housing development along Flegg Green. The site is located relatively close to services and facilities within the village. Access is obtainable from Flegg green, as supported by Norfolk County Council as the local highway authority; this is subject to demonstration of safe access.

G.114.8 The site is identified in the Sustainability Appraisal as a suitable option for development in comparison to other options. It is of sufficient scale to accommodate 8 dwellings at a density consistent with its surrounding without detriment to the form and character of the locality. The Parish Council made no objections to the

allocation. The site is situated away from the Wereham Conservation Area and development would not have an impact on the intrinsic beauty and distinctive character of this heritage asset.

