

**Examination of:
King's Lynn and West Norfolk
Site Allocations and Development Management Policies Document**

Revised Statement of Common Ground **September 2015**

- Policy E2.1 West Winch Growth Area Strategic Policy

Between

- The Borough Council of King's Lynn and West Norfolk (the Council), and
- Turley on behalf of Hopkins Homes (Hopkins)
- Maddox Associates on behalf of Northern Trust & Zurich Assurance Ltd. (ZAL)

1 Introduction

1.1 This statement of common ground is provided to aid the Inspector examining this plan in understanding the extent of agreement, and the single matter of dispute, between the key parties in respect of the plan proposals and policy for the West Winch Growth.

2 Background

2.1 ZAL, Hopkins, and the Council have been working together for some years to bring forward a development to form the south-east King's Lynn strategic urban extension.

2.2 ZAL and Hopkins each have an interest in significant parcels of land in the development area. Together their land holdings form a substantial portion of land suitable for housing development within the development area boundary identified by Policy E2.1, as shown on Map A.

2.3 This urban extension was identified by the Core Strategy adopted in 2011 as accommodating 1,600 new dwellings in the period up to 2026, and forming a direction for potential further growth beyond the plan period. Hopkins Homes and ZAL appeared at the Core Strategy examination to promote the proposals for this urban extension and their site forming part of it.

2.4 Hopkins has an interest in a substantial site at the northern end of the area, adjacent to the A47, and ZAL has an interest in various parcels of land in the central, western and southern part of the area. Map A below shows the Hopkins and ZAL land in relation to the growth area boundary proposed in Policy E2.1.

2.5 The parties to this agreement have worked with a wide range of other organisations to develop and coordinate proposals for the growth area development and associated infrastructure,

including ATLAS, West Winch and North Runcton Parish Councils, the Highways Agency (now Highways England), Norfolk County Council (the local highway authority and education authority, and also owner of a significant piece of land within the development area), etc. The proposed Policy E2.1 has evolved from and reflects many of the fruits of this endeavour.

2.6 The current focus of work is in refining and agreeing an infrastructure delivery plan, involving input from Hopkins and ZAL, the Council, Highways England and the local highway and education authority, with the benefit of advice from ATLAS.

2.7 Hopkins has submitted an outline planning application (Ref. No. 13/01615/OM) for the development of its site as shown on Map A. The application includes 1,100 dwellings, of which 750 would be completed within the plan period to 2026, and the remaining 350 beyond that date. The application remains under active consideration, but is as yet undetermined. The Council considers it is unable to make a positive determination of the application in advance of completion of the infrastructure delivery plan, in order to ensure a deliverable programme for the whole growth area and its associated infrastructure, an equitable distribution of the costs and benefits of this, and the facilities and qualities set out in the proposed policy.

3 Representations on the Plan.

3.1 ZAL and Hopkins have each submitted representations on the Council's proposed plan. These representations inform this statement of common ground.

3.2 For reference, the ID numbers of these representations (in the Council's online consultation portal) are as follows:

- ZAL ID no. 465
- Hopkins ID no. 1258

3.3 ZAL's concern was the exclusion of part of its holding: Land off Gravel Hill Lane (sites 984 and 1034), known as 'Site F', as shown on Map B. This had been included in the growth area allocation in the 2011 'Issues and Options' and 2013 'Preferred Options' drafts of the Plan, but excluded from the allocation in the Pre-Submission/submitted proposed Plan.

3.4 Hopkins concerns were with the detailed wording of three elements of Policy 2.1.

4 Changes since Submission of the Plan

4.1 Amendments to clarify the wording of the Policy to address Hopkins detailed concerns were proposed by the Council and agreed by all parties.

4.2 A Statement of Common Ground (i.e the original one) was agreed by the three parties in early June 2015. (This is included in the examination Library as 'SOCG' under Issue 5.) This identified that the only area of difference was between ZAL and the Council over the exclusion of Site F from the allocation, and that subject to this, and to specified minor revisions to the wording of the Policy to address Hopkins' concerns, all three parties agreed Policy E2.1 and its deliverability.

4.3 Subsequent to the agreement of the original Statement of Common Ground ZAL submitted Statements to the Inspector in respect of Issue 1 (Rep 01-03) and Issue 5 (Rep 05-03). Both these statements objected to the exclusion of Site F, and the sustainability appraisal on which that exclusion was based.

4.4 In the light of subsequent discussions and consideration (including a review of the sustainability appraisal of sites in the area), the Council has now withdrawn its objection to the inclusion of Site F, and will propose to the Inspector that its inclusion in the growth area allocation is considered as a potential 'main modification' to the Plan. Hopkins has no objection to its inclusion.

4.5 In addition to the Site F issue ZAL's Statement under Issue 5, Rep 05-03, included

(i) several new proposed changes to Policy E2.1:

- a) adjust the specified hectareage in Policy to all the ZAL owned land (Site F and other areas outside the Plan's growth area boundary) and include all land shown;
- b) Replacement of the policy strategic diagram with an included framework masterplan
- c) Remove the requirement for a comprehensive strategic transport plan; and
- d) Qualify the requirement for affordable housing with viability.

and

(ii) several new proposed changes to the supporting text to:

- e) refer to development making contributions to funding of the new link road, rather than funding coming primarily from development;
- f) refer to development contributing to improvements Hardwick Interchange, rather than funding it;
- g) qualify reference to development subsidising new bus service with 'if necessary and viable'; and
- h) amend reference to Prince's Foundation work as indicating ultimate potential of 5,050, rather than 3,000 to 3,500 new dwellings.

Following further discussion between the parties all these have either been agreed, or compromises reached on them, as set in section 5.1 C.c below.

5 Summary of Agreed Matters

5.1 **All the parties agree**, for the purposes of the plan examination, the following:

- A. **Strategic consistency and capacity:** The area is capable of development, within the plan period, to meet the Core Strategy Policy CS09 requirements of 'at least 1,600 new homes south east of the town [King's Lynn] [that] will contribute both to current needs and also establish a direction of future growth to meet anticipated need beyond the plan period'.
- B. Subject to
 - i. the agreed amendments set out in 'C' (below);
 - ii. details of infrastructure specification and its phasing to be resolved through the infrastructure delivery plan currently in preparation, as identified in the Policy; and
 - iii. minor matters of application and interpretation to be addressed, as usual, at the planning application stage;
- a. **Appropriateness of proposed policy:** Policy E2.1 forms a sound basis for coordinating and delivering a sustainable development which meets the Core Strategy requirements, and
- b. **Deliverability:** development to meet proposed Policy E2.1 is viable and deliverable.
- C. **Amendments to Policy:** It is agreed the following changes should be made to Policy E2.1
 - a. **Land off Gravel Hill Lane (also known as Site F), as identified on Map B** should be added to the growth area allocation, with the adjustments to the Policies Map development area boundary as shown on map C, and the hectareage specified in Policy E2.1 changed to 192ha (in order to overcome the concerns expressed in ZAL's representation (ID No.1258) and Statements to the Inspector (Reps 01-03 and 05-03)
 - b. to overcome the concerns expressed in Hopkins' representation (ID No.1258):

- i. **Part A, 5** *'Early and continuing delivery of various traffic calming measures and environmental enhancements on the existing A10 corridor in and around West Winch, for the benefit of existing local residents, with ~~the first measures~~ preliminary improvements commencing within 12 months of the start of development.'*
 - ii. **Part A, 6:** *'Provision of a network of cycle and pedestrian routes (including links to King's Lynn town centre) which would facilitate the level of growth ~~both that~~ planned to 2026 and provide routes which potential further growth areas can conveniently link to.'*
 - iii. **Part A, 12:** *'[Significant green infrastructure including. . .] Any measures required, by a habitats regulations assessment of the development in question, to mitigate any potential adverse recreational impacts on the integrity of internationally designated nature conservation sites (SPAs, SACs, Ramsar) outside the growth area.'*
- c. to overcome recent concerns of ZAL in rep 05-03:
- i. **Policy E.2.1, part B, e, 1:** *'a comprehensive strategic transportation plan which refers to the Hardwick Interchange Study, assessing the traffic likely ...'*
 - ii. **Policy E2.1(3):** *'a broad range of dwelling types, to provide choice and meet different needs, including a proportion of affordable housing commensurate with the local planning authority's standards at the time and subject to viability';*
 - iii. **Paragraph E.2.6:** *'(Work by the Prince's Foundation for the Built Environment (sponsored by a major landowner and undertaken with the active involvement of local people), together with sites and information put forward, suggests that ~~a total of 3,000 to 3,500~~ up to 5,050 additional dwellings could potentially be accommodated in the fullness of time).'*
 - iv. **Paragraph E.2.20:** *Add to end 'The main southern landowner has prepared a 'framework masterplan' for the whole growth area. While the detail of this has not been endorsed by the Council, it does provide an illustration of how the policy intentions could be met.'*
 - v. **Paragraph E.2.49:** *'Improvements to its capacity are therefore required and ~~should be funded by the development~~ the developments should contribute towards its funding';*
 - vi. **Paragraph E.2.53:** *'~~As the funding of the new road will come primarily from the growth area development~~ The developments should make appropriate contributions to the provision of the new link road...';*
 - vii. **Paragraph E.2.59:** *'The developers should provide subsidies for the new service if necessary and viable'.*

6 Matters in Dispute

6.1 The are no outstanding matters of dispute between about Policy E2.1, and Chapter E.2, of the proposed Site Allocations and Development Management Policies document.

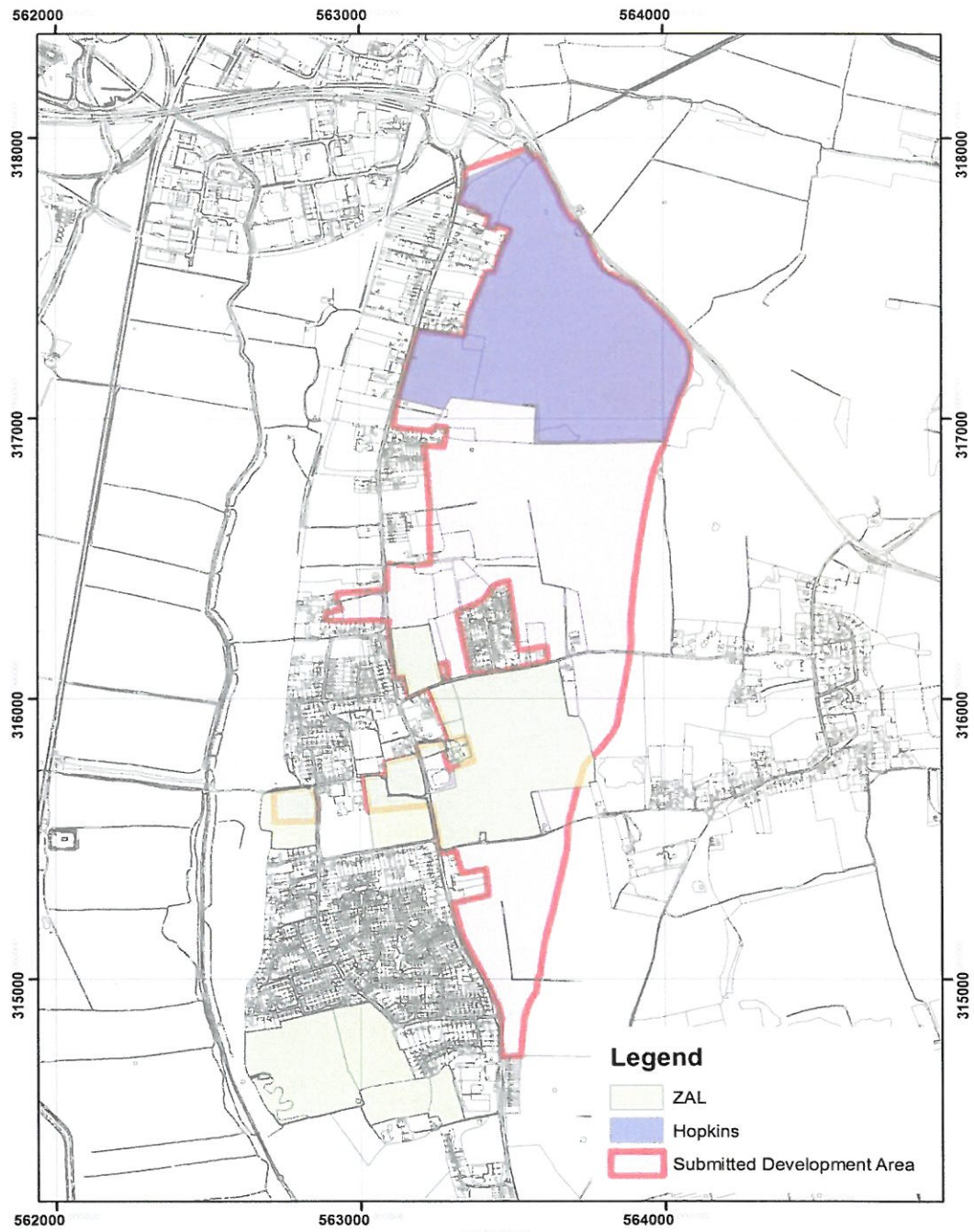
7 Declaration

7.1 The content of this document is agreed by the parties below for the purposes of the examination of the King's Lynn and West Norfolk Site Allocations and Development Management Policies Document

Name..... David Maddox.....
For and on behalf of..... ZAL and Northern Trust.....
Signed..... *David Maddox*.....
Date..... 29 September 2015.....

Name..... Graeme Warriner (Turley).....
For and on behalf of..... Hopkins Homes.....
Signed..... *G Warriner*.....
Date..... 30 September 2015.....

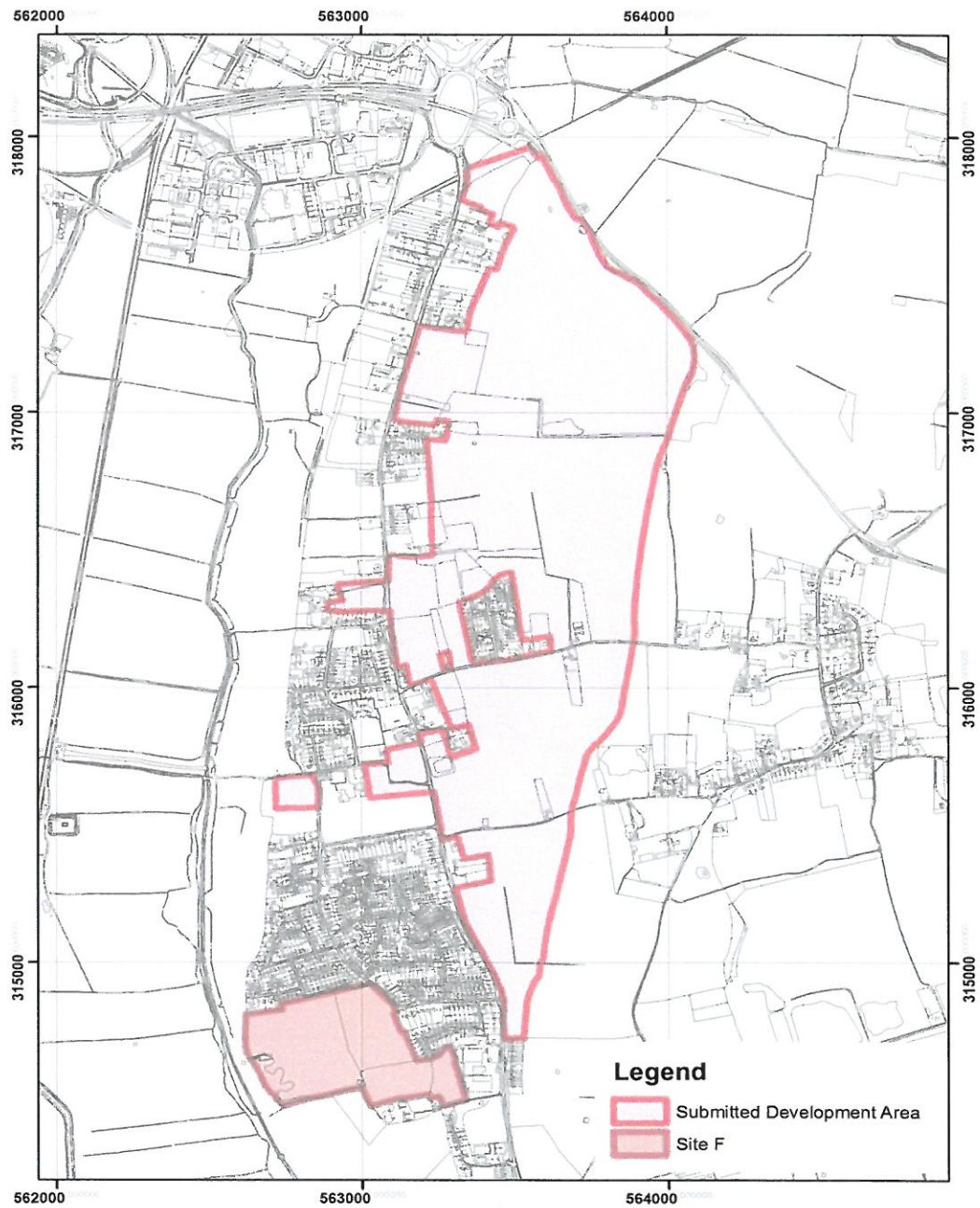
Name..... GEOFF HALL, DIRECTOR OF ENVIRONMENT AND PLANNING.....
For and on behalf of..... BOROUGH COUNCIL OF KING'S LYNN AND WEST NORFOLK.....
Signed..... *[Signature]*.....
Date: 6th OCTOBER 2015.....

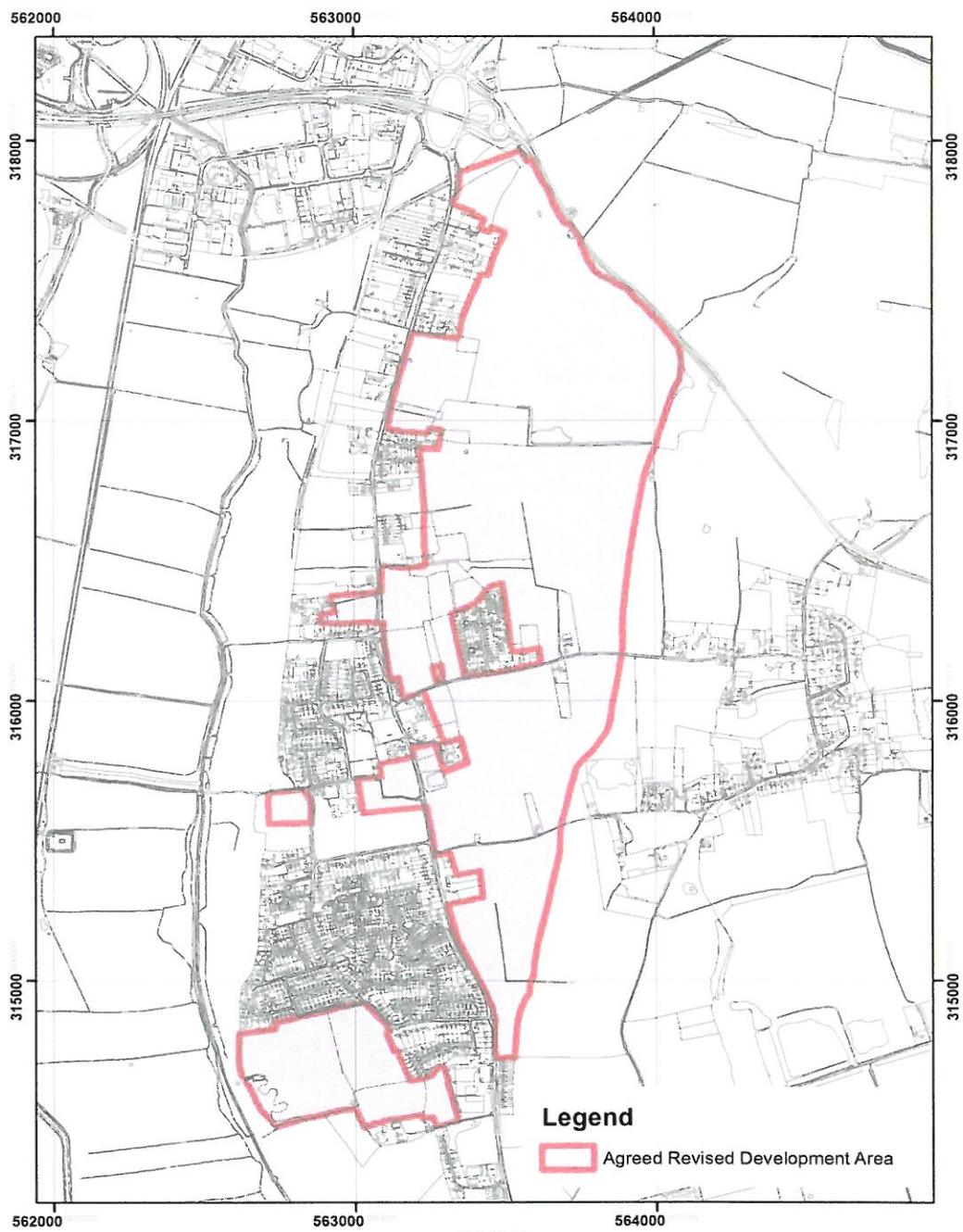


MAP A

© Crown copyright and database rights 2014
Ordnance Survey 100024314

0 0.075 0.15 0.3 0.45 0.6 Kilometers





MAP C

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0 0.075 0.15 0.3 0.45 0.6 Kilometers