

# King's Lynn & West Norfolk Local Plan Review Examination Matter 4

Hearing Statement for British Sugar Plc  
18 November 2022  
Our Ref: WH/566/123/1



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## Appendix

Appendix 1     Plan Reference 566/123\_DRT01



## 1 INTRODUCTION

- 1.1 This Statement has been prepared on behalf of British Sugar Plc in response to Matter 4 – Transport.
- 1.2 This Statement relates to British Sugar's operations at Wissington Sugar Factory and its objection to Policy LP12 (Disused Railway Trackways).

## 2 RESPONSE TO THE INSPECTOR'S MATTERS, ISSUES AND QUESTIONS

**Issue 4: Has the Plan been positively prepared and is it justified, effective and consistent with national policy in respect of its policies and proposals for transport in King's Lynn and West Norfolk?**

**Policy LP12 – Disused Railway Track Sidings**

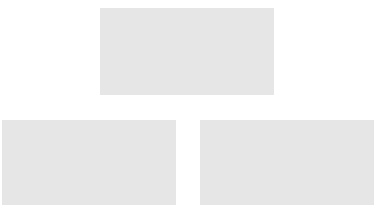
**73. Is the Plan justified in seeking to safeguard land within the British Sugar Factory at Wissington as part of the Denver to Wissington disused railway track? If so what is the evidence on which this part of the route is based? Would its designation as a disused trackway affect the operational safety and efficiency of the British Sugar Factory?**

- 2.1 Wissington Light Railway historically existed to serve the local farms in the Norfolk area and Wissington Sugar Factory. However, the railway was closed some decades ago. The disused railway trackway as identified on the Pre-Submission document runs through the operational area of Wissington Sugar Factory. The full extent of the trackway line drawn from the Cut-off Channel to the south is in British Sugar's ownership. It runs adjacent to the soil conditioning/top soil production area, beyond which there is no physical trackway and the line cuts through the operational area of British Sugar. Therefore, the trackway route from the Cut-off Channel to the south does not exist and is not available as a transport route. A plan identifying the section of the Disused Railway Trackway designation within British Sugar's ownership and operational area (Plan reference 566/123\_DRT01) is at **Appendix 1**.
- 2.2 The provision of a transport route through the operational area of British Sugar would seriously harm British Sugar's ability to continue to operate, diversify and grow. As British Sugar is committed to long term operations at its factory in Wissington, there is no realistic prospect that a new transport route will be made available within the operational area of British Sugar for the foreseeable future. Evidently, the safeguarding of the trackway to the south of the Cut-off Channel for its potential future use as a transport route and the requirement for appropriate alternative route provision are unreasonable and unjustified.
- 2.3 We therefore strongly object to the inclusion of a route from the Cut-off Channel to the south and it should be removed from the disused railway trackway designation.

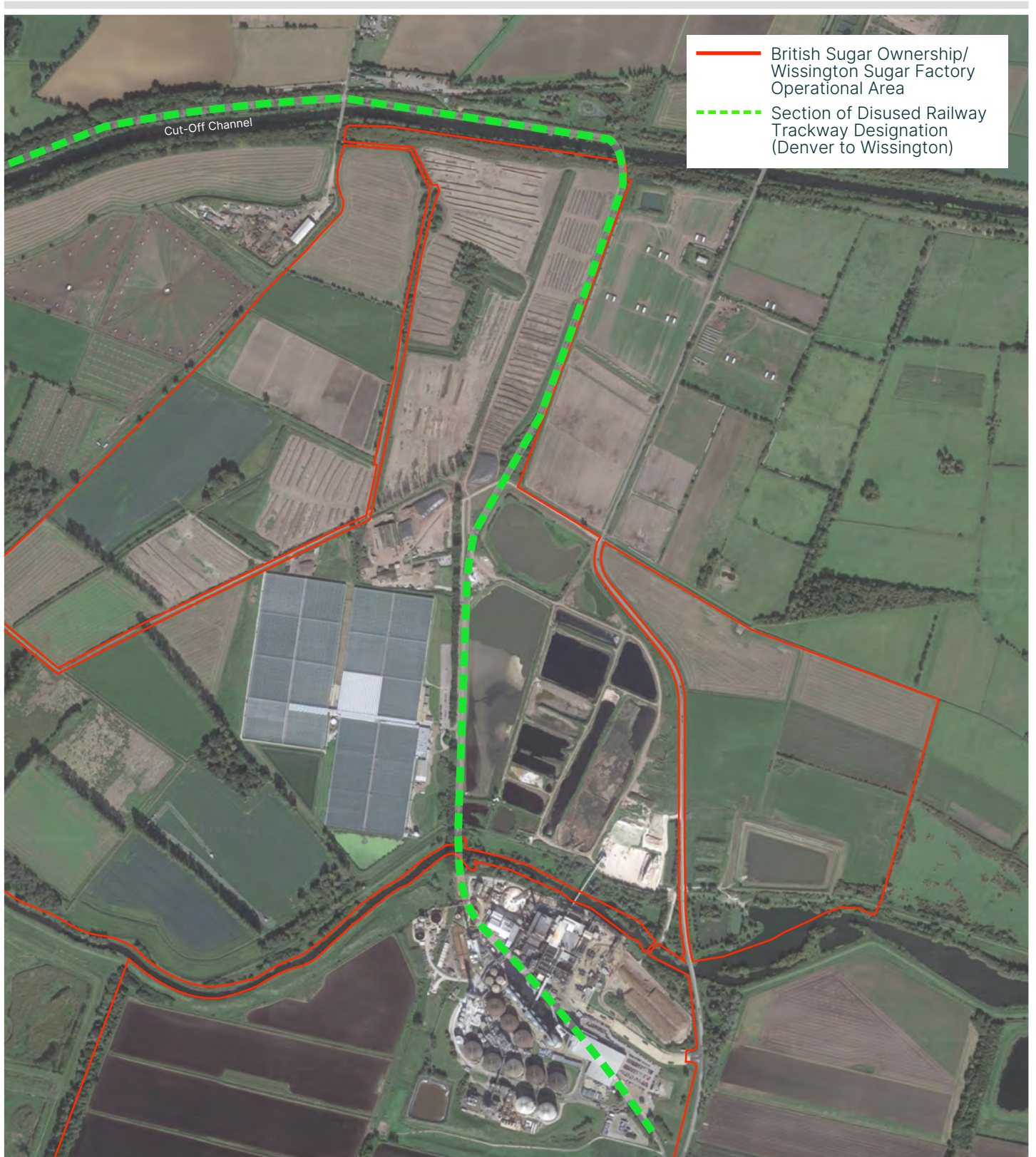
## 3 CONCLUSION

- 3.1 As set out above and demonstrated on the plan, the disused railway trackway from the Cut-Off Channel to the south no longer exists and entirely within British Sugar's ownership and operational area. The proposed designation under Policy LP12 (Denver to Wissington) is therefore not justified and the section affecting British Sugar should be removed.

# Plan reference 566/123\_DRT01







**Section of Disused Railway Trackway  
Designation within British Sugar Ownership/  
Operational Area**



Scale @ A4 :

Not to Scale

Plan No. :

566/123/1\_DRT01

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