

Hearing Statement for Resumed Sessions Week 3

This submission relates to MIQs 21, 25, 55, 74, 79 and 126. AQs 6, 7, 14, 15, 16, 26, 28 and 32. Chapter 5.7 [A1a] LP13, E2.1a, Chapter 9.3.1, [F39], [F51] [F51 appx K],

Although I am not personally a member of the Chartered Institute of Logistics and Transport (CILT), I am representing the views of two people, Howard Johnston and Ben Colson who are members as well as being experts in matters of public transport.

As the West Winch scheme is the largest housing development in West Norfolk since the Fairstead Estate in the 1970s, it is vital that the plans are in accord with up-to-date considerations.

The levels of public concern, attitudes to protection of the environment, climate change, real sustainability and access to public transport have evolved in the past 10 years so that the currently undecided applications of 2013 and 2018 are now out-dated as well as not being compliant with NPPF.

There is a real threat that the West Winch Growth Area will be developed piecemeal. Contrary to NPPF 108, transport considerations appear to have been added as afterthoughts. Neither a Strategic Transport Plan (a requirement of CS11 in the Core Strategy of 2011 and confirmed by the Inspector in 2016) nor a Travel Plan have yet been produced, even though that omission was highlighted in 2013.

The road layout for the Hopkins Homes development 13/01615/OM for 1100 homes at the northern end does not permit an easy through route for public transport.

The orientation of the housing does not seek to maximise the use of solar energy.

Sections of the development are clearly not compliant with the National Planning Policy Framework (NPPF), and its promoters appear to have 'adjusted' the transport assessment figures in an attempt to reduce the level of contribution they may be required to make to the off-site road structure to accommodate the estate.

The fundamental problem is that the planning authorities have permitted the Hopkin Homes application and one from Metacre (18/02289/OM) for 500 homes to be submitted before there was a Master Plan for the whole development area.

The Illustrative Masterplan has not been drawn up with sustainability at the forefront of design contrary to NPPF. Routes for public transport (buses) have been inserted as an afterthought.

The revised policy for E2.1 may address some of those deficiencies. [F51-k]

The current plans for the West Winch Housing Access Road (WWHAR) include a cycleway and footpath immediately to the west of most of the road, which will lead to conflicts when vehicles are joining or leaving the road at the junctions.

As the development is about one kilometre in width, what is required is a footpath, cycle lane and public transport lane down the middle of the development in a north south direction. This will be much safer, more accessible to the housing and thus likely to lead to less car dependant travel. The road layout that is proposed at present almost guarantees to lock in car dependency.

The ability of future residents to readily access a reliable and sustainable system of transport is fundamental to enable them to get to and from places of work, education (especially secondary education) and health services none of which are properly addressed in the developers' transport assessments.

The transport assessment figures produced on behalf of the developer show remarkably low figures for those needing to travel via the Hardwick Interchange to access work or secondary education.

CS01, CS11, the SADMP and the Neighbourhood Plan GA01, 03, 06, 07 and 08 are all clear that this is to be a development built on sustainable criteria including transport in conformity with the NPPF, but the current proposals do not stand up to scrutiny.

The removal of the small island to the east of the main Hardwick interchange will mean that traffic from the North Norfolk Coast heading towards Peterborough and Leicester will have to go three quarters of the way around the main roundabout. There is no evidence that a traffic flow assessment has been done to account for the volume on a sunny Sunday evening.

Ben Colson MBE BA(Hons) FCILT
The Royal Retiring Rooms, Station Road, Wolferton, King's Lynn, Norfolk PE31 6HA
bencolson1@aol.com
01485 542260

Howard Johnston FCILT
Belgrave House, 49 Northgate, Hunstanton, Norfolk PE36 6DS
hj@howardjohnston.co.uk
01485 534081

Andrew Murray FRCS
7 Bernard Crescent, Hunstanton, Norfolk PE36 6ER
andrew.murray1942@gmail.com
01485 532376