

DMTC statement on Local Development Plan proposals for Downham Market

In the last decade or so, Downham Market has had much development, which of late has been of a higher density to keep costs down. This often results in cramped conditions with inadequate roads that frustrate parking and access. Together with the requirement for social housing, this is storing up longer term risks and greater potential for anti-social behaviour.

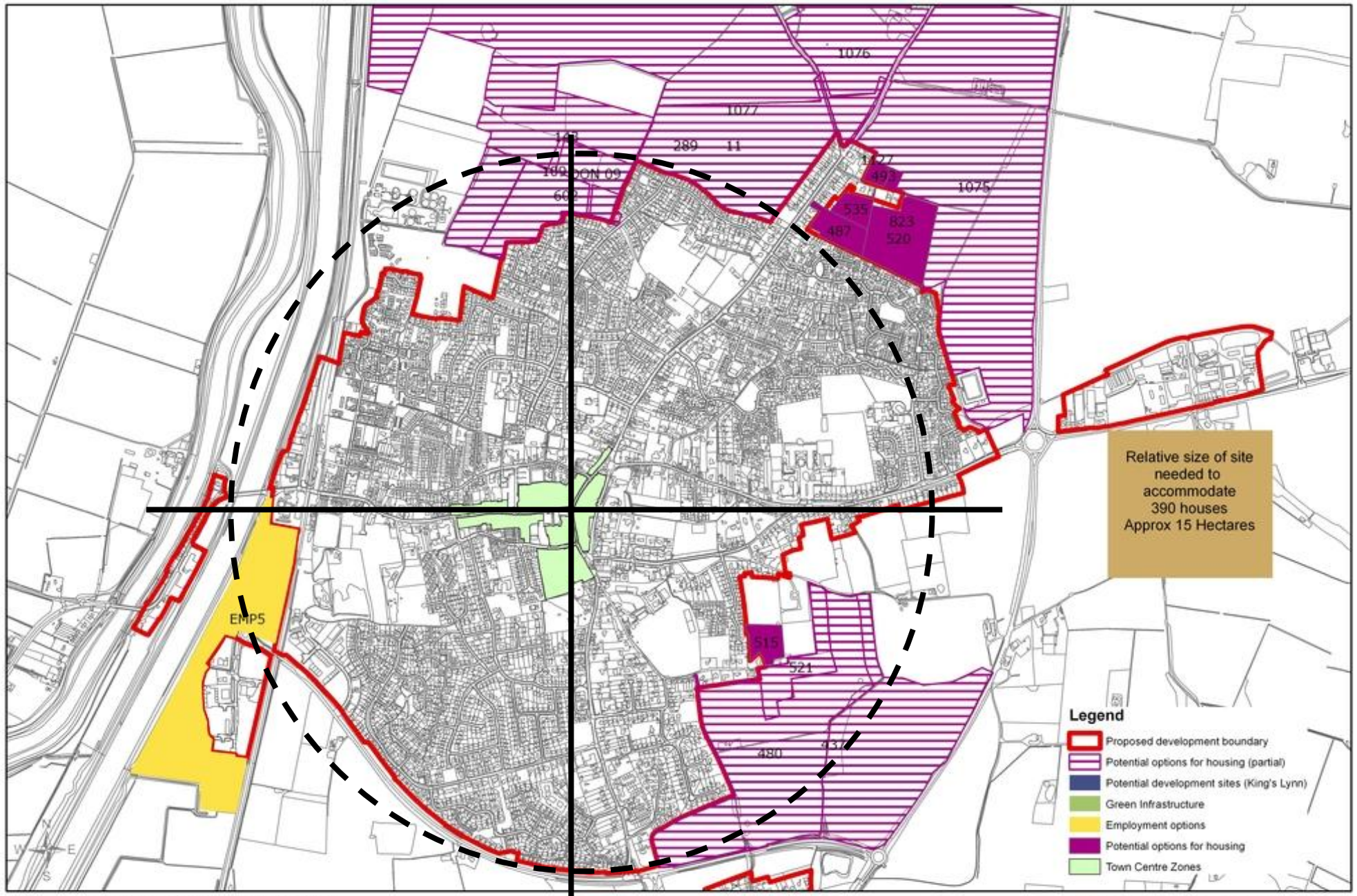
There are currently almost 500 dwellings approved which are yet to be built, plus routine ad-hoc approvals. There has also been a recent re-application for a further 97 dwellings in the SW. With this in mind, DMTC considers the current allocation of 390 has already effectively been taken up and ideally the existing development boundaries should remain until the wider infrastructure, utilities and public services catch up and are realised.

That said, if the development boundary is to be increased regardless, DMTC believe that sharing the current allocation of approximately 390 homes would not only be fairer to landowners, developers and residents alike, but would also promote a range of smaller unique prestigious developments in selected areas which are more likely to have a distinctive character.

We prefer a number of small scale discrete allocations or standalone gated style developments of the higher end range more likely to attract employers and economic growth to the area, rather than more retirement, rental or affordable housing attracting more dependant support which places exponential demands on services, exacerbating social trends.

In line with the 'Inspectors' recommendations, we do not support further growth in the NE or along the current A10 boundary at this time, or a single large solution there which does not have its own separate access onto main trunk roads.

Development that resolves current poor egress [Clackclose] and road safety issues [Broomhill/Low Road] and defines a final separation boundary with Wimbotsham in the N and NW is preferred now. Secondly, development from the epicentre towards the SE will provide shape, balance and promote non-car use enhancing quality of life, sustainability, use of town and community services. Resolving the infrastructure issues now will facilitate further LDF rounds and larger expansion opportunities in the SE or NE post 2026.



Relative size of site needed to accommodate 390 houses
Approx 15 Hectares

- Legend**
- Proposed development boundary
 - Potential options for housing (partial)
 - Potential development sites (King's Lynn)
 - Green Infrastructure
 - Employment options
 - Potential options for housing
 - Town Centre Zones