



North Runcton & West Winch

Neighbourhood Plan

Plan period 2016-2026

Brought into force October 2017



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1. INTRODUCTION

The North Runcton and West Winch Neighbourhood Plan sets out a vision, supported by planning policies, that will help guide development in both parishes for the period until 2026 and beyond.

[1.1] The Government introduced neighbourhood plans following the Localism Act of 2011. Neighbourhood plans are not mandatory, but can be undertaken by communities who feel strongly about how future planning processes and development will occur in their area. Neighbourhood plans are developed through a process of community consultation but they must follow higher level planning policy set by central government and the local planning authority. Neighbourhood plans have to be approved by an independent planning examiner and agreed by the community through a local referendum.

Why did North Runcton and West Winch need a Neighbourhood Plan?

[1.2] In 2011 the Borough Council of King's Lynn and West Norfolk (BCKLWN) adopted their Local Development Framework *Core Strategy*, setting out a spatial planning framework for the entire Borough until 2026. In this document, a large area south-east of King's Lynn (falling within the parishes of North Runcton and West Winch) was identified for major urban expansion – with 1,600 dwellings proposed for the period to 2026. These proposals have subsequently been developed by BCKLWN in their 'Site Allocations and Development Management Policies Plan' (adopted September 2016).

[1.3] Parish Councils are unable to alter these policy decisions by the higher planning authorities. However, by preparing a Neighbourhood Plan (NP) they can help 'shape' proposed development and try to make the proposals more acceptable for local residents. In 2012 the Parish Councils of West Winch and North Runcton agreed to work together to prepare an NP covering the entire area of both parishes. The NP has been developed by a steering group including Parish Councillors and other interested residents.

[1.4] Preparation of the NP has involved collaboration and consultation with a wide variety of agencies, landowners and their representatives, community groups, local businesses and residents. The NP steering group obtained assistance from the *Prince's Foundation* organisation, *Locality* and *Planning Aid England*, who were able to offer independent expertise and advice on a variety of planning matters and funding from the Community Development Foundation. The steering group would like to thank all those people who have assisted in the preparation of the NP.

What will the Neighbourhood Plan do?

[1.5] The NP provides a policy framework that will not only help to define future development in the area, but also aims to nurture a vibrant, integrated community, an attractive, healthy environment and a thriving local economy. However, the NP can only provide guidance in these matters. It will remain essential that all residents and stakeholders embrace the spirit of the plan and work together over the coming years to support and develop the aims and objectives it sets out.

2. COMMUNITY INVOLVEMENT

Shared vision for the future

[2.1] The neighbourhood planning process provides people with an opportunity to develop a ‘shared vision’ for their future community. However, in planning there is often need for compromise – inevitably we have needed to agree plans and policies that are considered best for ‘most of the people most of the time’.

Consultation and evidence gathering

[2.2] Community consultation about potential development in West Winch and North Runcton began with public workshops in 2010. Since then further consultation events and focus groups have been held with residents, landowners, developer groups, community groups, local businesses and other interested parties. All residents were asked to complete a questionnaire to identify local needs and aspirations in 2012, whilst many people attended a weekend exhibition and commented at length on draft policies in 2013 and 2015.

[2.3] Throughout the process, draft plans, policies and issues concerning the development of the NP have been widely publicised through parish council meetings, local newsletters and on the parish websites. A full consultation statement is provided as one of the supporting documents to the NP.

[2.4] When adopted, the NP will form part of the official Development Plan for North Runcton and West Winch, sitting alongside the BCKLWN Local Plan (consisting of the *Core Strategy* and the *Site Allocations and Development Management Policies Plan*). All three documents will then guide development in the parishes within the period until 2026 and beyond.



3. ABOUT NORTH RUNCTON AND WEST WINCH PARISHES

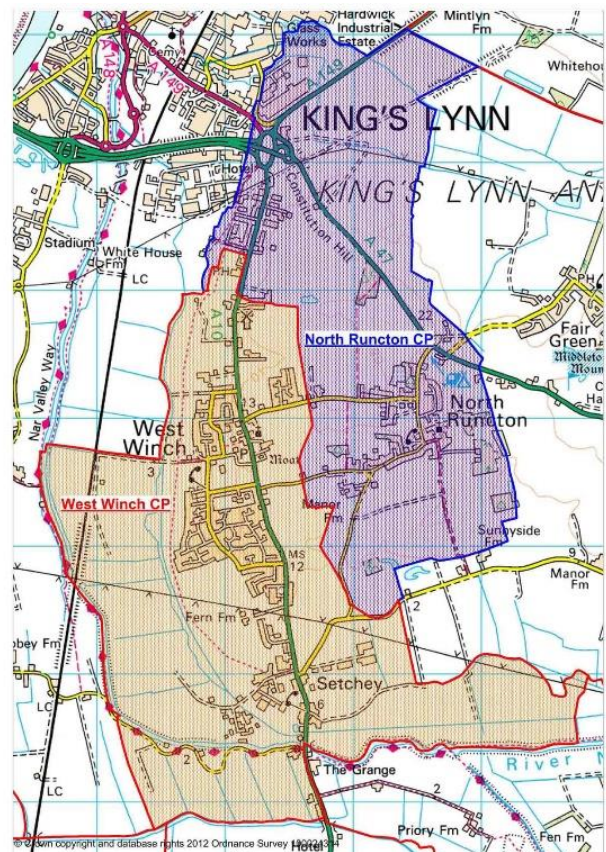
General context

[3.1] The NP addresses the entire area of both West Winch parish (approximately 8 sq km) and North Runcton parish (approximately 6 sq km). West Winch village features ‘clusters’ of settlement including ‘old’ West Winch (centred around the medieval church of St Mary’s), several 20th-century housing estates and the hamlet of Setchey in the south. North Runcton is a smaller settlement lying to the east of West Winch and centred on New Road, Rectory Lane, Common Lane, All Saints Church and a small village green. Both West Winch and North Runcton parishes include linear development along the A10. The Hardwick roundabout, a section of the A149 and commercial development to the north (Hardwick Industrial Estate) also falls partly within North Runcton parish.

[3.2] BCKLWN’s *Landscape Character Assessment* (2007) describes the area as *Farmland with Woodland and Wetland*, a ‘medium-scale mixed farming landscape, flat to gently undulating with some woodland and open water’. This description is most appropriate for the landscape around North Runcton and the landscapes towards Middleton and Bawsey to the north-east. However, the west and south of West Winch parish falls within the flat, open ‘fenland’ character type and West Winch can be said to be a ‘fen edge’ settlement – having grown on the higher ground adjacent to the rich, low lying fenland associated with the River Nar valley and the Great Ouse further to the west.

Figure 1.0.
The North Runcton and West Winch
Neighbourhood Plan Area.

The Neighbourhood Plan area covers the full extent of North Runcton Parish (blue) and West Winch Parish (red).



Historical development

[3.3] Pre-historic finds in the area indicate early colonisation. Remains of Iron Age settlement have been found in parts of North Runcton, and the A10 corridor is likely to have been a principal route into North Norfolk for the Romans. There is some evidence that areas of common land in both parishes may date from Saxon times. Both North Runcton and West Winch were recorded in the Domesday Book.

[3.4] The Gurney banking family had a large country house and owned surrounding farmland at North Runcton in the 19th century – although the house was demolished in the 1960s. In the 1920s West Winch was the location of a short-lived ‘oil rush’ when underlying shales were thought to contain substantial oil reserves. A brewery once operated at Setchey, whilst a substantial Royal Engineers service base was located on the A10 in the Second World War (now ‘Coolstak’). From the late 1960s both West Winch and North Runcton became favoured dormitory villages for King’s Lynn resulting in substantial residential growth. This late 20th-century housing now characterises large parts of both villages, but a scattering of older buildings, some utilising carrstone, pantile and local bricks, provide traditional local character.

North Runcton and West Winch today

[3.5] Today the setting of North Runcton and West Winch is still predominantly rural in character, with the main settlements set within large areas of arable land and including some substantial blocks of permanent pasture. In 2013 the populations of West Winch and North Runcton were approximately 2,695 and 549 respectively. ONS statistics for 2010 indicate a relatively high proportion of over 65s with less than 15% children under 15 years of age.

Environment. [3.6] There are small historic core areas in both villages centred near the churches and there are other scattered features of heritage interest in both parishes. As well as the churches, there are six other Grade II listed buildings in the Neighbourhood Plan area but no designated conservation areas. Mature trees add to village character, especially at North Runcton, with several Tree Preservation Orders in both parishes. Other features of local environmental significance include two Sites of Special Scientific Interest (the River Nar and an area of geodiversity at Setchey), four County Wildlife Sites (including the entire West Winch Common), ponds, ditches, tracks and lanes and a notable number of veteran trees. As noted above, both parishes have extensive grazing commons.

[3.7] The Neighbourhood Plan area has a varied geology – but much of it is underlain by clay. This and low-lying topography have led to localised flooding issues in the past. A study undertaken on behalf of the Neighbourhood Plan Steering Group, *The North Runcton / West Winch Surface Water Management Strategy (2014)*¹, has highlighted the importance of east–west drainage courses – as virtually the entire area drains first to the Puny Drain at the south and western edge of West Winch, and ultimately to the River Ouse. The study also highlighted the relatively poor drainage infrastructure relating to some previous

¹ Middle Level Commissioners for the East of Ouse, Polver and Nar Internal Drainage Board. **North Runcton and West Winch Surface Water Management Strategy** (April 2014). See Supporting Documents.

developments, the lack of records of previous drainage infrastructure and the lack of regular maintenance to important drainage features such as ditches.

[3.8] Other significant infrastructure in the local landscape include an overhead National Grid power line and two high pressure gas pipelines. The gas pipelines each have specific health and safety exclusion zones within which certain types of development are not permitted. The pipeline located furthest south referenced by Transco as pipeline 4073502 and sharing a corridor with pipeline 7458 (*refer to Figure 3 – Local Service Infrastructure*) has an ‘inner zone’ of 118 m; a ‘middle zone’ of 190 m and an ‘outer zone’ of 385 m – as measured on each side of the pipeline. The northern pipeline (referenced 7463) has an ‘inner zone’ of 82 m, a ‘middle zone’ of 205 m and an ‘outer zone’ of 285 m measured on either side of the pipeline.

[3.9] The Health and Safety Executive (HSE) advise that the ‘inner zone’ is not compatible with any new housing allocations and that the ‘middle zone’ is only compatible with housing developments of up to and including 30 dwellings (in total) at a density of no more than 40 per hectare. However, the ‘outer zone’ is compatible with housing of more than 30 dwelling units.

[3.10] In summary, the southern gas pipeline will create a building exclusion zone 236 metres wide where no housing will be permitted, with an additional 72 metres either side where housing numbers will be restricted. Adjacent to the northern pipeline, the exclusion zone will be 164 metres wide where no housing will be permitted with a further 123 metres where housing will be restricted. In terms of other types of development, the HSE advises against schools in the inner and middle zones and against schools larger than 1.4 hectares in the outer zone.

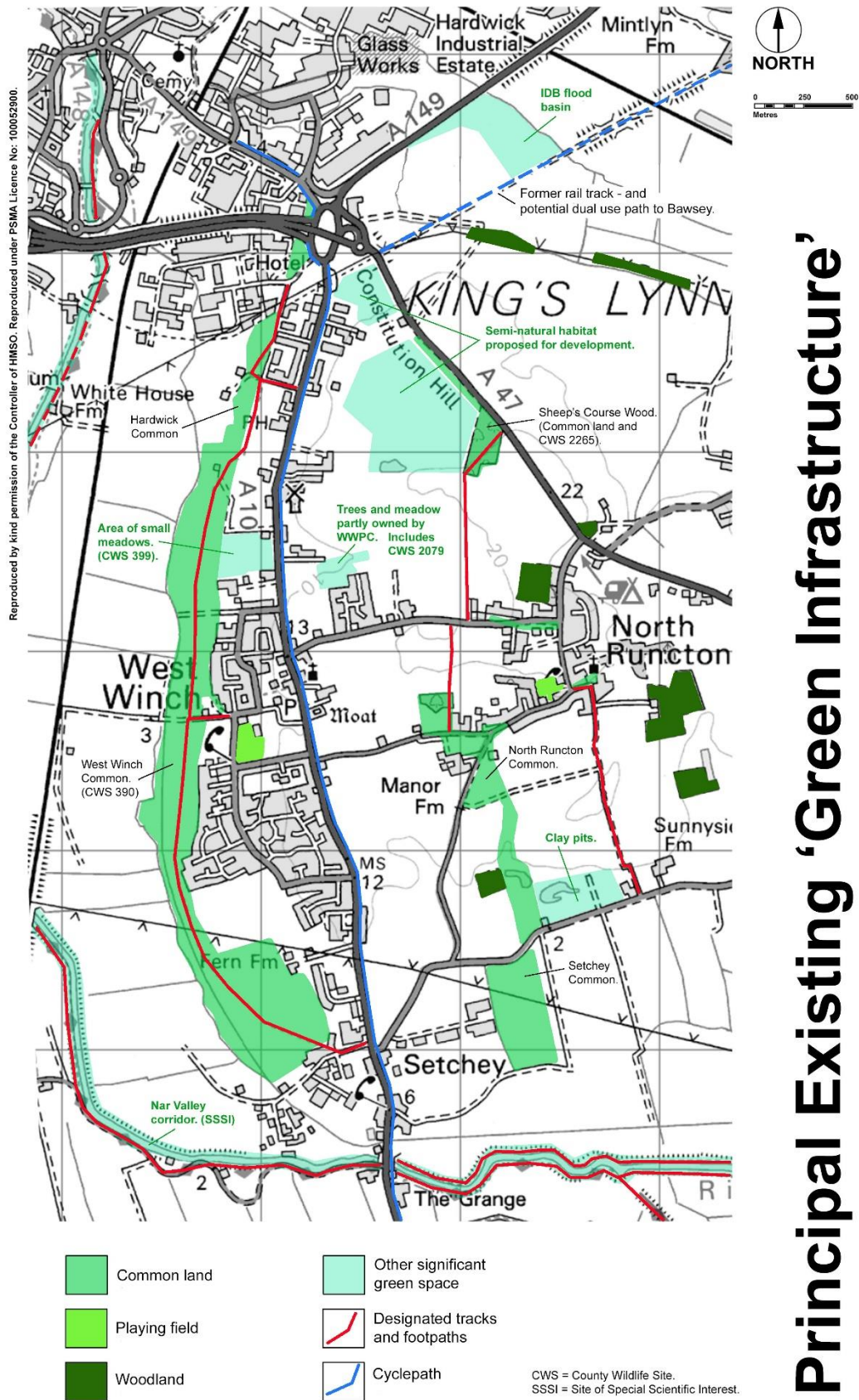
Roads and transport. [3.11] The A10 and the A47 are important elements of the regional road network although only the A47 is classed as a regional trunk road. Both roads are influential in defining the character of West Winch and North Runcton. The high level of traffic², and especially the high number of large goods vehicles, adversely affect the settlements – especially along the A10.

[3.12] The Hardwick roundabout is a key junction in the regional network and a gateway to King’s Lynn. It is prone to rush hour and seasonal congestion that regularly backs up on the adjoining roads, especially the A10, leading to several miles of slow-moving tailbacks through both parishes. Residents have expressed great concern about the impact of additional development in the parishes that will increase traffic on these main road routes.

[3.14] Although the area is used for recreation and exercise (walking / jogging / cycling / riding), in reality there are few off-road public paths. Grazing commons provide limited public access. The busy main roads tend to deter non-vehicular access and cycle path provision is limited.

² Figures provided from previous studies suggest that the average daily vehicle count for the A10 is presently around 18,000 and for the A47, 14,000. Seasonal effects are notable (e.g. holiday traffic to North Norfolk in the summer and HGV traffic to Wissington sugar beet factory in winter).

Figure 2.0.
Principal Existing Green Infrastructure



Principal Existing 'Green Infrastructure'

Community and culture. [3.15] Twenty-seven community-related organisations were initially identified in the two parishes and a range of entertainments are regularly provided at the William Burt Social Centre.

[3.16] Existing community buildings include the *William Burt Social Club* at West Winch and the *Village Meeting Place* at North Runcton, both well used. Two Anglican churches have small congregations and the large Plymouth Brethren community have one large meeting hall in West Winch and a smaller one in North Runcton. Scouts and Guides have a hall and campsite at North Runcton. Popular sports clubs include football and bowls, tennis and cricket. West Winch has a children's play area. In 2016 there is a public house (*The Winch*) on the A10, although this has opened and closed several times in recent years.

[3.17] Currently there are no GP practices in either parish and the nearest surgeries are Watlington and King's Lynn. Although the Queen Elizabeth Hospital is only 3 km away there is no direct bus service. There is a private dental practice at Leete Way, West Winch.

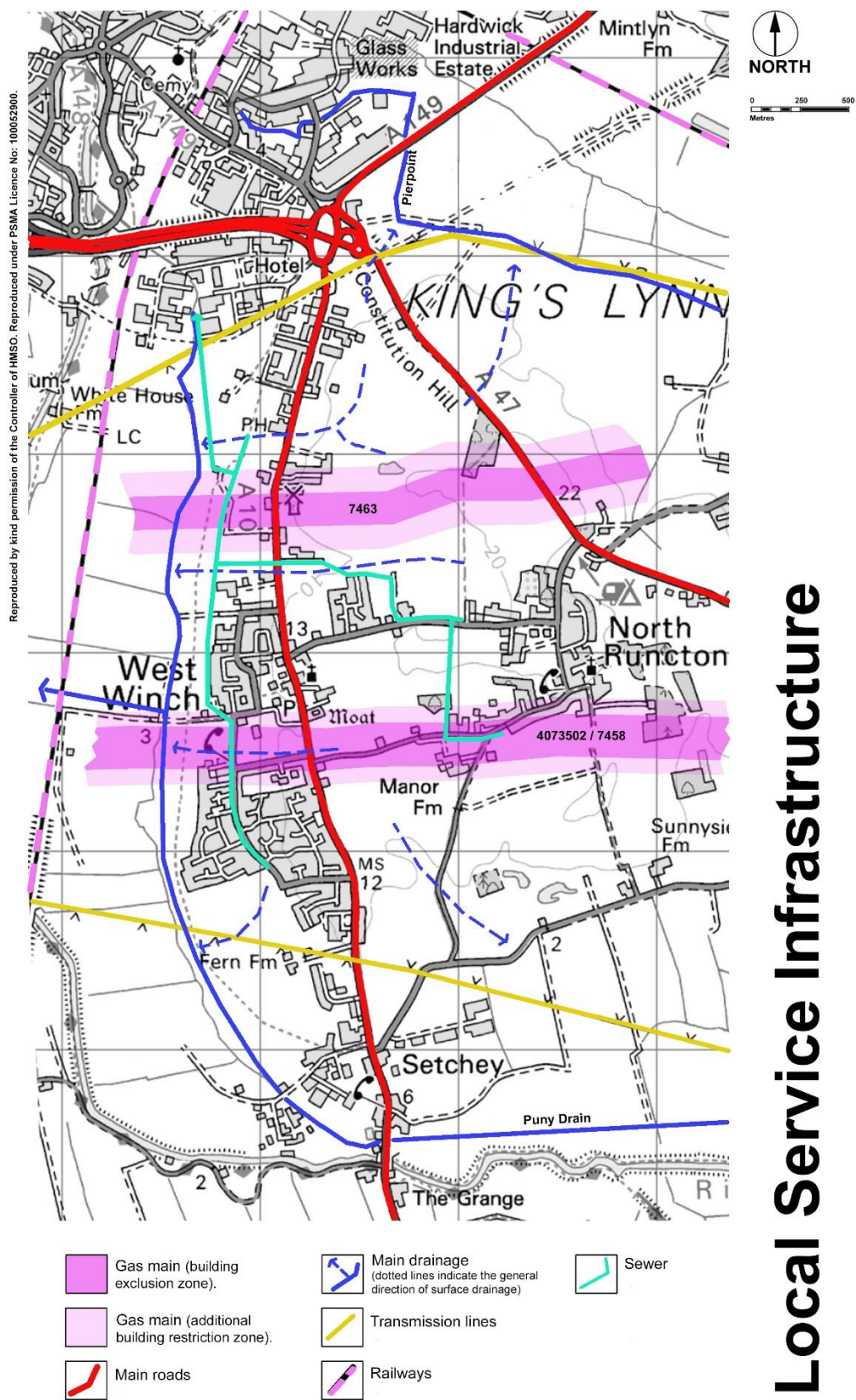
Schools. [3.18] West Winch primary school is a popular local school located in the heart of the village. North Runcton has no school and falls within the catchment for Middleton primary school. The principal catchment secondary school for both villages is the King's Lynn Academy.

Employment/businesses. [3.19] Within the NP area there are two main areas of employment land. One is the Hardwick Industrial Estate which includes a large Sainsbury store and Penguin Foods – a vegetable packing firm. As at 2016, outline planning consent existed for an additional 26 Ha extension to the industrial estate (falling mainly within North Runcton), 12 Ha of which has consent for retail, business and hotel development. The second notable employment area is at Garage Lane, Setchey, at the southern end of West Winch, which includes construction, light industrial and retail related businesses.

[3.20] Other businesses in the plan area include a large haulage and cold-store firm, fuel station, pub and Chinese restaurant all along the A10, and a caravan/campsite in North Runcton. There is a post office, convenience store, carpet warehouse, chip shop and other small retail outlets at West Winch. The essentially agricultural setting means there are a variety of farms and farm-based businesses – including haulage, poultry and diversified enterprises within farm buildings. Consultation has also established that there is a variety of home-based business locally, including professional services and trades.

Figure 3.0.

Local Service Infrastructure



4. PLANNING POLICY CONTEXT

Compliance with existing and emerging planning policy

[4.1] Although the local community decide what is included in the Neighbourhood Plan (NP), the final document must comply with certain ‘basic conditions’ as set out in the Localism Act 2011. This includes ‘higher level’ planning policy such as the National Planning Policy Framework (NPPF) and certain international obligations (including human rights and habitats regulations). The NP must also comply with the adopted strategic policy of the local planning authority (BCKLWN) – currently the 2011 *Core Strategy* and the *Site Allocations and Development Management Policies Plan* (2016).

[4.2] In the BCKLWN Core Strategy, West Winch is identified as a ‘*Settlement adjacent to King’s Lynn*’ where ‘*Development will take place ... where it can demonstrate a positive impact on the adjacent Sub Regional Centre/Main Town and which will assist in both maintaining and enhancing the provision of services, employment and local retail needs*’ (Policy CS02). North Runcton is identified as a ‘*smaller village*’, with ‘*little or no services*’. ‘*It would be inappropriate to seek further development in these places*’ (CS – 6.1.14).

[4.3] An area straddling both parishes is defined for urban expansion south-east of King’s Lynn, including at least 1,600 new homes by 2026, and establishing ‘*a direction of future growth to meet anticipated future need beyond the current plan period*’ (Policy CS09). While the Borough’s plans refer to the area as ‘West Winch’, it also includes significant land within the parish of North Runcton.

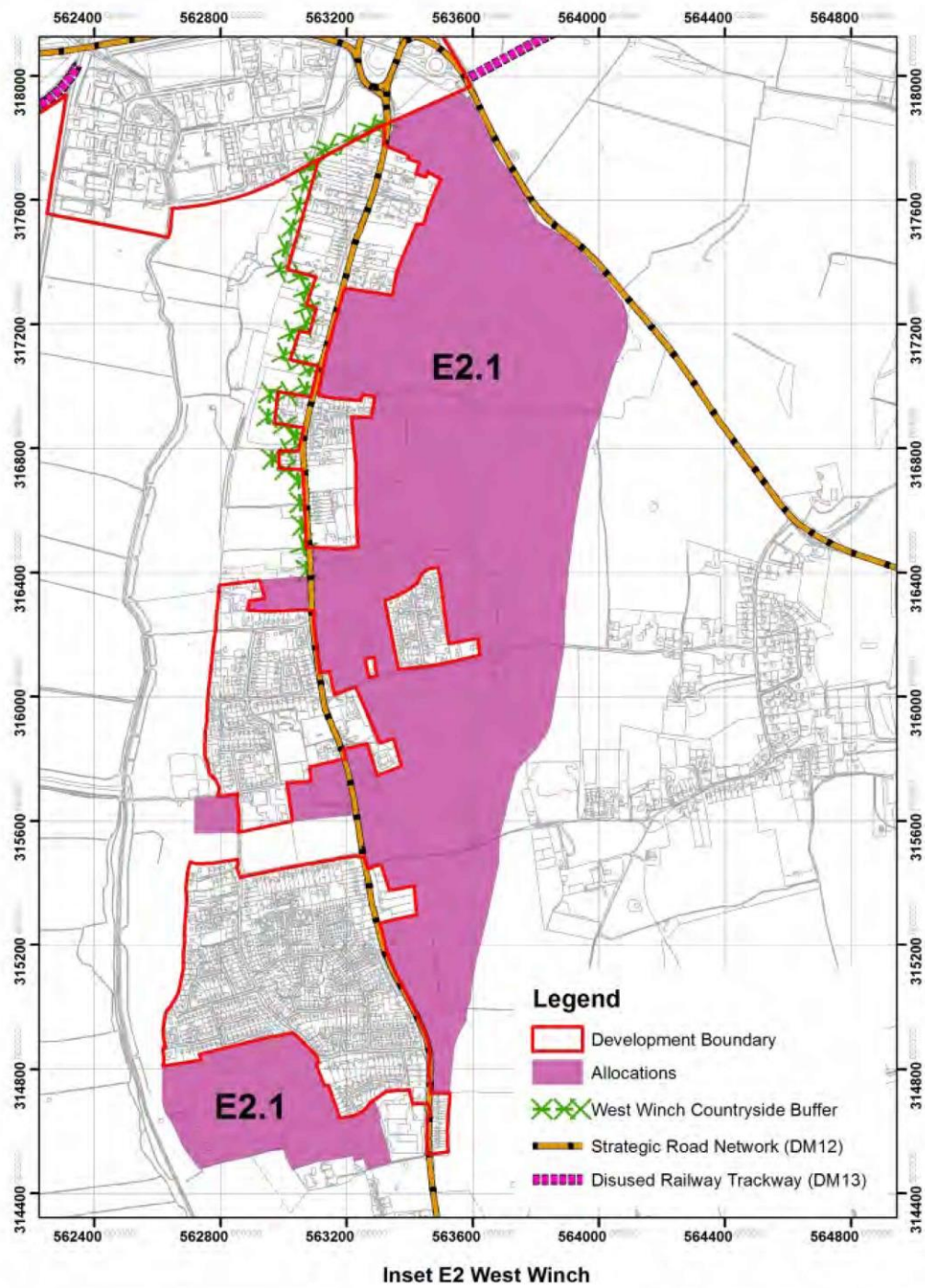
[4.4] The NP has also taken into account the BCKLWN *Site Allocations and Development Management Policies Plan* (SADMP, adopted September 2016), and also the evidence documents underpinning that plan which include amongst others, the *King’s Lynn and West Norfolk Landscape Character Assessment* (2007), the *King’s Lynn and West Norfolk Green Infrastructure Strategy* (2009/2010) and the *King’s Lynn and West Norfolk Strategic Housing Land Availability Assessment* (2011, updated 2014).

[4.5] The SADMP sets out strategic policy for a **West Winch Growth Area** and provides an indicative plan of that area (refer to Figure 4.0). The SADMP states that this is a land area of 192 Ha which will provide ‘strategic outcomes’ including a minimum of 1,600 new dwellings and one hectare of employment land with associated facilities and infrastructure in the period to 2026. (Further consideration of the BCKLWN strategic policy for West Winch and North Runcton is provided below.)

[4.6] Additional local evidence has been obtained from bodies including Norfolk County Council, Norfolk Wildlife Trust, National Grid Transco, Anglia Water, the Highways Agency, the local Internal Drainage Boards, landowners and local community groups and organisations. As noted previously, the NP Steering Group also commissioned the *North Runcton/West Winch Surface Water Management Strategy* (2014) to help identify appropriate planning considerations for drainage in the area.

Figure 4.0. Plan defining the BCKLWN proposed West Winch Growth Area

(from the *Site Allocations and Development Management Policies Plan*, adopted September 2016)



BCKLWN strategic planning policy for the West Winch Growth Area

[4.7] The BCKLWN Site Allocations and Development Management Policies Plan provides the following strategic context for the Neighbourhood Plan:

- 1,600 homes up to 2026 is a minimum requirement established by the Core Strategy and the strategic allocation is intended to set a direction of future growth beyond 2026.
- The proposed development will be focused in three distinct areas (or 'neighbourhoods'). These will be: near the A47 at *Constitution Hill*; in an expanded 'neighbourhood' around 'old' West Winch; and, at a third site located south of Chequers Lane. In order to focus new development and reduce adverse building impacts, the NP favours only permitting development at Constitution Hill and 'old' West Winch in the period until 2026, retaining the southern area as farmland.
- The new 'neighbourhoods' will be separated by protected 'green space'. Green space will serve multifunctional purposes including recreation and public amenity, surface water management, nature conservation and non-vehicular access corridors. Greenspace areas could also include retained agricultural land. Safety buffer zones associated with the gas pipelines will be incorporated into this non-development land.
- A new north–south road corridor will be developed (the 'relief road') in an attempt to reduce expected traffic impacts to the A10, and to provide vehicular access and distribution for new development areas.
- Development proposals for the Growth Area will be guided by an adopted 'Infrastructure Delivery Plan' (agreed by BCKLWN and stakeholders) which will define phasing, funding and detailed requirements for transport, environmental and community infrastructure.

How the Neighbourhood Plan will contribute to policy

[4.8] The NP will play an important role in shaping the proposals set out by the BCKLWN Local Plan documents, providing a more detailed framework within which development will come forward. The NP identifies the locations where the community would prefer such development to take place – creating opportunities to enhance existing settlement structure, improve existing infrastructure, utilise brownfield land, and, where possible, safeguard good agricultural land and landscape assets.

[4.9] The NP also provides general policy for North Runcton village and other areas outside of the proposed BCKLWN 'growth area'. Policies in the Neighbourhood Plan are therefore divided into 'Whole Area' policies and 'Growth Area' policies.

[4.10] To summarise, the NP will help to define:

- detailed site planning policy and development boundaries
- local policy on green infrastructure provision, sustainability requirements and open space planning, including sustainable urban drainage
- additional guidance on the design and character of buildings, spaces and corridors – and separate 'neighbourhoods' within the two parishes
- local transport infrastructure, including public transport provision and cycle and footpath networks

- community facilities, including schools and other provision
- employment areas, including local retail.

[4.11] In particular, the NP policies help to underpin three aspects of sustainable development that are central to the National Planning Policy Framework:

- **an economic role** – contributing to building a strong, responsive and competitive economy
- **a social role** – supporting a strong, vibrant and healthy community, and
- **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment.



Orchids are presently common at Constitution Hill.

5. THE NEIGHBOURHOOD PLAN VISION, AIMS AND OBJECTIVES

The vision

West Winch and North Runcton will be two closely linked but separate parishes that are popular and attractive places to live. They will remain distinct from King's Lynn and will be characterised by a predominantly rural setting. They will have a range of excellent facilities allowing residents of all ages to live, work, play and contribute fully to the ongoing success of the communities.

Aims (what we hope to achieve)

General. To support the development of high quality, sustainable and successful new neighbourhoods whilst nurturing and enhancing the lives of existing residents in West Winch and North Runcton. To safeguard the unique and distinctive physical and cultural assets of the parishes, using these to shape the future environment and community.

Environment. To create a network of green spaces and corridors that sustain a sense of rural living and are utilised and respected by everyone. To sustain and safeguard agriculture in the parish in tandem with improved rural access and recreational opportunities for village residents whilst supporting local wildlife.

Social. To nurture a diverse and supportive community with excellent internal communication and close links to neighbouring communities. To ensure there are spaces, institutions and events where the whole community can meet and socialise.

Economy. To provide a setting that fosters sustainable and rewarding jobs and supports education and skills development. To ensure that residential expansion is supported by commensurate local employment opportunities.

Transport. To enable local people to go about their business in a timely manner. To reduce the domination of through-traffic on residents' day-to-day lives. To provide an excellent network of road, cycle and footpaths that allow genuine choice in future transport options and mitigate against excessive road traffic and car dependency.

Sustainability. To provide new housing which is high quality in plan, size and materials, adapted to the expected results of climate change and suitable for the whole-life needs of residents.

Objectives (how the plan will achieve its aims)

Environment. Identify and protect natural and cultural environmental assets. Where development will result in loss or degradation of assets, ensure there will be adequate sustainable compensation. The NP policies promote 'joined-up thinking' so that environmental assets can, where possible, be 'multi-functional' with, for example, benefits for recreation, local biodiversity, drainage, access provision and landscape amenity. Policies encourage community use of green space and community involvement in management. The Plan seeks to ensure that long-term management and maintenance requirements are identified and provided for. The Plan requires appropriate development design so that sustainable 'breaks' are established between settlements.

Social. The Plan seeks to ensure that new development brings new community facilities that can benefit all residents and bring people together. Policies aim to ensure that key social centres such as primary schools, community halls and health facilities are established at an early stage of development so as to foster social links and organisations.

Economy. The Plan aims to encourage planning applications that create sustainable job opportunities without adverse impacts on the environmental, social or cultural character of the community. It supports home working and small-scale business. Policy encourages development that will support local shops, trades and services.

Transport. The Plan seeks to mitigate traffic and environmental problems on the A10 and A47, encouraging a future road hierarchy that will reduce the impact of proposed development. Policies encourage and support traffic calming measures. High standards of public transport, cycle path and footpath infrastructure are encouraged.



Dedicated cycle lanes (such as this one in Cambridgeshire) can provide direct, safe and fast routes between villages.

6. POLICIES FOR THE WHOLE NEIGHBOURHOOD PLAN AREA

The following policies must be considered by anyone preparing a planning application within the parishes of North Runcton and West Winch.

Retaining ‘rural’ character

[6.1] Consultation has confirmed that residents do not wish to be part of ‘*greater King’s Lynn*’ but wish to retain ‘village character’ and an ostensibly rural backdrop to settlement wherever possible. The existing settlement pattern and building styles can help to influence new development, whilst the historic core of the existing villages should be protected and enhanced.

[6.2] Although the existing settlements of West Winch and North Runcton predominantly constitute late 20th-century buildings with a mixture of architectural character, some older buildings incorporate more traditional building materials (notably carrstone and pantile) that could be used to create distinctive character in new development – especially for keynote buildings. The density of existing settlement is low (seldom greater than 20 dwellings per hectare and on average much lower). This and the openness afforded by views to paddocks, commons and agricultural land provide a rural village character that is valued by residents. (Some key local views are illustrated in the supporting document, *Sites of Special Local Value*.)

It is the great desire of residents to retain a predominantly rural character in the parishes – especially views and connections to open countryside.



[6.3] The policies in this section seek to:

- retain views to open farmland and the wider countryside
- ensure new development provides for access to 'rural' paths and 'natural' landscapes
- ensure 'rural' elements in the landscape including large trees, native hedgerows, grass road verges and managed ditches are sustainably retained
- ensure that new development is sensitively integrated into the existing rural setting – with special consideration for development boundaries adjacent to open countryside.

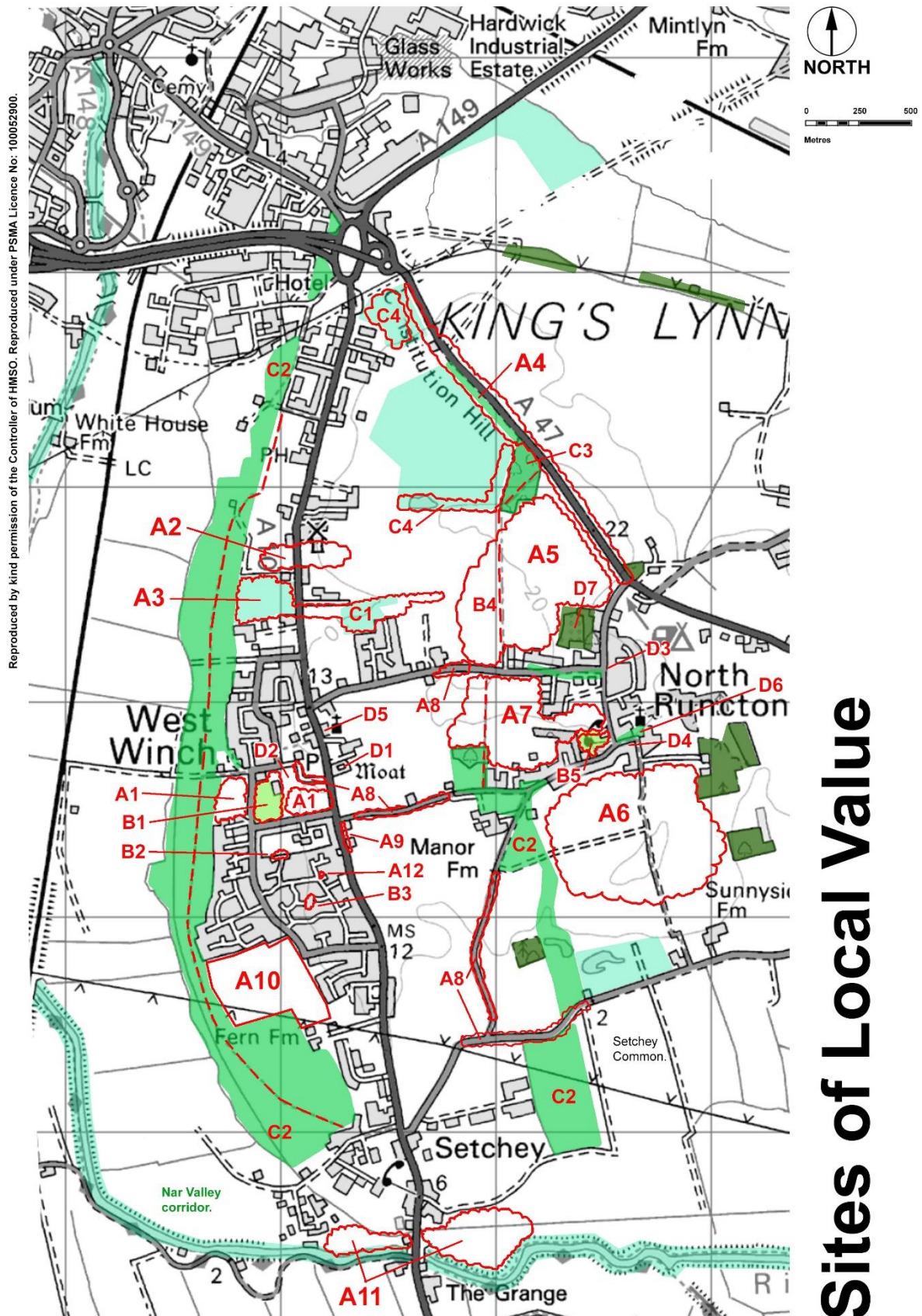
[6.4] Settlement character can also be protected and enhanced by considering the spatial arrangement and design of buildings, street layout, access provision and the relationship with landscape areas. Retaining the 'open' character of existing settlement, rather than allowing gradual infill and urban 'intensification' is seen as important.

Protecting sites of local value

[6.5] Following consultation with local residents, a number of particular sites and areas have been identified as locally important environmental assets that are considered to either make a notable contribution to landscape and settlement character, or to have biodiversity, heritage or cultural values, or to contribute in some other way to the quality and diversity of the local environment. Residents wish to see these 'assets' safeguarded or appropriately compensated if losses or changes occur. Some are specific sites and features and others are more generalised areas which, by not being developed, enhance the quality and setting of adjacent settlement.

[6.6] Listed buildings and Tree Preservation Orders (TPOs) are not included in this list as it is assumed that existing legislation safeguards these sites. Commons are included, as although it is unlikely that they would ever be available for building, their setting, access connections and sustainable retention as grazing pasture could be adversely affected by insensitive development.

Figure 5.0
Sites of Local Value



POLICY WA01: Protecting sites of local value

The areas illustrated on Figure 5.0 are identified as sites of local value. Where development proposals come forward that could directly or indirectly impact on these assets, a sequential approach shall be applied to their protection:

- first, and most preferable, retain, enhance and create sustainable features of these assets
- second, mitigate potential adverse impacts to them – including consideration of secondary impacts such as pollution, changes to drainage, visitor pressures and severance of ecological corridors
- as a last resort, adequately compensate for the loss or degradation of these features and their ecological value, where it is concluded that such losses and adverse impacts are inevitable and unavoidable.

A. Sites of landscape character value including views

- A1 Land adjacent to Long Lane and Hall Lane, West Winch. This corridor separates the 'Bovis Estate' from central West Winch and contains playing fields (refer to B1) and farmland. It provides a visual corridor between the A10 and fenland to the west. Identified by community consultation. This land is also a gas pipeline corridor where development will be restricted. Retain to ensure separation of neighbourhoods.
- A2 Land south of the Old Windmill, West Winch that contains farmland and paddocks and helps break up linear development along the A10. Identified by consultation. This land is within the strategic allocation area but development will be restricted due to the gas pipeline corridor (refer to Figure 3.0).
- A3 A narrow corridor of land either side of the A10, and north of Ivy Farmhouse, featuring paddocks, hedges, mature trees and part of an important drainage course that extends east to Illington Lane, North Runcton. Identified by consultation and drainage surveys (refer to Surface Water Management Strategy). It is suggested that a sustainable surface water drainage function must be retained here. The meadows west of the A10 are also a County Wildlife Site (See C1 below).
- A4 Mature trees, hedges and verge along the A47 road corridor between New Road, North Runcton and the Hardwick Roundabout. Important to the character of the local landscape and approach to King's Lynn – especially where the road is elevated and prominent in views from the north. If it becomes necessary for mature vegetation to be removed here, it would be essential that adequate sustainable replacement planting is provided (notwithstanding that some veteran trees may be irreplaceable).
- A5 The open landscape between the A47 and Illington Lane, North Runcton. Existing open farmland that is important in sustaining the rural setting of North Runcton and a rural approach to King's Lynn along the A47. Also identified in the BCKLWN SADMP – 'Strategic Concept' plan.

- A6 The open landscape south of the existing village of North Runcton – including paddocks, woodland and farmland, much of which is elevated and prominent in views from the Nar Valley and areas further south. Settlement expansion here would undermine the rural setting of the village and would also be likely to cause adverse traffic impacts to the community.
- A7 Paddocks and arable land between Rectory Lane and Common Lane, North Runcton – with mature trees and hedges, providing an extension to the character of North Runcton common and an important backdrop to the village. Identified in consultation.
- A8 The ‘rural’ sections and features of Rectory Lane, Common Lane, the ‘Twisty Twiney’, Setch Road, and Watering Lane, where mature trees, roadside hedgerows and grass verges are important to local landscape character. Identified in consultation.
- A9 Grass area with West Winch village sign and tree planting, east of A10, south of Chequers Lane – enhances local amenity. Identified in consultation.
- A10 Land south-west of Gravelhill Lane and South of Elmtree Drive. A large area of low-lying grassland that provides a rural outlook for residents and extends the ‘green corridor’ of West Winch common. Identified in consultation. This area is within the strategic allocation area but any development plans should aim to retain views and access to open countryside and to include rural features.
- A11 The predominantly open corridor along the Nar Valley west of Setch Bridge and east towards Blackborough End. Retain remaining open landscape adjacent to River. Identified in consultation.
- A12 Cholmondley/Blick Close grassed amenity area. Identified in consultation.

B. Sites of sports, recreation and amenity value

- B1 William Burt Centre Playing Field – important recreational and social centre and contributing to local ‘open’ setting (part of A1).
- B2 Leete Way Play Area – a small equipped play area enclosed by a fence and used regularly by local children.
- B3 Row Hill Play Area – this is a small grassed area in the centre of a large estate providing green space for local residents.
- B4 Public footpath from Common Lane to Rectory Lane, to Sheep’s Course Wood, North Runcton (passing through A5/A7). It is considered important to preserve and expand the local footpath network.
- B5 North Runcton Cricket Field, New Road. Privately owned but important landmark and open space at the centre of the village.

- B6 Footpaths across West Winch, Hardwick Narrows and North Runcton Commons – including access points beyond the common land. Important local footpath network.
- B7 Old railway track and bridge under the A47. This route provides important sections of a ‘ready-made’ cycle and pedestrian corridor between the proposed growth area and potentially King’s Lynn, Bawsey and other destinations. (The railway track is protected in BCKLWN SADMP Policy DM13.)

C. Sites of nature conservation value

- C1 The Meadow, north of Coronation Avenue, West Winch (County Wildlife Site 2079 with some adjacent land set aside for horse grazing), and Rush Meadow (County Wildlife Site 399), which is actually several meadows west of the A10. Opportunity to enhance biodiversity.
- C2 West Winch, North Runcton, Hardwick Narrows and Setchey Grazing Commons. (These areas are also important in terms of landscape value and, where paths exist, recreation value.) Many areas of common land are thought to be Saxon or older. (West Winch Common is County Wildlife Site 390).
- C3 Sheep’s Course Wood, North Runcton. This is common land, a County Wildlife Site (2265), a local landmark and includes a public right-of-way. Important to protect the woodland from development and likely increased visitor impacts.
- C4 Fringes of Hopkins proposed development site (Constitution Hill) including mature and maturing trees, remnant hedgerows, a large pond, species rich grassland and a low-lying semi-wetland area at the north-west corner. Botanical surveys for Hopkins and by others have confirmed these areas are especially rich in species and worthy of retention. Retaining and enhancing these assets, ideally within a network of green corridors linking into the wider landscape, will be essential to help compensate for the extensive loss of other habitat within the main Hopkins site.

Preserving local heritage

[6.7] There are a number of properties and features within the NP area that appear not to have heritage designation protection of any kind but are regarded, at least locally, as having heritage significance. Within the Borough no 'local listing' process has yet been adopted, but it is hoped that this approach (which is supported by Historic England) will eventually be embraced by BCKLWN and that the following places and features would form the basis of a 'local list' for West Winch and North Runcton.

POLICY WA02: Sites with local heritage interest

The following sites have been identified as non-designated heritage assets, valued locally as having significant interest: (Also refer to Figure 5.0).

- D1 Manor Farm Moat and paddock, south of West Winch Church on the eastern side of the A10. Medieval moated enclosure and important to the setting of West Winch Church.
- D2 The Pound, Watering Lane, West Winch is owned by the West Winch Commoners and was used by farmers as a compound for their animals. Post medieval (?). Identified in consultation.
- D3 Historic walls adjacent New Road in North Runcton that are related to the former North Runcton Hall. (19th-century.) Identified in consultation.
- D4 The former primary school at North Runcton, now the village meeting place. (19th-century.) Identified in consultation.
- D5 The 'Church Rooms' (former school) West Winch. (19th-century.) Identified in consultation.
- D6 'Church Green' – at School Lane, North Runcton. This open space and the 'informal' nature of the unadopted roadway is considered important to the character of central North Runcton and especially the setting of the Grade I listed church.
- D7 The Lodge and grounds with mature trees, Rectory Lane, North Runcton. This house is Grade II listed and is probably the oldest dwelling in the Neighbourhood Plan area. However, the setting of large gardens with mature trees also requires protection.

Any proposals which would impact the significance of a non-designated heritage asset must be supported by a Statement of Significance describing the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Ensuring local distinctiveness – natural heritage

[6.8] Local consultation has identified the importance that local residents attach to ‘natural heritage’ in the local landscape (including trees, woodland, hedges, ponds, ditches, banks, and established grassland). Such features are particularly valued as many have already been lost though modern agriculture and settlement expansion – especially hedgerows, ditches and mature trees. Continued loss of such features through new development and infill of existing settlement is likely to harm landscape character

and local biodiversity. NPPF, (*paragraph 118*) states; ‘if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.’

[6.9] In considering what might constitute acceptable ‘compensation’, it can be difficult to agree an appropriate specification – especially where trees or hedges might be hundreds of years old and arguably cannot be replaced. Sustainable replacement of features requires adequate space for growth and/or future maintenance. Tree replacement requirements introduced successfully in Bristol are becoming regarded as a new benchmark policy and are adopted below.

‘The proposals to ensure that West Winch and North Runcton remain separate and that green areas and ‘buffers’ are retained are good.’

Comment received in consultation 2013

POLICY WA03: Protecting and replacing natural features

Where a site includes trees, hedges, ponds, ditches, banks, established grassland or other natural landscape features, planning applications shall be supported when they are accompanied by:

- Professional survey reports undertaken to the appropriate standards (e.g. in 2016 – arboricultural reports to BS5837:2012 and ecological reports to BS42020:2013) identifying the landscape and biodiversity features of value on and adjoining the subject site.
- Plans showing how the subsequent layout and design of the development has been informed by the survey.
- Management plans to show how these features will be protected and sustained for the long term in the new environment, or indicate how features to be lost will be adequately compensated.

Where features will be lost, compensatory provision will be required. Where the developer cannot replace such features within the application site, a negotiated contribution shall be made to a BCKLWN administered fund that will provide for habitat provision and open space management within the Neighbourhood Plan area.

New landscaping schemes should provide a varied, robust and sustainable species selection – considering factors such as the impact of future climate change and new pests and diseases. Provision for biodiversity such as bat and bird boxes will be strongly supported.

Sustainable urban drainage ('SuDs')

[6.10] Specific environmental concerns have been raised by residents regarding drainage in the area owing to past episodes of local flooding. Large parts of the NP area are underlain with clay. Drainage and surface water management has been problematic. Much of the 'growth area' lies on higher ground but will drain towards lower-lying existing settlement. Climate change is predicted to increase the occurrence of extreme weather events and surface water management systems must be robust and dependable.

[6.11] The *North Runcton and West Winch*

Surface Water Management Strategy, April

2014, (SWMS) was commissioned to inform the Neighbourhood Plan and found that previous development in the locality has not allowed

sufficient capacity for run-off in extreme weather

events; that key drainage infrastructure is

missing or poorly maintained; and that records of previous drainage infrastructure (if ever made) are now unavailable. Drainage problems and localised flooding have arisen even in relatively new residential estates, resulting in dispute over ditch and drain ownership and management responsibilities.

'Plan and build drainage network BEFORE building starts.'

Comment from consultation – June 2013

[6.12] The SWMS has identified a practicable and robust approach to achieving an appropriate strategic drainage system for the entire NP area – assuming significant new development in the 'growth area'. Drainage infrastructure could be integrated into an open space network. It will be essential that detailed design for individual sites and buildings incorporate best practice guidance for sustainable urban drainage to support the overall strategy. Integration of sustainable drainage into new development is promoted in the NPPF and BCKLWN Core Strategy (CS08).

[6.13] The NP area (and land within the 'growth area') falls into two catchments managed by two Internal Drainage Boards (IDBs). The IDBs have expert knowledge of local drainage but are not statutory consultees in the planning system. The BCKLWN Local Plan now requires them to be consulted.

POLICY WA04: Providing sustainable drainage

Development proposals will be supported where they can show they have had appropriate regard for:

- Current surface water risk mapping as well as the recommendations set out in the North Runcton and West Winch Surface Water Management Strategy (April 2014), and provide a drainage plan following consultation with the relevant Internal Drainage Board (IDB) and the Lead Flood Authority.
- Good sustainable urban drainage design, commensurate with current best practice design guidance.
- Detailed street and building design, including provision of permeable surfaces, rainwater re-use, green roofs and/or other measures to ensure sustainable water management unless it can be demonstrated that this is not practical.
- Design that will not adversely affect (and, where possible will improve) surface water drainage for properties and land, both 'upstream' and/or 'downstream' of the development.

Green infrastructure management planning

[6.14] Sustainable green infrastructure (GI) must be designed so that it can be easily and efficiently managed in the long term. Land ownership and management and maintenance responsibilities must be clear from the outset. It is anticipated that local government will eventually adopt 'green infrastructure' and manage it in the long term – with funding provided from the Council Tax stream. However, in the shorter term it will be expected that developers provide the funding for the establishment and early years management of new green infrastructure, where it forms part of an application.

POLICY WA05: Providing GI management resources

Applications will be supported where they provide robust arrangements for the future maintenance of all new green infrastructure areas and features (including, but not necessarily limited to, public open space, new habitat provision, surface drainage infrastructure, landscape mitigation areas, pedestrian and cycle paths and related furniture and structures). Where necessary there will be a requirement for future maintenance to be funded for 15 years.

Protecting agricultural land and soils

[6.15] Much of the land within the neighbourhood plan area is classified as agricultural grade 2 and grade 3a (considered 'best and most versatile land' – *NPPF paragraph 112*). Local residents have been opposed to the large-scale loss of good agricultural land in the West Winch Growth Area.

[6.16] Although the boundaries of the strategic growth area are defined, the exact boundaries of development are still to be fully determined. For example, the required land-take for the proposed 'relief road' is yet to be fixed by design parameters. Unfavourable division of development land parcels, whilst not directly impacting on agricultural land, could leave significant areas unviable for modern agricultural production. Close proximity to settlement can also sometimes restrict agricultural practice. Minimising the loss of good agricultural land should be a principal consideration when finalising the development masterplan for the area (*NPPF, paragraphs 110 and 112*).

'Why is prime agricultural land being developed? Brownfield sites should take preference over greenfield.'

Comment from June 2013 consultation

[6.17] If opportunities arise to fulfil the Core Strategy goals for housing allocation south-east of King's Lynn on brownfield land, as opposed to greenfield land, local residents believe this should be considered a preferable option for future growth (as promoted in *NPPF, para 111*).

[6.18] Additionally, topsoil is a finite mineral resource that must be conserved and protected from contamination. Soil conservation is key to protecting local geodiversity and biodiversity (*NPPF, paragraphs 109 and 142*). DEFRA have promoted guidance on soil management in construction areas (*Code of practice for sustainable use of soils on construction sites, 2009*). Developers should follow this guidance – especially when building on greenfield sites with good quality topsoils. Carefully saving and reusing topsoils will be compatible with the NPPF core sustainability principles – for example, providing for local food production (*para 17, bullet 9*).

POLICY WA06: Protecting agricultural land and soils

Where possible, proposals involving the loss of agricultural land should be accompanied by information which demonstrates how the following has been taken into consideration in the development of the proposal:

- Development site boundaries have been defined so as to ensure, as far as possible, the retention of viable parcels of agricultural land adjacent to, and outside of, the development site.
- Where appropriate, development on locally available brownfield sites has been considered over greenfield sites.

- A soil conservation plan has been prepared and will be implemented, setting out how the topsoil resource on the particular site will be conserved and reused, following DEFRA and other best practice guidance.
- Support for future local food production has been considered, e.g. by providing viable gardens for food production (with appropriate soils, aspects, spatial arrangements and access), allotment gardens, and/or opportunities for shared community food production (e.g. orchards).

Ensuring local distinctiveness – appropriate design

[6.19] Local people strongly value the rural character of the existing villages and wish new development to have similar ‘rural’ characteristics. The detailed design of all development will have a bearing on this goal. NPPF (*paragraphs 58 and 59 and BCKLWN Core Strategy CS12*) promote policies that encourage locally distinctive, high quality design.

[6.20] There is a mix of housing types in the two villages but predominantly bungalows and two-storey detached or semi-detached houses. House types tend to be grouped together forming locally distinct neighbourhoods. Any future development should seek to complement existing residential areas and take account of community views (*NPPF Para 66*).

‘Plant trees on development and do not rely on householders to do it in their gardens.’

Comment received in consultation 2013

[6.21] Many residents treasure the peaceful setting of large areas of both parishes. By contrast, some houses near the A10 and A47 are blighted by constant heavy traffic. In consultation, many residents are concerned about the impact of more traffic and housing and the possible loss of tranquillity. House design should help residents maintain a sense of wellbeing providing a significant level of retreat and privacy for occupants.

[6.22] Being a predominantly rural area, much of West Winch and North Runcton is unlit at night. Especially in North Runcton the dark night sky is greatly appreciated – although the glow from lights in King’s Lynn is apparent and can obscure the northern stars in the local outlook. There is great concern that development within the ‘growth area’, and especially lighting of new roads, will further diminish this treasured asset.

POLICY WA07: Design to protect and enhance local character

Development proposals shall recognise, sustain and develop the distinctive village characteristics of the existing neighbourhoods in relation to building design, spatial layout, height, density, scale, lighting and use of materials. This means:

- New residential development shall generally be no more than 2 storeys in height, unless justified by the immediate surroundings and setting, and of exemplary design.
- Materials used in the construction of dwellings, including boundary design, shall be high quality and respond positively to the characteristics of existing properties. The use of traditional local building materials (local brick types, carrstone, pantile) will be strongly supported. Proposals will be supported when they demonstrate how design detail has been fully considered to ensure good visual outcomes, e.g. that the potential impact of parked cars, meter boxes, downpipes, aerials and dishes, overhead services and the like have all been minimised.
- Boundary demarcation should embrace 'rural' character, e.g. by using hedging consisting of mixed native species (hawthorn, blackthorn, field maple, hazel, holly, etc.). Unsympathetic boundary design (e.g. unmitigated security railings or Leylandii hedging) will not be supported.
- Where possible, adequate space should be made for the establishment of larger tree species (as opposed to smaller trees and shrubs) so as to provide more significant amenity value over time.
- Night lighting should be restricted to essential public spaces, corridors and road junctions. All street lighting and other external building and space lighting should be designed to minimise light spillage and energy wastage.
- Demonstrating an adequate level of privacy and protection from noise in relation to neighbouring properties and public spaces.

Enhancing specific local places

[6.23] Consultation with residents identified a particular desire to see new development used to rectify perceived existing 'planning problems'. Two such areas were identified as the centre of 'old' West Winch and the A10 road corridor.

[6.24] The centre of 'old' West Winch is defined as an area straddling the A10 and including St Mary's Church (Grade II* listed), the 'church rooms' (former school), Manor Farm and its moat, the post office, the shop, the William Burt Centre and associated playing fields. The primary school and shops on Back Lane lie a little way to the north-west. These features and facilities form a significant existing 'local centre' that could be greatly enhanced to provide more for existing and future residents. Consultation in 2012 and 2013 (see Consultation Statement) identified strong support for a better-defined village centre in West Winch with facilities that would include the existing amenities, a new GP surgery/health centre, and a range of additional shops.

[6.25] A significant problem with the existing centre of West Winch is the very narrow A10 road corridor between the church and the shop. The heavy traffic on the road makes a threatening and unsafe environment for pedestrians and a dangerous access to shops for motorists. The Parochial Church Council have reported structural damage to the church and church rooms resulting from traffic vibration from the A10 (refer to Consultation Statement, paragraph 2.25). A site north of the shop has become derelict as there is unsuitable access for development.

[6.26] By re-siting the shop there would be an opportunity to re-align the A10 carriageway, introduce wider pedestrian pavements and enhance the setting of St Mary's Church. Early workshops in July 2010 with the Prince's Foundation and Alan Baxter Associates (then working for ZAL) discussed these ideas (refer Consultation Statement).

[6.27] Figure 6.0 indicates proposals that would enhance the centre of West Winch and have the potential to create a more vibrant local centre. The land required for these proposals is partly located within the BCKLWN strategic 'growth area'. However, land parcels are so closely associated it seems only practical to address the entire area as a whole.

Figure 6.0. Enhancing 'old' West Winch as a local centre: Preferable design options.



A10 Road Improvements: At the centre of West Winch the A10 is presently narrow with serious adverse traffic impacts. By replacing the shop there would be an opportunity to re-align the carriageway, introduce wider pavements and enhance the setting of the church.
 + Improved crossing points are required (red arrows).
 + Road surface design could help promote the sense of this as the 'village centre'.

'A': The area marked 'A' is available for development but is presently constrained by poor access. With the road re-aligned this site could be brought forward for a mixed-use development - perhaps with new shop and business units. Enhanced access could include a public space with parking.

'B': The areas marked 'B' are land owned by ZAL and are being promoted for future residential development. The farm area marked 'C' has been promoted by ZAL as an opportunity for business and commercial use - which might ideally include a GP and/or other community facilities.

'D': ZAL have previously suggested this paddock as a 'village green' and enhanced setting for the church. Additional graveyard space is required.

'E': Areas proposed as protected 'green space' - possibly including retained agriculture, drainage corridors and new public open space facilities. These areas include high pressure gas mains and would not be available for building.

Key

-  Road improvements.
-  Likely development areas.
-  Suggested commercial / community facilities.
-  Green space.
-  Green 'buffers'.
(Envisaged as tree and or hedge planting to enhance the character of road corridors and soften / screen the impact of development)
-  Important links.
(Pedestrian / Cycle)

POLICY WA08: Enhancing West Winch local centre

Development proposals in and adjacent to the historic village centre should demonstrate, where applicable, how they will contribute towards the key goals of strengthening and enhancing the local centre. This means

- mitigating the impacts of increased road traffic from new development.
- protecting historic buildings and features.
- improving the range of community facilities in scale with new proposed development.
- improving access – especially for pedestrians and cyclists but also with provision for short-term car parking and cycle parking.
- improving facilities for local shopping.
- creating a stronger ‘civic space’ and ‘village centre’ – ideally straddling the A10 and incorporating the presence of the church.

The preferable design options for achieving the above are illustrated on Figure 6.0 and set out in the supporting text below.

Preferable design options that would be supported for West Winch local centre would include:

1. Creating an acceptable access for land north of ‘The Clappers’ (refer to site ‘A’ on plan) to allow redevelopment of this – ideally for a mixed residential / retail development and with a road front civic space that could provide pedestrian priority spaces; short-stay parking; tree planting; public art.
2. A new ‘village green’ south of St Mary’s, also allowing for improved parishioner parking here or close by (refer to ‘D’ on plan).
3. Allowance made for future expansion of the graveyard east of the existing church.
4. Proposed new community facilities at Manor Farm, ideally including a GP surgery (refer to ‘C’ on Plan). The setting of the historic moat could be enhanced.
5. Enhanced pedestrian and cycle links between the local centre and existing and proposed residential development to north, east, south and west. It is envisaged that these will predominantly be dual-use pathways – but could widen to become ‘green infrastructure corridors’ with sufficient space for tree planting away from the centre. Safe clear crossings of the A10 are required (refer to red arrows).

[6.28] By accepting the concept of the ‘relief road’, local residents expect that traffic numbers can be reduced on the section of the A10 from Gravelhill Lane to the Hardwick roundabout, especially the number of large HGV vehicles. This would provide the opportunity for improvements to the environment along the

existing A10 corridor – especially in respect of improving the number of safe crossing points, improving the quality of the ‘cycle path’ (sections of which are narrow and/or feature blind-access to driveways) and hopefully improving the roadside environment, perhaps with tree and hedge planting. Controlling traffic speed at some sections would also be a positive improvement for road safety. Specific proposals for improvement are identified on the accompanying plan Figure 7.0 and provide supporting detail to the more general required outcomes stipulated in the BCKLWN SADMP document.

POLICY WA09: Enhancing the A10 road corridor

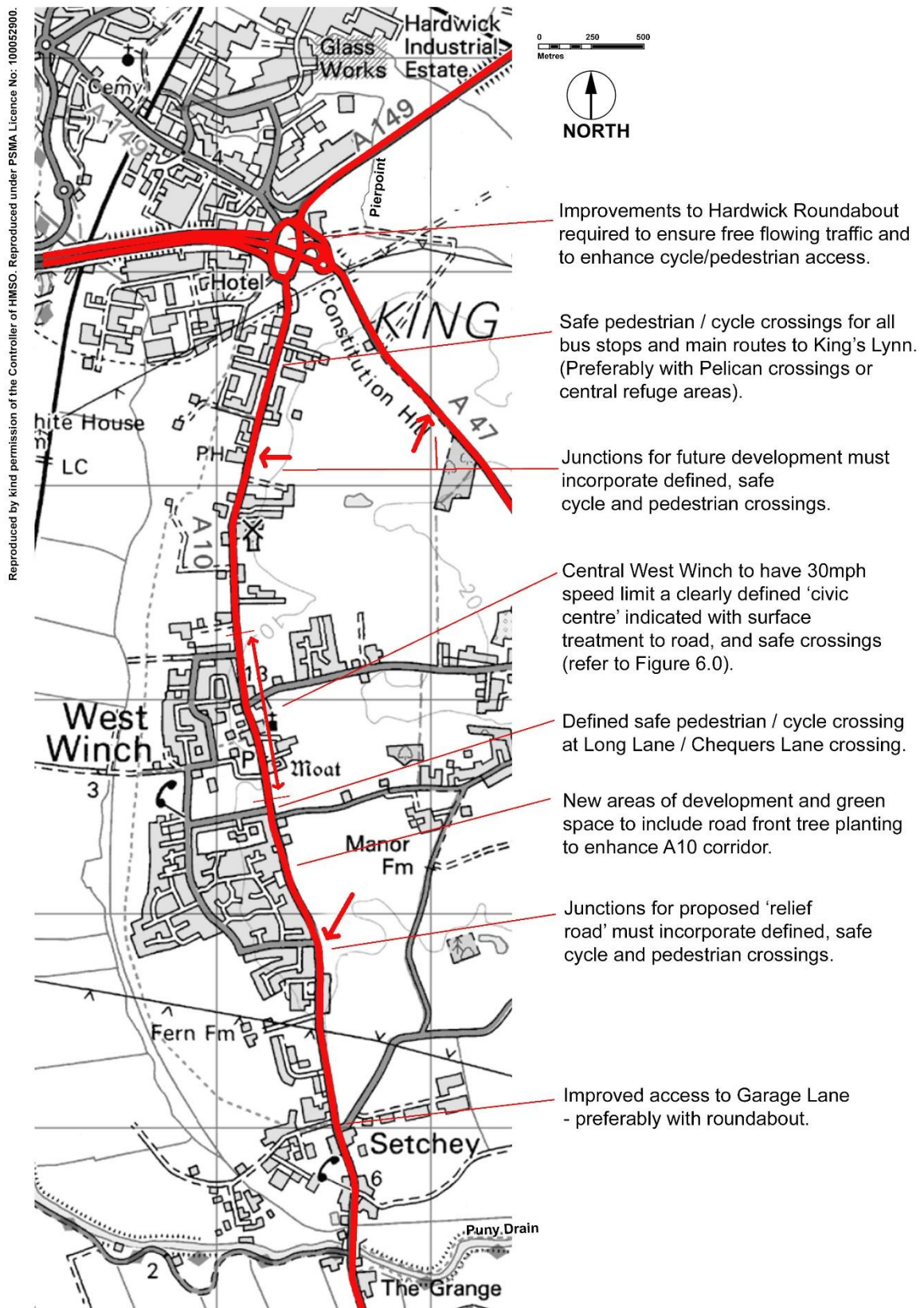
Development proposals within the neighbourhood plan area that are anticipated to have traffic impacts on the A10 shall provide or help to provide the following improvements to that road corridor:

- The introduction of new safe crossings and wider pedestrian areas at identified sections of the road, from Hardwick to Setchey, and especially at bus stops (refer to Figure 7.0)
- Redevelopment of a section of the A10 road in central West Winch, between Chapel Lane and Long Lane, to improve the village centre and create safe access to adjacent sites.
- The introduction of traffic calming measures for central West Winch.
- Improved junctions at Gravelhill Lane and Garage Lane.
- Improvements to sections of footpath/cycle path along the A10 and links to adjacent safe cycling routes.



An example of pedestrian priority street design in Norwich. Pavement design can link public spaces either side of a road.

Figure 7.0. Indicative A10 road corridor improvements



Planning for cars

[6.29] Public transport provision for West Winch and North Runcton is poor and no current plans have been identified for improvement. The level of car ownership is high. Both villages have a higher number of households with a second car than other parts of the Borough and County according to the Rural Services Network Rural Evidence Base (2014) – refer to Table 1.

[6.30] The Neighbourhood Plan seeks to promote the use of public transport, cycling and walking. However, insufficient provision for car parking in new housing developments typically results in on-street parking that dominates residential environments and

'We need adequate parking for cars, adequate driveways. I know from my own experience as a District Nurse parking is a large problem'

Comment received in consultation 2013

creates a safety hazard. There is a clear and compelling case for providing adequate parking provision – especially for infill development in existing settlement. The government have stated in March 2015 that they are keen to ensure adequate parking provision in new residential developments.

Table 1.0. Car Ownership per Household (shown as percentages). *Source: Rural Services Network May 2014*

| | All categories: Car or van availability | No cars or vans in household | 1 car or van in household | 2 cars or vans in household | 3 cars or vans in household | 4 or more cars or vans in household |
|---------------------------------|---|---------------------------------|------------------------------|--------------------------------|--------------------------------|---|
| West Winch | 100.0 | 9.2 | 44.0 | 35.3 | 7.2 | 4.3 |
| North Runcton | 100.0 | 7.0 | 40.6 | 35.2 | 12.7 | 4.5 |
| King's Lynn and West Norfolk | 100.0 | 16.4 | 44.6 | 29.0 | 7.1 | 3.0 |
| Norfolk | 100.0 | 18.8 | 44.8 | 27.4 | 6.4 | 2.5 |
| Predominantly rural areas | 100.0 | 15.5 | 41.6 | 31.8 | 7.9 | 3.1 |
| Significantly rural | 100.0 | 18.0 | 42.0 | 30.2 | 7.1 | 2.6 |
| Predominantly urban areas | 100.0 | 28.8 | 42.5 | 22.4 | 4.7 | 1.5 |

POLICY WA10: Adequate provision for cars

Development proposals are required, as a minimum to meet the parking standards as set out in policy DM17 of the Borough Council of King's Lynn & West Norfolk SADMP but proposals including the following higher standards will be strongly supported:

- Providing 2 spaces for one, two and three bedroom units and 3 spaces (per dwelling) for four or more bedroom units, provided within the curtilage of dwellings, and clearly visible from the properties they serve.
- Rear parking areas serving a maximum of 5 homes.
- Front gardens and external space designed to soften the impact of cars parked at the front of houses, or in the street.
- Sufficient provision for unallocated on-street parking for visitors and delivery vehicles either by sufficient road width or creation of parking areas.
- Where garages are provided, they must be built in direct association with properties, reflecting the architectural style of the property and should not obscure or dominate the principal elevation. Garages spacious enough to allow easy access to average modern cars (i.e. minimum internal dimensions of 7 m x 3 m).

Planning for bicycles

[6.31] In public consultation, 33% of respondents said better cycle provision would encourage their household to use the car less (NP questionnaire, Sept 2012). Cycling is a cheap, healthy and convenient mode of transport and a popular leisure pursuit. The Neighbourhood Plan promotes development of a network of safe cycle routes and to facilitate more cycling, provision must be made for adequate bicycle storage at home.

POLICY WA11: Adequate provision for bicycles

Residential development proposals shall include, where possible, provision for adequate secure, covered bicycle storage at the ratio of one bicycle store space per bedroom + one additional space, for each dwelling unit.

Where possible, access between the bicycle store and the highway should be designed without passing through the home living area.

Planning adequate external space

[6.32] Almost without exception all homes in the Neighbourhood Plan area presently have their own private amenity space. Consultation suggests residents would strongly support the continuation of this trend with future development. For promotion of health and well-being and ease of living, people should have their own outside space (gardens or balconies) to use as they choose – e.g. for sitting and eating, clothes drying, playing or growing food.

[6.33] Two local estate agents based in King's Lynn were consulted by the NP Steering Group (see Consultation Statement). Both agents said that all clients wishing to live in both North Runcton and West Winch did ask for a garden which was big enough for children to play, for them to grow vegetables and to generally use the garden as an extension to their indoor living accommodation. The estate agents both stated that if clients did not express the desire for a garden, then they were typically looking to live in King's Lynn town centre. The 1973 Essex Design Guide required a minimum private (i.e. rear) garden size of 100 sqm for most types of houses and in the latest version states 'This provision has been found to be an acceptable and workable minimum size that accommodates most household activities and is at the same time able to offer visual delight, receive some sunshine and encourage plant growth'.

[6.34] The British Research Establishment (BRE) report 'Site Layout Planning for Daylight and Sunlight' recommends that certainly no more than two fifths and preferably no more than a quarter of the garden should be prevented by buildings, walls or fences from receiving sunshine on March 21st.

POLICY WA12: Adequate outside space

Residential development proposals will be expected to meet the following external space standards where appropriate and possible, subject to viability and deliverability considerations:

- All dwellings are designed with private outside space (not including driveway, garages and storage sheds). Flats should ideally have balconies with sufficient space for a table and chairs (e.g. 5 sqm or more).
- Houses of one or two bedrooms shall have a minimum garden size of 50 sqm but preferably more. Houses of 3 or more bedrooms shall have a minimum garden size of 100 sqm but preferably more. Residents of flats or multiple occupancy buildings should have access to an equivalent area of semi-private garden space. There may be scope for a reduction in the provision of external amenity space for dwellings which have immediate access to well landscaped and well maintained communal open space; or, where smaller garden sizes for certain homes can be demonstrated to be appropriate for the intended occupiers of the properties, and this is supported by an up-to-date market needs assessment.
- All garden space should be provided 'ready to grow' (i.e. with clean, free draining soil). All principal garden areas will ideally have direct sunlight for several hours a day.

Planning for waste management and recycling

[6.35] For sustainable communities, residents need support to recycle waste where possible. At present the Borough Council requires separation of waste into two categories plus bins for food and optional ones for garden waste – four bins that require storage space. Where provision has not been made for the storage of this waste in homes, it causes difficulty in recycling and can be a health hazard.

POLICY WA13: Adequate bin storage

Development proposals will be supported where:

- Storage space for both interior and exterior waste and recycling bins is provided, taking into consideration the level of waste separation required by the local authority.
- Bin storage areas are not visually prominent from the street or main living areas of the dwelling, but have easy access to bin collection points.

Affordable housing

[6.36] The Neighbourhood Plan supports the BCKLWN proposals for provision of ‘a broad range of housing ... including a proportion of affordable housing’ (SADMP, Policy E2.1, bullet 3) and notes the successful integration of affordable housing elsewhere in Norfolk where it is ‘peppered’ through new development. The BCKLWN Affordable Housing Policy states that ‘Affordable housing should be fully integrated with general market housing on new developments in order to achieve a mixed and balanced community’.

POLICY WA14: Affordable housing provision

Provision of affordable housing will be supported where it is visually integrated with other housing throughout the development and should where possible be in small groups to achieve a mixed and balanced community. Exceptions may be acceptable where the applicant can show a particular benefit and need, such as in the provision of sheltered housing for the elderly or due to viability and management considerations.

Children’s play

[6.37] Most existing ‘open space’ within the two parishes has constraints to public access. The common lands are primarily grazing commons where by-laws and the presence of stock limit recreational use. The cricket club and tennis courts at North Runcton are located on private land. The William Burt playing fields in West Winch, the ‘Parish Meadow’ at Coronation Avenue and the ‘Church Green’ at North Runcton are the only public recreation spaces, where the latter two are again relatively constrained. There is no children’s play provision in North Runcton. The BCKLWN Sports, Recreation and Open Space Assessment

2006 identified a shortfall in recreation space in both parishes (refer to Appendix A of BCKLWN Green Infrastructure Strategy, 2010). Given this existing lack of provision across the Neighbourhood Plan area, delivery of or contributions towards improved children's play facilities, both in terms of quality and quantity, should be a priority for new development.

POLICY WA15: Provision of play areas

Residential development proposals will be required to provide for an acceptable quantity and quality of children's play provision.

All play areas should be designed to be compatible with their setting, to complement and enhance the amenity of the area, to be robust and low maintenance, to provide for a range of abilities and to comply with RoSPA (Royal Society for Prevention of Accidents) health and safety guidelines:

Where communal recreational open space is provided, design shall ensure that:

- It is accessible to all.
- It is designed to consider microclimate, e.g. with a sunny aspect, shelter from wind, etc.
- It is integrated into the overall network of green infrastructure, cycle and footpaths, etc.
- Play areas designed for younger children are to be protected from dog access with fences and gates.

Development proposals must demonstrate that:

- Smaller local areas of play (LAPs – designed for children under six years of age) are provided in any development of 10 or more new family dwellings, and/or within a 5-minute walk of the majority of homes.
- A local 'equipped' area for play (LEAPs – designed for 4–12 year olds) is provided for every group of between 30 and 100 new family dwellings and/or within a 10-minute walk of the majority of homes.
- A 'neighbourhood 'equipped' play area (a NEAP, designed for 4–14 year olds and suitable for a range of teenage play activities) has been provided within a 15-minute walk of the majority of homes.

Supporting a strong local economy

[6.38] Although unemployment in the area is presently low (varying around 3% in the Neighbourhood Plan area in 2011 – slightly lower than the Borough average), consultation has identified great concern about insufficient employment opportunities for new residents if the Core Strategy housing proposals proceed.

'Where would these people who live in these proposed houses work? Is this going to increase unemployment and lead to an increase in crime?'

Consultation comment.

[6.39] There is also concern about the quality and sustainability of local employment opportunities (where many people perceive jobs provided by employers such as retailers to often be part-time, low skilled, low status and not 'permanent').

[6.40] The proposed expansion of Hardwick Industrial Estate could provide new local jobs – but the 2015 'change of use' consent to retail and hotel development on part of that site may exacerbate the above concerns.

'I am 44 [years old] and there are no good jobs here.'

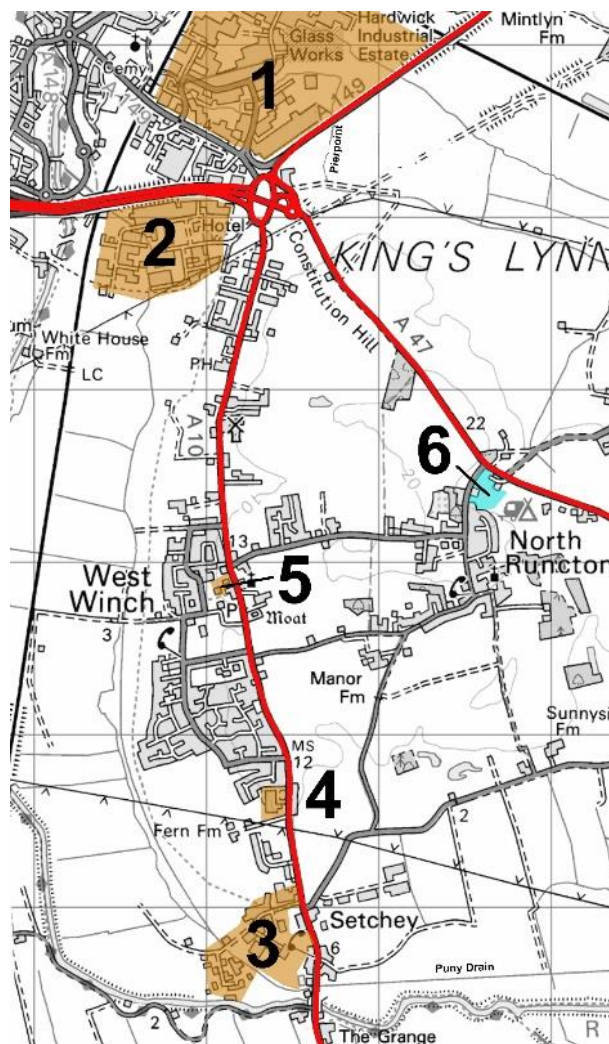
Comment received in consultation 2013

[6.41] Consultation suggested that locals perceive potential for more business development at Garage Lane, Setchey, where a substantial site owned by Kier became vacant in 2013. However, the Garage Lane site has constraints – especially due to the difficult access on to the A10, which is widely perceived as dangerous.

Figure 8.0.

Some key sites for employment and the local economy located in or near the Neighbourhood Plan area:

1. Hardwick Industrial Estate
(including proposed expansion area)
2. Hardwick Narrows Industrial Estate
3. Garage Lane Industrial Estate, Setchey
4. 'Coolstak'
5. West Winch 'local centre' (shop, post office, etc.)
6. North Runcton Caravan and Camping Park



[6.42] Consultees have been supportive of existing local business and the need to generate more local jobs that can reduce car dependency and any need for commuting. The BCKLWN Core Strategy (*para 7.3.1*) states, that of 62,000 jobs in the Borough, 55% were provided in King's Lynn and (*at paragraph 7.3.6*), 80% of those who live in the Borough also work here. It has not been established how many people commute to work outside the Borough from North Runcton and West Winch.

[6.43] Within the Borough, 5.5% of employment was in agriculture, fishing or forestry in 2008³ but within the NP area this is anticipated to be nearer the 2.8% Norfolk average, as farming here is predominantly large-scale arable with little labour required. Consultation identified many concerns about the potential loss of agricultural land and business through urban expansion. As well as the impact to local landscape character, there was also concern about loss of farming livelihoods and land for future food production.

[6.44] A significant economic sector in West and North Norfolk is tourism and there is a successful caravan and campsite business in North Runcton.

Consultation suggested there was support for tourism related business but concerns that the area might become less attractive for tourism if the parishes become increasingly urbanised.

'With the excess of brownfield sites in Lynn, why is prime agricultural land being developed?'

[6.45] It can be difficult to promote economic development through planning policy. The NP policies for the economy seek to support sustainable employment opportunities and a varied local economy. They seek to support and sustain local tourism and protect agricultural land and activities where possible whilst safeguarding the character and amenity of the villages and key environmental assets.

Comment received in consultation 2013

[6.46] Consultation has identified support for environmentally appropriate business. Many consultees have emphasised that new or expanding business and employment enterprise must not result in unacceptable increased local traffic – especially HGV traffic. This complies with Core Strategy Policy CS08 which sets out ways to 'promote and encourage opportunities to achieve high standards of sustainability and energy efficiency'.

[6.47] Applications for new employment sector sites and buildings will therefore be favoured when they clearly demonstrate how they will achieve/support a low carbon footprint (in construction and operational stages) and in particular where they demonstrate **a responsible approach to travel planning**. Business travel plans should demonstrate how they shall minimise traffic generation and encourage walking, cycling and public transport access by staff and customers.

³ Office of National Statistics – 2008

The Neighbourhood Plan therefore seeks to:

- support existing employment areas
- define appropriate sites for new employment-related development
- encourage environmentally-friendly employment sites
- encourage flexible working patterns and employment diversification
- support businesses which do not have an adverse impact on residential amenity or the environment.

POLICY WA16: Existing employment areas

Planning applications that sustain the existing employment areas at Hardwick Industrial Estate, Hardwick Narrows Industrial Estate and Garage Lane, Setchey will be supported where it can be demonstrated that any potentially adverse environmental impacts (especially, landscape, visual or transport impacts) will be acceptably mitigated.

Encouraging sustainable local centres

[6.48] The development of two local centres in the period to 2026 is supported by the Neighbourhood Plan (refer to Growth Area policies) including enhancement of the existing centre of 'old' West Winch. Thriving local centres (with community facilities and small business premises) might help to reduce local car journeys, define neighbourhood identity and support community cohesion. They could be underpinned by local businesses.

Agree – 'new residents must have employment opportunities'

Comment on draft policies – June 2013

POLICY WA17: Supporting development of local centres

Applications for business premises A1 (shops), A2 (professional and financial) and A3 (restaurants and cafés) in the identified neighbourhood centres will be supported where it can be demonstrated that they will enhance the character and vitality of the centres and will not have demonstrable adverse impacts to local amenity (e.g. by generating a high level of HGV traffic, causing parking congestion or excessive noise, etc.).

Sustain local agriculture and farms

[6.49] Farms and farmland help to sustain the 'rural' landscape backdrop in West Winch and North Runcton – but economic and social pressures can reduce the viability of farms and especially traditional smaller

farmsteads. Diversification may assist the retention of a more traditional farming landscape within parts of the Neighbourhood Plan area.

POLICY WA18: Supporting farm-related businesses

- Applications for farm diversification that will demonstrably improve farm sustainability and/or increase employment opportunities will be supported where they sustain local landscape character, support local biodiversity and maintain opportunities for all residents to enjoy the local countryside.
- Proposals that will result in damage to residential amenity (e.g. through adverse environmental, visual, social or significant traffic impacts, such as the proliferation of HGV traffic on small lanes) will be resisted.

Supporting the local economy through tourism

[6.50] The tourism sector is important to West Norfolk, contributing just under £400 million per year to the local economy (*Core Strategy para 7.3.8*). Consultation with the parishioners of both West Winch and North Runcton has shown that they wish to retain opportunities for tourism, which they feel is underpinned by the predominantly rural setting. Opportunities for walking, cycling, riding and watching wildlife locally should be safeguarded / enhanced. Providing good cycle/footpath access to other villages, King's Lynn and connections to other parts of West Norfolk are important to retain and/or enhance.

[6.51] It is recognised that tourism in the wider North Norfolk setting can benefit the NP area – and to this end local development should also assist the wider region. The A149 in North Runcton is a major holiday route and gateway to North Norfolk. Proposed development at Hardwick should aim to enhance the presentation of King's Lynn and North Norfolk.

POLICY WA19: Supporting tourism

Development proposals and initiatives that can contribute to the tourism appeal of the immediate area and Norfolk in general, that can create and/or enhance visitor attractions and that will demonstrably provide new activities and accommodation for visitors will be supported. Provision of new facilities that can also benefit local residents will be especially welcome. However, applications must demonstrate that proposals will not have adverse impacts on residential and rural amenity, particularly in respect of adverse traffic impacts.

Development proposals on sites alongside the A149 in North Runcton should consider the 'gateway' significance of the location for both King's Lynn and North Norfolk and demonstrate exceptional architectural qualities. Site design and especially the peripheral landscape works must also complement the local landscape setting and enhance the urban fringe environment.

7. POLICIES FOR THE WEST WINCH GROWTH AREA

These policies must be considered by developers preparing planning applications in the West Winch Growth Area strategic allocation, as defined in the Borough Council Site Allocations and Development Management Policies Plan 2016 (refer to Figure 4.0).

The overall structure of future settlement

[7.1] Commencing in 2010 and continuing through to 2013, *The Prince's Foundation for the Built Environment* facilitated community design workshops to explore options for development in West Winch and North Runcton. Within these workshops evolved the concept of creating new, locally distinctive residential 'neighbourhoods', separated by broad corridors of multi-purpose 'green infrastructure', and this approach has since become accepted by BCKLWN. The Prince's Foundation advised that the green infrastructure 'breaks' should have a width of at least 160 metres, but preferably wider. This was partly defined by the 'non-build zone' required either side of two high pressure gas pipelines that run through the parishes and HSE recommendations have now confirmed the southern 'non-build zone' should be at least 236 metres wide, and the northern 'non-build zone' 164 metres wide. Using the pipeline corridors to separate built development would optimise the potential to accommodate development within the area, define the neighbourhoods and help to deliver a mix of land uses – all considered to be aspects of sustainable development promoted by the NPPF.

[7.2] The BCKLWN SADMP now reflects these ideas in the West Winch Growth Area 'Strategic Concept' Plan (refer to page 108 of that document) and is further developed in the Neighbourhood Plan **Settlement Concept**, Figure 9.0 (refer to following pages). This illustrates development of three distinct neighbourhoods located broadly along the A10 corridor and integrating the 'growth area' with existing settlement. A fourth 'neighbourhood' is defined by the existing village of North Runcton to the east. For clarity, the four future neighbourhoods are therefore envisaged as:

- A largely new community at the northern end of the 'growth area' (at 'Constitution Hill', North Runcton), and integrating existing housing presently found in ribbon development along the A10. This would include a new 'local centre' with community facilities.
- An enlarged neighbourhood based around 'old' West Winch – and incorporating an improved 'local centre' focussed on the key existing facilities of St Mary's Church, the primary school and the William Burt Community Centre and existing shops.
- The village at North Runcton (outside of the strategic growth area).
- A fourth 'neighbourhood' located further south – east of the present A10, south of Chequers Lane.

[7.3] In order to ensure successful establishment and/or consolidation of these communities in the period to 2026, the Neighbourhood Plan (NP) seeks to initially encourage development within the north and central

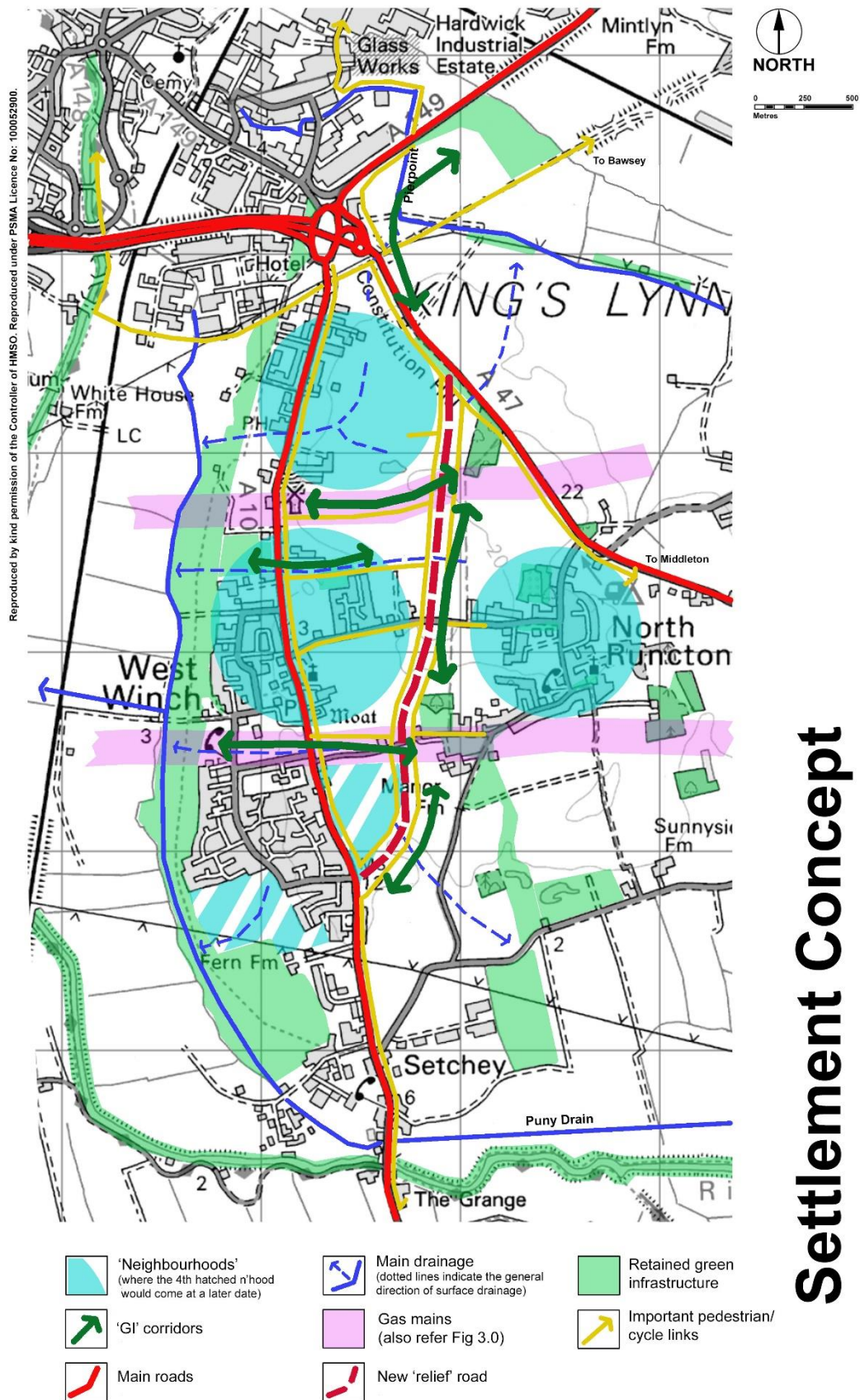
locations in the current planning cycle (i.e. at Constitution Hill and 'old' West Winch). Local residents feel there would be least impact to the existing parish setting if the initial new development starts at Constitution Hill, whilst development at West Winch could help to improve the centre of the village by removing existing constraints.

[7.4] Emphasis is placed on the need to create 'sustainable' development. A key concern of local residents has consistently been the likelihood of substantial new development exacerbating existing road congestion problems. The design of new neighbourhoods should therefore discourage local car journeys and promote walking and cycling. 'Walkable neighbourhoods' are typically characterised by the provision of a range of facilities within 10 minutes' walking distance of principal residential areas (i.e. ideally less than 800 metres away).



Thoughtfully designed surface water management features can also provide amenity and ecological value.

Figure 9.0.
'Settlement Concept' diagram



POLICY GA01: Creating neighbourhoods

Development proposals coming forward as part of the West Winch Growth Area will be supported where they demonstrate that they incorporate the following provisions:

- Designs help to create 'walkable' neighbourhoods that will reduce the need for local car journeys and provide an interconnecting network of cycle and footpaths.
- Proposals encourage the development of the 'northern' and 'central' neighbourhoods in advance of the southern neighbourhood*.
- The residential neighbourhoods are separated from each other by corridors of 'green infrastructure', which will ideally be designed to fulfil a variety of uses and should enhance and complement local landscape character.
- Proposals demonstrate adequate consideration for known or expected climate change variables and ensure robust landscape design, for example through providing shelter, shade and opportunities for temperature mitigation (e.g. through street tree planting).
- The main green infrastructure corridors are used to define distinct residential neighbourhoods and should be designed to meet, as a minimum, the HSE Policy requirements and be wide enough to perform the function of visual separation between neighbourhoods. The target being a minimum width of at least 236 metres (southern corridor) and 164 metres (northern corridor).
- The neighbourhoods include community 'local centres' providing a focus for local shopping, business and community activities and feature high quality civic space.
- Development proposals can demonstrate (through HRA screening where required and adhering to the requirements set out in the Borough's HRA Monitoring and Mitigation Strategy) that there will be no significant effect on a European site.

Proposals should demonstrate regard to the goals of strengthening and enhancing the West Winch local centre as set out in Policy WA08 and, where relevant, contribute towards those goals.

The provision of a new community centre in the northern local centre is particularly sought. It should be located and designed so as to provide maximum benefit and value to the community, contributing to a sense of place, civic spirit, cultural diversity and low levels of car dependency.

The provision of land or premises suitable for development of GP consulting rooms, clinics, a pharmacy and/or other community health support initiatives will be welcomed and is especially encouraged in the proposed 'old' West Winch local centre.

* Any development proposals within the North Runcton 'neighbourhood' (i.e. the existing main village) must comply with BCKLWN SADMP Policy DM3.

Strategic green infrastructure provision

[7.5] Community consultation has confirmed that

'rural' landscape character and visual and physical access to the countryside is highly cherished within the parishes and that the potential loss of this resource is one of the greatest fears from future development.

'We like the fields, greens and common land'

Comment received in 2013 consultation

Regularly seeing and watching wildlife (deer, badger, hedgehogs, owls, woodpeckers, bats, frogs and newts) is a valued part of local life. The low density and linear arrangement of much of the existing settlements allows many residents to have direct views or close connections to open countryside.

[7.6] Nevertheless, existing designated footpath

access in the locality is limited. Common-land areas have grazing rights and restricted public access. Conflict can arise between stock managers and dog walkers. Both West Winch and North Runcton have been identified as deficient in public open space (West Winch in

'We need more trees & hedges – possibly a wooded area – sadly lacking at the moment.'

Comment received on 2012 questionnaire.

'green space' and North Runcton in 'outdoor sports provision' – *BCKLWN Sports Recreation and Open Space Assessment Study, 2006*).

[7.7] Sections of both villages are characterised by mature trees but many are reaching stages of decline and there is little replacement planting. Tree and hedge loss from modern farming practice has already denuded parts of both West Winch and North Runcton parish. Climate change and new threats such as pests and diseases that affect trees (e.g. Ash dieback) are likely to further impact on the existing resource. 'Growth area' proposals will impact on local biodiversity and informal recreation assets (e.g. the proposals by Hopkins Homes at Constitution Hill would remove over 30 Ha of existing diverse semi-natural habitat).

[7.8] A range of other adverse environmental impacts are anticipated to result from development proposals – including noise, light spill, pollution (notably from traffic and new roads) and increased visitor pressure on existing 'green space' resources. Any infill development within the settlements would also likely result in the loss of small paddocks, large gardens, mature trees and other natural assets that presently enhance the local environment and retain 'rural' character.

[7.9] A large allocation of 'Green Infrastructure' (GI) is therefore considered to be essential to serve existing and new residential areas, to offset and mitigate development impacts and to make good existing

deficiencies. GI provision should include public open spaces, allotments, nature reserves, surface water attenuation areas, amenity planting, footpaths and cycle paths. In some cases GI may be delivered within development sites, but in many cases it is anticipated that several developments may need to contribute to 'strategic' GI located partly or wholly outside of an application boundary. Areas unsuitable for housing development may be suitable for GI provision (e.g. the gas main 'non-build' easements identified in Policy GA01 are estimated to amount to around 39 hectares of land, and building setbacks adjacent to road corridors could also be used).

[7.10] The Neighbourhood Plan *Settlement Concept* (Figure 9.0) illustrates the preferred locations for principal corridors of Green Infrastructure in a likely development scenario. It utilises areas unsuitable for built development and integrates drainage corridors, important pedestrian and cycle links and opportunities for strategic landscape provision (e.g. screen planting next to the road to mitigate likely environmental impacts). Negotiation will be required to ensure the delivery of this 'GI' to ensure a successful overall plan for the area.

[7.11] The NPPF states that *the planning system should contribute to and enhance the natural and local environment (para 109)* and that *local planning authorities should set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure (para 114)*.

[7.12] Furthermore, the BCKLWN SADMP requires provision of 'significant green infrastructure' as set out in Policy E2.2 (*Part B: Process*). It states that proposals within the Growth Area will need to be accompanied by a package of habitat protection measures which will include enhanced informal recreation provision specifically for informal open space (*'potentially over and above the local planning authority's normal standards for play space'*) and a network of attractive pedestrian routes.

[7.13] Through reference to current standards and guidelines the Neighbourhood Plan proposes areas of public open space, playing fields, nature conservation areas and other 'GI' commensurate with the estimated future population. Some relevant open space planning guidance used to develop the proposals is summarised as follows:

| Document | Recommendations |
|--|---|
| Natural England Accessible Natural Greenspace Standard (ANGSt 2010) | Recommends that everyone, wherever they live, should have access to natural greenspace: of at least 2 hectares in size, no more than 300 metres (5 minutes' walk) from their home; at least one accessible 20-hectare site within two kilometres of home; one accessible 100-hectare site within five kilometres of home; and one accessible 500-hectare site within ten kilometres of home; plus a minimum of one hectare of statutory Local Nature Reserves per thousand population. |
| Woodland Trust 'Woodland Access Standard' | No person should live more than 500 metres from at least one area of accessible woodland of no less than 2 hectares in size; There should also be at least one area of accessible woodland of no less than 20 hectares within 4 kilometres (8 kilometre round-trip) of every person's home. (‘Sheep’s Course’ Wood adjacent A47 approximately 3.0 Ha, but more than 500 m from any existing settlement. No other notable woodland on public footpaths in either parish). |
| Fields in Trust, (2008) (Formally NPFA) | Recommend 6 acres (2.4 Ha) of recreational space should be provided for every 1,000 people. 1.2 Ha per 1,000 people should be designated as pitch space. (Where the William Burt playing field is approximately 3.5 Ha, and North Runcton cricket and tennis ground (which are on private land) are approx. 2.0 Ha) |
| BCKLWN SADMP (2016) | Suggests at least 9 Ha of recreational open space for the West Winch Growth Area (equating to 56 sqm per dwelling for 1,600 dwellings) |
| National Society of Allotment and Leisure Gardeners (NSALG) | Recommend a minimum provision of 20 allotment plots per 1,000 households, (approximately 8.5 plots per 1,000 population or 0.21 hectares per 1,000 population – where a standard allotment is 250 sqm). |

[7.14] As the West Winch Growth Area is the single largest development allocation in the Borough, it follows that it will need significant new public recreation provision to serve the new community and to mitigate potential adverse impacts to the SPAs, SACs, Ramsar sites and other fragile landscapes in West Norfolk, and this will ensure compliance with BCKLWN SADMP policy DM19. However, it is also important to stress that at the local level, residents regard sustainable retention of the traditional grazing regime on the West Winch and North Runcton commons as equally relevant. This is unlikely to be compatible with greatly increased pedestrian access (especially in relation to dog walkers, where dog mess can spread disease in cattle and make hay production problematic). The commons also have significant wildlife importance (large parts are designated as County Wildlife Sites) and increased visitor pressure and disturbance would be likely to undermine this value.

[7.15] The policy proposes 10 hectares of new active recreational facilities, an additional 20 hectares of informal public open space (where these could include non-vehicular access corridors and surface water attenuation areas) and an area of 5 hectares of new nature reserve. This reflects the additional need generated by 1,600 to 3,500 new homes (i.e. potentially over 8,000 new residents at 2.33 persons per dwelling), where the existing population in the NP area already exceeds 3,000 residents and is growing, and the single largest existing public open space is approximately 3.5 Ha at the William Burt Centre.

[7.16] Finally, BCKLWN's Green Infrastructure Study 2010 identifies as high priority green infrastructure provision in connection with the Hardwick Industrial Estate. Specifically, it states (*Chapter 5, page 36*) ‘A focused GI/landscape plan is required in order to maintain, improve and enhance links to the Hardwick

Industrial Estate through the GI network, particularly the creation of routes between the industrial estate and West Winch to the south.’ The NP complements the GI plan by recognising the importance of this pedestrian/cycle route and including it in the *Settlement Concept* plan.

POLICY GA02: Providing ‘green infrastructure’

Planning applications within the ‘growth area’ will be supported where they provide or contribute towards the phased establishment of a comprehensive network of new public open spaces, sustainable urban drainage corridors, bridle paths, cycle paths, footpaths and other amenity and nature conservation areas that will benefit existing and new residential areas.

New developments will be expected, at a minimum to meet nationally recognised standards for the provision of open space. The Fields in Trust’s Planning and Design for Outdoor Sport and Play suggested standard of 2.4 hectares of outdoor playing space per 1,000 of population will be used and the provision will be required to reflect additional need generated from delivery of between 1,600 and 3,500 homes. The following provision will be strongly supported:

- 10 Ha of new active recreation facilities should be provided (which could include sports pitches, courts, multi-use games facilities, children’s play areas, or trim trails within the Neighbourhood Plan area).
- An additional 20 Ha of informal public open space, preferably with at least one public space of at least 5 Ha in area. These areas should be designed to provide attractive and varied recreation and amenity spaces suitable for, amongst other things, exercising dogs and informal play – all within easy walking distance of homes. Provision of grasslands, specimen trees, copses and small woodland should be included. The spaces will also provide wildlife habitat and could include non-vehicular access corridors and surface-water attenuation areas (if suitably designed for public access, amenity and wildlife benefit). Shelterbelt or screen planting could also be counted in this area (where it is wider than 10 m and designed for public access).
- An additional 5 Ha of new ‘nature reserve’ should be provided with varied habitat and managed specifically for the benefit of local biodiversity with controlled public access.
- An additional 0.6 Ha of allotment gardens (indicatively 24 x 250 sqm plots) or equivalent garden space suitable for food production. Provision should include access from the highway, clear boundary delineation of the land (preferably with concrete posts and rabbit- and deer-proof fencing of at least 1200 mm height). Provision of a potable water supply to the site and a lockable store shed per holding would be anticipated. Definitive land registry details should be provided. An ongoing management arrangement with a community association or Parish Council would also be required.
- A dedicated dual-use path connection to the Hardwick industrial estate and links to the existing King’s Lynn cycle path network (refer to Figure 9.0) within a ‘green corridor’.

- Provision for connection to a future dedicated dual-use path connection to the Bawsey Country Park and a dual-use path connection to the village of Middleton (refer to Figure 9.0) within a ‘green corridor’.

Provision of a ‘relief road’ or ‘parallel route’

[7.17] The potential for proposed new development to exacerbate existing local traffic congestion, especially at the Hardwick roundabout and along the A10, has consistently been a principal concern and fear of local residents. Extensive discussions on local road and transport issues have been held since 2010 and have included transport planning experts employed by the Prince’s Foundation, representatives from NCC Planning and Transportation, the Highways Agency, BCKLWN planning department and transport, engineering, planning and urban design consultants employed by the development proponents, ZAL and Hopkins Homes. The consultation identified key aspirations to:

- Alleviate traffic numbers and speeds along the A10 by creating new linkages between key arterial routes.
- Improve the environment along the A10 – including additional safe pedestrian and cycle crossing points, an improved standard of dual-use path beside the road and improvements at key junctions.
- Improve public transport and non-motorised transport links into King’s Lynn and to other local destinations.

‘No ‘bypass’ – no housing’

Local resident comment from consultation

[7.18] The BCKLWN SADMP ‘Strategic Concept’ plan now indicates a new road along the eastern edge of the proposed ‘growth area’ and in draft Policy E2.1 lists strategic outcomes including:

- A new road linking the A10 and the A47 to provide relief to the A10.
- Early and continuing delivery of various traffic calming measures and environmental enhancements on the existing A10, commencing within 12 months of the start of development.
- Provision of a network of cycle and pedestrian routes including links to King’s Lynn town centre.
- Local highway improvements including to the Hardwick interchange and to other local routes that may be affected by the development.

[7.19] Local residents consider these provisions to be essential elements of the proposed ‘growth area’ development. However, there is ongoing concern about the delivery mechanism for this infrastructure, the timing of its implementation and the detailed design of many elements. In particular, there is concern about the likely adverse impacts to roads and the local environment in ‘transitional stages’ of development – which may last for years. The Hardwick roundabout is a key junction in the regional network and a gateway to King’s Lynn. It is already prone to significant ‘rush hour’ and ‘holiday’ congestion, regularly resulting in queues of 3–5 km on the A10 and 2 km on the A47. ‘Rat running’ along local lanes (especially through

North Runcton) is already a significant problem as drivers try to avoid the Hardwick roundabout. Main roads and local lanes are increasingly dangerous for cyclists and pedestrians – which in turn encourages more car dependence and local car journeys. The Hardwick Transport Strategy Study (NCC and Mott McDonald, May 2015) concluded that major improvements to the Hardwick interchange were essential to ensure a sustainable transport outcome for the West Winch Growth Area and the wider road network.

[7.20] The supporting text to strategic policy E2.1 explains the transport issues in and around the Growth Area and clarifies that required improvements will be included in a comprehensive transport strategy for the area. *Paragraph E.2.55* states; ‘The new road layout, precise location and phasing is to be included in a comprehensive transport strategy for the whole of the Growth Area. The detail routing and the treatment of access points will be key to its efficient working and integration to the wider connectivity around West Winch and North Runcton’.

POLICY GA03: Ensuring transport infrastructure

For the purpose of the West Winch Growth Area, infrastructure will be delivered in line with an Infrastructure Delivery Plan adopted by the Borough Council to which all major development proposals will be required to adhere to by planning condition and/or Section 106 Legal Agreement.

Development proposals coming forward as part of the West Winch Growth Area will be supported, subject to the proposals being consistent with the Infrastructure Delivery Plan and/or a comprehensive transport strategy which should include:

- The detailed route and design of the new ‘relief road’ and associated required improvements to the Hardwick interchange.
- A programme for delivery of the ‘relief road’ and other required local road improvements that will maintain a functioning, safe local road system throughout development of the ‘growth area’, whilst minimising congestion and disruption to local residents and the local economy.

Design of the ‘relief road’

[7.21] The proposed ‘relief road’ route has the potential to become a significant east–west barrier to movement. This would potentially have significant adverse impacts for local access, especially at Rectory Lane and Chequers Lane and for cyclists, pedestrians, equestrians and even local wildlife.

[7.22] It is essential for both existing and future residents that there are attractive safe links between neighbourhoods, and especially social and recreational facilities. Such route provision will also help to reduce car dependence and local car journeys. Crossings must be safe for children – where, for example, children in North Runcton do presently cycle to West Winch primary school. At Gravelhill Lane, which is the proposed point at which the relief road will join the A10, residents who live to the west often find it difficult and dangerous to join the A10. An obvious potential benefit of the new road is an improved junction at Gravelhill Lane.

POLICY GA04: Design of ‘relief road’

In designing the proposed relief road, the following design elements should be included where possible:

- A roundabout or similar ‘free flow’ junction at Gravelhill Lane to eradicate congestion and queues and to provide safe local access to the A10/relief road.
- Rectory Lane and Chequers Lane to remain as through roads and incorporate safe cycle and pedestrian crossings.
- Cycle and/or pedestrian paths to be provided on both sides of the relief road corridor and these should be generally separated from the road carriageway by a sustainable soft landscape strip (grass verge, hedge, tree planting – or preferably a mix of all three).
- Appropriate safe cycle and pedestrian crossing points to be provided at regular intervals along the road – and specially to link desire lines between local centres, recreational facilities and public transport nodes. Safe wildlife crossings should also be considered.
- The design should fully integrate environmental impact mitigation features – especially ensuring that existing and proposed settlement is mitigated from traffic noise and night lighting impacts. Night lighting should be minimised, especially in sections adjacent to an agricultural backdrop. The road surface should be designed to minimise tyre noise.
- A maximum speed of 40 mph for the relief road – but a 30 mph limit may be appropriate and desirable in some sections. The carriageway design should discourage speeding.

Place making

[7.23] Local people in consultation stated that they felt the locality already had a ‘sense of place’ that they wished to retain. In answer to an open question ‘what do you like and want to keep’, 85% answered along the lines of *‘the village character with views to open spaces’*.

[7.24] New development in the ‘growth area’ must aim to retain and enhance the positive attributes of the current settlement pattern whilst *‘always seek(ing) to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings’* (NPPF Core Principles, para 17 – bullet 4). New

development should seek to create distinctive new environments by using the design of buildings, spaces, landscape and the connections between them to create legible, attractive, safe and locally appropriate environments.

‘Preserve as much open space accompanied by nature as possible throughout the villages’

Comment received in 2013 consultation

POLICY GA05: Principles of new development design

Development proposals in the West Winch Growth Area will be supported where they achieve the following:

- A ‘comfortable’ scale with clear distinctions between public and private spaces, avoiding unused or un-owned space.
- A sense of quality: attractive, well-built and well-detailed buildings; spaces and features with good quality, low maintenance materials and unique features (e.g. public art).
- Recognisable landmarks and focal points; clear, safe, navigable routes; views; gateways; signage and way markers.
- A compatible mix of land-use, building form, architectural styles, landscape features and natural habitat.
- A ‘sense of place’ and local distinctiveness through use of traditional local materials and appropriate native species.
- Interconnection with the existing landscape and settlement – e.g. with retention or enhancement of existing views or incorporation of existing features (ponds, banks, trees, hedges, etc.).

Design of residential roads

[7.25] Extensive consultation and stakeholder workshops since 2010 have identified the important role that the design of residential roads and streets can have on settlement character as well as traffic speed, pollution control, the level of bicycle and pedestrian use, general road safety, and other important factors in the creation of sustainable settlements.

[7.26] Good street design should support the development of a hierarchy of street users – where design for pedestrians is considered most important. The hierarchy should encourage walking, cycling and the use of public transport whilst impacts to car journey times are unlikely to be significant in residential settings.

| | |
|--------------------------------------|---|
| Consider first | Pedestrians |
| | Cyclists |
| | Public transport users |
| | Specialist service vehicles (e.g. emergency services, waste, etc.) |
| Consider last | Other motor traffic |
| From DoT 'Manual for Streets' (2007) | |

[7.27] Whilst transport movement is a key function, residential roads and streets should support a range of other social, recreational, civic, and possibly retail and commercial

functions as well. Streets should provide clear, easily navigated networks of paths through the settlement. Traffic speed can be regulated with good design. Soft landscape, especially tree planting, helps to soften the urban street-scene, creates visual and sensory interest, improves air quality and microclimate, and provides habitat for wildlife.

POLICY GA06: Residential street design

Development proposals forming part of the implementation of the West Winch Growth Area, including new roads and streets, should include the following design elements:

- Streets designed to prioritise the movement and safety of pedestrians and cyclists of all ages and abilities.
- Where car and cycle parking is provided, it must not dominate the street environment or reduce the comfort and safety of other street users.
- Streets designed to facilitate desire lines and links between key buildings and spaces and to help create attractive spaces between them.
- Streets planned and designed to regulate the speed of traffic – where the majority of routes within the 'growth area' will remain predominantly residential in character. Designers should seek to restrict vehicle speeds to 20 mph or below in residential areas.
- Pedestrians and cyclists must be able to use and cross all roads safely and conveniently.

- Residential streets designed as social spaces, helping to facilitate social interaction and safe for children and the elderly.
- Incorporating soft landscape and where possible featuring medium or large species of tree that can provide a significant contribution to streetscape character over time. Design must ensure that soft landscape is sustainable in the long term – where planting will not adversely conflict with carriageways, buildings, services or pavements. Species selection should consider climate change variables.

Creating a network of paths and tracks

[7.28] An excellent non-vehicular network of paths and tracks (both within the ‘growth area’ and to destinations beyond) will help promote walking and cycling, offer real choice for local journeys and support health, recreation and environmental goals.

[7.29] Details of routes should be determined in consultation with relevant community stakeholders and landowners to ensure the best use of land available – but an indicative network is illustrated in Figure 9.0. Pedestrians and cyclists are more likely to use routes where they feel safe and which take them directly to their destination. Less direct recreational routes for pedestrians and cyclists should also be considered.

POLICY GA07: Cycle and footpath provision

Development proposals coming forward as part of the West Winch Growth Area should contribute towards the design, delivery and funding of an integrated network of cycle paths, footpaths and dual-use paths throughout the Neighbourhood Plan area. Development should facilitate a hierarchy of cycle and footpaths from streetscapes to open countryside, and linking important community assets such as local centres, employment areas, public open space, and key destinations (e.g. King’s Lynn town centre and Hardwick industrial estate).

Applications should demonstrate that:

- Cycle path design (widths, surfaces, signage, junctions, etc.) are implemented to current best practice standards.
- Pedestrian/cyclist desire lines form the basis for route planning and streetscape design (where some principal suggested routes are illustrated in Figure 9.0).
- Routes are established between principal residential areas and principal community facilities (e.g. schools, recreation areas).
- Routes are planned and designed to facilitate ‘passive security’ and safety.

- Main cycle routes are predominantly provided on dedicated paths with safe separation from motorists and pedestrians.
- In street design, protected space is provided for cyclists at road junctions where appropriate.
- For development proposals providing destinations that might attract visitors, customers, workers or others on bicycles, appropriate provision is made for cycle parking.
- 'Leisure routes' for pedestrians and cyclists have also been considered and provided.

Improving public transport

[7.30] Public transport provision for the Neighbourhood Plan area is generally poor and this encourages car dependence. There is no direct bus route to the hospital. The current bus service is insufficiently regular for most people to depend on it for work commuting or evening and weekend recreational trips. Along the A10, the busy road creates problems for crossing the road to and from bus stops – especially for children and elderly residents.

[7.31] The increased population that would result from development of the 'growth area' could support more frequent bus services – if development is designed to support this type of infrastructure. The two Parish Councils would wish to work with stakeholders to promote provision of a frequent, high quality bus service that can provide a genuine alternative to local car usage.

POLICY GA08: Provision for public transport

Development proposals coming forward as part of the implementation of the West Winch Growth Area will be supported where:

- Residential development is predominantly designed to lie within 200 metres walking distance of a bus stop.
- Footpath connections and road crossing points are provided for each bus stop.
- All stops are designed to enable easy access to buses for all users.
- Each local centre should have at least one appropriately designed bus shelter, preferably with an 'intelligent' display, with 'real-time' timetable information in line with current available technology.

Encouraging self-build

[7.32] Consultation with local builders and designers identified concern that large-scale development would be unlikely to directly benefit local firms and to a great extent, the local economy. The Parish Councils wish

to support local designers, builders, tradesmen and suppliers. Opportunities for small-scale developments or 'self-build', through provision of a proportion of serviced building plots within the 'growth area' would create opportunities for a range of smaller local businesses. In 2013/2014 the Government announced a variety of incentives to support self-build projects.

POLICY GA09: Opportunities for small-scale and self-build development

Applicants coming forward with development proposals as part of the implementation of the West Winch Growth Area are encouraged to offer a proportion of land (either as serviced plots or simply as small land parcels) for sale to small-scale builders or self-build projects.

The scale, design and materials palette for such development should reflect the character of existing and proposed development. Applications for buildings with excellent design and sustainability criteria will be strongly supported. An acceptable period for construction and completion of self-build projects (for example, 2 years from the purchase of the plot) would be expected.

Primary school provision

[7.33] West Winch primary school is a popular local school located in the heart of the village. It was built in the 1960s with an attractive and spacious campus and a capacity for 219 pupils⁴. In early 2013 the school expected a need to provide 220 pupil places in coming years (without major housing development). North Runcton has no school and falls within the catchment for Middleton, which in 2013 had slightly less than its 120-pupil capacity – but was overcrowded in older classes. The principal catchment secondary school for both villages is the King's Lynn Academy.

[7.34] Consultation with the head teachers indicated that with current pupil numbers at or near capacity, a substantial increase in the local population would either require new buildings to increase capacity, or a new school in the locality. At public consultation, local residents supported early provision of a new third primary school to be located within the 'growth area' which they felt would avoid overloading the existing schools whilst providing the new community with an immediate social focus. They felt that primary schools should not be overly large and should lie within easy walking or cycling distance of principal residential areas.

⁴ School numbers are from consultation with the head teachers – early 2013.

[7.35] Consultees also felt the new school could provide other community facilities – perhaps a communal hall, recreation facilities and other amenities that might extend the daily use of the premises and forge additional connections with the community. It was felt that play group and/or nursery school facilities would also be required. Although these might be privately operated, they will need appropriate premises to meet Ofsted requirements.

[7.36] Norfolk County Council are presently responsible for assessing the need for new schools and for planning their implementation – where 1,100 new homes is often used as a ‘trigger’ for the provision of a new primary school. The Core Strategy plan for 1,600 new homes by 2026 suggests a new primary school is essential. At present Hopkins Homes have proposed a primary school on their site at Constitution Hill. Consultation has suggested that most residents would support construction of a primary school within this new residential area. It could form a hub for the proposed ‘local centre’.

[7.37] NCC have suggested that existing secondary school provision in King’s Lynn will be adequate to provide for proposed urban expansion in the foreseeable future.

POLICY GA10: Provisions for a successful primary school

Development applications in the West Winch Growth Area will be supported where provision is made for the development of a new primary school in the ‘northern neighbourhood’ to support the proposed 1,600 dwellings to 2026. The school should be located on a minimum size 2 Ha site and include suitable pre-school premises, commensurate with predicted demographics. The following provisions are considered necessary:

- Early establishment of the new school so that it can provide a social focal point for the new and existing community at an early stage of ‘growth area’ development.
- A suitable site for pre-school facilities on or near the primary school site.
- Facilities that could be ‘shared’ with the local community at appropriate times and whilst ensuring the security of pupils.
- A site that is readily accessible and safe for children and young families to travel to and discourages car dependency. The school will therefore ideally be located away from main roads and connected to principal residential areas by an excellent network of safe cycle and pedestrian paths. It should be sited to ensure equitable access for the whole catchment area. It should however have adequate arrangements for parents who need to use their cars (e.g. dropping off children en route to work).
- The school should be designed to provide maximum benefit and value to the community, contributing to the sense of place, and providing a robust, energy efficient and attractive building.

- The school should have sufficient external space to allow the appropriate recommended provision of playing fields, free play and outdoor education opportunities. Facilities that can benefit the wider community will be encouraged.

Where further development beyond 2026 or in other neighbourhoods within the West Winch Growth Area demonstrates the need for an additional primary school, similar provisions will be expected.

8. THE COMMUNITY'S ASPIRATIONS FOR THE WEST WINCH GROWTH AREA

In addition to the previous specific policies within the Neighbourhood Plan, the community wish to highlight their aspirations for local services and infrastructure for the West Winch Growth Area.

Developers and the Borough Council should consider the following when negotiating, submitting, and deciding planning applications:

Infrastructure delivery in the West Winch Growth Area

[8.1] The development coming forward as part of the West Winch Growth Area strategic allocation will have a wide range of impacts on the existing communities of West Winch and North Runcton. Specifically, increased population will create additional demand for education, fire services, healthcare provision, community facilities (including libraries, community meeting spaces and recreational facilities), green infrastructure, the road network and public transport services.

[8.2] The NPPF sets out the framework within which Planning Obligations can be used to make otherwise unacceptable development permissible. Obligations have generally been negotiated through *S106 agreements* (Section 106 of the Town and Country Planning Act 1990). In future, it is likely that a Community Infrastructure Levy (CIL) will be adopted by BCKLWN, although it is possible that BCKLWN will exempt the growth area from CIL and secure infrastructure funding via S106 agreements alone. Policy E2.1 of the SADMP sets out the broad infrastructure requirements for the West Winch Growth Area. It also requires the preparation of an Infrastructure Delivery Plan which will translate into a legal agreement between the Borough Council and landowners and developers to formalise the provision of infrastructure. This aspiration therefore provides further detail on infrastructure requirements in the West Winch strategic growth allocation. The requirements set out in the policy are in line with items set out in the King's Lynn and West Norfolk Infrastructure Study, May 2015 and feedback received from the County Council in pre-submission consultation.

[8.3] In order to mitigate the impact of development proposals coming forward as part of the West Winch Growth Area, developers will be expected to contribute towards improving local services and infrastructure through either the payment of a Community Infrastructure Levy (CIL) and/or planning obligations (via a S106 agreement / planning condition) as follows:

- The delivery of a new primary school on a minimum 2 Ha site in the northern neighbourhood and improvements/expansion of existing schools serving the development.

- Making improvements to the existing library in King's Lynn or provision of a library linked to another community facility within the new development (e.g. as part of the community centre, retail area or a doctors surgery).
- Fire service facilities (e.g. fire hydrants)
- A new community meeting space
- Healthcare provision
- Transport infrastructure improvements in line with Policy GA03
- Improvement of local bus services:
- Green infrastructure in line with Policies GA02 and WA01–WA06
- Additional open space and play space provision
- Affordable housing
- Commuted sums to assist in upgrading existing community facilities where it can be demonstrated that this will benefit the growing community.

[8.4] Planning obligations will meet the tests required by the NPPF if they will be:

- Necessary to make the development acceptable in planning terms
- Directly related to the development, and
- Fairly and reasonably related in scale and kind to the development.

[8.5] For the purposes of the West Winch Growth Area, infrastructure will be delivered in line with an Infrastructure Delivery Plan adopted by the Borough to which all major development proposals will be required to adhere to by planning condition.

| A brief glossary of some terms used in this document. | |
|---|--|
| BCKLWN | Borough Council of King's Lynn and West Norfolk The local planning authority for King's Lynn and West Norfolk (alongside its other responsibilities as a 'district' local authority). |
| Core Strategy | The overall strategy for the use and development of land in the Borough, and a key part of the 'Local Plan'. The current Core Strategy was adopted by the Council in 2011 and sets the overall level of growth and the general locations for development for the period until 2026. The Neighbourhood Plan is required to conform to this. |
| SADMP | Site Allocations and Development Management Policies Plan A planning document adopted by BCKLWN in September 2016. The document allows for and plans for at least 1,600 homes to come forward within the West Winch Growth Area from 2016 to 2026. The Neighbourhood Plan is required to conform to this. |
| Local Plan | A local planning authority's adopted plan(s) for the area (forming the main part of the development plan for the area). The Core Strategy and the SADMP are the main documents making up the current BCKLWN 'Local Plan'. |
| National Planning Policy Framework (NPPF) | This document sets out the Government's planning policies for England. Introduced in 2012, it replaced much longer policy guidance. The Neighbourhood Plan is required to conform to this. |
| Green Infrastructure (GI) | Green Infrastructure (GI) is the name given to a network of green spaces, (urban and/or rural), which are capable of delivering multifunctional environmental and quality-of-life benefits for local communities. GI may include but is not restricted to parks, playing fields, woodlands, wetlands, grasslands, river and canal corridors, allotments and private gardens. |
| Habitats Assessment (HRA) | An assessment, required under a European Directive, of the potential impact of a plan or programme on certain designated nature conservation sites. |
| European Sites (also known as <i>Natura 2000</i> sites) | Sites designated under a European Directive and include Special Protection Areas (SPAs) and Special Areas of Conservation (SACs). Ramsar Sites have an international designation. In the event of 'Brexit' these sites will still require special protection. |
| BCKLWN Natura 2000 Sites Monitoring and Mitigation Strategy (Sept 2015) | This Monitoring and Mitigation Strategy provides a framework for the avoidance of likely significant effects to the European sites (e.g. Roydon and Dersingham Special Area of Conservation (SAC)). It addresses the actions required from the Habitats Regulations. |

| | |
|---|---|
| <i>also referred to as the</i> BCKLWN HRA Monitoring and Mitigation Strategy | Assessment (HRA) and includes a number of measures relevant to the West Winch Growth Area. The Monitoring and Mitigation Strategy will ensure that likely significant impacts identified in the HRA as a result of policies proposed in the SADMP document will be avoided or mitigated against. This Strategy will contribute to safeguarding the integrity of European sites. |
| Strategic Housing Land Availability Assessment (SHLAA) | An assessment by the local planning authority of the current supply of land available, and that expected to become available in the following years, for housing development within its area. |
| Heritage Assets | Buildings, places or flora identified as having a degree of heritage significance meriting consideration in planning decisions. This includes archaeological sites, listed buildings, registered parks and gardens, scheduled ancient monuments, conservation areas and also the settings of these sites. |
| Landscape Character Assessment | The distinct and recognisable pattern of elements that occur in a particular type of landscape. It derives from particular combinations of geology, landform, soils, vegetation, land use and settlement. To be considered alongside historic landscape character assessments where development options are in sensitive areas |
| Listed Building | A building nationally designated (by English Heritage) as being of special architectural or historic interest. Such buildings are graded I (highest quality), II*, II. |
| Tree Preservation Order (TPO) | A TPO is made by a Local Planning Authority to protect specific trees, groups of trees or woodland from deliberate damage and destruction. TPOs can prevent the felling, lopping, topping, uprooting or otherwise wilful damaging of trees without the permission of the Local Planning Authority. |
| The North Runcton & West Winch Surface Water Management Strategy 2014 (SWMS 2014) | The SWMS was a study prepared by the Middle Level Commissioners for the East of Ouse, Polver and Nar Internal Drainage Board and especially to support the Neighbourhood Plan. It was commissioned by West Winch and North Runcton parish councils with grant funding from <i>Locality</i> . The resulting strategy seeks to set out appropriate planning considerations for future drainage planning in the NP area. |

Appendix A

Sustainability of the Plan and Evidence Base

An appraisal has been undertaken to ensure that evidence gathered has informed the objectives and policies of the Neighbourhood Plan. Some of the documents and other sources used in the evidence base are listed below. A full record of the consultation process has also been prepared and forms a separate supporting Consultation Statement document.

1. National Planning Documents

- *National Planning Policy Framework* (2012)
- *Statutory Instrument 2012 No. 637, Town and Country Planning, England* (2012)
- *Department of Transport, Building Sustainable Transport into New Developments* (2008)
- *Department of Transport, Manual for Streets* (2007 and 2010)
- *Department of Transport, Cycle Infrastructure Design LTN 2/08*
- *The Localism Act* (2011)
- *Town and Country Planning Act 1990 (Section 61G) Neighbourhood Planning (General)*
- *Regulations 2012 (Regulation 6) Designation of a Neighbourhood Area Approval*
- *Town and Country Planning Act 1990 (Section 61G) Neighbourhood Planning (General)*

2. Local Planning Documents

- *Norfolk County Council: Parking Standards for Norfolk* (2007)
- *Partnership of Norfolk District Councils: Strategic Flood Risk Assessment* (2008)
- *The BCKLWN Core Strategy* (adopted 2011)
- *The BCKLWN Site Allocations and Development Management Policies Plan* (adopted 2016)
- *The King's Lynn and West Norfolk Green Infrastructure Study* (2009)
- *The BCKLWN Housing and Economic Land Availability Assessment* (2014)
- *The King's Lynn and West Norfolk Landscape Character Assessment* (2007)
- *BCKLWN Sports Recreation and Open Space Assessment* (2006)
- *King's Lynn and West Norfolk Infrastructure Study, May 2015* (prepared for CIL analysis)
- *Borough Council of King's Lynn and West Norfolk Natura 2000 Sites Monitoring and Mitigation Strategy* (September 2015)
- *The Norfolk Core Strategy Minerals + Waste Development Management Policies DPD* (2011)

3. Other Published Sources

- Royal Institute of British Architects (RIBA): *The Case for Space: The Size of England's New Homes* (2011)
- Town and Country Planning Association: *Creating Garden Cities and Suburbs Today* (2012)
- *UK National Censuses 1801–2011*
- *Rural Services Network – May 2014*
- *Natural England Green Space Standard (ANGST 2010)*
- Woodland Trust 'Woodland Access Standard'
- Fields in Trust (Formerly NPFA) – *Planning and Design Guidance*
- DEFRA *Code of practice for sustainable use of soils on construction sites* (2009)

- *North Runcton/West Winch Surface Water Management Strategy (2014)* Prepared by the Middle Level Commissioners for the East of Ouse, Polver and Nar Internal Drainage Board on behalf of the Neighbourhood Plan Steering Group. (Refer to <http://northrunctonpc.norfolkparishes.gov.uk>)
- *PADH1 – HSE’s Land Use Planning Methodology*
- *BREEAM – Code for a Sustainable Built Environment*
- Rural East Anglia Partnership Borough Council’s Strategic Housing Market Assessment (Final draft 2007).
- Association of Chief Police Officers (ACPO) – *Secured by Design*.
- Lifetime Homes Design Guide.

4. Selected Websites

- Norfolk County Council, Planning, Performance and Partnership
- Borough Council of King’s Lynn and West Norfolk
- Norfolk Insight
- Planning Advisory Service

Other Sources and Acknowledgements

- North Runcton and West Winch Neighbourhood Plan Steering Group
- West Winch Parish Council
- North Runcton Parish Council
- Prince’s Foundation and their sub-consultants.
- Zurich Assurance / Threadneedle Investments and their consultants
- Hopkins Homes and their consultants
- Borough Council of King’s Lynn & West Norfolk’s LDF Team
- Residents and Businesses from North Runcton and West Winch
- Norfolk County Council – Environment, Transport and Development, Children’s Services and Property Services departments
- Highways Agency
- Anglian Water
- Internal Drainage Boards
- Norfolk Wildlife Trust
- *Locality*, Planning Aid and the Community Development Foundation
- Henry Bellingham MP
- Rural Services Network
- National Society of Allotment and Leisure Gardeners (NSALG)
- National Grid Transco
- Woodland Trust
- Britton Estate Agents, King’s Lynn
- Brown & Co Estate Agents, King’s Lynn
- HSE – Paul Elliott
- Andrew Ashcroft – NPIERS ‘Healthcheck’ Examiner – January 2015.

Appendix B

Monitoring and Review

Assuming timely adoption of the Neighbourhood Plan, it will now cover the period 2016–2026. Development that takes place during this time, both within and beyond the parishes, will have an impact on the communities as well as on the physical fabric of the villages. Each new development will influence where and what happens next. It is, therefore, essential to the long-term success of the Plan that developments in North Runcton, West Winch/Setchey and neighbouring parishes are monitored and reviewed against the Plan's objectives and against the policies designed to guide them. The Neighbourhood Plan Steering Group along with both Parish Councils will make arrangements to monitor developments and carry out an annual review of the Neighbourhood Plan. Assuming that Neighbourhood Plans remain as part of the Local Plan system, it is anticipated that a new Neighbourhood Plan will need to be prepared to address the planning cycle beyond 2026.

Appendix C

Memorandum of Agreement between North Runcton and West Winch Parish Councils.

Memorandum of Agreement; Neighbourhood Development Plan

The Parish Councils for **West Winch** and **North Runcton** agree to work together, under the terms of the Localism Act 2011, to draw up a Neighbourhood Plan with the following Vision and Aims

Vision:

To create attractive villages with excellent facilities and quality of life where residents of all ages can live, work, play and contribute to the ongoing success of the community.

Aims:

To support the development of high quality, sustainable and successful new neighbourhoods whilst nurturing and enhancing the lives of existing residents in West Winch and North Runcton.

To identify the unique or distinctive physical and cultural assets of the parishes, and use these to shape the future environment and community.

Economy: To create an environment that fosters sustainable and rewarding jobs and supports education and skills development.

To ensure that residential expansion is supported by employment expansion and that the majority of employment opportunities are local. (within 5 miles)

Social: To nurture a diverse and supportive community with excellent internal communication and close links to neighbouring communities.

To ensure there are spaces, institutions and events where the whole community can regularly meet and socialise and from where new bonds and mutually beneficial initiatives can prosper.

Environment: To create a network of green spaces and corridors that is respected and embraced by all residents and that sustains local wildlife and a sense of rural living even within the settlements.

To sustain and safeguard agriculture in the parish in tandem with improved rural access and recreational opportunities for village residents

Transport: To provide an excellent network of public transport and non-vehicular transport routes that allow a genuine choice in future transport options.

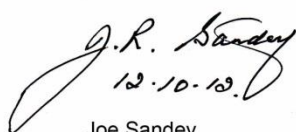
The geographical area of the plan will cover the entirety of both parishes.

Each parish council will approve the steering group membership, consisting of current PC members and other parishioners.

Each parish council will approve each stage towards the final plan with the Neighbourhood Plan being an agenda item at each parish meeting.

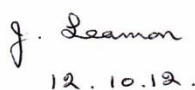
The Neighbourhood Plan will seek to achieve the above vision and aims while conforming to required statutory planning guidance.

Signed for West Winch PC



Joe Sandey
Chairman West Winch PC

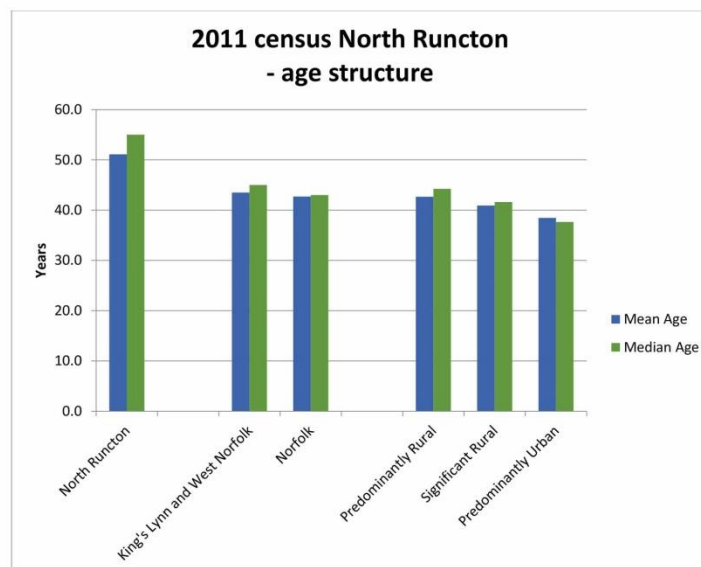
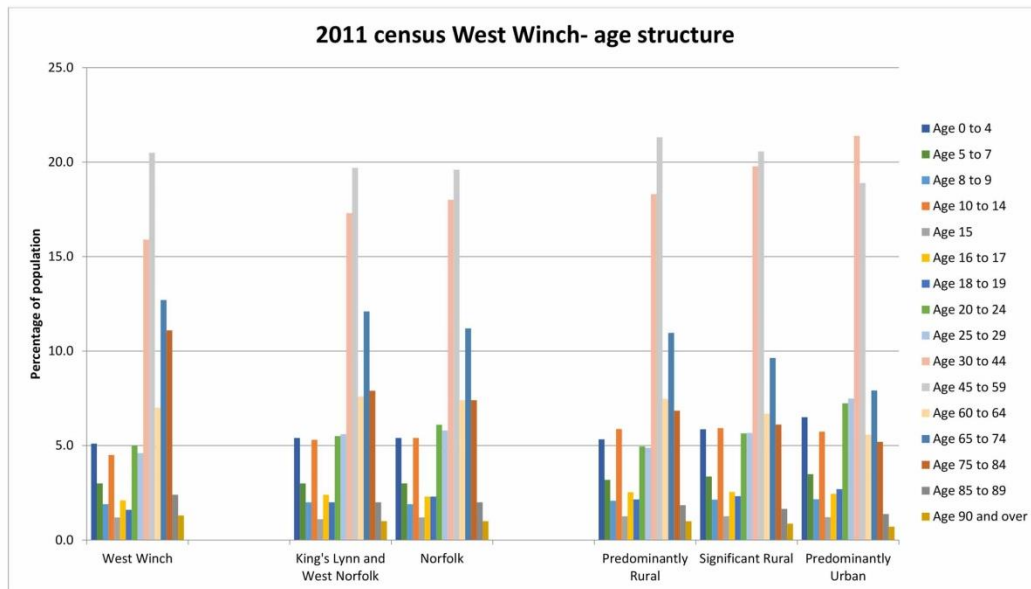
Signed for North Runcton PC



June Leamon
Chairman North Runcton PC

Appendix D

North Runcton and West Winch Age Structures



North Runcton and West Winch Age Structures



Prepared by North Runcton and West Winch Neighbourhood Plan Steering Group. Brought into force October 2017

For further information please contact the West Winch or North Runcton Parish council clerks via the Parish Council websites;

North Runcton

<http://northrunctonpc.norfolkparishes.gov.uk>

West Winch

<http://westwinchparishcouncil.norfolkparishes.gov.uk>