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Borough Council of
**King's Lynn &
West Norfolk**



By email via the Programme Officer

Geoff Hall
Executive Director

Stuart Ashworth
Assistant Director Environment and
Planning

Date
22 July 2022

Dear Ms Baker and Mr Hayden

**Examination of King's Lynn & West Norfolk Local Plan Review: Initial Questions
Part 2: Question 10: West Winch Growth Area**

Further to your letter of the 7 June 2022, please find below our response to Question 10:

West Winch Growth Area - Policy E2.1

10. The planned housing supply relies heavily on the delivery of 2,500 homes on land at West Winch by the end of the Plan period in 2036. We note from the 2019-20 Housing Trajectory [D6] that this assumes construction of houses starting in 2023/34, but it is unclear from the evidence what progress has been made on the implementation of this site and whether this trajectory is currently realistic. Given the importance of the site, we would be grateful if the Council would provide a separate delivery note for the West Winch Growth Area, to explain the following matters in particular:

- a) The landownership position of the site and the status of any landowners agreements?**

The Growth Area is made up of seventeen different ownerships, these can be split into two groups:

1. Land promoters/developers

There are 2 land promoters/developers with control over land within the Growth Area, Hopkins Homes and ZAL/Metacre. Hopkins Homes have submitted an outline application for 1100 homes in the northern portion of the growth area. This is currently being considered by the Local Planning Authority. Zal/Metacre control circa 53.4 ha of land in the southern portion of the growth area. An outline application has been submitted for 500 homes on part of this land. It is anticipated that planning applications on the remaining ZAL/Metacre land will come forward over a period of time.

In order to facilitate a comprehensive development of the whole site the Borough Council is working with the majority of the individual landowners to enter into a Collaboration Agreement. The Collaboration Agreement centres upon an equalised approach to land value which provides a fair and equitable value to landowners and takes account of the infrastructure requirements regardless of what is being developed on the land, e.g., housing units or open space. The agreement has been drafted and negotiations are ongoing prior to signing. It is envisaged all the land identified in the Framework Masterplan will be needed to deliver a comprehensive development.

In addition to the Collaboration Agreement, an overarching S106 Legal Agreement, referred to as a Framework Agreement, has been prepared that sets out all the strategic infrastructure identified in the Infrastructure Delivery Plan (see **f**) below). Sitting underneath this will be site specific S106 Legal Agreements that will secure the necessary infrastructure on a site-by-site basis.

b) Progress on preparation of the Strategic Growth Area Masterplan SPD and the role it is intended to play in guiding planning applications for the site?

The Strategic Growth Area Framework Masterplan Supplementary Planning Document (Consultation Draft July 2022) is currently progressing through the Committee process with a view for Cabinet to approve the document for a statutory six-week consultation at its meeting on the 2 August 2022.

The Officer's Report and The Strategic Growth Area Framework Masterplan Supplementary Planning Document (Consultation Draft July 2022) can be viewed at the following link: [Agenda for Local Plan Task Group on Thursday, 14th July, 2022, 10.00 am \(west-norfolk.gov.uk\)](https://www.west-norfolk.gov.uk/Agenda-for-Local-Plan-Task-Group-on-Thursday-14th-July-2022-10.00-am)

The role of the SPD is to bring together the details of planning policy, infrastructure requirements for the Growth Area with a Framework Masterplan. Once adopted the SPD will be a material consideration in the determination of planning applications. In addition, the SPD will be appended to/referenced in the Collaboration Agreements and Framework Agreement and site specific S106s (see **f**) below).

c) The overall delivery programme for the site, including site preparation and infrastructure, and the trigger points for key items of transport and community infrastructure?

The Infrastructure Delivery Plan (IDP) for the South East King's Lynn Strategic Growth Area (See response to **f**)) provides a cost and trigger point assessment for the key items of infrastructure for the growth area at Appendix C(ii). This will be further refined by the site specific S106.

d) Progress on any planning applications for the site?

e)

Hopkins Homes submitted an updated Environment Statement and Transport Assessment in December 2021 which was subject to a 30-day consultation with stakeholders. No objection has been raised by Norfolk County Council Highways nor National Highways. Final outstanding matters in so far as drainage and ecology

are currently being resolved along with negotiation on S106 matters. Planning Committee dates to determine the application have been identified for early Autumn 2022. (13/01615/OM)

The Metacre application was made valid in February 2022 following submission of an Environmental Statement and this information was also subject to a 30 day consultation. Comments from statutory consultees have been collated and are now being actively addressed by the Applicant. The Local Planning Authority will continue to work proactively with the Applicant and Stakeholders to determine the planning application which is expected to be determined before the Full Business Case is submitted. (18/02289/OM)

There is additional housing capacity on Metacre land within the growth area. It is anticipated that with the confidence of scheme funding, planning applications on this land and on the remainder of the growth area, which is covered by the Local Planning Authority's Landowner Collaboration Agreement, are expected.

f) What stage has been reached on the design, planning and delivery of the West Winch Housing Access Road or the A10/A47 link road, which appears to be a key infrastructure requirement?

The West Winch Housing Access Road (WWHAR) is strategically important for Norfolk to enable 4,000 new homes and provide an alternative route for the A10 around West Winch. The additional highway capacity will absorb the impact of the housing growth and reduce delays for the strategic through traffic on the A10.

Since December 2017, Norfolk County Council (NCC) and the Borough Council of King's Lynn and West Norfolk (BCKLWN) have been working in partnership on scheme development and planning for the WWHAR to ensure its delivery at the earliest opportunity and to help seek funding. This work has included engagement with stakeholders and the local parishes who have input into the junction strategy.

The A10 was designated Major Road Network (MRN) status by the Department for Transport (DfT) when this new tier of roads was established. This means that improvements can be bid for under the MRN programme if there is a regional consensus. Our Sub National Transport Body, Transport East (TE) has supported the scheme and so it was included in their 5 year programme for the MRN fund. This was based on the strength of an early draft of a business case.

Norfolk County Council (NCC), working in partnership with BCKLWN and in parallel with our work on masterplanning and land assembly for the West Winch Growth Area, submitted a Strategic Outline Business Case (SOBC) for the WWHAR in March 2021.

Since March 2021 (NCC) have had an extensive dialogue with colleagues at DfT and answered detailed questions and provided additional documentation. Earlier this year NCC provided supplementary information to DfT about public transport and Active Travel proposals that will be developed and included as part of the scheme during the next Outline Business Case (OBC) stage. Most recently in May 2022 NCC provided answers to questions from the Treasury about the impacts of different housing numbers on the economic case.

On 7 July 2022 DfT confirmed that the A10 West Winch Housing Access Road (WWHAR) scheme has been approved to progress to the next stage of development under the Major Road Network (MRN) programme, and that the approval is given with the consent of HM Treasury. Work will now commence on the Outline Business Case (OBC) with financial support from DfT and we hope to submit this document in late 2022/early 2023. There are a number of conditions with this approval which we were expecting in terms of making additional provision for bus priority and Active Travel (walking and cycling).

g) How the strategic infrastructure requirements of the site will be funded and what funding is already in place to ensure their timely delivery?

The Infrastructure Delivery Plan (IDP) for the South East King's Lynn Strategic Growth Area sets out the key strategic infrastructure that is required to support the housing objectives of the Growth Area and identifies where and at what time that infrastructure is required, who is responsible for delivering it, the predicted cost of provision and how these costs are expected to be funded or contributed to. The IDP can be viewed from the following link: [WW SEKLSGA Final Rev 7.pdf \(west-norfolk.gov.uk\)](#)

In addition to the Collaboration Agreement, an overarching S106 Legal Agreement, referred to as a Framework Agreement, has been prepared that sets out all the strategic infrastructure identified in the Infrastructure Delivery Plan. Sitting underneath this will be site specific S106 Legal Agreements that will secure the necessary infrastructure on a site-by-site basis. All developers/landowners will be required to enter into the Framework S106 agreement.

The Borough Council of King's Lynn and West Norfolk and Norfolk County Council are working in partnership to enable the growth area to come forward, with Norfolk County Council leading on delivering the transport infrastructure and the Borough Council of King's Lynn and West Norfolk leading on enabling the housing element. The Framework Masterplan sets the basic outline for the housing access road element of the overall West Winch Housing Access Road scheme. This is by far the largest element of strategic infrastructure.

As per question **f)** above "Norfolk County Council (NCC) are in the process of securing Major Road Network funding from the Department for Transport (DfT). The first stage of this process, a Strategic Outline Business Case submitted in March 2021, has been concluded and further work on the next stages of the funding process is ongoing between NCC and DfT." The IDP identifies a local contribution of £13.6million towards the costs of the road. The MRN criteria also requires a minimum of a 15% contribution derived from the development. This will be collected as financial contributions via the Framework S106 Agreement. As part of the Borough Councils enabling role, detailed dialogue is ongoing with Homes England to secure funding to cashflow the local contribution which would be repaid upon receipt of the developer contributions.

h) What is the evidence to show there is a realistic prospect that the rates of house building on the site anticipated in the Housing Trajectory, which at its peak assumes the delivery of 240 dpa, will be delivered?

Subject to MRN OBC approval and other statutory approvals it is anticipated that WWHAR could commence in 2025 with approximately a 2 year build out period. Once the WWHAR is in place there is no cap on the number of units that can be delivered. The growth area is structured via the collaboration agreement and S106 Framework agreement to enable various developers/outlets to come forward at any one time and does not rely upon one developer building it out.

Yours sincerely

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