

Local Plan Review Pre-Submission Stage 2021

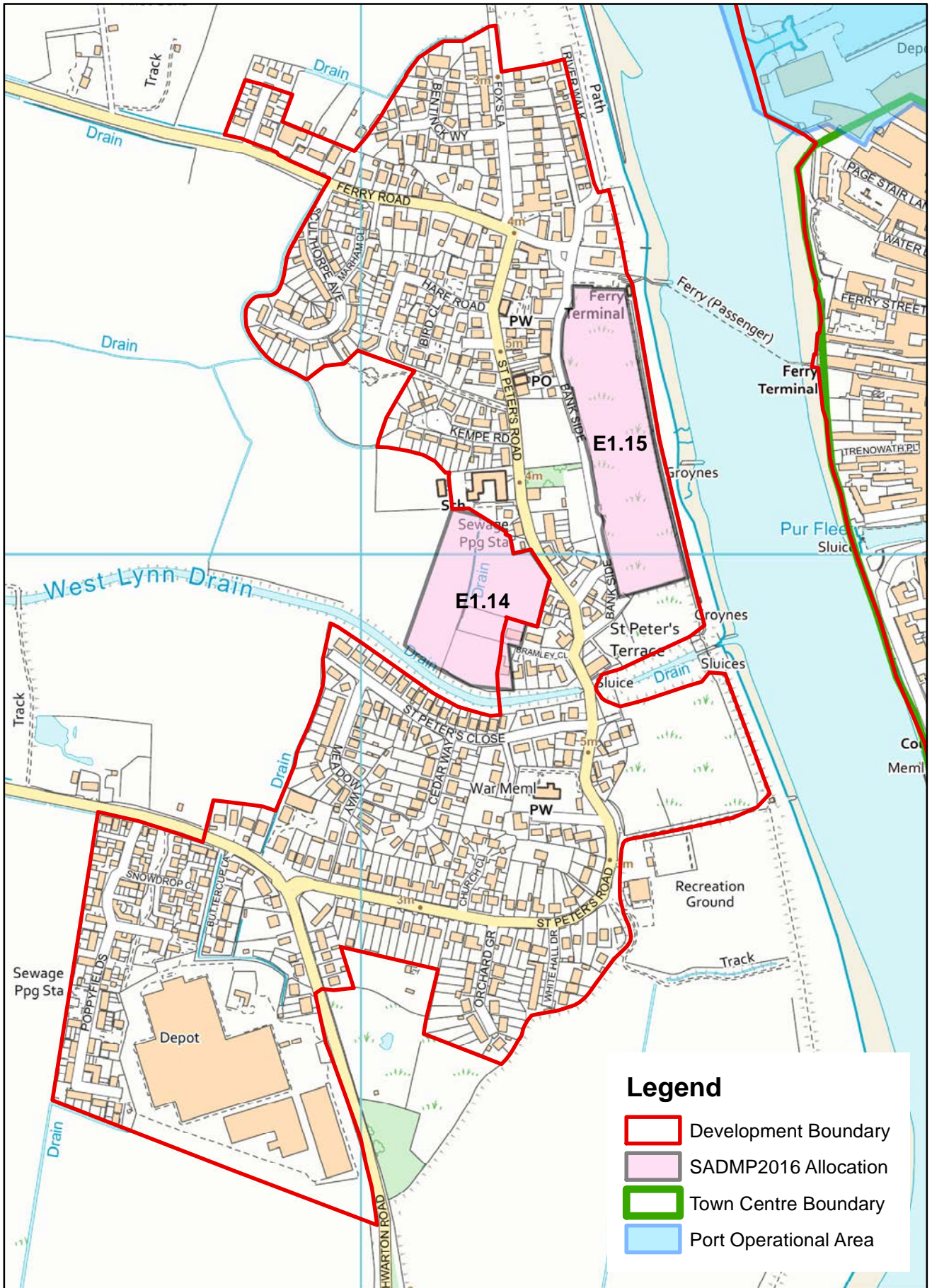
9.2 West Lynn

Introduction

9.2.1 West Lynn is situated on the west bank of the River Great Ouse, but falls within the boundaries of the unparished area of King's Lynn town. West Lynn does not have a Conservation Area but there are significant views from and towards the historic waterfront of King's Lynn. The Church of St Peter is Grade II* listed and there are a number of Grade II listed buildings in Ferry Square and St Peter's Road.

Strategic Background

9.2.2 The Local Plan included West Lynn as part of the sub-regional centre of King's Lynn in Policy LP02. Policy LP38 seeks to provide at least 7,510 new dwellings within and around King's Lynn including West Lynn. The Distribution of Development Chapter of this document identifies that a part of the growth planned for the King's Lynn area should be accommodated in West Lynn (see below).



Legend

- Development Boundary
- SADMP2016 Allocation
- Town Centre Boundary
- Port Operational Area

West Lynn Zoomed

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9.2.1 E1.14 West Lynn - Land West of St Peter's Road Policy

Site Allocation

9.2.1.1 The allocated site offers a suitable site for housing which will help support the facilities and ferry service in West Lynn and will enable the overall growth for King's Lynn to be more widely distributed. Outline permission was granted in March 2017 for 44 dwellings on the bulk of the allocated site. A reserved matters application was submitted for 44 dwellings in March 2020.

Policy E1.14 West Lynn - West of St Peter's Road

Land amounting to 2.0 hectares is allocated for residential development of at least 49 dwellings

Development will be subject to compliance with all of the following:

1. Plans that demonstrate that all land currently used by West Lynn Primary School for the school playing field is excluded from development and that the boundary of the development site is reduced accordingly;
2. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
3. The precise provision of open space will be considered with regard to the proximity of the development to existing safeguarded facilities (such as the nearby recreational facilities to the south of the site). The Borough Council will consider flexibility of open space provision where this would result in qualitative and quantitative benefits to the community;
4. Submission of details relating to the West Lynn Drain demonstrating that any development will not obstruct access to the watercourse and a 9 metre strip of land adjacent to the watercourse is safeguarded from development, to the satisfaction of King's Lynn Internal Drainage Board;
5. Submission of an Ecological Study that establishes that either:
 - a. there would be no negative impact on flora and fauna or,
 - b. if any negative impacts are identified, establishes that these [negative impacts] could be suitably mitigated against;
6. Financial contributions towards the provision of infrastructure;
7. Provision of affordable housing in line with the current standards;
8. Development should preserve the nearby listed building and its setting;

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9. Submission of a site specific Flood Risk Assessment. This must consider the residual flood risk to the site in the event of breaching and/or overtopping of the tidal River Ouse. Where possible, a sequential approach should be adopted regarding the layout of the site, with the most vulnerable development situated in areas at lowest risk of flooding (i.e. shallower flood depths).

Site Description and Justification

9.2.1.2 The allocated site has good access to services in West Lynn and is a short walk away from the regular passenger ferry service to King's Lynn town centre.

Sequential Test

9.2.1.3 The site lies within Flood Zone 2 (Medium probability of flooding) identified by the Strategic Flood Risk Assessment and in the flood defence breach Hazard Zone. None of the available sites in the settlement is at a lower risk of flooding. Therefore, the sequential test set by the National Planning Policy Framework is met.

Exceptions Test

9.2.1.4 The Council considers that further housing development is necessary within West Lynn in order to strengthen the sustainability of King's Lynn, its community and services, and that these benefits outweigh the flood risk involved. A site-specific flood risk assessment has not yet been carried out. This would be required before this site could pass the exceptions test set by the National Planning Policy Framework and be developed. This site could only be granted permission if such an assessment demonstrates that housing development on this site would be safe, and it can be shown that this can be achieved in a way compatible with the site's surroundings. The detailed requirements for this are set out in Policy LP25 Allocated Sites in Areas of Flood Risk. It will be for the site owner or prospective developer to provide such an assessment.

9.2.1.5 King's Lynn Internal Drainage Board (IDB) requires a 9 metre easement and access to maintain the West Lynn Drain to the south of the site.

9.2.1.6 Access could be to the north of the site's road frontage on St Peter's Road; as far from the bend in the road opposite Victoria Terrace as possible. It would be possible to allocate in the region of 78 dwellings on the site as put forward. However the site includes the school playing field and this will be excluded from allocation, together with the 9 metre strip required by the IDB to run adjacent to West Lynn Drain. As such the developable site area is reduced from 4.3 ha to 2.0 ha.

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9.2.2 E1.15 West Lynn - Land at Bankside Policy

Site Allocation

Policy E1.15 West Lynn - Land at Bankside

Land amounting to 2.6 hectares is allocated for residential development of at least 120 dwellings.

Development will be subject to compliance with all of the following:

1. Provision of additional car parking and cycle storage to serve the West Lynn Ferry;
2. Development should conserve and where appropriate enhance Kings Lynn Conservation Area and associated listed buildings and their settings;
3. Submission of a site specific Flood Risk Assessment. This must consider the residual risk of flooding to the site in the event of a breach of the flood defences. This should include details of the impact and likelihood of a breach occurring;
4. Submission of details showing how sustainable drainage measures will integrate with the design of the development and how the drainage system will contribute to the amenity and biodiversity of the development. A suitable plan for the future management and maintenance of the SUDS should be included with the submission;
5. The precise provision of open space will be considered with regard to the proximity of the development to existing safeguarded facilities (such as the nearby recreational facilities to the west of the site). The Borough Council will consider flexibility of open space provision where this would result in qualitative and quantitative benefits to the community;
6. Financial contributions towards the provision of infrastructure;
7. Provision of affordable housing in line with the current standards.

Site Description and Justification

9.2.2.1 The former Del Monte site at Bankside, West Lynn is a derelict brownfield site capable of achieving a high density, waterfront development.

9.2.2.2 The site should include additional car parking to serve the West Lynn Ferry, which gives it direct access to King's Lynn town centre.

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9.3 West Winch

Settlement adjacent to King's Lynn

Introduction

9.3.1 The area in question lies just to the south-east of King's Lynn, includes parts of the parishes of West Winch and North Runcton, and is very roughly bounded by the A10 to the west, the A47 to the east, and the Setchey to Blackborough End road to the south. It stretches around 3.5 km north-south and around 1.5 km east-west.

9.3.2 The area fringes the village of West Winch and the main road (A10) north towards Hardwick roundabout and King's Lynn. It stretches towards, but stops short of, North Runcton village. Although predominantly agricultural land, it does encompass a number of existing dwellings and other premises lying between the two villages.

9.3.3 In the late 19th Century West Winch was a small, dispersed agricultural village, with the church, public house, school and smithy on the main London road (now the A10), while most of the houses were to the west, fronting the common. By the end of the 1940s this was little changed, though sporadic development fronting the London Road had taken place, especially to the north of the village nearer to King's Lynn. By the 1980s, substantial ribbon development had taken place along the main road, and the village had been transformed by extensive estate type developments which were then continuing. By this time King's Lynn had also greatly expanded, bringing the village closer to town and its influence.

9.3.4 Significant detail of how the development should be brought forward, and the aspects it should address, are given in the policy below and various supporting documents including the Infrastructure Delivery Plan, and Neighbourhood Plan. It will be added to when S106 Agreements and landowner agreements are concluded. However in order to bring these provisions into a unified document the Borough Council is preparing a Strategic Growth Area Masterplan Supplementary Planning Document. This will be subject to public consultation.

9.3.5 West Winch lies on the western end of a low ridge of land between the Nar and Gaywood valleys, and the Common fringes the Fens stretching beyond to the west.

Strategic Context

9.3.6 The adopted Core Strategy (adopted in 2011) designated South East King's Lynn (this area) as one of the strategic 'urban expansion' areas around King's Lynn. The independent planning inspector who examined the Core Strategy explicitly stated that, compared to the potential alternatives, the expansion areas identified (including South East King's Lynn) were preferable to the alternatives in meeting the Borough's need for substantial numbers of additional dwellings over the plan period. It is relatively unconstrained by flood risk and infrastructure problems, etc., and relatively easily accessed and serviced.

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9.3.7 Further details of the West Winch Growth Area were established through the Site Allocations and Development Management Policies Plan (adopted in 2016) The Inspector concluded that with the main modifications proposed incorporated that the allocation and development of the West Winch Growth Area represented the most appropriate strategy. It is the intention of the Local Plan review to carry forward this strategic allocation as a key element of the Plan. The location and site has been found to be a sound, being located south of, and acting as an extension to, the most sustainable settlement within the Borough, King's Lynn. This position also means it is within the A10/Main Rail Growth Corridor, an overall area identified for the majority of growth to take place over the Plan period. The Local Plan review provides an updated position with regards to emerging works and the progress being achieved towards delivery of the site.

9.3.8 The West Winch Growth Area is around 192ha in size and is allocated for in the region of 3,500 – 4,000 new homes in the fullness of time. However, it is currently anticipated that over the Local Plan review period, to 2036, at least 2,500 new homes are likely to be delivered, as per Policy LP01: Spatial Strategy. The size of the site and anticipated housing numbers means that development will be delivered in phases, and that delivery will clearly go beyond the 2036 Plan period. This is supported through work by the Prince's Foundation for the Built Environment (sponsored by a major landowner and undertaken with the active involvement of local people), and the updated Infrastructure Delivery Plan.

The Policy Approach

9.3.9 This is likely to be the largest residential development opportunity in the Borough for many years. It provides a once-in-a-generation opportunity to form a thriving and vibrant community immediately south of King's Lynn. The intention is to integrate a large number of new homes and associated facilities with an existing village community, generate a range of major improvements in a range of areas, and shape a place that promotes a sense of community among its residents, existing and new.

9.3.10 This Plan seeks to identify detailed boundaries, opportunities and requirements to ensure the potential of the site is maximised, while protecting other interests, including those of existing residents in the vicinity.

9.3.11 The particular area selected for the South East King's Lynn urban expansion provides the most advantageous combination of proximity to King's Lynn, making the most of existing infrastructure and opportunities to improve it; limiting landscape impact; and integrating with and enhancing the facilities and communities of West Winch.

9.3.12 There is considerable and understandable concern from existing residents in the locality about how they might be affected, and in particular implications for existing environmental and traffic problems related to the A10 road. However, consultation also revealed support for this growth area, and for the draft "potential development considerations."

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A number of new sites within and around the growth area were also suggested by the landowners. The Council has used the results from earlier consultation forward to help refine and develop the framework of requirements in the policy.

9.3.13 As discussed earlier the extent of the site, at some 192ha, is clearly sufficient to easily accommodate the 2,500 new homes in the Local Plan review period to 2036 and between 3,500 and 4,000 new homes in the fullness of time. The site area also allows for generous provision of landscaping together with recreational and other open space, a mix of areas of differing character, and space for the significant new road.

9.3.14 To deliver this a strategic policy (E2.1) is set out covering matters that the Borough Council considers of strategic importance in delivering sustainable growth. This policy defines the nature of the development in terms of strategic outcomes, and the means by which these will be assured through the planning application process. The detail of the development is intended to be shaped by the adopted neighbourhood plan (see below).

9.3.15 Significant detail of how the development should be brought forward, and the aspects it should address, are given in the policy below and various supporting documents including the Infrastructure Delivery Plan, and Neighbourhood Plan. It will be added to when S106 Agreements and landowner agreements are concluded. However in order to bring these provisions into a unified document the Borough Council is preparing a Strategic Growth Area Masterplan Supplementary Planning Document. This will be subject to public consultation.'

9.3.16 A second policy (E2.2) deals with 'infill' and similar development within the development boundary of the existing built-up area outside the defined growth area.

9.3.17 Detailed explanation and justification of these policies and their various elements are set out after the policies.

Neighbourhood Plan

9.3.18 The parish councils of West Winch and North Runcton have an adopted neighbourhood plan which will help shape the character, layout and detail of the development.

9.3.19 The Neighbourhood Plan confirms the allocations within the Local Plan and amongst other issues provides detailed guidance on how the proposed housing and associated provisions should be brought forward.

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9.3.1 E2.1 - West Winch Growth Area Strategic Policy

Site Allocation

Policy E2.1 West Winch Growth Area Strategic Policy

Land in the vicinity of West Winch of around 192ha (as shown on the Policies Map) is allocated for development to provide the following strategic outcomes. (**Indicative locations for items marked with an asterisk are represented on the 'West Winch Growth Area Strategic Diagram' accompanying this Policy*):

Part A - AREA WIDE STRATEGIC OUTCOMES

1. At least 2,500 new dwellings, together with associated facilities and infrastructure, including around 1ha of employment land, in the current Plan period. Within the region of 3,500 – 4,000 new homes being delivered in the fullness of time;
2. The potential for further development beyond the plan period (subject to future development plans).
3. A broad range of dwelling types, to provide choice and meet different needs, including a proportion of affordable housing commensurate with the local planning authority's standards at the time.
4. A new road linking the A10 and A47 to facilitate housing growth and prevent undue pressure on the existing highway network.
5. Early and continuing delivery of various traffic calming measures and environmental enhancements on the existing A10 in and around West Winch, for the benefit of existing local residents, with the first measures commencing within 12 months of the start of development.
6. Provision of suitable arrangements for public transport to route through the wider site, and connectivity to main routes to encourage non car modes.
7. A network of cycle and pedestrian routes (including links to King's Lynn town centre) which would facilitate the level of growth both that planned to 2036 and potential further growth.
8. Local highway improvements and management measures to fully integrate the development into the surrounding network while avoiding adverse impacts including, in particular, consideration of the capacity of the Hardwick interchange and environmental and amenity impacts of potential additional traffic through North Runcton.

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9. Three new distinct neighbourhoods to the east of the A10, with some smaller areas of development expanding the existing neighbourhoods to its west.
10. Provide financial contributions towards the provision of infrastructure including additional primary and secondary school places, and, in an appropriate location provide sufficient land free of charge for a new primary school up to 2 hectares.
11. A neighbourhood centre in the each of these new neighbourhoods (containing facilities of a suitable scale to serve the local rather than wider areas), providing a cluster of local facilities and a visual and community focus for both existing and new residents. These are each to be at a point where pedestrian and cycle routes intersect with a primary street. The bulk of new housing is to be within a walkable distance of one of these neighbourhood centres.
12. Open 'green' areas separating the three neighbourhoods, and aligned roughly with the two gas pipelines crossing the growth area. These 'green' areas may incorporate a mix of uses such as recreation, nature conservation, agriculture, landscaping, and foot /cycle/bridle paths.
13. An orderly phasing of development ensuring that this proceeds broadly in step with infrastructure provision. Development is encouraged to proceed concurrently in northern and southern parts of the growth area.
14. Significant 'green infrastructure', including (separately and/or combination, as appropriate):
 - a. landscape planting to integrate the development within the local landscape, character and provide visual amenity within the growth area;
 - b. recreational open space of at least 9 hectares;
 - c. conservation and enhancement of local biodiversity
 - d. measures to mitigate potential adverse recreational impacts on designated nature conservation sites (SPAs, SACs, Ramsar) outside the growth area.
15. Incorporation of Sustainable Drainage Systems to address surface water run-off, flood risk, biodiversity and the avoidance of groundwater pollution.
16. High standards of design, featuring:
 - a. distinct areas with different characters;

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- b. a range of densities, with generally higher densities in the vicinities of the neighbourhood centres and public transport routes;
- c. sensitivity to the character and amenity of existing developed areas, and to the qualities and setting of heritage assets.

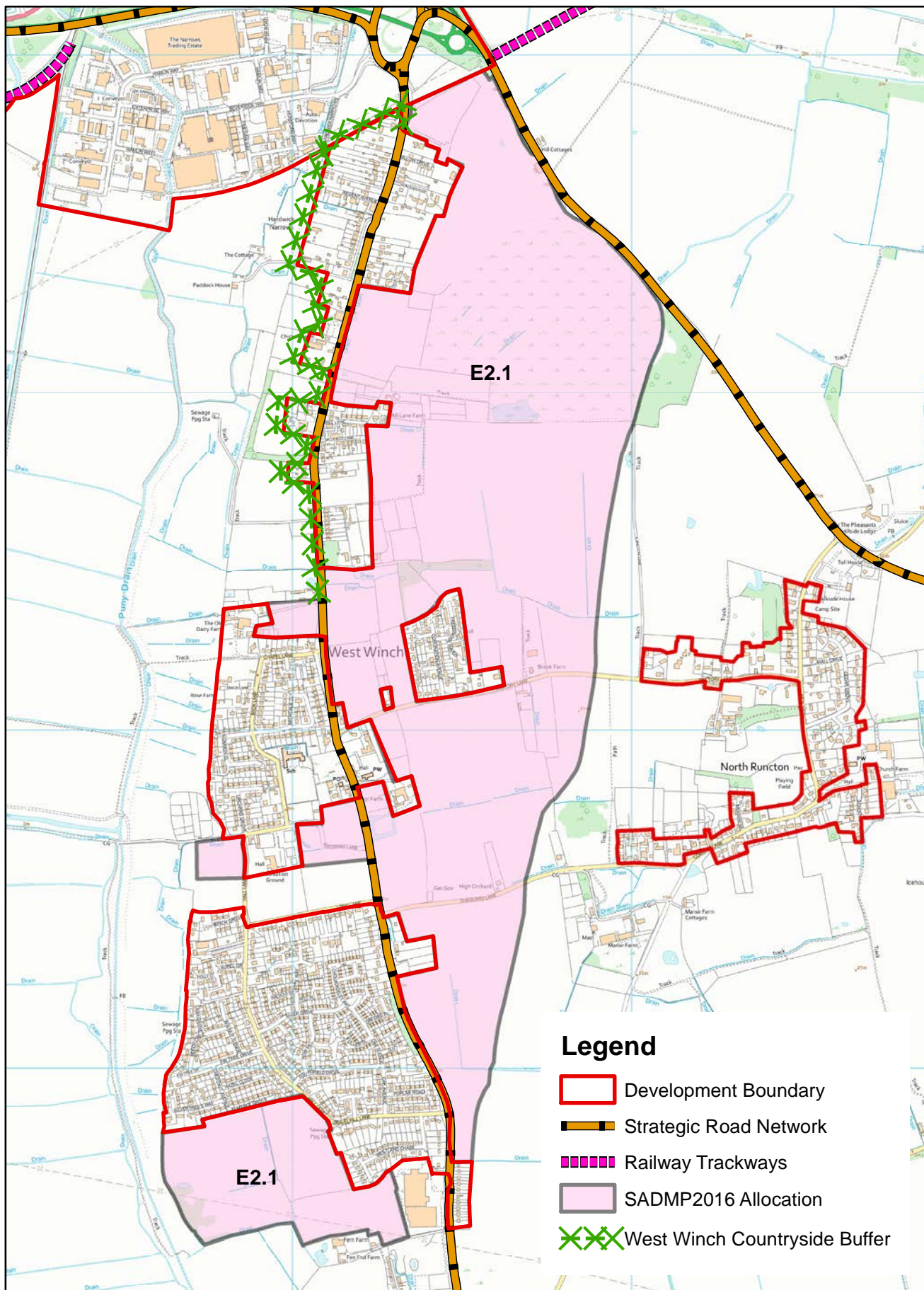
PART B – PROCESS

In order to achieve the above strategic outcomes, proposals for development within the Growth Area will need to:

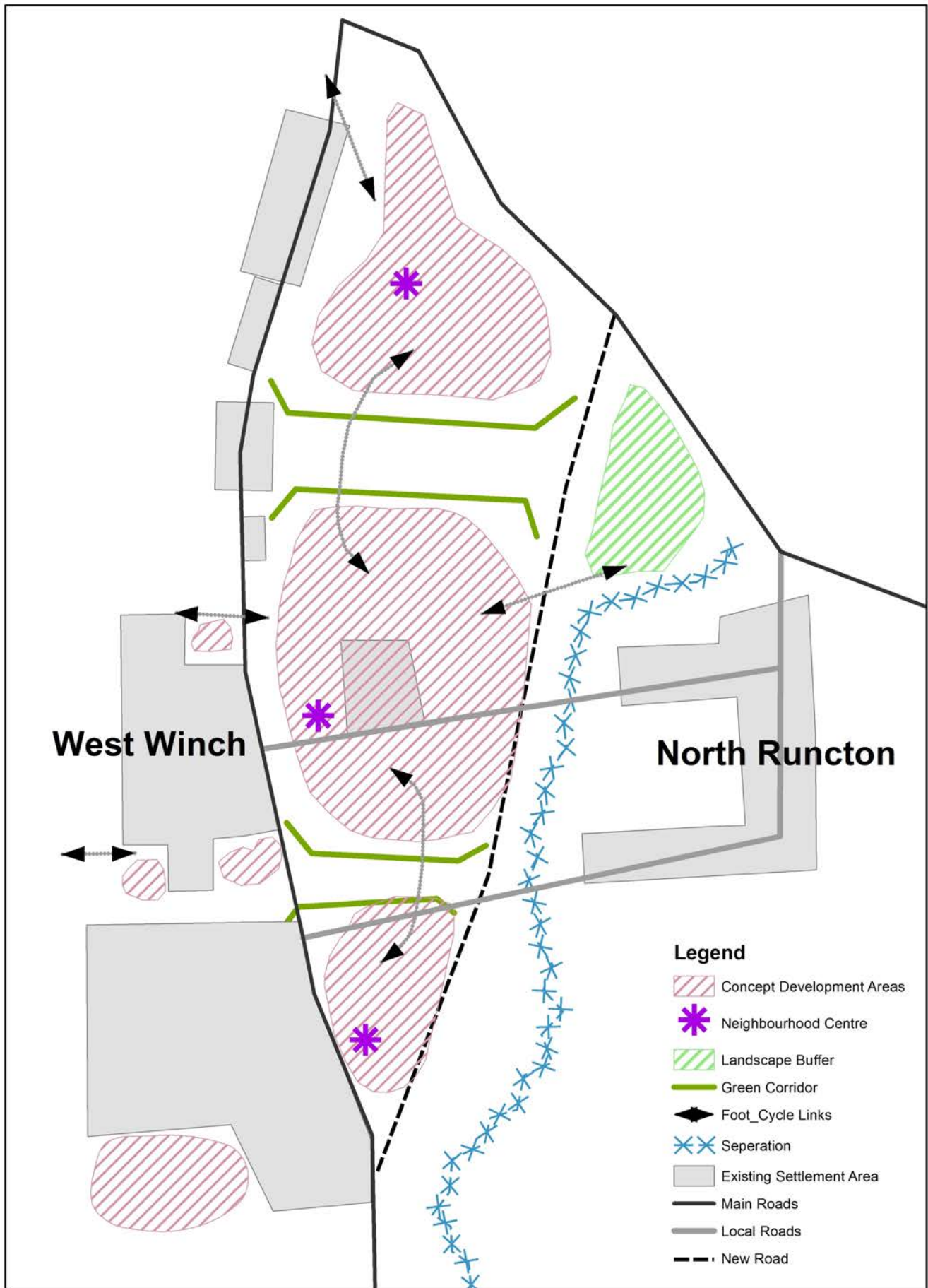
1. Demonstrate how the proposals for development of the individual application area(s) contribute to the implementation of the each of the outcomes listed above and their indicative distribution shown on the Strategic Diagram.
2. Demonstrate through an Infrastructure Delivery Plan, to be agreed by the local planning authority, how the growth area's infrastructure can be delivered in a way which is proportionate to the scale and value of development on the application site, and showing how the various considerations and requirements (including those above) can be satisfactorily integrated and delivered across the site. (Where appropriate (in terms of location, etc.) this may be by providing a particular contribution on site or in kind in one aspect to balance commensurate and complementary contributions in other aspects provided on other sites in the growth area.)
3. Provide a scheme and timetable of phasing of construction over the period to 2036 demonstrating how it complements the timely and coordinated implementation of the whole growth area development to 2036 and the potential for further development beyond the plan period.
4. Be accompanied by a comprehensive strategic transportation assessment for the area, covering the traffic likely to be generated by the development and its interaction with the existing road and path network, and planned additions and improvements. The strategic transportation plan should expressly address the provision of and role in minimising car based traffic of public transport across the wider allocation.
5. An ecological assessment that identifies
 - a. the ecological assets, sensitivities and potential of the application site and its surroundings,
 - b. the likely impacts of the proposed development on these,

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- c. proposals for mitigation, conservation and enhancement, and
 - d. the likely net impact on these.
6. A package of habitat protection measures, to mitigate potential adverse impacts of additional recreational pressure associated with the allocated development upon nature conservation sites covered by the habitats assessment regulations. This package of measures will require specialist design and assessment, but is anticipated to include provision of an integrated combination of:
 - a. application site, to limit the likelihood of additional recreational pressure (particularly in relation to exercising dogs) on nearby relevant nature conservation sites.
 - b. informal open space (potentially over and above the local planning authority's normal standards for play space);
 - c. a network of attractive pedestrian routes, and car access to these, which provide a variety of terrain, routes and links to the wider public footpath network;
 - d. contribution to enhanced management of nearby designated nature conservation sites and/or alternative green space;
 - e. a programme of publicity to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities.
 7. A heritage assessment that identifies any heritage assets (including archaeology) potentially affected by the proposed development, and intended measures for their protection, recording, enhancement, setting treatment, etc. as appropriate.
 8. An assessment of the potential for extracting, either in advance of development or in the course of its development (should that prove to be appropriate), any viable reserve of silica sand on the site.
 9. Submission of a site specific Flood Risk Assessment.
 10. The Borough Council will prepare a supplementary planning document 'Masterplan' to co-ordinate development provisions for the Strategic Growth Area.



Inset E2 West Winch



Strategic Concept (Indicative)

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9.3.1.1 Justification

9.3.1.2 The following sections provide additional information about the implementation of proposals for the Growth Area.

9.3.1.3 Strategic planning issues across the whole site

9.3.1.4 *(NB policies within the Neighbourhood Plan will also apply to this area)*

- Growth area boundary
- Infrastructure Delivery Plan
- Deliverability
- Coordinating development across the Growth Area
- Strategic transport issues
- Housing access road
- Design and density
- Green Infrastructure – Landscape, ecology, recreation
- Habitat protection

Growth Area boundary

9.3.1.5 The Growth Area boundaries define where development is considered suitable. In identifying these boundaries consideration was paid to maintaining a degree of separation between the village of North Runcton and the new neighbourhoods, and good integration with the existing development and facilities in West Winch.

Infrastructure Delivery Plan

9.3.1.6 Policy E2.1 Part B, b requires the preparation of an Infrastructure Delivery Plan. This is an important mechanism to ensure that an agreed set of infrastructure is identified; costed and; apportioned between respective landowners. The Borough Council has produced an IDP – December 2018. The IDP has identified the individual elements and ensures the programming of them. Trigger points and phasing are included. With the numbers of units involved and the complexity of the wider growth area to beyond 2036, the IDP sets out monitorable milestones. The IDP, and any updates to it, will be translated into a legal agreement between the Borough Council and landowners and developers to formalise the

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provision of infrastructure. The Borough Council will publish monitoring updates through its Annual Monitoring Reports. It has been demonstrated through the preparation of an IDP that the Growth Area is capable of being viable.

9.3.1.7 The timing of housing delivery is critical to achieving high quality new development whilst limiting the impact upon existing communities and providing the critical infrastructure. The Borough Council recognise that delivery of the housing numbers set out in the Plan may extend beyond period. Delivery can be quite complex with a number of interdependent issues relying on their timely delivery i.e. trigger points for delivering infrastructure and build out rates dependency upon the housing market and sales.

Deliverability

9.3.1.8 The land identified is mainly in two ownerships, with a number of other smaller landholdings in various ownerships. This mitigates the risk that problems in any one ownership could stall delivery of the whole strategic expansion, and also increases the likelihood that development would proceed at more than one location and with a variety of types of housing becoming available at any one time.

9.3.1.9 It does, though, require particular care to ensure a sufficiently articulated, robust and practical division of financial and other mechanisms for infrastructure, etc., delivery to cope with the geographic splits of ownerships, the different interests and preferences of various owners/developers, and the resulting range of potential sequences through which the overall development may proceed.

9.3.1.10 Agents for both the two main landholdings have actively engaged with the Borough Council and local community over a number of years and contributed to the development of both the overall strategy for the area and resolving an appropriate degree of integration between the plans of the two landholdings. The southern main landholding commissioned the Princes Foundation to engage with local people to develop a vision for the development of the area that has strongly influenced the current policy, and also leads a consortium of the landowners of most of the development area except for the other main landholding.

9.3.1.11 Both parties have confirmed their intention to deliver development broadly along the lines set out in this policy (as has the agent for the third largest land holding). An application for outline planning permission for development of the northern main land holding was submitted in 2013 (and is not yet determined at the time of writing). As noted above the Infrastructure Delivery Plan shows the ultimate development to be capable of being viable and deliverable with the infrastructure required.

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Coordinating development across the Growth Area

9.3.1.12 The Borough Council wants to ensure that landowners, developers and the local community have certainty about the fundamental components of the wider development, so mechanisms which bring together a strategic view are needed. Inevitably with such a large-scale growth area there will be a number of landowners and developers bringing forward individual parcels of land.

9.3.1.13 The development of the Growth Area is dependent on significant infrastructure provision to enable the housing growth to come forward. The provision of this also has the benefit of addressing some current shortcomings.

9.3.1.14 The major land owning interests for the area are known, and the Borough Council is working towards an agreed statement of how the development can be phased and how the costs of infrastructure can be fairly and practically divided between the different ownerships and phases. This assessment should include development areas beyond the initial phases intended to deliver 3200 units to 2036, consideration of how the new development will affect the existing community, and how the benefits can be shared should be a part of this agreement.

9.3.1.15 To facilitate delivery of the new homes and the associated infrastructure within the planned time frame construction is encouraged to proceed simultaneously in more than one location. (The pattern of land ownership and developer interest to date in the area indicates that this is likely to occur). This would also provide choice in the types and locations of homes coming forward at any one time during development.

9.3.1.16 The Borough Council will continue to work with private landowners and developers to assist in bringing forward their sites for development where this contributes to the planned whole.

Strategic transport issues

9.3.1.17 The A10 is the main King's Lynn to London road and carries very substantial local and long distance traffic north-south. The A47 is a trunk road running east-west, and also carries a high volume of traffic. The Hardwick interchange just north of West Winch collects and distributes the traffic from these and other routes, and is also the main road access point into King's Lynn.

9.3.1.18 The A10 is the primary transport corridor through West Winch. It is heavily trafficked, especially around morning and evening 'rush hour' peaks, and during the holiday season, which creates issues around congestion, noise, air quality and road safety. Large numbers of HGV's use the road, and as a whole the road generates an unpleasant environment for local residents, pedestrians and cyclists. The road also acts as a barrier separating residents from one another, from existing services and local community facilities such as the local church. It is clear that if the new growth in and around the centre of West Winch is to be a success the current situation needs to change.

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9.3.1.19 The additional growth planned for West Winch will add to the current movements on the A10 and the Hardwick interchange. Improvements to the capacity of both are therefore required and should be funded by the development.

9.3.1.20 The aim is to develop a strategy that will provide sufficient highway capacity at and around the Hardwick roundabout to facilitate planned growth and to provide a new route to access the significant new housing, that will potentially reduce traffic and its impacts on the existing A10 through West Winch. These improvements are to be included in a comprehensive transport strategy for the area and are likely to provide one of the matters governing phasing of development.

Housing access road linking A10 to A47

9.3.1.21 This housing access road will run, broadly speaking, on the eastern side of the Growth Area and join the A47 at a new roundabout. It is planned both to provide access and permeability to parts of the Growth Area, and incidentally to provide a degree of relief of traffic on the existing A10 through West Winch by providing an alternative route for some of the traffic it would otherwise carry. It is necessary to provide extra capacity to allow for the Growth Area traffic on to the network.

9.3.1.22 There is also an opportunity to provide a number of local access routes through the growth area which could tie back onto the “existing” A10 to help integration of the new and existing communities. The “existing” A10 could become more of a local access route as the new route takes a proportion of the strategic long distance traffic. The balance of through traffic between the existing A10 and the new link road is yet to be determined and will depend on the outcome of current traffic modelling and decisions on design, management measures and costs.

9.3.1.23 The funding of the new housing access road will come from the growth area development. The road will not be in place in advance of a start on development, but is anticipated to be constructed in stages and completed before the end of the plan period.

9.3.1.24 The new road layout, precise location and phasing needs to be included in a comprehensive transport strategy for the whole of the Growth Area. The detailed 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. The Borough Council together with the County Council are designing a suitable road, which will be taken through to a planning application.

Design and density

9.3.1.25 The scale, form, character and design of development and mix of development densities should reflect the local character and proximity to the growth area centres.

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9.3.1.26 From a strategic viewpoint it is important that efficient use is made of the land available to accommodate the overall figures required. However, within the detail design of any scheme it will be appropriate to provide a range of densities.

9.3.1.27 The role of good design is to deliver and shape places that work well, that are safe, and which are easy to get to and where all members of the community can access the places they want to go. Design should be influenced by the strengths and constraints of a site or place and work with them to enhance local distinctiveness. The quality of design can be assessed through the consideration of matters such as proportion, scale, enclosure and layout. The scale, form, character and design of development should take into account the local topography, setting and natural assets of the site.

9.3.1.28 The hedgerows and mature trees, combined with the surrounding countryside and topography create the natural features around the growth area. The development should make the most of these assets to create a sense of place by reflecting and where possible incorporating them into the development.

9.3.1.29 The development should consider issues relating to landform including the effect of the site slopes on the heights of buildings; the relationship between heights of proposed and existing buildings; and the visual impact of buildings when viewed from streets and properties.

9.3.1.30 The development should make the most of opportunities to create or improve habitats. Retention of hedgerows and mature trees, use of native species in landscaping, installation of bird and bat boxes and design of lighting schemes can all encourage habitat creation and enhancement.

9.3.1.31 The network of streets and open spaces will play a key role in determining how the new development works and how it relates to the surrounding areas. The development should incorporate a network of streets and spaces that link to and through the area, providing a choice of direct, safe and attractive connections and encouraging walking and cycling. There could be a street hierarchy comprising, for example, a primary street and residential streets. The development and pattern of routes must also be 'legible' – easy to understand and navigate. Features such as façades, pavements, rooflines and views can help determine how legible a place is.

9.3.1.32 Active frontages should be incorporated in the new development. Active frontages are created by orienting buildings so that the main entrances and principal windows face the street (or streets) and open spaces. This helps to improve the sense of security of public and communal areas (sometimes known as Secured by Design principles), maximises the proportion of activity that takes place in the public realm and makes it easier for people to find their way around.

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9.3.1.33 There is an opportunity to create a new distinct but integrated development and to apply best practice to make efficient use of resources and meet energy-efficiency and low-carbon targets.

9.3.1.34 The development should seek to meet high standards of sustainable construction and design in terms of energy efficiency, water resources, recycled and reclaimed materials and renewable or low-carbon energy.

9.3.1.35 Where practicable, streets and buildings should be orientated to get maximum benefit from sunlight. To make the most of sunlight (and shade), the layout, design and orientation of streets and buildings should take into account the slope of the site and the solar path. The development should maximise the use of south-facing elevations.

Green Infrastructure – Landscape, ecology, recreation

9.3.1.36 Schemes will need to show detail proposals for landscape planting. The Growth Area has features which can both shape the development itself but provide opportunities for recreation, thus helping to mitigate off site effects on sensitive habitats and species

Habitat protection

9.3.1.37 Given the potential impacts from the substantial growth envisaged at West Winch / North Runcton careful consideration was given to the potential for adverse impacts of additional recreational pressure associated with the allocated development upon European designated nature conservation sites (including Special Protection Areas and Special Areas of Conservation) at some distance from the site (for instance those at Roydon Common, Dersingham Bog, and the coast.

9.3.1.38 The Habitats Regulations Assessment Report recognised that a requirement for suitable programme of measures in the development could avoid the likelihood of such adverse impacts arising.

9.3.1.39 These measures will also contribute to the quality of life for residents of the Growth Area.

9.3.1.40 The policy highlights the requirements for such a programme. It suggests potential developers seek specialist design and assessment advice, and suggests a range of potential measures which might be included in such a programme.

Other important site specific matters

9.3.1.41 *(NB policies within the Neighbourhood Plan will also apply to this area)*

- Growth Centres
- Mixed Communities
- Employment land

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- Traffic calming and environmental enhancements
- Connectivity
- Bus service provision
- Pedestrian and cycling access
- Better links to the countryside
- Recreational open space
- Heritage
- Sustainable urban drainage systems
- Silica sand

1. Growth Centres

9.3.1.42 Within the Growth Area three local neighbourhood centres are planned, each giving a focus to a neighbourhood area. One would be a new centre in the northern section, the two remaining centres will be delivered through enhancements to existing centres of West Winch. The intention of the three centred approach is to create a sustainable layout that would enable residents (both new and existing) to walk or cycle to the local amenities to satisfy their daily needs, and facilitating the development of neighbourhood identity.

9.3.1.43 New shops and related uses on a small scale should be located in these neighbourhood centres and will help ensure that the new neighbourhoods are successful and sustainable, and enhance the facilities available to the residents of the nearby existing villages of West Winch and North Runcton. It is important that new retail services in the Growth Area do not adversely affect existing facilities in either King's Lynn town centre or West Winch.

2. Mixed Communities

9.3.1.44 Policy LP28 'Affordable Housing' provides the levels and thresholds for affordable housing within the Growth Area.

9.3.1.45 More generally the Borough Council seeks mixed communities and expects to see a range of housing types, styles and tenures across the Growth Area and most individual developments within it. These will be expected to respond to the Borough Council's Housing Market Assessments.

3. Employment land

9.3.1.46 New employment allocations are needed to provide job opportunities for residents in and around King's Lynn to support the growth aspirations for the town. To achieve this objective, approximately 50 hectares of new employment land is to be provided. This has been set out in the King's Lynn section of the document. The growth area will generate employment not only during the construction phase but in servicing the new community i.e. property maintenance and small businesses. Employment generating uses within the growth area developments above the allocation in King's Lynn will be encouraged.

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9.3.1.47 There should be an employment allocation of at least 1ha for a small business park or similar. This would provide the new residents an opportunity to work closer to home and allow for companies servicing the new area a chance to set up business within the community it serves, while recognising that the bulk of new employment land will be elsewhere around King's Lynn. The criteria for assessing potential options for employment uses over and above this allocation are set out in LP07 Policy "The Economy."

4. Traffic calming and environmental enhancements

9.3.1.48 In recognition of the existing unsatisfactory conditions, and the impacts on the existing community of construction and traffic growth in advance of completion of the link road, improvements to safety and amenity on the existing A10 are required to be undertaken early in the Growth Area construction phase.

5. Connectivity

9.3.1.49 Connectivity is vital to achieving accessibility, integration for new residents and businesses and can contribute to a healthy community.

9.3.1.50 The Growth Area and the new neighbourhoods / local centres within it should be well connected with surrounding communities by walking, cycling and public transport. The whole area should be better linked to local centres, places of work, education, the town centre and the countryside.

9.3.1.51 However integration is not just about transport connections: the layout of the new development should contribute by creating new frontages and public open spaces that link the new neighbourhoods and their immediate surroundings.

6. Bus service provision

9.3.1.52 The need to improve the existing bus connectivity was identified in responses to earlier consultations. Development layouts should allow for a revised or new bus service connecting the growth area to King's Lynn. Further work is required to establish how the increased housing numbers can help deliver an improved service. The developers should provide subsidies for the new service.

7. Pedestrian and cycling access

9.3.1.53 The A10 currently imposes a significant barrier to accessibility and integration for cyclists and pedestrians, with only a few existing crossing points. Running north-south there is an existing footpath and cycle path which links to King's Lynn but this is severely disrupted by the A10.

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9.3.1.54 To improve integration and permeability and to promote maximum usage, a network of safe and easy-to-use pedestrian and cycle routes along desire lines should connect the new homes with facilities in the new neighbourhood and link the new development to existing facilities in West Winch and King's Lynn.

8. Better links to the countryside

9.3.1.55 There is potential to enhance and develop linear green corridors or links through the sites, making connections within the new development and with neighbouring communities and the open countryside. These could be based on existing green links, including existing hedgerows or created on areas which can't be developed for housing such as the gas pipeline buffer zone.

9.3.1.56 As well as allowing movement, the green links also offer opportunities for recreation and amenity space; ecological enhancement; Sustainable Drainage; and the creation of a transition from the built environment to open countryside.

9. Recreational open space

9.3.1.57 The approach to open spaces is to provide open space to a good standard as a network of accessible, high quality open spaces for residents and visitors to enjoy that strengthen local character, promote nature conservation, and farming.

9.3.1.58 The standard for the provision of new recreational space open space is set in the development management policies in this document. This equates to 2.4 hectares of outdoor play space per 1,000 population. Further details can be seen in the Area Wide Policy on recreational space provision in new development.

10. Heritage

9.3.1.59 The Growth Area comes close to the listed buildings of: Church of All Saints in North Runcton (Grade I listed); Church of St Mary in West Winch (Grade II* listed); and also Dairy Farmhouse; Old Windmill; and The Gables. The setting of these will need to be treated with great care.

9.3.1.60 A heritage assessment will need to identify any other key issues to be considered, including the archaeological considerations and unlisted built development of particular character.

11. Sustainable urban drainage systems

9.3.1.61 The development should incorporate SUDS to reduce any increases in surface water drainage. Public and private areas of hard-standing should be permeable wherever possible. SUDS may be combined with a system to help regulate water flows from roofs to

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the drainage system and grey water recycling. Installation of green roofs, where soil and plant material are attached to create a living surface, can also reduce water run-off as well as providing insulation and creating a habitat for wildlife.

12. Silica sand

9.3.1.62 The County Council advise that the Growth Area could be underlain by silica sand deposits, and in line with the adopted Minerals Plan these deposits should be investigated for viability and seek to avoid sterilising them if they prove viable. The 'Norfolk Minerals and Waste Development Framework Core Strategy Policy CS16 - Safeguarding mineral and waste sites and mineral resources' is the relevant mechanism for considering how potential mineral resources are treated. The Borough Council is mindful of the policy approach but would wish to take into account the fact that:

- the Growth Area is a long standing proposal contributing to housing provision in the area
- the significant constraints to alternative locations in the area
- the adverse effects likely on the existing built up area
- the likelihood of a resulting unsuitable landform post extraction
- the likely lengthy period of any suggested extraction, and the delay to housing delivery

9.3.1.63 The northern main landholding has already been surveyed for these purposes and it has been demonstrated [to the satisfaction of the Minerals Planning Authority] that there is no exploitable deposit here.

9.3.1.64 The southern portions of the allocation area have yet to be surveyed, but it is understood that the extent of the overall allocation area means that it is unlikely that the overall scale of development within the plan period would be prejudiced. The Council is advised that any exploitation would be likely to proceed and be completed relatively rapidly, and the land largely reusable for other development afterwards.

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9.3.2 E2.2 - Development within existing built up areas of West Winch Policy

Site Allocation

9.3.2.1 A development boundary for West Winch is shown on the policies map. (This is distinct from the Strategic Growth Area identified in Policy E2.1)

Policy E2.2 Development within existing built up areas of West Winch

Within this development boundary the general Development Boundaries Policy LP04 will apply with the following provisos:

1. Along the existing A10:
 - a. no development resulting in significant new traffic or accesses onto to the A10 (excepting that provided under growth area Policy E2.1) will be permitted in advance of the new West Winch link road opening. Significance in this instance refers to effect on the capacity and free flow of traffic on the A10 and its ability to accommodate the existing traffic and that arising from the growth area, and both individual and cumulative potential impacts will be considered;
 - b. new development should generally be set back from the road and provide for significant areas of planting adjacent to the road in order to avoid extending the continuous developed edge to the A10;
2. Special care will be taken in the vicinity of the Countryside Buffer indicated on the Policies Map to maintain a soft edge to the countryside beyond and avoid a hard and prominent edge to the developed area when viewed from the West;
3. Areas to the east of the A10 will preferably be associated with the growth area, and accessed through the growth area rather than directly onto the existing A10 road.