

## 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.

### *New Criterion*

To ensure that traffic impacts remain within a tolerable range development will be subject to the following thresholds:

- up to 300 dwellings with access to the A10 without further strategic intervention;
  - for anything above 300 dwellings, completion of a link to the A47 will be required; and
  - for more than 1,100 dwellings on site, completion of the West Winch Access Road in full will be required.
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.

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):

*New Criterion*

Retain existing vegetation grassland, trees, woodland, hedgerows and watercourses where they are considered in good condition and contribute positively towards local landscape character;

- a. Providing new or enhanced natural landscape planting to reinforce existing landscape features and to integrate the development within the local landscape, character and provide visual amenity within the growth area;

*New Criterion*

creation of new habitats where necessary, with an emphasis on grassland, heathland and/or hedgerows

- b. Providing recreational open space of at least 9 hectares;
  - c. Conserve ~~conservation~~ and enhancement of local biodiversity
  - d. Provide 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 (SuDS) to address surface water run-off, flood risk, biodiversity and the avoidance of groundwater pollution. SuDS should manage overland surface water flow and include features such as green/blue infrastructure, developed in

accordance with the Conceptual Surface Water Drainage Strategy and in consultation with the LLFA

16. High standards of design, featuring:

- a. distinct areas with different characters;
- b. a range of densities, with generally higher densities in the vicinities of the neighbourhood centres and public transport routes;

*New Criterion*

buildings adaptable to climate change, to minimise impacts on people and property

- 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.

*New Criterion*

Development proposals should be consistent with the Council's Air Quality Management Strategy.

5. An ecological assessment that identifies

*New Criterion*

How a minimum of 10% biodiversity net gain can be delivered, both for the Growth Area as a whole and individual development phases

- a. the ecological assets, sensitivities and potential of the application site and its surroundings, including County Wildlife Sites beyond the Growth Area boundaries
- b. the likely impacts of the proposed development on these,

*New Criterion*

impacts of development upon protected and priority species (particularly Great Crested Newts, bats, reptiles and breeding birds)

- c. where habitats of ecological significance will be lost, proposals for mitigation, conservation and enhancement, which may include habitat enhancements beyond the development boundary or micro measures such as bird or bat boxes, 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) including publicly accessible semi-natural habitats to mitigate impacts of recreational activity upon more sensitive areas;
  - 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 including wooded areas, hedgerows and field boundaries;

*New Criterion*

development of multi-functional green spaces including, where possible, retention of existing blue and green infrastructure features (e.g. drainage ditches);

*New Criterion*

retention of Brook Watering Meadow County Wildlife Site (CWS)

*New Criterion*

mitigation measures within the Growth Area boundary or compensatory measures beyond, to address the disturbance to protected and priority species (particularly Great Crested Newts, bats, reptiles and breeding birds);

*New Criterion*

measures to address habitat fragmentation

- e. a programme of publicity to raise awareness of relevant environmental sensitivities and of alternative recreational opportunities.
7. A detailed Heritage Impact Assessment (HIA) 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. The Heritage Impact Assessment should identify any necessary mitigation measures and be sufficiently detailed and proportionate to satisfy the requirements of Historic England in terms of the requirements of the NPPF. The detailed HIA must also take account of the Councils' Heritage Impact assessment for West Winch and its recommendations.
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 in accordance with LP25 demonstrating compliance with the national sequential and exception tests, using topographic surveys and the latest hydraulic modelling data.

*New Criterion*

A package of measures to mitigate the potential impacts associated with noise from the surrounding road network. This package of measure will require specialist design and assessment through the provision of a Noise Impact Assessment and is anticipated to include provision of an integrated combination of effective external and internal measures to reduce the impact of noise on the private amenity of residents.

10. The Borough Council will prepare a supplementary planning document 'Masterplan' to co-ordinate development provisions for the Strategic Growth Area.