

REPORT TO CABINET

Open		Would any decisions proposed :			
Any especially affected Wards	Mandatory/	Be entirely within Cabinet's powers to decide		NO	
	Discretionary /	Need to be recommendations to Council		YES	
West Winch	Operational	Is it a Key Decision		YES	
Lead Member: Cllr Richard Blunt E-mail: cllr.Richard.Blunt@West-Norfolk.gov.uk			Other Cabinet Members consulted:		
			Other Members consulted:		
Lead Officer: Claire May E-mail: Claire.may@west-norfolk.gov.uk Direct Dial:			Other Officers consulted: Stuart Ashworth Nikki Patton, Karl Patterson, Hannah Wood-Handy		
Financial Implications NO	Policy/ Personnel Implications NO	Statutory Implications YES	Equal Impact Assessment YES at pre- screening	Risk Management Implications Yes	Environmental Considerations No
If not for publication, the paragraph(s) of Schedule 12A of the 1972 Local Government Act considered to justify that is (are) paragraph(s)					

Date of meeting: 17 JANUARY 2023

ADOPTION OF WEST WINCH GROWTH AREA FRAMEWORK MASTERPLAN SUPPLEMENTARY PLANNING DOCUMENT (SPD)

Summary

This report seeks authorisation to adopt the West Winch Growth Area Framework Masterplan Supplementary Planning Document

Recommendations:

That the:

- Cabinet notes the contents of this report and recommends to Council that the West Winch Growth Area Framework Masterplan SPD (Appendix 3) be adopted and used as a material consideration in the determination of planning applications;

Reason for Decision

Adoption of the West Winch Growth Area Framework Masterplan SPD will provide guidance to assist in the determination of planning applications that fall within the West Winch Growth Area. The adoption of the SPD will ensure general conformity with the policies contained in the Council's Core Strategy (2011), the Site Allocations and Development Management Policies (2016) which are being carried forward into the Local Plan Review.

1. Background

1.1 Supplementary Planning Documents (SPDs) do not form part of the development plan for the area so they cannot introduce new planning

policies into the development plan. However, an adopted SPD is a material consideration in decision making.

- 1.2 The West Winch Growth Area Framework Masterplan Supplementary Planning Document (SPD) builds upon and provides more detailed advice and guidance on policies in the adopted Core Strategy (2011), the Site Allocations and Development Management Policies (2016) relating to the West Winch Growth Area which are being carried forward into the Local Plan Review and the North Runcton & West Winch Neighbourhood Plan (2018).
- 1.3 The SPD sets out the expectations on design, house mix, sustainability and green credentials, as well as the need to consider the impact on heritage assets and biodiversity. The SPD sets out at a very high level, the location of the new housing access road, where development is considered suitable, ensuring that there is a degree of separation from the development and the village of North Runcton, while integrating with existing development and facilities in West Winch.
- 1.4 The SPD has been subject to a statutory consultation and responses have been considered and subsequent amendments have been made to the SPD. It is now for the Council to consider adopting the SPD to be used as a material consideration in the determination of planning applications in the West Winch Growth Area.

2.0 **Consultation**

- 2.1 Consultation on the Draft SPD followed the statutory process for the preparation and adoption of SPDs, including consultation in accordance with the Council's adopted Statement of Community Involvement (SCI). The consultation strategy for the Draft SPD was published for comment as follows:
 - Published on the Council's web site
 - Press notice
 - Council's social media
 - Emails sent to consultees on the Local Plan database, who have indicated they are interested in Planning Policy consultations
 - Consultation Events (10th August and 5th September at West Winch Village Hall)
 - Parish Council's web sites
- 2.2 The consultation took place between 5 August 2022 and 27 September 2022, a period of 7 ½ weeks¹.
- 2.3 Officers worked with the Communications Team to ensure the consultation was publicised as widely as possible and the Consultation Statement at Appendix 2 details how this was undertaken. The

¹ Statutory consultation period of 6 weeks extended for 10 days in recognition of the national period of mourning following the sad passing of HM The Queen.

resulting amendments to the SPD are shown as tracked changes in Table 1 below and the final draft can be seen in Appendix 3. In accordance with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012, the Council will publish a consultation statement (Appendix 2) explaining how issues raised in representations have been addressed in the SPD.

3. Key Issues Raised

- 3.1 The representations received to the consultation can be found in Appendix 1.

Principle of Development

- 3.2 Several representations received objected to the allocation on the West Winch Growth Area which was not subject to the consultation. The principle of development in the West Winch Growth Area has been established through the Site Allocations and Development Management Policies Development Plan Document which was subject to extensive consultation and an independent examination by the Secretary of State.

Traffic and West Winch Access Road

- 3.3 Many representations related to the existing traffic issues on the A10 and expressed concern about the increase in traffic. Several representations suggested that the West Winch Access Road should be in place before any development takes place.
- 3.4 It should be remembered that it will take a number of years for development to take place. Norfolk County Council as the Highway Authority indicate that up to 300 houses can be built on the northern part of the growth area (Hopkins application) with the provision of an access roundabout on the A10 in advance of the east-west link road through the Hopkins site connecting to the A47. Once this link is in place, up to 1100 houses can be built.
- 3.5 The phasing plan submitted with the outline application indicates that around 300 dwellings will be delivered between 2024-2029 which equates to an average of 60 dwellings per year. In practice, occupation of these dwellings will also be gradual so the impact on the traffic will not be immediate on the A10.
- 3.6 The WWHAR's delivery is dependent on the delivery of the Growth area as a whole. The WWHAR should not be considered as a 'by-pass' to deal with the existing traffic on the A10 – it is an access road for the new growth area, in combination with a number of traffic calming measures through West Winch it will help relieve the existing traffic issues on the A10.
- 3.7 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 work on of the next stage of the funding process, an Outline Business Case (OBC), is ongoing between NCC and DfT. If successful, NCC, working with the Borough

Council, would then complete the detailed design of the road and procure its construction at the earliest opportunity.

- 3.8 It is anticipated that, subject to MRN OBC approval and other statutory approvals, works on the WWHAR could commence in 2025 with approximately a 2 year build out period. Therefore, it is likely that the WWHAR will be in place by 2027 at which point approximately 180 dwellings would have been completed in the northern part of the site.
- 3.9 Consultation on the WWHAR started on Monday 14 November and will run for a period of 8 weeks to midnight on 8 January 2023. Details of the consultation will be available on Norfolk County Council’s web site at www.norfolk.gov.uk/WestWinchA10 .

Flooding

- 3.10 Several representations received were about the existing issues of flooding within West Winch and raised concerns that development in the Growth Area would exasperate the problem.
- 3.11 National policy requires plans and developments to ensure new development does not increase flood risk elsewhere. The SPD on page 19 under the heading ‘Sustainable Urban Drainage Systems (SUDS) sets out the requirements for the provision of SUDS, attenuation ponds etc. Development proposals will also have to be accompanied by site specific flood risk assessments and satisfy the Lead Local Flood Authority’s requirements.

4. Amendments to SPD in response to representations received

- 4.1 In response to comments received, amendments have been proposed to the draft SPD as shown in Table 1.

Table 1: Issues raised during the consultation of the West Winch Growth Area SPD and changes proposed in response to issues raised

Issues raised	Changes proposed	Location of change in SPD
Recognising the character of West Winch as separate and different to that of King’s Lynn itself, the name of the SPD should be amended to reflect this aspiration	Rename the document and area as the West Winch Growth Area rather than South East King’s Lynn Growth Area.	Front cover Section 6 Page 14 2 nd paragraph Section 11 Delivery 2 nd paragraph under Viability
The status of the SPD in relation to the development plan is unclear. Text should clarify that the current adopted Local Plan, the Site Allocation and Development Management Policies (SADMP) will be superseded by the emerging Local Plan once adopted.	<p>The relevant policy framework for the site is set by:</p> <p><u>The development plan for the site currently consists of the following policy documents that development proposals will have to take into consideration:</u></p> <ul style="list-style-type: none"> • King’s Lynn & West Norfolk Core Strategy (2011) King’s Lynn & West Norfolk Site Allocations and Development Management Policies (2016) • King’s Lynn & West Norfolk Local Plan review* • North Runcton & West Winch Neighbourhood Plan (2018) 	Section 5 Planning Policy Page 12

	<ul style="list-style-type: none"> Norfolk Core Strategy and Minerals and Waste Development Management Policies (2011) <p>* Once adopted this will replace the Core Strategy and Site Allocations & Development Management Policies</p>	
Education requirements need to be clarified	<p>New primary school & nursery provision x2 West Winch Primary school extension Two new primary schools (with nursery provision) and expansion of the existing West Winch Primary School</p>	Section 6 Page 14 bullet point 1 under Education
	<p>Add title – Indicative Connectivity Plan Show area labelled f on attached plan as open space Key: ‘Proposed School’ to be changed to ‘proposed Primary Schools’</p>	Connectivity Masterplan Page 21
	<p>Add title – Framework Masterplan showing indicative land uses</p> <p>Show area labelled F on attached plan as open space</p> <p>Key ‘Proposed School’ to be changed to ‘proposed Primary Schools’</p>	Masterplan Page 17
Many comments related to the detail within the indicative masterplan. There is a need to clarify that this masterplan is indicative of the land uses. Final details will be determined at the planning application stage	<p>The Growth Area boundaries were defined within the SADAMP allocation. 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.</p> <p>Additional wording - The Framework Masterplan provides indicative locations for land uses, the exact locations of development will be determined at the detailed application stage. The Framework masterplan also includes some additional land to be included in the growth area which maintain the objectives set out above.</p>	Section 7 Page 16
A number of comments related to climate change which should be addressed	<p>The scale, form, character, design and mix of development densities should reflect the local character and proximity to the growth area centres and take into account the local topography, setting and natural assets of the site. Locally sourced materials to reinforce the local vernacular would be encouraged.</p>	Section 8 Page 18 under Design and Density – 1 st paragraph
	<p>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. From 2025 development proposals will need</p>	Section 8 Page 18 second paragraph under Climate Change

	<u>to meet the Future Homes Standard.</u> <u>Link to The Future Buildings Standard – GOV.UK (www.gov.uk)</u>	
	The development should <u>must</u> make the most of opportunities to create or improve habitats. <u>This includes the Retention retention</u> of hedgerows and mature trees, use of native species in landscaping, installation of bird and bat boxes and design of lighting schemes to encourage habitat creation and enhancement.	Section 8 Page 19 1 st paragraph under Biodiversity
	Sewage & Drainage <u>Sewage and Sustainable Urban Drainage Systems (SuDS)</u>	Section 6 Page 14 Page 14 bullet point 3 under Utilities
	The development should <u>must</u> incorporate SUDS <u>in accordance with national and local policies</u> to reduce <u>minimize</u> any increases in surface water drainage <u>runoff and flooding</u>	Section 8 Page 19 Sustainable Drainage Systems – first paragraph
	The details of these will be dealt with in future detail design and the evolution of the Framework Masterplan <u>growth area</u> , as well as any <u>current and/or</u> subsequent planning applications for parcels of land that may come forward in the future. <u>The Lead Local Flood Authority's Developers Guidance contains practical advice on SuDs. Link: Information for developers – Norfolk County Council</u>	Section 8 Page 19 Sustainable Drainage Systems – Last paragraph
	Connectivity is vital to <u>in</u> achieving <u>wider</u> accessibility, integration <u>integrating</u> for new residents and businesses and <u>it</u> <u>contributes</u> to a healthy community.	Section 9 Connectivity and Transport Page 20 1 st paragraph under Connectivity
	The Growth Area 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 linking into King's Lynn Active Travel Network, as defined by the King's Lynn Local <u>Walking and Cycling Infrastructure Plan</u> . Which can be found here: (shorturl.at/abc45) <u>which can be viewed at: Local Cycling and Walking Infrastructure Plans – Norfolk County Council</u>	Section 9 Connectivity and Transport Page 20 second paragraph under Connectivity
	The layout of the new development should contribute <u>support active travel</u> by creating new frontages and public open spaces that link the new neighbourhoods and their immediate surroundings.	Section 9 Connectivity and Transport Page 20 3 rd paragraph under Connectivity
	To improve integration and permeability and to promote maximum usage, a network of safe and easy-to-use	Section 9 Connectivity & Transport Page

	<p>pedestrian and cycle routes along desire lines should connect the new homes with facilities in the new neighbourhoods and link the new development to existing facilities in West Winch and King's Lynn.</p> <p><u>Increasing cycling and walking in the West Winch Growth Area will help tackle some of the most challenging issues around air quality, health and well-being and congestion on the roads. A network of safe and easy-to-use pedestrian and cycle routes will connect the new and existing homes with facilities and services within the Growth Area, with the potential to extend the connectivity further to King's Lynn and West Winch.</u></p>	20 1 st paragraph under Pedestrian & Cycle Access
<p>A number of responses relayed comments about heritage assets which also needed to be addressed more clearly. To ensure HIAs submitted with planning applications meet requirements and take account of the West Winch Heritage Impact Assessment</p>	<p>Change title of paragraph from 'Heritage' to 'Built Heritage and Archaeology'</p> <p>Whilst there are no designated heritage assets within the growth site, there are a number of listed buildings nearby including the Grade I listed Church of All Saints in North Runcton and Grade II* listed Church of St Mary in West Winch. <u>The Old Windmill, the War Memorial, the Old Rectory, the Gables and The Old Dairy Farmhouse listed at Grade II.</u></p> <p>Development proposals will need to be accompanied by a detailed Heritage Impact Assessment that follows best practice procedure produced by Historic England and meet the requirements of planning policy contained in the National Planning Policy Framework. Submitted Heritage Impact Assessments will also need to <u>consider the findings of the Heritage Impact Assessment for West Winch. An archaeological assessment will also need to be submitted where needed.</u></p>	<p>Section 8 Page 19 Heritage</p> <p>Section 8 page 19 under Heritage</p>
<p>Some responses indicated that traffic calming measures were not clear. There is a need to make sure traffic calming measures relate to the A10 through West Winch and to indicate what measures may be included</p>	<p>Traffic calming West Winch (A10) <u>(may include speed bumps, reduced speed limits, pavement build outs etc)</u></p>	Section 6 Page 14 bullet point 3 under Transport
<p>Some responses queried the location of the Sports Centre mentioned on page 14, this could consist of improvements to existing facilities at West Winch.</p>	<p><u>Sports Centre (could involve financial contribution towards existing sports facilities in West Winch)</u></p>	Section 6 Page 14 bullet point 2 under Community

5 Policy Implications

- 5.1 Although the SPD is not a development plan document it will, on adoption, be a material consideration in the determination of planning applications.

6 Financial Implications

- 6.1 The cost of the preparation and consultation on the Draft SPD was within the Planning Policy budget and the West Winch Growth Area Revenue Budget. There are no further costs required for adoption of the SPD.

7. Personnel Implications

- 7.1 None

8 Environmental Considerations

- 8.1 Sustainability appraisals for supplementary planning documents are only required in exceptional circumstances, but the Council must still consider whether there is a requirement for strategic environmental assessment (SEA).
- 8.2 In this case, the policies within the Core Strategy (2011), the Site Allocations & Development Management Policies (2016) and the Local Plan Review related to the Growth Area were subject to a Sustainability Appraisal.

9 Statutory Considerations

- 9.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that, if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.
- 9.2 The Town and Country Planning (Local Planning) (England) Regulations 2012 provide guidance on the preparation and adoption of supplementary planning documents.
- 9.3 The Council is required by law to consult on the SPD and to take into account all consultation responses received before adopting the SPD. As soon as reasonably practicable after adopting an SPD, the Council must (i) make available the SPD and an adoption statement and (ii) send a copy of the adoption statement to any person who asked to be notified of the adoption of the SPD.

10 Equality Impact Assessment (EIA)

- 10.1 Pre-screening EIA is attached.

11 Risk Management Implications



- 11.1 Non-compliance with regulatory requirements of the preparation of the SPD could leave it open to challenge, or lessen the weight attributed to it.

12 Declarations of Interest / Dispensations Granted
None

13 Background Papers

- 13.1 Cabinet Report West Winch Framework Masterplan for Consultation 2 August 2022 ([Public Pack](#))[Agenda Document for Cabinet, 02/08/2022 15:30 \(west-norfolk.gov.uk\)](#) (Pages 90 to 121)

APPENDICES

APPENDIX 1: Consultation Responses

APPENDIX 2: Statement of Consultation

APPENDIX 3: The West Winch Growth Area Framework Masterplan
Supplementary Planning Document

Name of policy/service/function	The Draft West Winch Growth Area Framework Masterplan Supplementary Planning Document (SPD)				
Is this a new or existing policy/service/function?	Existing				
Brief summary/description of the main aims of the policy/service/function being screened. Please state if this policy/service is rigidly constrained by statutory obligations	The West Winch Growth Area Framework Masterplan Supplementary Planning Document (SPD) builds upon and provides more detailed advice and guidance on policies in the adopted Core Strategy (2011), the Site Allocations and Development Management Policies (2016) relating to the West Winch Growth Area which are being carried forward into the Local Plan Review.				
Question	Answer				
<p>1. Is there any reason to believe that the policy/service/function could have a specific impact on people from one or more of the following groups according to their different protected characteristic, for example, because they have particular needs, experiences, issues or priorities or in terms of ability to access the service?</p> <p>Please tick the relevant box for each group.</p> <p>NB. Equality neutral means no negative impact on any group.</p>		Positive	Negative	Neutral	Unsure
	Age			x	
	Disability			x	
	Gender			x	
	Gender Re-assignment			x	
	Marriage/civil partnership			x	
	Pregnancy & maternity			x	
	Race			x	
	Religion or belief			x	
	Sexual orientation			x	
Other (eg low income)			x		

