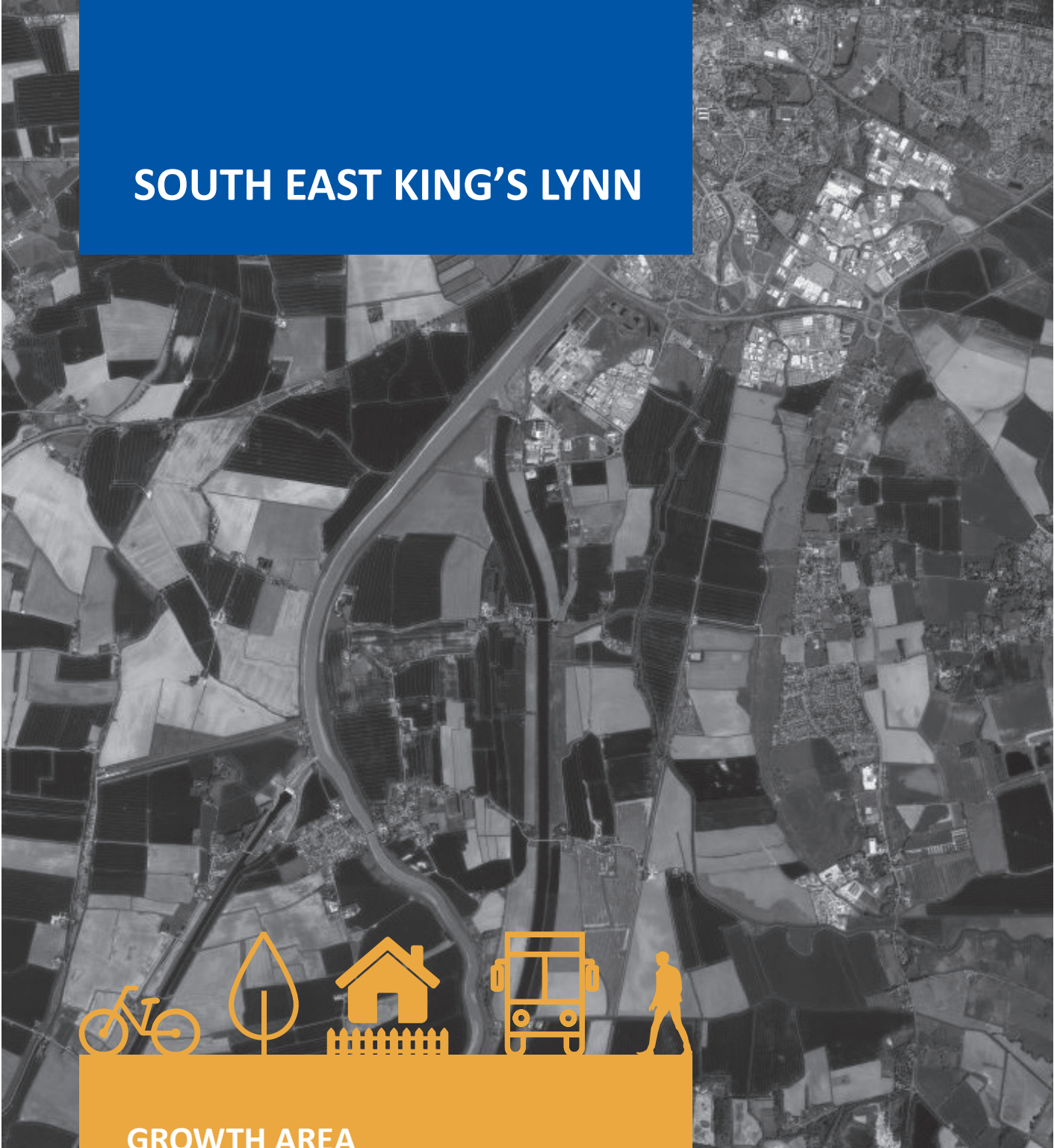


APPENDIX 1



SOUTH EAST KING'S LYNN



GROWTH AREA FRAMEWORK MASTERPLAN

SUPPLEMENTARY PLANNING DOCUMENT
Consultation Draft July 2022

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

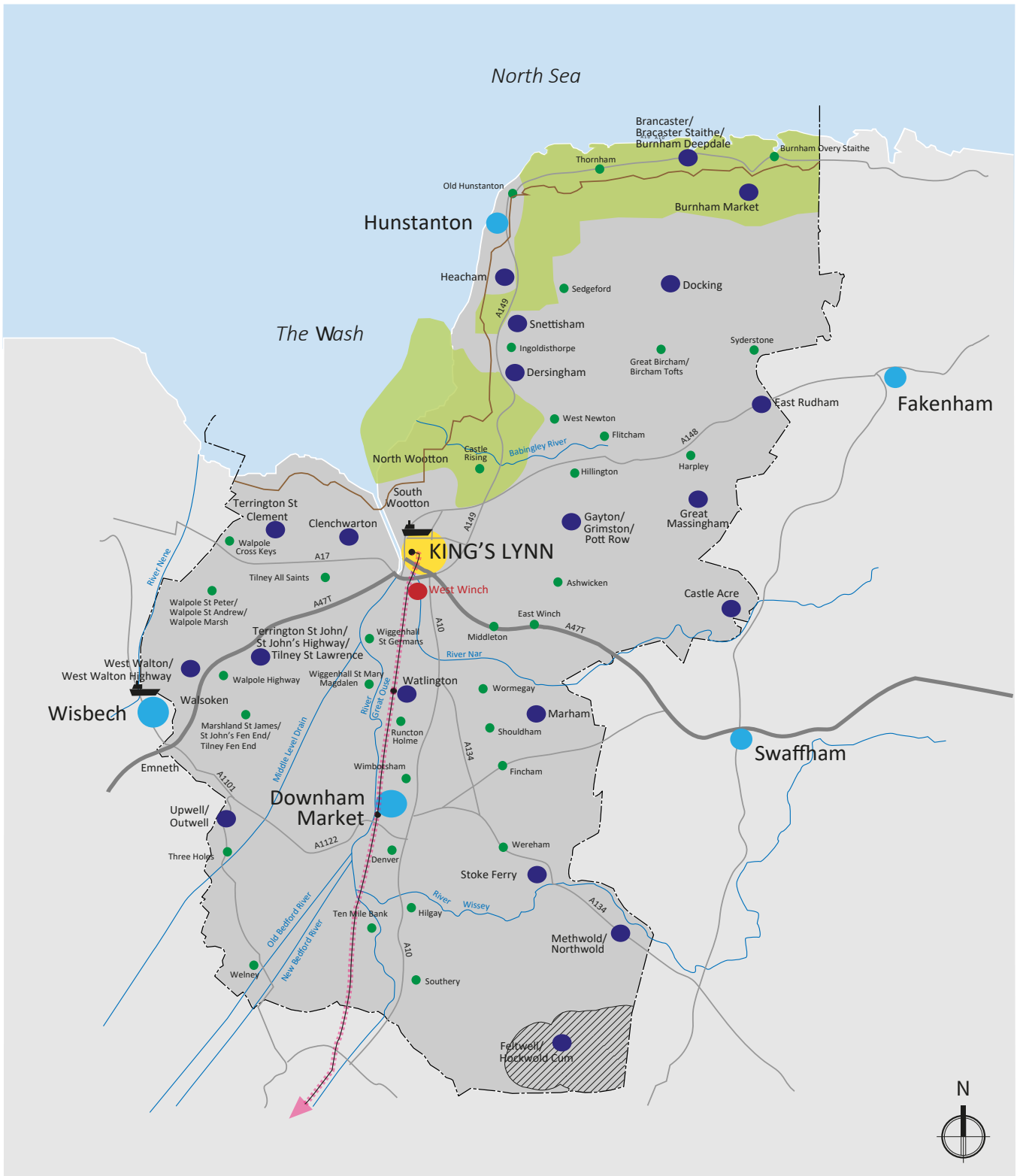




Red Line denotes Indicative Site Allocation E2.1 extents














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BOROUGH CONTEXT PLAN

KEY:

- | | | | | | |
|---|--------------------------|---|----------------------------------|---|----------------------------|
|  | Sub Regional Centre |  | Borough Boundary |  | AONB |
|  | Main Towns |  | Main Roads |  | Stone Curlew Zone |
|  | Key Rural Service Centre |  | Coastal Zone (subject to change) |  | Railway Network & Stations |
|  | Rural Village |  | Rivers |  | Enhanced Rail Service |
| | |  | Port | | |

01 ROLE OF FRAMEWORK MASTERPLAN

This document is a consultation draft Supplementary Planning Document. When adopted, the SPD will be used by applicants, Planning Officers and other Council departments in the planning decision-making process.

The Core Strategy (2011) (CS) and the Site Allocations and Development Management Policies Plan (2016) (SADMP) allocated the West Winch Growth Area as a strategic 'urban expansion' area around King's Lynn to meet most of the Borough's need for housing over the plan period in a sustainable manner with the appropriate level of supporting facilities. This strategic allocation has been carried forward into the Local Plan Review which will replace the CS and SADMP.

It is envisaged that the West Winch Growth Area will deliver **2,500 new homes** in the Local Plan period to 2038 and up to 4000 new homes in the fullness of time, together with its supporting infrastructure.

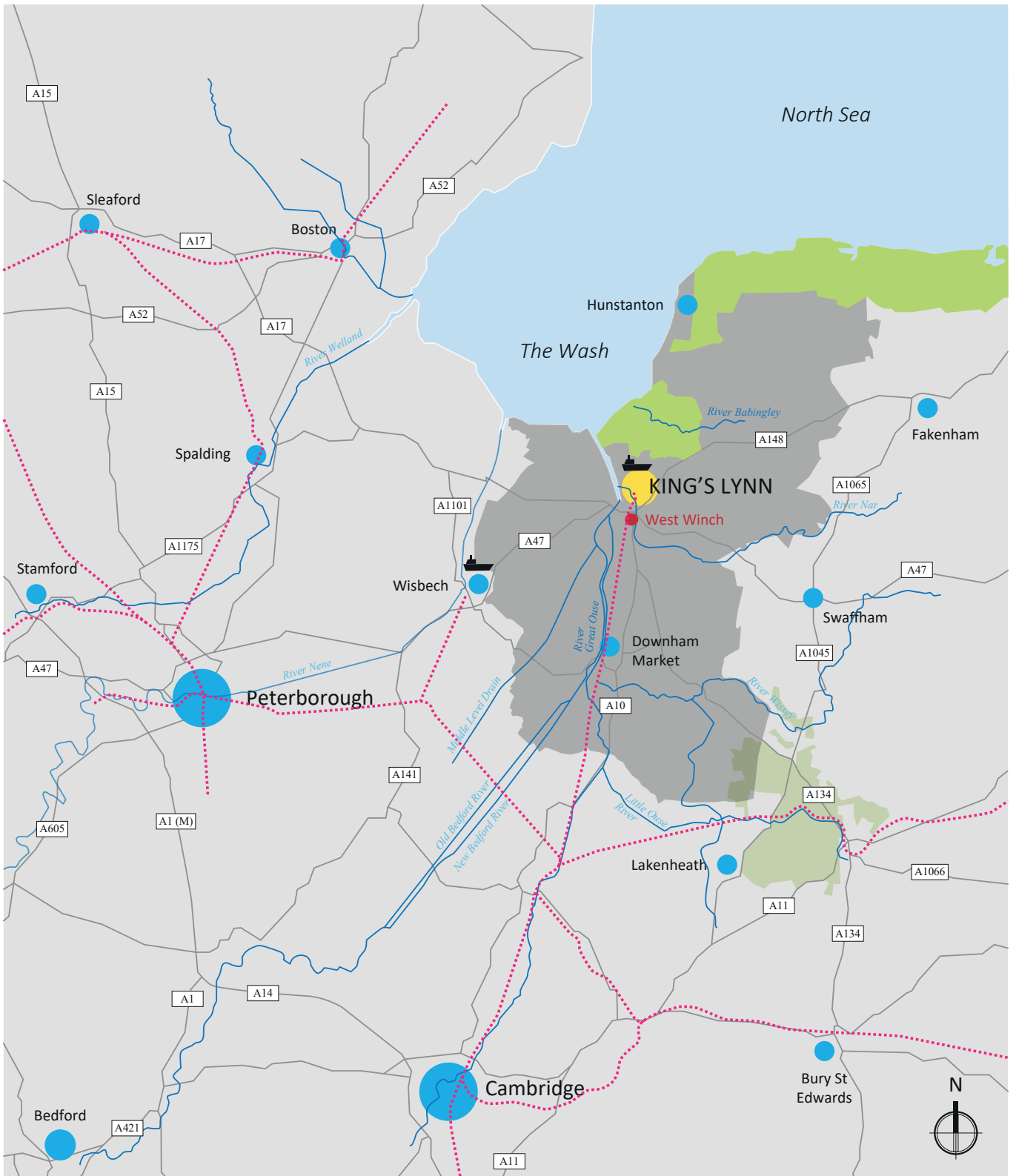
A number of actions have been undertaken in recent years to support the development; these include:

- Detailed allocation provisions in the SADMP (2016)
- Preparation of a Neighbourhood Plan for the parishes of West Winch and North Runcton (2016) which gives detailed requirements for the Growth Area
- An Infrastructure Delivery Plan (2018) to ensure the viability of the overall project is understood and translates to a reasonable set of planning obligations and landowner agreements.

It is apparent that there are different types and levels of documents giving types of 'advice' to developers. The Borough Council considers that it will aid clarity and effectiveness if there was one source for: viability; infrastructure requirements importantly including the West Winch Housing Access Road) and; planning policy requirements. We will be able to have clear references to it in the various Section 106 agreements and landowner agreements.


This Framework Masterplan is intended to fulfil that function. It also has the advantage of being able to provide updated information, and a more detailed focus on practical implementation and a design framework, all of which is informed by public consultation.

Part B of Policy E2.1 of the SADMP makes various requirements for what can loosely be called 'co-ordination' of infrastructure, with phasing/ timetabling etc. It highlights the need for a clear statement bringing these aspects together. The Borough Council through this Framework Masterplan is addressing that 'co-ordination' requirement.




WIDER CONTEXT PLAN

KEY:

 Sub Regional Centre

 Main Towns

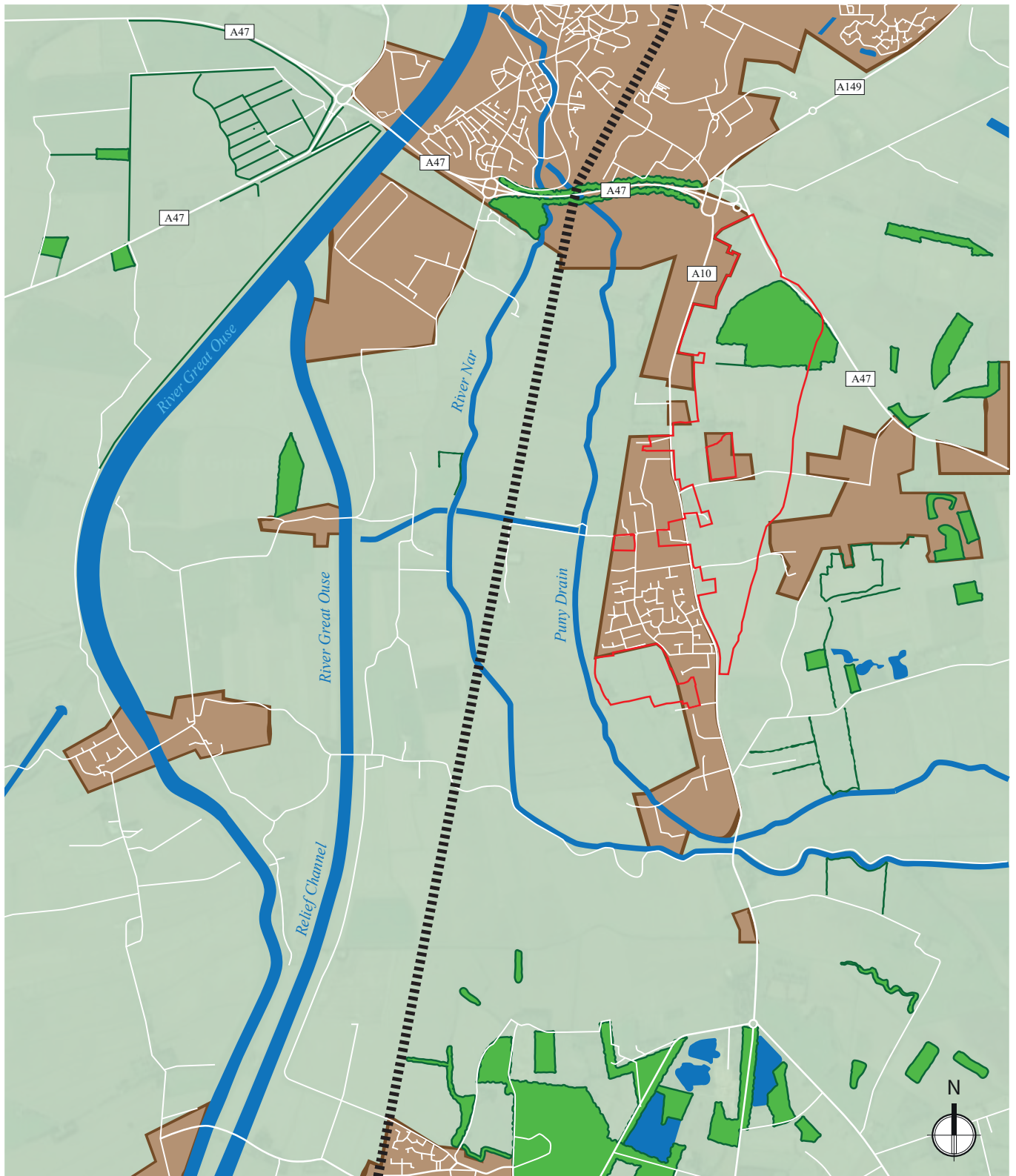
 Main Roads

 Rivers

 Port








 AONB

 Railway Network



SITE CONTEXT PLAN

KEY:

	Urban Areas		Significant Woodland Blocks		Rivers + Water Bodies
	Road Network		Predominantly Rural/Agricultural Land		Rail Network
					Masterplan Boundary

02 WHAT THE SPD CONTAINS

As will be seen in the contents list this Framework Masterplan contains a mixture of specified infrastructure (including the West Winch Housing Access Road (WWHAR)); considerations of viability; phasing.

In design terms it addresses the appropriate locations for land uses, but also the broad design parameters for those uses (block layouts etc).

The SPD also considers the arrangements that have been put in place with landowners/ developers in the Growth Area. This includes the governance arrangements, and the ways in which the various bodies (public and private) are involved.

The Borough Council has prepared (through consultants Mott MacDonald and Gerald Eve) an Infrastructure Delivery Plan (IDP). The Framework Masterplan gives expression to the content of this IDP.

The Framework Masterplan has been prepared so it can become Supplementary Planning Guidance. It will need to undergo consultation with:

- Parish Councils
- Neighbourhood Plan groups
- Local residents / businesses
- Landowners
- Other statutory consultees

This is appropriate so that significant weight can be given to the final document in considering individual planning applications on the site. It will be a primary document referred to when Section 106 agreements are prepared.

Significant work is being undertaken with landowners and developers to ensure the delivery of development on the site, the Framework Masterplan will be the manifestation of the written policies and aspirations of the interested parties in the Growth Area.

The West Winch Growth Area is founded on the principles of comprehensive development of the site together with provision of the infrastructure set out in the Infrastructure Delivery Plan (IDP). Contributions to and provision of infrastructure will be secured through a Framework Section 106 Agreement. To assist the development management process, the Council will adopt this Framework Masterplan which shows the broad distribution of land uses and infrastructure and would be included in the Framework Section 106 Agreement.

The Framework Masterplan reflects the emerging masterplans for the **Hopkins (planning ref 13/01615/OM)** and **Metacre (planning ref 18/02289/OM)** applications as well as the design, location and infrastructure associated with the **West Winch Housing Access Road (“WWHAR”)**.

The Growth Area has the best potential to be delivered if it is considered **as a whole**, in a comprehensive and consistent manner.

03 CONSULTATION

We are interested to hear the views of everyone including residents, businesses, community groups and all other stakeholders.

The consultation period starts on the Friday 5th August 2022 and runs for a period of six weeks, ending on Thursday 15th September 2022.

The Sustainability Appraisal (SA/SEA) prepared for the Local Plan Review appraises the environmental, social and economic implications of the West Winch Strategic Growth Area and this can be viewed on the Council's web site.

As the Framework Masterplan is working directly to the Local Plan Review, the Borough Council is utilising the SA / SEA outcomes in confirming the impacts of the Masterplan.

This document and supporting documents can be viewed and downloaded from the Councils website at:
www.west-norfolk.gov.uk/westwinchconsult



Next Steps

Following this consultation, all representations will be considered and final amendments made before the SPD is completed and adopted. Once adopted, the SPD will assist in the planning process.

Our preferred method for accepting your representations is **via email** to:
strategichousing.westwinch@west-norfolk.gov.uk

You can also send representations by post to:
Strategic Housing Team
BCKLWN
King's Court
Chapel Street
King's Lynn
Norfolk
PE30 1EX

04 PLANNING HISTORY

Involving the community and representatives of the Borough Council, The Princes Foundation for the Built Environment facilitated community design workshops to explore options for development within West Winch and North Runcton from 2010 through to 2013.

These workshops created the basis for the concept of creating new distinctive neighbourhoods dominated by large swathes of green infrastructure which specifically arose from the no-build zones of the two high pressure gas pipelines that run through the parishes. These design works resulted in a indicative masterplan demonstrating how development could come forward within the growth area.

In 2013, Hopkins Homes submitted an Outline planning application for change of use from agricultural/undeveloped land to a new development of housing and associated facilities; comprising a mix of up to 1110 residential units; primary school , local centre, public open space, landscaping and highway access on the A47 and A10 (Ref 13/01615/ OM).

The application, located between the northernmost pipeline and the A47 amounts to a third of the growth area and provides essential infrastructure such as first part of the WWHAR, school and neighbourhood centre. The application was submitted with an Environmental Statement as required by the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (now 2017).

The application through its lifetime has been through significant design review with the support of Homes England and has adapted along the way in terms of the requirements specified within the SADMP 2016, the Local Plan Review and the North Runcton and West Winch Neighbourhood Plan (NRWWNP) (2017).

In December 2018, Metacre Ltd submitted an Outline planning application for up to 500 homes with a neighbourhood centre, associated landscaping, parking and supporting infrastructure in the Rectory Lane, West Winch area through to Chequers Lane at its southernmost point. The development straddles either side of the A10 in that location surrounding the existing shop and Grade II Listed St Mary's Church.

Again, the application responds to the policies within the SADMP and the NRWWNP. The application was originally consulted upon but it was determined by the Secretary of State that the development in combination with the Hopkins Homes site required an Environmental Statement to be submitted and thus remained invalid until its submission in February 2022. The application is now live and applicant is currently responding to consultation comments.

Both applicants have consistently worked with the Borough Council, Homes England and other stakeholders throughout the lifetime of the growth area and whilst seeking to promote their own developments recognise the need to provide a comprehensive response across the Framework Masterplan Area.



05 PLANNING POLICY

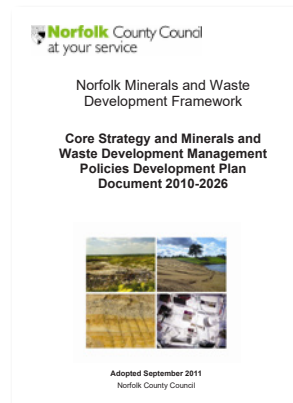
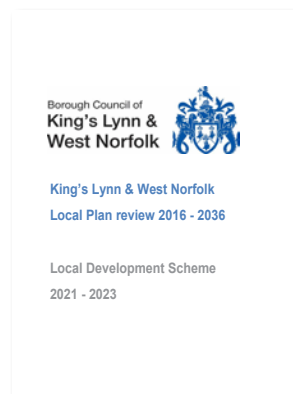
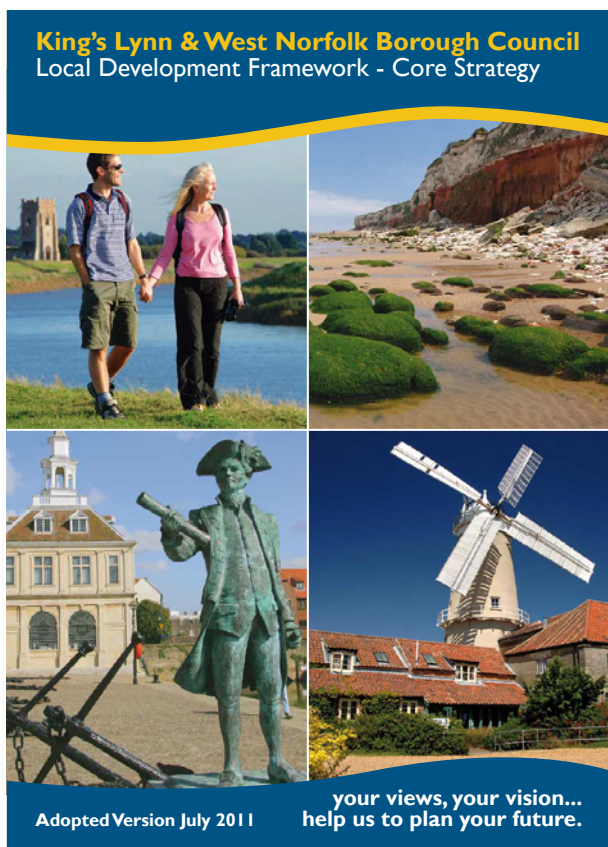
The relevant policy framework for the site is set by:

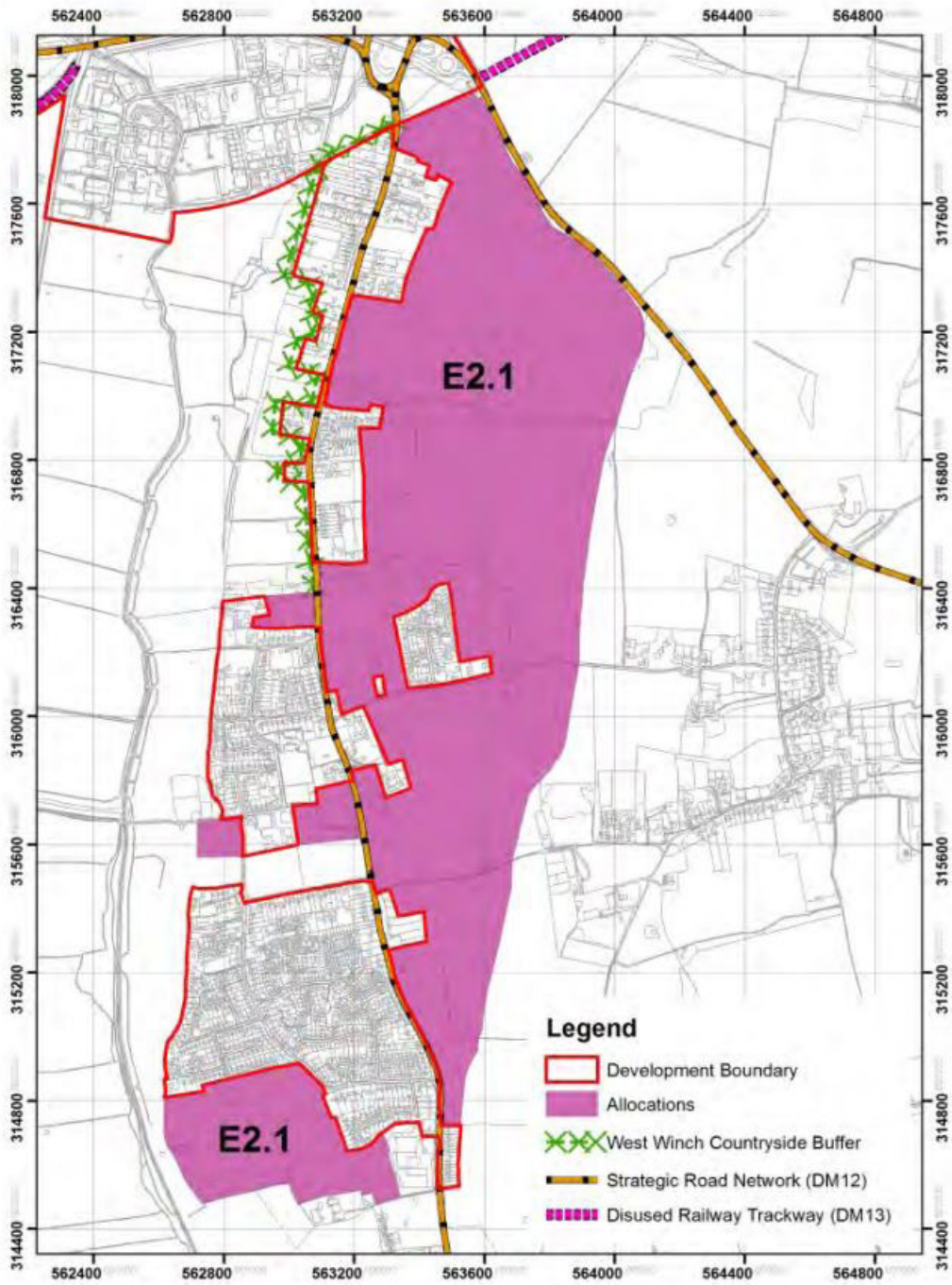
- King’s Lynn & West Norfolk Core Strategy (2011)
- King’s Lynn & West Norfolk Site Allocations and Development Management Policies (2016)
- King’s Lynn & West Norfolk Local Plan review
- North Runcton & West Winch Neighbourhood Plan (2018)
- Norfolk Core Strategy and Minerals and Waste Development Management Policies (2011)

The West Winch Growth Area Strategic Policy in the Site Allocations and Development Management Policies and in the Local Plan review set out the key strategic outcomes for the area. The full text of the relevant policy documents are available on the Council’s website:

www.west-norfolk.gov.uk/homepage/19/planning_policy_and_local_plan

National planning policy and guidance should also be taken into consideration in the preparation of development proposals.





Legend

- Development Boundary
- Allocations
- West Winch Countryside Buffer
- Strategic Road Network (DM12)
- Disused Railway Trackway (DM13)

Inset E2 West Winch

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06 INFRASTRUCTURE DELIVERY PLAN

To ensure that West Winch Growth Area is successfully provided with the requisite physical, social and community infrastructure, we expect that all applications will provide a co-ordinated programme of works linked to the delivery of a specific number of houses.

The Infrastructure Delivery Plan (IDP) for the South East King's Lynn Strategic Growth Area (SEKLSGA) was adopted in November 2018 and sets out the key strategic infrastructure that is required to support the housing and identifies where and at what time that infrastructure is required. The IDP essentially acts as a high-level reference and guide, setting out the agreed principles, processes and delivery mechanisms that will be updated as and when planning applications are progressed.



The IDP can be viewed in full at:

www.west-norfolk.gov.uk/info/20000/planning_and_development/906/progress_to_date

The IDP will be translated into a legal S.106 Framework Agreement between the Borough Council and landowners and developers to formalise the provision of infrastructure.

The infrastructure requirements consist of the following:

Transport

- Housing Access Road Roundabouts
- Dualling on A47 east of Hardwick
- Traffic calming West Winch
- Local Road & Streets
- Sustainable Transport including, Bus Strategy, Cycle & Shared use pathways

Education

- New primary school & nursery provision x2 West Winch Primary school extension
- High School capacity increase
- Sixth Form capacity increase

Utilities

- Electricity/Gas connection & capacity increases Telecommunications
- Mains Water Distribution
- Sewage & Drainage

Community

- Community Centre(s)
- Sports Centre
- Health Centre
- 3no. shops
- Multi use games area
- Library contributions

Green Infrastructure

- Outdoor sports facilities
- Play areas
- Green Space & Corridors
- Habitat creation
- Allotments

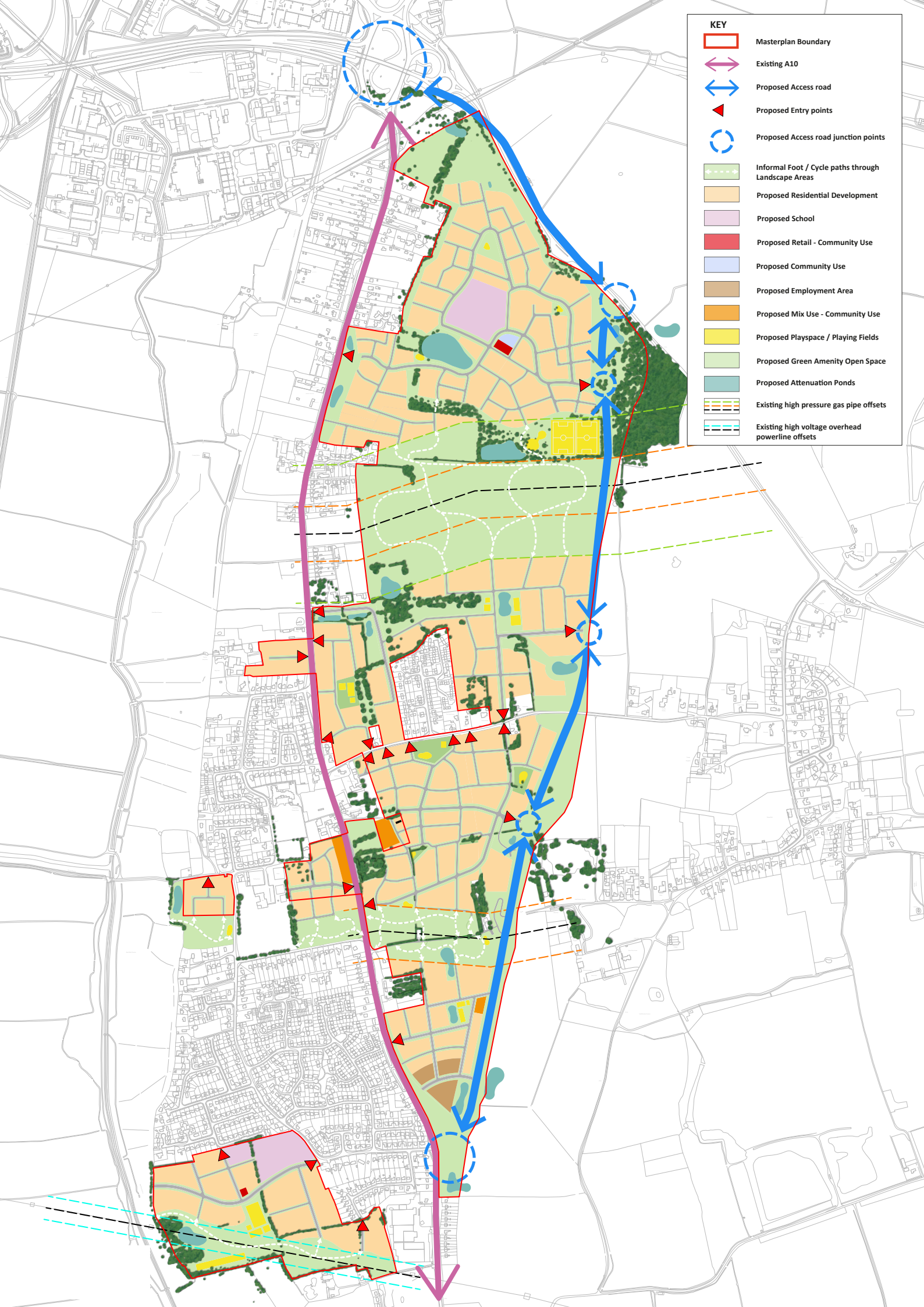


















07 THE FRAMEWORK MASTERPLAN

The Framework Masterplan provides a template against which the Council will assess all individual planning applications.

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.





KEY	
	Masterplan Boundary
	Existing A10
	Proposed Access road
	Proposed Entry points
	Proposed Access road junction points
	Informal Foot / Cycle paths through Landscape Areas
	Proposed Residential Development
	Proposed School
	Proposed Retail - Community Use
	Proposed Community Use
	Proposed Employment Area
	Proposed Mix Use - Community Use
	Proposed Playspace / Playing Fields
	Proposed Green Amenity Open Space
	Proposed Attenuation Ponds
	Existing high pressure gas pipe offsets
	Existing high voltage overhead powerline offsets

08 DESIGN + DEVELOPMENT EXPECTATIONS

Neighbourhood Centres

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.

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.

Housing Mix and Type

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 current Housing Market Assessments and policies on affordable housing at the time of planning applications being made.

Design and Density

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.

Development should consider 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.

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.

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.

Active frontages should be incorporated in the new development 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.

Climate Change

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.

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.

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.

Sustainable Urban Drainage Systems (SUDS)

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 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.

Attenuation basins and ponds will need to be distributed across the site and sensitively integrated to maximise on the position of topography, existing waterways and ditches.

The details of these will be dealt with in future detail design and the evolution of the Framework Masterplan, as well as any subsequent planning applications for parcels of land that may come forward in the future.

Heritage

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. the Old Windmill, The Gables and The Old Dairy Farmhouse listed at Grade II.

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.

Biodiversity

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.

Requirements for Biodiversity Net Gain (BNG) will come into effect in 2023. Any development of the Framework Masterplan or any future planning applications will need to address the requirements to mitigate and enhance the biodiversity of the site.

Green Infrastructure

The Framework Masterplan indicates that there will be significant areas of Open Space which are expected to be connected to one another by a network of green corridors. Together, this substantial area of Green Infrastructure provides for a range of formal and informal activities as well as providing pedestrian and cycle connections.

Development will also be expected to contribute towards enhanced biodiversity with parts of the Green Infrastructure being identified for uses/activities; these will need to be maintained at an appropriate level to meet these objectives.

09 CONNECTIVITY + TRANSPORT

Connectivity

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

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 Cycling Infrastructure Plan. Which can be found here: shorturl.at/abo45

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.

Better Bus Service

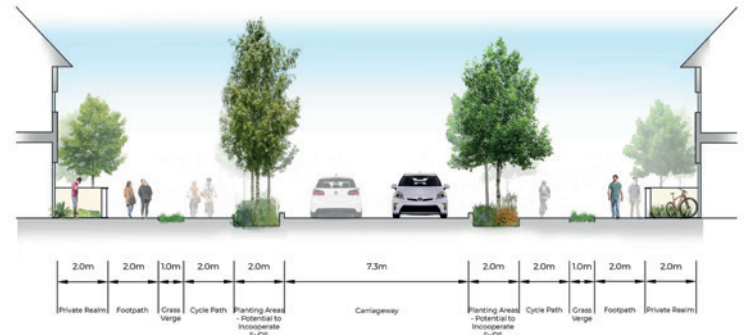
The need to improve the existing bus connectivity was identified in responses to earlier consultations. Development layouts should allow for a revised or new bus service connecting the growth area to King’s Lynn. Further work is required to establish how the increased housing numbers can help deliver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

Pedestrian + Cycling Access

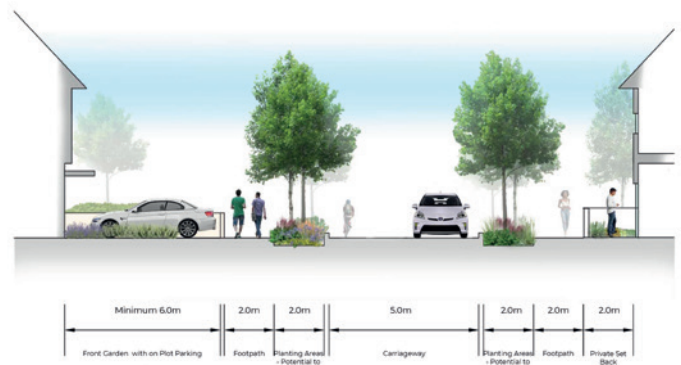
To improve integration and permeability and to promote maximum usage, a network of safe and easy-to-use pedestrian and cycle routes along desire lines should connect the new homes with facilities in the new neighbourhoods and link the new development to existing facilities in West Winch and King’s Lynn.

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.

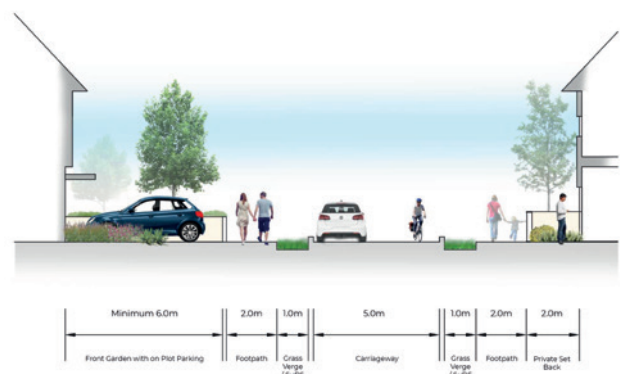
As well as allowing movement, the green links also offer opportunities for recreation and amenity space; ecological enhancement; Sustainable Drainage; and the creation of a transition from the built environment to open countryside.



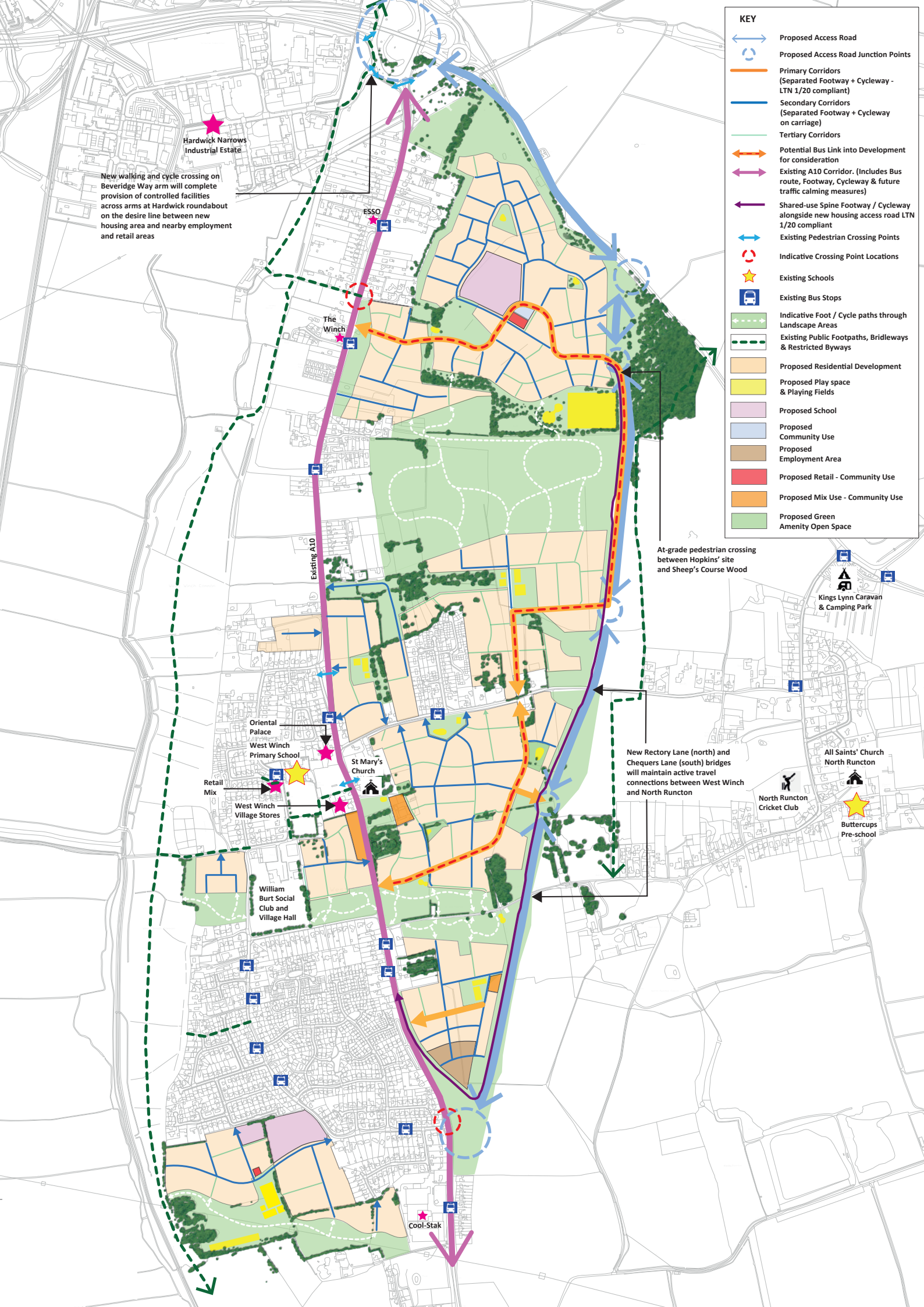
Indicative Primary Corridor



Indicative Secondary Corridor



Indicative Tertiary Corridor



KEY

- Proposed Access Road
- Proposed Access Road Junction Points
- Primary Corridors (Separated Footway + Cycleway - LTN 1/20 compliant)
- Secondary Corridors (Separated Footway + Cycleway on carriage)
- Tertiary Corridors
- Potential Bus Link into Development for consideration
- Existing A10 Corridor. (Includes Bus route, Footway, Cycleway & future traffic calming measures)
- Shared-Use Spine Footway / Cycleway alongside new housing access road LTN 1/20 compliant
- Existing Pedestrian Crossing Points
- Indicative Crossing Point Locations
- Existing Schools
- Existing Bus Stops
- Indicative Foot / Cycle paths through Landscape Areas
- Existing Public Footpaths, Bridleways & Restricted Byways
- Proposed Residential Development
- Proposed Play space & Playing Fields
- Proposed School
- Proposed Community Use
- Proposed Employment Area
- Proposed Retail - Community Use
- Proposed Mix Use - Community Use
- Proposed Green Amenity Open Space

New walking and cycle crossing on Beveridge Way arm will complete provision of controlled facilities across arms at Hardwick roundabout on the desire line between new housing area and nearby employment and retail areas

At-grade pedestrian crossing between Hopkins' site and Sheep's Course Wood

New Rectory Lane (north) and Chequers Lane (south) bridges will maintain active travel connections between West Winch and North Runcton

Hardwick Narrows Industrial Estate

ESSO

The Winch

Existing A10

Oriental Palace

West Winch Primary School

Retail Mix

West Winch Village Stores

William Burt Social Club and Village Hall

St Mary's Church

Cool-Stak

Kings Lynn Caravan & Camping Park

All Saints' Church North Runcton

North Runcton Cricket Club

Buttercups Pre-school

10 WEST WINCH HOUSING ACCESS ROAD

West Winch Housing Access Road (WWHAR)

Provision of a new housing access road scheme is planned for West Winch. This will serve the growth area which will see up to 4,000 new homes built, and make sure traffic from the new development has a minimal impact on the existing A10 as it passes through the village. The West Winch Housing Access Road will also address existing traffic problems on the A10 by providing an alternative route around the village that conforms to Major Road Network standards.

The West Winch Housing Access Road (WWHAR) scheme will be designated as the new A10 and comprises the following essential elements:

- A housing access road to the east of West Winch connecting the A47 with the existing A10
- Intermediate junctions to the development
- Sustainable transport measures (public transport, walking and cycling)
- Modifications to the Hardwick Interchange to accommodate additional housing traffic and the rerouted A10
- Dualling of the existing A47 between Hardwick Interchange roundabout and the housing access road
- A new signalised roundabout on the A47.

The Borough Council of King's Lynn and West Norfolk and Norfolk County Council are working in partnership on this project 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.

Norfolk County Council have submitted a bid to the Major Roads Network fund, administered by the Department for Transport. In March 2021 last year a Strategic Outline Business Case was submitted to the Department for Transport (DFT). Dialogue between NCC and DFT is ongoing.

It is proposed that if successful, Norfolk County Council, working with the Borough Council would complete the design of the road and procure the building of the housing access road at the earliest opportunity. The Framework S.106 Agreement will require the payment of contributions to the cost of these works as applications come forward and the sites are built out.

11 DELIVERY

Land Ownership

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.

2. Domestic and Agricultural land owners

The remainder of the Growth Area is controlled by numerous individual land owners including both Norfolk County Council and the Borough Council.

In order to facilitate a comprehensive development of the whole site the Borough Council is working with the majority of the remaining 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 which takes account of the infrastructure requirements regardless of what is being developed on the land, e.g. housing units or open space. It is envisaged all the land identified in the Framework Masterplan will be needed to deliver a comprehensive development. Land uses distribution as shown on the Framework Masterplan is indicative and will require comprehensive delivery.

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.

Phasing

Work is being undertaken to facilitate early delivery of the West Winch Housing Access Road to enable delivery of the Growth Area. However, it is expected that an element of delivery could come forward during the next 2-5 years prior to completion of the WWHAR, some of which will be prior to the completion of the WWHAR.

The completion of the WWHAR will enable the remainder of the Growth Area to be delivered. It is anticipated that multiple sites within different parts of the Growth Area could be delivered simultaneously by different developers. This could result in delivery of anywhere between 60 to 200 homes a year over a 15-20 year period. This will be determined by market conditions.

Viability

A viability assessment of the Infrastructure Delivery Plan has been undertaken to consider whether the proposed infrastructure is deliverable and viable.

On review, having regard to the timescales assumed, information available at the time, and sensitivity testing around the assumptions applied, the viability assessment concludes that the overall proposed development is potentially capable of being viable while delivering the infrastructure and section 106 costs identified. This has been demonstrated through stress testing the base viability assumptions through sensitivity analysis and also via various scenario tests.

It is recognised that the assessment is a reflection of overall proposed housing delivery for the SEKLGA, and that individual elements of the proposed scheme will need to be considered on a site specific basis. That said the SEKLGA has the best potential to be delivered if it is considered as a whole and in a consistent manner.

12 GOVERNANCE

The Borough of King's Lynn and West Norfolk working in partnership with Norfolk County Council has a key role in enabling the delivery of the West Winch Strategic Growth Area.

Given the significant transport infrastructure that is necessary across the whole area, it's important that we enable the site to be brought to a position where:

- detailed applications for individual developments can be made (which comply with strategic requirements), and
- a mechanism to secure payments for these is in place.

The main enabling role of the Borough Council is to ensure that the necessary collaboration amongst landowners is secured to allow the growth area to come forward.

Overseeing the delivery of the activities connected to the West Winch Strategic Growth Area there is an Officer project board and a project team.

West Winch Growth Area Officer Project Board

The purpose of the Board is to oversee and coordinate the Borough Council's input into the implementation of the West Winch growth area and to ensure there is a clear, robust and transparent project and programme management process in place.

West Winch Project Team

The purpose of this operational project team is to oversee and coordinate the implementation of the West Winch Growth Area including:

- Related option agreements
- Landowner agreements
- Provision of comprehensive and consistent planning advice for planning applications

There are other important stakeholders, including Norfolk County Council, West Winch Growth Area Local Stakeholder Group and West Winch Growth Area Delivery Group.

Norfolk County Council

Norfolk County Council are leading on the delivery of the West Winch Housing Access Road. Supported by the Borough Council, Norfolk County Council, is working through a business case process with the Department for Transport with the ultimate aim of securing approximately £50m Government funding towards the West Winch Housing Access Road. In addition to this £13.5m will be provided in developer contributions towards the costs of the road and traffic calming measures through West Winch village as set out in the IDP.

West Winch Growth Area Local Stakeholder Group

This includes parish councils, landowner and developer representatives, the Neighbourhood Plan Group, and local ward members. The group is chaired by the portfolio holder for regeneration.

The purpose of the group is to:

- provide a local community perspective in relation to the West Winch Strategic Growth Area, and
- give local stakeholders and landowners opportunities to make meaningful comment and contributions on all aspects of the development, and the delivery of proposals for the growth area.

West Winch Growth Area – Delivery Group

This includes landowner and developer representatives, borough council and county council representatives, and Homes England.

The purpose of the group is to:

- facilitate the delivery of the West Winch Strategic Growth Area
- coordinate the development and delivery of a comprehensive development of the entire area, and
- consider associated processes for the whole growth area.

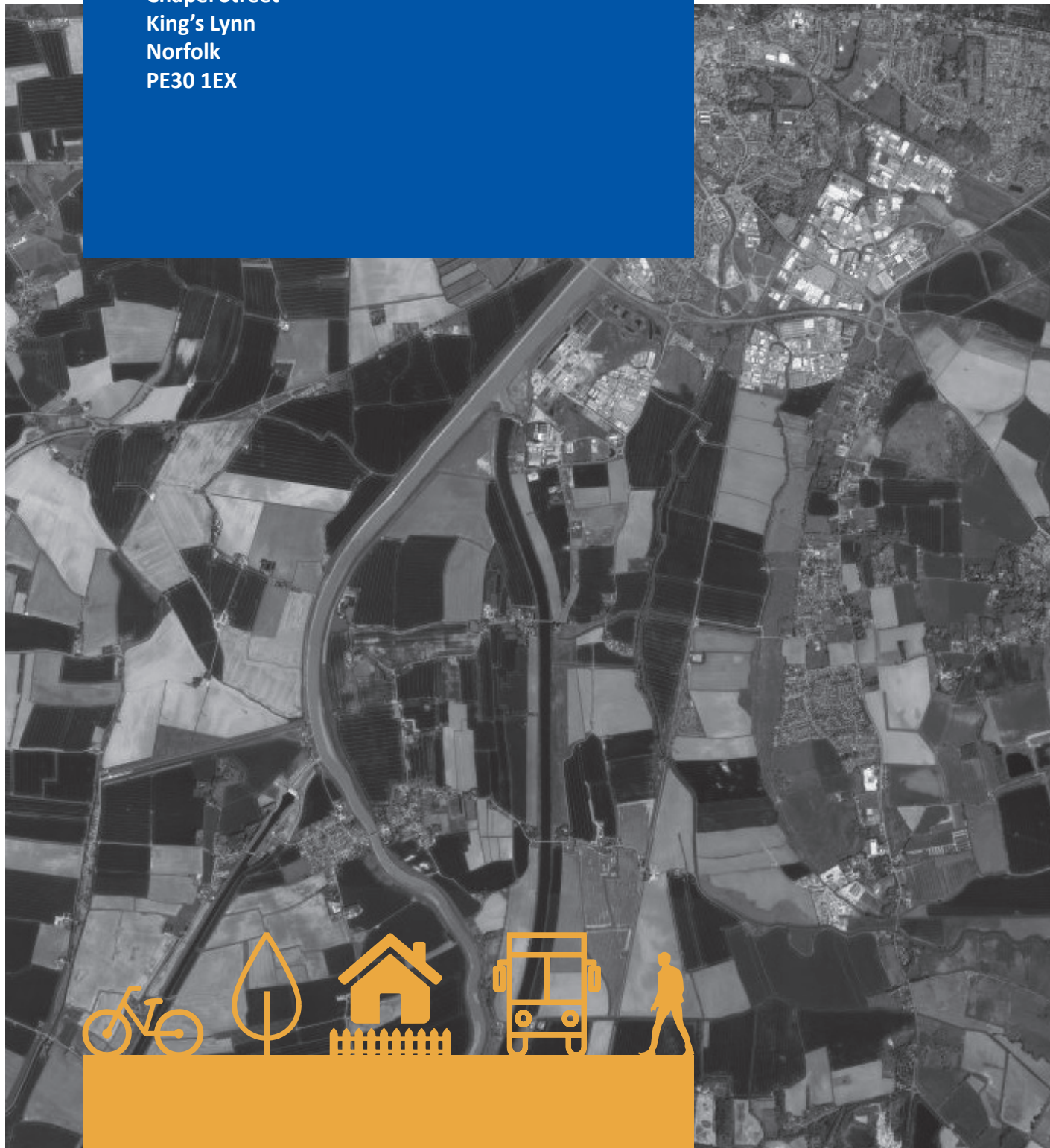


Red Line denotes Indicative Site Allocation E2.1 extents



Strategic Housing Team

BCKLWN
King's Court
Chapel Street
King's Lynn
Norfolk
PE30 1EX



✉ strategichousing.westwinch@west-norfolk.gov.uk

Borough Council of
King's Lynn &
West Norfolk

