

AGENDA ITEM NO. 9/1(a)

Parish:	North Runcton West Winch King's Lynn	
Proposal:	Outline application: 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 (Class C3); primary school (Class F1), local centre (Class E, F2); public open space, landscaping and highway access on the A47 and A10.	
Location:	Land West of Constitution Hill Constitution Hill North Runcton Norfolk	
Applicant:	Hopkins Homes Ltd	
Case No:	13/01615/OM (Outline Application - Major Development)	
Case Officer:	Mrs H Wood-Handy	Date for Determination: 5 March 2014 Extension of Time Expiry Date: 31st December 2024

Reason for Referral to Planning Committee – Parish Councils object and the scale of the development requires reference to Planning Committee

Neighbourhood Plan: Yes

Case Summary

The site amounts to approximately 50ha and lies to the South East of King's Lynn, to the north of West Winch, and to the north west of North Runcton. The site is triangular in shape, running southeast from the Hardwick roundabout and set between the A10 and the A47. The site lies within the parish of North Runcton.

The site is located within a strategic area of growth for King's Lynn as identified by Policies CS03 and CS09 of the Core Strategy (CS) 2011 and identified as West Winch Growth Area as defined by Policy E2.1 and Inset Map E2 West Winch of the Site Allocations and Development Management Policies Plan (SADMPP) 2016. The West Winch Growth Area amounts to 192ha and encompasses parts of the parishes of West Winch and North Runcton. The current Development Plan identifies at least 1600 dwellings, together with associated facilities and infrastructure, including 1ha of employment land. Importantly, the allocation identifies the provision of a new road, known as the West Winch Housing Access Road, linking the A10 and A47 running north to south along the eastern edge of the allocation which would provide a degree of relief of traffic on the existing A10 around West Winch and would provide access to new development within the wider growth area.

This application amounts to the northern third of the West Winch Growth Area and is made in outline form only with all matters reserved. The application proposes a new development of housing and associated facilities; comprising a mix of up to 1110 residential units (Class C3); primary school (Class F1), local centre (Class E, F2); public open space, landscaping and highway access on the A47 and A10.

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The application has been amended since its original submission in 2013 to respond to consultation comments and policy requirements resulting from the adoption of the SADMPP 2016. Crucially, an Infrastructure Delivery Plan (IDP) for the Growth Area was adopted by the Council in 2018 which sets out the key strategic infrastructure that is required to support housing and identifies where and at what time that infrastructure is required. Further, the West Winch Growth Area Framework Masterplan (adopted January 2023), represents the pictorial version of the IDP and provides a template against which the Council will assess all individual applications to ensure that the Growth Area is developed comprehensively. This application is in accordance with the requirements of the IDP and Masterplan and provides the necessary infrastructure to make the development acceptable in planning terms.

Key Issues

Environmental Statement matters
Principle of development
Transport and impact on the highway network
Heritage matters
Form, character and landscape matters
Impact on Ecology and biodiversity
Flood risk and drainage matters
Air quality and noise matters
S106 matters
Any other matters requiring consideration

Recommendation

- (i) **APPROVE** subject to the attached conditions and signing the following S106 agreements (authority to be delegated to officers to make such amendments to the conditions considered necessary and to the Section 106 agreements as considered necessary to achieve the heads of terms set out below);
- (a) Framework Agreement Part A – to secure the transfer of the land for the delivery of the WWHAR;
 - (b) Framework Agreement Part B – to commit to delivering integrated development in accordance with the West Winch Growth Area Strategic Master Plan and to contributing to and/or delivering the infrastructure set out within the IDP.
 - (c) Site Specific S106 Agreement – to secure the pro rata contribution as set out in Table 1, affordable housing and GIRAMS contributions.
- (ii) **REFUSE** in the event that the S106 is not signed within 4 months of the date of the committee resolution on the failure to secure obligations set down in (i) (a-c inc) above.

THE APPLICATION

This application amounts to the northern third of the West Winch Growth Area and is made in outline form only with all matters reserved. The application proposes a new development of housing and associated facilities; comprising a mix of up to 1110 residential units (Class C3); primary school (Class F1), local centre (Class E, F2); public open space, landscaping and highway access on the A47 and A10.

The application was submitted in outline form with all matters reserved in 2013. Additional documents were submitted with the application in the form of:

Application drawings and supporting masterplan;
Planning Statement;
Statement of Community Engagement;
Transport Assessment;
Environmental Statement;
Sustainability Statement;
Arboricultural Assessment;

As well as the ES, a series of plans were submitted, known as parameter plans, which identify the development parameters for which outline planning permission is sought. These plans identify key strategic masterplan considerations around movement, land use, building density, building heights and landscape and green infrastructure.

Parameter Plans – Movement/access

The masterplan elements that connect to the wider movement framework include the north - south link road i.e. the first part of the West Winch Housing Access Road; the east -west estate road linking the A10 (at The Winch) to the A47; public transport provision via suitable roads and pedestrian/cycle links. The plan demonstrates important connections to the wider surrounding movement network to create sustainable links to King's Lynn and surrounding villages.

Parameter Plans – Land Use

The plans demonstrates how the development would sit within the site. The plan identifies land for up to 1110 homes (26.95ha); a primary school site (2.0ha); Local Centre including a neighbourhood shop up to 1000sq.m and/or community building (0.41ha); Green infrastructure (19.92 ha); and Other infrastructure (2.86ha).

Parameter Plans – Building Density

The plan indicates a range of densities across the site ranging from 25-30 dwellings per hectare (dph) to 35-40 dph. Higher densities would be concentrated within the central eastern area of the site around the local centre and estate road with density decreasing towards the perimeter of the site. The western edge would be sensitively designed given the proximity to existing dwellings. A dwelling mix is proposed ranging from 1-2 bed flats up to 3-5 bed houses. The maximum number of units on site would range from 960 to 1110 dwellings.

Parameter Plans – Building Heights

Proposed building heights would range from single storey to 2.5 storeys. Dwellings to the western edge and around the school would be 2 storeys with a max height of up to 10m (ground level to the top of roof features i.e. chimneys). Elsewhere up to 2.5 storey (12.5 to top of roof feature) is proposed with feature buildings being provided at key points. Up to 30% of dwellings would be 2.5 storey with the rest being single and 2 storey.

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Parameter Plans – Green infrastructure/landscape

The plan indicated residential development which is framed by a connected series of open spaces along with circular routes and green infrastructure around the site. The proposal retains and enhances existing landscape features including mature boundary planting, transitional woodland adjacent to Sheeps Course Wood, retention and creation of ponds and ecological enhancement etc. It also demonstrates formal open space i.e. sports pitches (2.0ha); informal open space including neighbourhood and local areas of play (9.94ha); flood attenuation features (2.18ha); Woodland buffer area (5.78ha).

An indicative masterplan has been generated around the aforementioned base principles and parameter plans which identifies how the site could be developed.

A phasing plan has been submitted to demonstrate the deliverability of the site and how it would come forward over a 10-15 year period. Each phase would come forward as one or more reserved matters applications and would include public realm associated within the specific area. Originally, the aforementioned plans identified development to start from an access on the A47 to the north east of the site and a school located in the far east of the site along with the first arm of what we now know as the West Winch Housing Access Road (WWHAR).

Consultation occurred on the application along with master plan work in conjunction with the former ATLAS Team (now Homes England) resulting in a series of modifications in 2016. In the interests of the wider growth area, the conclusions of the NCC Strategic Transport Work were taken into account to future proof the provision dualling on the A47 as part of the WWHAR project as well as taking account of other development proposals in the King's Lynn area. The modifications included:

- Revision of transport infrastructure (notably changes to roundabouts to allow the future dualling of the A47);
- Relocation of school and "local centre" to the centre of the site
- Provision of additional green buffer along the boundaries of the development (i.e. additional green infrastructure and provision of footpath/cycle routes)

Further, in order for children arising from early development to have a safe route to school, phasing was changed so that the development would start from the west off the A10.

Further iterations and subsequent consultations occurred in 2018 and 2021 but mainly to update the alignment of the feeder road (the road through the estate linking the A10 (opposite The Winch public house) to the first arm of the north-south WWHAR; earlier delivery of the school and local centre; and allowance for design changes to the WWHAR (given NCC's ongoing road design changes)

The Environmental Statement

The application is EIA Development within the meaning of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) and therefore is accompanied by and Environmental Statement (ES). Whilst the 2011 regulations are superseded by the 2017 Regulations, the 2011 Regulations continue to apply to developments requiring an ES prior to 2017 in accordance with Reg 76 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). Advertising has been carried out in accordance with the 2011 Regulations however the most recent rounds regarding the submission of additional information in 2018 and 2021 have been carried in out in accordance with the 2017 Regulations. For the avoidance of doubt, the provisions of Reg

22 of the 2011 Regulations and Reg 25 of the 2017 Regulations have the same meaning and effect.

The ES has been updated throughout the life of the application with the latest iteration ES Addendum 2 being submitted in November 2021. The updates include:

- Changes to the construction/phasing programme of development;
- Changes in the policy context of the application;
- Updated evidence in relation to transport matters;
- Updated evidence in relation to ecological matters;
- Updated evidence in relation to air quality and noise matters; and
- Updated evidence in relation to water management (flood risk and drainage) matters

SUPPORTING CASE

A Supporting Statement is expected and will be submitted as Late Correspondence.

PLANNING HISTORY

None relevant

RESPONSE TO CONSULTATION

Between 2013 and 2024, latest responses referenced and any outstanding matters.

North Runcton Parish Council: 7 letters of **OBJECTION** regarding the following matters (summarised):

- Considers that the application is not deliverable, viable and sustainable (within the meaning of the NPPF) and that until all matters can be shown to be demonstrably deliverable, the application is premature;
- Considers that the current local plan is out of date on climate matters and it is not clear that the Local Plan Review will address such matters (given its adjournment);
- Considers that whilst additional evidence has been submitted in support of the allocation to the Inspectors, it is premature to approve the scheme until the allocation is considered acceptable and the Local Plan is adopted;
- Do not consider that biodiversity & ecology, landscape character, flood risk & drainage, air quality, noise, traffic and transport and settlement hierarchy can be dealt with at Reserved matters stage;
- Considers that it is difficult to assess the volume of information submitted over the years against current legislation;
- Considers that there is no strategic transportation plan for the area in accordance with Policy E2.1 of the SADMPP and that overall the proposal is contrary to the NPPF and Neighbourhood Plan policies WA09, GA01, GA03, GA07 and GA08 insofar as lack of infrastructure and by reason of being heavily car dependant with lack of public transport provision;
- Continues to dispute the latest transport topic paper evidence submitted in support of the Local Plan Review and the response by Hopkins which states that there is

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a small amount of capacity on the A10 to take up to 300 homes in advance of the WWHAR;

- Considers that the proposal will be detrimental to the local road network until it involves development of a multi-modal transport scheme in tandem with delivery of the houses.
- Surface water drainage continues to be unresolved with a lack of evidence to demonstrate that the most recent proposal to pipe water to the west to the Puny Drain is deliverable. Considers that the matter should not be left unresolved until the reserved matters stage and therefore does not comply with Policy E2.1 (14) and NP Policy WA04;
- Acknowledges that the application is exempt from BNG however need clarity on what can be provided in order to secure necessary planning conditions and obligations. Consider that there will be a significant adverse impact and that the proposal does not comply with the NPPF, E2.1 or NP Policy WA03;
- Considers that given the site will not benefit from CIL (zero rated), residents can expect years of disruption from traffic and construction, losing landscaping and biodiversity amenity, there will be no community benefit. Further that any facilities proposed (shops, schools, open space etc.) cannot be guaranteed;
- The application should be subject to the most recent legislation; updated NPPF; Environment Act 2021; Dft Transport Decarbonisation Plan 2021; Gearchange 2020 and climate change recommendations;
- However, if the Committee is minded to approve the application, that NP policies must be enshrined in planning conditions

West Winch Parish Council: 8 Letters of **OBJECTION** regarding the following:

- Considers it is premature to decide the application before the current local plan review is completed. Much of the information collected in the process of the review would be pertinent to this application;
- Considers that the ES and its various revisions are difficult to understand for the lay person;
- Considers that the phasing arrangements allow more development onto the A10 which is at odds with the original submission which started on the A47;
- Needs clarity around the definitions of link road and feeder road. Considers that Hopkins defined the “link road” as defined by the Local Plan as their estate road. This is at odds with the Local Plan (Policy E2.1);
- Query accuracy of transport modelling given queue lengths can reach back to Setchey;
- Considers that a new roundabout onto the A10 will exacerbate delays
- No modelled scenarios to take into account holiday traffic and beet campaign traffic;
- The Parish Council’s commissioned Technical Note by Create identifies errors within the transport assessment and that there is no capacity to for future development onto the A10 in advance of the A10-A47 link road;
- No strategic transportation plan as required by the Local Plan has been submitted and the information submitted with the transport assessment is not relevant to West Winch and is thus flawed;
- The development should not be commenced until there is confirmation that funding and land has been secured for the WWHAR;

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- Surface water drainage strategy and maintenance of private drains in the area is a significant issue as identified by the North Runcton & West Winch Surface Water Management Strategy. Not convinced that the proposed strategy to pipe to the Puny Drain will work to accommodate the water from the site unless the SUDS features are increased in size and not all relevant landowner consents are in place. Does not consider that the latest proposal complies with the Neighbourhood Plan policy WA04;
- Considers that the schedule of county contributions is out of date and inadequate provision has been made for school places;
- The proposal will not contribute towards a better quality of life for existing and proposed residents of West Winch;
- Still considers that the development does not respect the form and character of the West Winch; there is not sufficient green infrastructure; should not approve piecemeal development; and the density of the development is at odds with the Neighbourhood Plan

South Wootton Parish Council: OBJECT to the application and consider that a full independent highways review of development should be undertaken to ensure that development can be fully sustained without further impact on road network that is already over capacity.

National Highways: Following extensive review of the evidence base supporting the application, as well as discussion with the Local Highway Authority and Local Planning Authority, recommends **NO OBJECTION** subject to conditions on the following grounds:

- It was agreed that an initial trigger point on the number of dwellings to be delivered prior to the implementation of medium and longer term strategic highway interventions which takes account of the limited highway capacity on the A47, A10 and the A10/Hardwick Roundabout junction;
- Medium term mitigation would include the creation of a new roundabout on the A47 which is proposed to be the principal access to the development site and provide the first access point from the A47 to the proposed West Winch Housing Access Road, linking the A47 to the A10 to the south via Gravel Hill Lane, West Winch.
- National Highways accepts that no highway intervention is required to mitigate the impact of up to 300 dwellings (Key Phase One) and that this can be considered as the threshold before highways interventions are required.
- The principle of the roundabout on the A47 is acceptable subject to further design works to align with the proposed strategic scheme (WWHAR project);

Conditions are therefore recommended to limit the occupation of dwellings to up to 300 before the new roundabout on the A47 together with the southern access road linking to the development (Hardwick Green) and construction management plan. In the event that the WWHAR is delivered, this will in principle provide for sufficient highway capacity to accommodate the impact of trips generated by this development and no further changes to the A47(T) would be required.

NCC – Local Highway Authority: The LHA has considered information submitted over a number of years and raised **NO OBJECTION** subject conditions on the following grounds:

- that a roundabout on the A10 is acceptable in principle subject to detailed design at Reserved matters stage and would be designed and delivered by the local highway authority ensuring that the roundabout is designed to appropriate standards;
- the roundabout would be designed to ensure that pedestrian access to and from the development is not compromised;
- the applicant has demonstrated that a roundabout at the location indicatively proposed could allow up to 300 dwellings to be served before a connection (estate road) is provided through the site to the A47(T);
- The applicant is expected to deliver the estate road to the A47(T) prior to the occupation of the 300th dwelling and will connect to the A47(T) via a roundabout to the south the A47(T) and then a new junction (roundabout) on the A47(T) The scheme would need to be designed to the Local Highway Authority and National Highways standards and will need to take account the strategic requirements of the West Winch Allocation;
- The applicant is proposing to contribute approx. £167,000 towards a new pedestrian crossing facility on the A10 and £268,000 towards traffic calming on the A10 which will include facilities to encourage walking and cycling. The applicant is also paying £500 per dwelling as a sustainable transport contribution which will fund both a travel plan and contribute towards enhancing bus services in the locality. These contributions will be secured via a S106 agreement.

As a result, the following conditions regarding detailed plans and delivery of roads, cycleways, street lighting and foul and surface water drainage; on-site parking for construction workers; construction traffic management plan; off-site highways works on the A10 (roundabout and public right of way works) and delivery and interim travel plan.

NCC – Historic Environment Service: NO OBJECTION subject to the submission of updated archaeological investigations prior to the submission of each reserved matters application, development occurring in accordance with the approved archaeological investigations and submission of site investigation and post investigation assessments.

NCC – PROW: NO OBJECTION but makes the following comments:

- The A10 is a huge barrier for public access in this area. North Runcton Restricted Byway No. 2 (RB2) is located to the west of the development but will be inaccessible to the new residents without a safe crossing on the A10. Pedestrian controlled lights are recommended to allow users to access the PROW network in the locality;
- North Runcton Restricted Byway No 3 is a popular dog walking route however a new bridleway or cycle link to the northern end of this path would provide new residents access to the path and would create a circular cycling/walking route;

- A strategic link could easily be created in the vicinity of the new development along a section of disused railway (to the north of the site) which would provide a sustainable link to Bawsey Country Park.

NCC – Minerals and Waste: NO OBJECTION – the Mineral Planning Authority is content that based on the evidence provided (Sibelco report), no economically viable silica sand resource exists on the application site and therefore no objection is raised on mineral resource safeguarding in accordance with Norfolk Minerals and Waste Policy CS16.

NCC – Planning Obligations: NO OBJECTION subject to the following planning obligations being secured:

- 2.0ha of land free of charge centrally located within the development;
- £5,885,714 contribution towards the provision of a new 2FE primary school
- £2,506,240 contribution towards High School Places
- £266,288 contribution towards Sixth Form
- 22 Fire hydrants per residential dwellings and 2 fire hydrants for School and Local Centre;
- £244 per dwelling for library provision

However, the County Council recognises the viability issues evidenced by the applicant and the site is subject to an Infrastructure Delivery Plan where costs are fixed per dwelling at 2018. The County Council Education contribution is therefore £8m index linked allowing the Local Education Authority absolute discretion on how to spend this “pot” e.g. covering primary; secondary; and sixth Form provision. All other contributions remain as specified.

NCC – Ecologist: NO OBJECTION – concludes that the shadow HRA Report, along with Supplementary Information dated 27th May 2022 Urban Edge Environmental Consulting Ref UE0404 is considered fit for purpose and can be accepted by the Council.

Natural England: NO OBJECTION subject to appropriate mitigation being secured in the form of:

- The continuation of bird surveys, through future planning applications, to check and confirm the conclusions in the supplementary information (dated 27th May 2022 Urban Edge Environmental Consulting Ref UE0404) of no adverse effects on the functionally linked land of the Wash SPA and Ramsar site arising from the development;
- The provision of sufficient on-site open space and green infrastructure to mitigate any increased recreational pressures on the surrounding designate sites.

Norfolk Wildlife Trust: Supports the additional commitment to green infrastructure referenced in the latest addendum to further safeguard and enhance areas of local value identified in the neighbourhood plan. We trust that sufficient space has been allocated in the green infrastructure corridor along the site’s northern edge to ensure that its function would not be compromised should the A47 be widened in the future.

Historic England: Is aware that the proposed development forms part of the wider masterplan development for the south east of King's Lynn. Should ensure that the significance of the Grade II Listed Windmill has been considered and take account of comments of the Borough Council's own specialist conservation advice.

Environment & Planning – Planning Policy Manager: NO OBJECTION - The West Winch Growth (WWGA) is a longstanding strategic site allocation which forms a key part of the existing Local Plan. This currently comprises the Core Strategy (CS 2011) and the Site Allocations and Development Management Policies (SADMP 2016). It is also worth noting that in addition to this the Borough Council adopted the West Winch Growth Area Framework Masterplan Supplementary Planning Document in 2023.

The existing Local Plan has been found to be 'sound' and an integral part of this is the WWGA. The emerging Local Plan seeks to carry the WWGA strategic allocation forward for 4,000 homes in the fullness of time. Currently the emerging Local Plan is at the examination stage, and it is anticipated that it will be adopted during the current financial year.

This application (Hopkins Homes: 13/01615/OM) for the northern portion of the site is considered to be policy compliant with the existing Local Plan (in particular SADMP Policy E2.1: West Winch Growth Area Strategic Policy) and the emerging Local Plan (which will contain a superseded versions of this Policy). This planning proposal can be determined based upon the currently adopted Local Plan.

Environment & Planning – Conservation Officer: NO OBJECTION - The application site comprises land between Hardwick Roundabout and Mill Lane. The area contains very few designated heritage assets, West Winch Mill (Heritage asset number 1077631) is the only listed building close to the application site. There are no conservation areas that would be affected by the proposal.

The mill lies in reasonable proximity to the application site. It draws a part of its significance from the proximity to open agricultural land and while the sails and cap are no longer present it is still a striking landmark across some distance – a key view being across the landscape from West Winch Church. While this key view falls outside of the application site, the topography of the land means that the Mill is sat on a high point with a deliberately landscaped buffer, across the gas main in front of the mill. Care has been taken throughout the development of the parameter plans to keep lower density uses such as sports pitches to the edge of the open space which reduces the impact of the development further upon the designated heritage asset.

Care should continue to be taken during the development of the plans to ensure that keys views are maintained of this building be it through view corridors within the development or from key area of open space as visibility of this structure from within the site could help to ground it with a sense of place and enhance the local distinctiveness.

Overall, the application has minimised the harm upon this heritage asset and therefore it has given great weight to the assets conservation and justified development in the locations proposed. It is therefore in accordance with paragraphs 205 and 206 of the NPPF. While there will still be some harm to the visual setting of the building through

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visibility of dense areas of built form within its vicinity that divorces it slightly from its rural context, this can only be a very low level of less than substantial harm. You should still take into account paragraph 208 of the NPPF, and balance this harm against the public benefit of the scheme when coming to a decision on the application.

The conservation team therefore do not object to this application as it stands.

Environment & Planning – Senior Ecologist: Further to Norfolk County Council consultation advice already provide in 2022 for ecology, I provide updated comments in accordance with those previous consultations.

As discussed, the current survey effort can be accepted without further requirements given that the application is to be determined imminently. Further survey work at this point would not provide any additional information that we do not already know about the baseline from the survey work already completed but may be considered an unreasonable delay to the development. Updated surveys prior to each phase will be required given the timescale for phases and any possible delays between. This can reasonably be secured via condition. The following suite of conditions is recommended;

Updated survey information per phase;

Master strategy for ecological design, landscape and ecology management plan; construction and ecology management plan and lightning plan;

Detailed strategies per phase covering ecological design, landscape and ecology management plan; construction and ecology management plan and lightning plan

Environment & Planning – Arboricultural Officer: **NO OBJECTION** on the following grounds (summarised):

- Expects all details for Trees and Landscaping including Arboricultural reports including tree surveys and implications assessments to be produced for each phase of development at the reserved matters stage/s.
- The application site between West Winch Road and Constitution Hill is not within any Conservation Area and contains no Tree Preservation Orders. Naturally regenerated trees have grown across the site most notably to the east adjacent to Sheep's Course Wood, and around the southern site boundaries. Sheep's Course Wood is the most important treed area within the proposed development site, it is a mature, secondary woodland, dominated by Pedunculate Oak (*Quercus robur*), and a county Wildlife Site (CWS2265). This woodland is immediately adjacent to the east of the proposed link road from the A47 to the north. The woodlands trust's Ancient Tree Inventory has a few recorded Veteran Trees that are in or very close to being in the site, and two Ancient trees that appear to be within Sheep's Course Wood. In addition to the necessary Arboricultural information and tree surveys, detailed tree inspections need to be carried out to establish the status of these trees. Veteran and Ancient Trees are considered as irreplaceable habitat by the definition used in the NPPF and should therefore be retained within any development layout plan.

- Welcomes the inclusion of boulevard trees framing both the link road and feeder road and the inclusion of street trees in many of the different street types in with the NPPF which recognises the importance of tree-lined streets and their extensive environmental benefits.
- It is important to advise where trees, especially large trees are proposed in both soft and hard landscaped areas on new development sites, very careful consideration must be given to tree pit design and soil volumes to support the tree root volume requirements of the growing trees themselves and protection of surrounding hard landscaped areas from root damage.
- the developer indicates street trees are an important part of the development proposals, not to incorporate them into the site drainage strategy would be a missed opportunity. In combination with a SuDS or not, street trees will have an impact on surface water management through interception of precipitation by their canopies, and with a little bit of design thought they can provide water retention and pollutant removal. Using trees and especially street trees as part of the drainage strategy can help provide cost effective water attenuation and it also enhances greatly the chances of the street trees surviving. Lack of water is the main challenge faced by young newly planted trees in built up areas.
- A site wide landscape strategy either be incorporated into the design codes or needs to be produced as a stand-alone document that dovetails with all the character design codes. This site wide landscape strategy should include the following:
 - 1, a landscape management plan for the long-term landscape objective;
 - 2, management responsibilities and schedules for all of the public realm hard and soft landscaped areas (25 years min);
 - 3, the planting and establishment of structural landscaping to be provided in advance to all or specified parts of the site as appropriate in line with the phasing plan, (described as the site is to be bounded by 'green space' to the north, east and south in the Design and Access Statement Addendum);
 - 4, the detailed landscape treatment of roads and streets within the development, with a full and detailed specification of the establishment of trees within hard and soft landscaped areas, including details of space standards and underground planting pit/trench details;
 - 5, details of public realm materials, signage, utilities, and any other street furniture including litter bins, locations of traffic signage, streetlights and associated works to show that they will not prejudice the siting and successful establishment and growth to maturity of the proposed new boulevard open space and street trees to be planted.

Sport England: Commenting in a non-statutory role, **OBJECT** on the basis that new developments should contribute towards meeting demand that they generate through the provision of on-site facilities and /or providing additional capacity off site. Given the population increase as a result of this development, considers that a contribution towards a sports hall £454,175 and swimming pool £502,759 should be sought.

Recognises that the proposal includes a new school and separate playing fields that can be used by the community for sports recreational activities.

BCKLWN – Open Spaces: NO OBJECTION and makes the following comments:

- Open space requirement of 56sq.m. per dwelling required in accordance with Policy DM16;
- Buffer/boundary planting would not be counted towards open space provision unless it can be demonstrate that it has recreational value;
- Would like to see the majority of open space grouped together to create large central areas * Requires clarification on what landscaping areas are to be adopted as public highway and those to be managed as recreational space.
- Provides specific comments on the number of LEAPS/NEAPS and LAPS, comments on southern area of open space linking into other areas of the allocation, comments on the provision and type of the sports facilities and cycling/walking routes can be used to satisfy some of the requirement for pitch sports/recreational space.
- Provision of open space needs to be appropriately linked to phases to ensure that open space is delivered and becomes available for occupiers.

LLFA: NO OBJECTION in principle but require assurances regarding evidence of formal agreements to discharge into a third party system; scaled and detailed plans regarding the outline drainage strategy and detailed hydraulic calculations and confirmation of discharge rates.

East of Ouse, Polver & Nar Internal Drainage Board: NO OBJECTION in principle. Following the receipt of additional information (Surface water addendum note prepared by Fairhurst (for the developer), the Board understands that the strategy for surface water includes a surface water sewer i.e. a piped connection from the development site to the east of the A10 to the Boards drain, the Puny Drain. The proposal includes the sewer to be adopted by Anglian Water, which also appears to be acceptable to them. The strategy also references an email from the Board dated 20th July 2023 stating that “the Board is happy in principle with the strategy ... and subject to our final sign off through the consenting process. It should be noted that the granting of planning permission does not guarantee the Board’s consent”. These comments continue to apply.

King’s Lynn Internal Drainage Board: The applicant is continuing to explore options to drain surface water to the north of the site towards the Pierpoint drain. The IDB **OBJECTS** to this proposal due to the potential unsustainability of the cross catchment discharges from both a flood risk and environmental perspective as well as the Board having serious concerns that the Pierpoint Drain does not have the capacity to receive this additional , out of catchment discharge.

Anglian Water: NO OBJECTION subject to conditions regarding phasing (to understand the impact on the water network) and a detailed scheme for foul drainage.

Environment Agency: NO OBJECTION subject to conditions regarding a construction method statement and foul drainage arrangements given that the site is overlies a principal aquifer. Note: EA are no longer the statutory consultee for sustainable surface water drainage which falls to the LLFA].

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Health & Safety Executive DOES NOT ADVISE AGAINST, consequently HSE does not advise, on safety grounds against the granting of planning permission in this case on the proviso of limited intensity of use of the sports pitches/recreational space.

Cadent Gas: NO OBJECTION

National Grid: HOLDING OBJECTION on the basis that the development crosses the high pressure gas pipeline [Officer note – the high pressure gas pipeline is to the south the application site]

Environment & Planning – Environmental Quality: NO OBJECTION subject to conditions to secure EV charging points, construction environmental travel plan, full suite of contaminated land conditions.

In addition, as part of this response estimated the emission damage costs associated with traffic pollutants from this proposed development. This was to provide context on the minimum amount of mitigation required when based on the Institute of Air Quality Management's (2017) guidance and published Defra damage cost values.

Subsequent to these comments, NCC have confirmed that the extent of mitigation to be secured will be in excess of this estimated amount. This includes measures such as traffic calming on the A10 to encourage modal shift and also contributions towards a sustainable travel plan. In this instance as this is to be secured by NCC, we can confirm that these emission damage costs appear to be met.

CSNN Team: NO OBJECTION subject to conditions regarding foul drainage, noise protection, external plant and machinery to school, and local centre buildings, construction management plan, and lighting scheme.

Housing Strategy: NO OBJECTION - the site area and number of dwellings proposed trigger the thresholds of the Council's affordable housing policy as per CS09 of the Council's adopted Core Strategy.

CS09 states that a 20% affordable housing provision is required on sites of this size although this must be balanced with viability to ensure deliverability. The site forms part of the West Winch Strategic Growth Area and, as well as affordable housing, developers will be required to contribute towards other essential strategic infrastructure across the growth area as identified in the Infrastructure Delivery Plan (IDP) published in 2018. This including schools, community facilities and the West Winch Housing Access Road. As well as this infrastructure for the wider growth area, the application also includes the provision of a new roundabout on the A10 providing access to the site. As a result of these additional costs, the applicants submitted a financial viability appraisal to determine a viable level of contributions for the application to provide. This was independently reviewed on behalf of the Local Planning Authority by Gerald Eve consultants and the review concluded that that an affordable housing provision of 10% across the application site is viable. Following the 1st phase of development, the viability will be reviewed throughout the lifetime of the development in line with National Planning Policy Guidance on viability to ensure that

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the affordable housing provision is increased appropriately if viability improves. This review mechanism will be set out in the site specific S106 agreement.

The affordable housing provision is split into 70% of the affordable homes being made available for rent and 30% low cost home ownership, including Shared Ownership, First Homes or any other intermediate product that meets the intermediate definition within NPPF, meets an identified need in the Borough and is agreed by the Council. Based on a development of 1110 homes, at least 111 affordable homes would be required, 77 for affordable rent and 34 for low cost home ownership.

The affordable housing mix i.e., unit types, layout etc. will need to be addressed in the reserved matters. The affordable housing should be fully integrated with the general market housing in order to achieve mixed and sustainable communities in which the accommodation is tenure blind. The affordable dwellings should be in clusters of no more than 12 units.

All S106 Affordable Housing units should meet Borough Council space standards.

A S.106 Agreement will be required to secure the affordable housing contribution. The affordable units must be transferred to a Registered Provider of Affordable Housing agreed by the Council at a price that requires no form of public subsidy.

Delivery of the West Winch Housing Access Road

The most significant item of essential strategic infrastructure required for the Growth Area (as set out in the IDP) is the West Winch Housing Access Road (WWHAR), linking the A10 at the southern end of the growth area to the A47 to the north east of the Growth Area. The Borough Council has been working with Norfolk County Council (NCC) to take an infrastructure first approach to the delivery of the road to ensure the delivery of the WWHAR as early as possible and prior to most of the development within the growth area. NCC have applied for Department for Transport funding to cover the majority of the costs of the WWHAR. The Strategic Outline Business Case was approved in July 2022 and NCC are now awaiting approval of the Outline Business Case which was submitted in September 2023.

However, as set out in the IDP, developers across the growth area (including the applicants) will also contribute £14.65m towards the cost of the WWHAR as homes are delivered (expected to be over a 20 year period). In order to enable the aforementioned infrastructure first approach, NCC and the Borough Council have secured Homes England funding to forward fund this developer contribution (£14.65m). This funding is in the form of a recoverable grant which will be repaid to Homes England as the S106 financial contributions towards the WWHAR are received from developers throughout the delivery of the Growth Area.

Norfolk & Waveney Health and Integrated Care System: Makes the following comments (summarised):

- The population from 1110 homes will increase by circa 2500-3000 residents which has an impact on the NHS funding programme for the delivery of healthcare provision (GP, Acute, Mental, & Community healthcare and ambulance service) in

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the locality and therefore would expect these impacts to be assessed and mitigated;

- Requires developer contributions to meet the cost of additional capital funding for health service provision arising as follows: Total Acute Capital Cost £1,296,773; Mental Health Capital Cost £177,107; Total Intermediate Capital Cost £223,282; Primary & Community Care Capital Cost £1,340,277.

Norfolk Constabulary: Provides the following comments:

- Recognises that the application is in outline form only and all matters reserved and therefore provides Secure by Design advice relevant to the submission of future reserved matters applications;
- Requires developer contributions to contribute towards Police Infrastructure because of the impact of the proposed development.

Ministry of Defence: NO OBJECTION on safeguarding grounds. Provides recommendations regarding deterring bird strike by use of planting in detention basins, no islands within detentions and limiting the use of flat/shallow pitched roofs.

CPRE: The application was submitted prematurely and in advance of the Detailed Policies and Sites Plan adoption [now SADMPP] and the Neighbourhood Plan. Strongly considers that both documents are a material consideration and should be considered before any decision is made.

UK Power Networks: Advises power cables are in the locality of the application and the applicant should follow safe digging practices.

REPRESENTATIONS

Between 2013 and 2024, 144 letters of **OBJECTION** regarding the following matters (summarised):

Traffic and transport issues

Poor road networks to serve the community currently

More train networks should be set up connecting north and southwest Norfolk

Roundabout by The Winch pub will worsen congestion and will result in noise and disturbance issues to neighbours.

Need for a bypass before any other work is commenced

A10 Dangerous for Pedestrians and Cyclists and lack of bike lanes and pedestrian access

No funding allocated for the WWHAR

Existing congestion on the A10 and difficult to access/egress property and already resulting in noise and disturbance

Two access points are needed A10 and A47 before development commences

Total infrastructure around the south area of King's Lynn needs to be addressed, including looking at Hardwick Roundabout, otherwise development unsustainable.

Highways design will lead to bottlenecks, particularly with a single carriageway bypass to the east of the Hardwick roundabout and the impact on the gyratory in general.

Needs to be a dual carriageway.

Concerned that North Runcton will become a rat run if new road blocked or A10 congested.

Lack of public transport in the area already

Proposed narrow road network would result in increased parking around proposed school leading to disturbance and access problems for emergency vehicles/road users.

Infrastructure and employment

Inadequate hospital, doctors and dentist facilities for present and future demand

Lack of funding to West Norfolk

Education (not enough school places, need for more high schools)

Lack of major employers in area, lack of higher paid jobs and not enough variety in jobs which makes development unsustainable.

Police and Emergency services - not enough police activity and new roads will impact on ambulances trying to access patients

Schools – not enough capacity and need a high school on site.

Need housing for homeless

No provision made for health service facilities

Many empty homes across West Norfolk already and should be addressed before new development.

More social housing required – local people can't afford to buy homes

Environment

Destruction of natural habitats (including ancient trees) and loss of species.

Loss of arable farming land and lower crop yields

Heritage context lost

Increased light pollution

Link road is too close to Sheeps Course Wood and will impact on wildlife – should be located centrally within the development

Need more tree planting on site

Increased noise and air pollution as a result of provision of road

Lack of Green Infrastructure and recreational space and land to be built upon has ecological value

Rural nature of the area will be lost

Impact on landscape as a result of higher housing density

Reference the previously planned incinerator and the impacts of such a development on the occupants of Hardwick Green in terms of dust, smell and airborne pollution

Will destroy the peace and tranquillity around existing public footpaths, particularly by Illington Lane/ Sheeps Course Wood.

Flood risk and drainage

Sewage facilities may become inadequate for the village

Poor drainage and flood risk issues in locality

Serious drainage issue for people downstream given that the site is higher than surrounding areas and will no longer be a greenfield site.

Loss of greenfield land will increase flooding

Other matters

Too much housing and density of development is too high

Will result in more second homes

Lack of impact assessments from Hopkins and those that do exist have poor figures
Lack of community with projected demographic
The planners are in the developer's pockets
Devaluation of property
Loss of character of west winch village
Adequate bin provision should be provided including outdoor enclosures to house them
Joins two rural villages into suburbs of King's Lynn
Should have a housing density consistent with West Winch/North Runcton with houses and bungalows
Large scale development destroys the character of the area.
Will result in loss of privacy and noise and disturbance to existing residents adjacent to the development
Will result in a loss of security as currently have fields surrounding and no footpaths.
Development means more accessibility and therefore crime will escalate.
Development should be considered as part of the overall growth area (West Winch Development)
Look to villages beyond the area to spread development rather than having large scale development in West Winch/North Runcton.
Premature – should await completion of the Neighbourhood Plan and SADMPP
Quotes policies E2.1 and E2.2 and states that the development is not compliant with policy.

ONE petition with **32 signatures** stating:

- Significant traffic congestion on the A10 already and development will make it worse;
- Pedestrian safety is an issue for young and older people trying to cross the road;
- Lack of infrastructure to support development.

County Councillor Alexandra Kemp: OBJECTS on the following grounds (summarised):

- Inadequate consultation by Hopkins Homes;
- Failed to undertake a proper highway assessment of the A10 in West Winch and Setchey;
- 390 Homes in advance of a bypass would mean an impact in terms of traffic delays and safety issues for residents;
- The closeness of the carriageway and passing HGVs to the public footpath mean there cannot be a safe walking route to school from the Hopkins development increasing the reliance on the car
- Hardwick roundabout is hazardous for pedestrians and cyclists;
- County state that the signalling cannot be changed to aid pedestrian and cyclists because there would be long queues which shows the roundabout is over capacity;
- Lack of and infrequent public transport along the A10 with long gaps for a bus home in the afternoon.

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- A10 has a high accident record
- Hopkins transport study incorrectly put 0% HGVs instead of 11%
- No junction assessments of Rectory Lane, Chapel Lane and other A10 feeder junctions;
- An attempt to circumnavigate Highways England's Holding objection
- Other necessary such as a secondary school and doctors surgery are missing;
- Not a sustainable location for large scale development as car reliant and not located near a railway station;
- No West Winch resident thinks that development should go ahead before the bypass is fully built;
- Still not Govt funding on the table to build the bypass, with costs escalating to £80m and the County Council is still only half way through the three stages of the Major Route Network application;
- Does not believe that only a few houses on Hopkins Homes will be occupied in advance of the bypass being operational;
- Allowing up to 300 houses on to the A10 goes against the County Council's Mott Macdonald report of 2014 which said there would be 1000 car queues a day at peak times;
- Chronic congestion on the A10 will mean cars taking dangerous shortcuts through St Germans Road or Setchey Road;
- Have failed to take account of off-site drainage issues;
- Want to drain to the Puny Drain as the cheaper of two options but not existing drainage infrastructure in that direction;
- Houses in Back Lane and Southfields Drive have been flooded along with Watering Lane;
- The solutions offered put Hopkins Homes first and not existing residents;

Henry Bellingham (formerly MP for North West Norfolk): Comments made in 2014 regarding:

- Considered the submission of the application in advance of the Local Plan adoption premature;
- Considers the development far too big in relation to West Winch and North Runcton;
- Not against the principle of development but something on a more sustainable basis that would complement the two villages;
- Concerned about the proposes roundabouts onto the A10 and A47 and considers NCC and the Highways Agency would take a dim view of roundabouts that slow up traffic.

KLWNBUG: OBJECTS to the application on the following grounds:

- Considers inadequate facilities are provided for cyclists either in the development or supporting infrastructure off site and that cycleway congestions is already a phenomenon at pinch points along the route into town;
- Considers that the development would be car dependant from the outset given the phasing arrangements for the site with long diversions through the site to the A10.
- Considers that the proposed phasing and masterplan does not conform to the King's Lynn Cycling and Walking Strategy (LCWIP) because it damages and

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downgrades the A10 cycleway and doesn't include a north-south spine walking and cycling route (part of the Black Primary Corridor in the LCWIP);

- Considers connections onto the A10 from the proposed roundabout are unacceptable;
- Considers that the feeder road within the site is not wide enough to accommodate cars and cyclists.

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS03 - King's Lynn Area

CS08 - Sustainable Development

CS09 - Housing Distribution

CS11 – Transport

CS12 - Environmental Assets

CS13 - Community and Culture

CS14 - Infrastructure Provision

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM2 – Development Boundaries

DM12 - Strategic Road Network

DM15 – Environment, Design and Amenity

DM16 – Provision of Recreational Open Space for Residential Developments

DM17 - Parking Provision in New Development

DM19 - Green Infrastructure/Habitats Monitoring & Mitigation

Policy E2.1 - West Winch Growth Area Strategic Policy

NEIGHBOURHOOD PLAN POLICIES

Policy WA01 - Protecting Sites of Local Value

Policy WA03 - Protecting and Replacing Natural Features

Policy WA04 - Providing Sustainable Drainage

Policy WA05 - Providing GI Management Resources

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- Policy WA06** - Protecting Agricultural Land and Soils
- Policy WA07** - Design to Protect and Enhance Local Character
- Policy WA09** - Enhancing the A10 Road Corridor
- Policy WA10** - Adequate Provision for Cars
- Policy WA11** - Adequate Provision for Bicycles
- Policy WA12** - Adequate Outside Space
- Policy WA14** Affordable Housing Provision
- Policy WA16** - Existing Employment Areas
- Policy GA01** - Creating Neighbourhoods
- Policy GA02** - Providing 'Green Infrastructure'
- Policy GA03** - Ensuring Transport Infrastructure
- Policy GA04** - Design of 'Relief Road'
- Policy GA05** - Principles of New Development Design
- Policy GA06** - Residential Street Design
- Policy GA07** - Cycle and Footpath Provision
- Policy GA08** - Provision for Public Transport
- Policy GA10** - Provisions for a Successful Primary School

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)
National Design Guide 2021

PLANNING CONSIDERATIONS

The main considerations are:

Environmental Statement matters
Principle of development
Transport and impact on the highway network
Heritage impact
Form, character and landscape
Impact on ecology and biodiversity
Flood risk and drainage matters
Air quality and noise matters
S106 matters
Crime and disorder

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Any other matters requiring consideration prior to determination of the application

Environmental Statement matters:

The applicant has submitted an Environmental Statement (ES) under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 with the application. The purpose of such a statement is to identify the likely significant effects of the development project on the environment, to assess those effects, to set out any mitigation measures, and to identify any likely residual effects. The statement is also required to describe alternatives considered by the developer. The LPA is required to consult various bodies, and publicity for an EIA application is required to be undertaken by the LPA or the applicant depending on specified circumstances. This enables the LPA to decide on the development proposal in the light of the net environmental effect of the development taking into account responses. Indeed, it is a requirement that the environmental information is considered when the LPA arrives at a decision and must state that it has done so.

The ES identifies the following broad headings of potential environmental effects of the proposed development project:

Socio-economics;
Transport;
Ecology
Air Quality
Noise
Landscape & Visual Assessment;
Water Resources: Flood Risk & Drainage;
Minerals and Ground Conditions;
Archaeology;
Utilities;
Agricultural Land;

The ES considers both the construction phase and the operation of the completed development. It discusses the site description and setting, EIA methodology, alternatives and design evolution, development description and the planning policy context at national, strategic and local level. The ES also considers the cumulative impacts. The principal conclusions of the assessment in the ES are summarised as part of the following section of the report. The ES has been updated on 3 occasions (2016, 2018 and 2021) with the relevant publicity being undertaken. Updates to the relevant topics outlined above have been undertaken as well as to the description of development (as design changes have occurred), consideration of alternatives, construction phasing, planning policy updates. Further clarification on certain aspects of the document i.e. highways, ecology and flood risk and drainage have been provided which do not alter the conclusions of the ES. Statutory consultees have commented on relevant chapters.

The principal conclusions of the assessment in the ES are summarised as part of the following section of the report.

Chapters 1 – 6 – Introduction, Assessment Methodology, site context, description of development, consideration of alternatives, and planning policy

The introduction covers the need and purpose of the Environmental Impact Assess (EIA), the format of the Environmental Statement (ES), contributors and how it can be viewed.

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The methodology chapter covers and explains topics that are set out in the ES and has regard to all aspects of the environment likely to be affected by the proposed development including identifying baseline conditions which in turn allows assessment of the extent and significance of the potential environmental effects. Where assessment procedure indicates that the proposed development is likely to have significant adverse effects, the ES identifies appropriate mitigation measures to reduce, compensate or eliminate these effects and/or take advantage of opportunities for environmental enhancement. Mitigation measures can either be incorporated into the proposed design and operation of the development or through particular safeguards.

The site context explains the size, features (including topography) and constraints of the application site and with an explanation of the wider setting including road network, existing residential and commercial areas etc.

The description of development chapters describes the development for which outline planning permission is being sought, the objectives of the development i.e. new quality homes, provision of first phases of WWHAR, connectivity through road, cycling and pedestrian networks, green infrastructure, mixed uses including the provision of a local centre, sustainable drainage systems etc. It also includes the approximate timescales for delivery of the development (10-15 years), the construction phases (of which there are 7 proposed) with the first phase (A) commencing between 2024 – 2029 and the last phase (C3) commencing between the years 2032-2034.

The consideration of alternatives chapter is set out in accordance with Regulation 4 of the EIA Regulations 2011 and sets out three principal alternatives to the proposed development; first “do nothing” with existing land uses being retained; second, an alternative scale of development to that which is proposed; and third, use of alternative design concepts. In terms of “do nothing”, the site is allocated within the CS and SADMPP and the “do nothing” scenario would not meet the aims and objectives of the Development Plan. A smaller scale development was considered but would be unlikely to be viable given the large investment in infrastructure required to get on site as well as being required by the IDP. A larger development with higher densities would be inappropriate given the semi-rural setting as well as impact on residential amenity. An alternative design concept was considered in consultation with the Council, NCC and the local community/other stakeholders with the provision of a north/south link (i.e. the future WWHAR) passing through the middle of the site to provide a boulevard link with housing either side. However, this was not a practical option given the elevated position of the A47 (north of the site) compared to the south boundary, some 9m lower. Following consultation, the current design with the north/south link road (future WWHAR) to the east of the site was therefore considered the best practicable environmental option to secure the development objectives for the site.

The planning policy chapter provides the latest updates through national and local changes including updated NPPF’s, NPPG, National Design Guide, the adoption of the SADMPP and Neighbourhood Plan and more recently commentary around the Local Plan Review.

Socio-economics

The proposed development would deliver 1110 new homes to meet local housing demand, with a mix of 1 to 5 bedroom homes. The proposal would provide policy compliant affordable housing subject to viability (covered later within the report). This would contribute to overall housing supply within the Borough as well as increasing the labour force through residents being economically active and employed. In turn, associated household income arising as a result of the dwellings contributes to sustaining local businesses, and in turn local employment.

A new 2 FE primary school is proposed at the centre of the development with contributions to the existing West Winch Primary School, Secondary and 6th Form. It is not anticipated that the development would adversely impact on existing schools.

It is not anticipated that the proposed development would have an adverse impact on existing health services. A local centre is proposed with the provision of a community facility which subject to commerciality, could be used for health services purposes. Further community centres are proposed within the wider growth area and therefore overall the impact would be neutral.

The proposed development provides 11.25ha of informal open space and 2.2ha of dedicated sport pitches which will be beneficial to existing and new residents and bearing in mind landscape and connectivity parameter plans, has linkage to existing settlements and to the wider growth area.

In terms of employment and economic benefits during the construction phase and beyond, it is anticipated that additional jobs will be created through direct and indirect employment during construction and operation phases. Additional employment opportunities would be created through the provision of education and healthcare facilities as well retail/business opportunities within each local centre and within the wider growth area.

Overall, the socio-economic impacts of the proposed development are positive

Transport

A transport assessment (TA) was originally prepared in 2013 and updated in 2016 and 2017 resulting in ES amendments in 2016 and 2018. Further updates to the TA have been undertaken in 2021, again resulting in a revision to the ES Chapter 8 Transport.

The chapter assesses the likely environmental effects of the development in respect of traffic and transport taking into account the original TA and associated updates thereafter. The TA contains a more detailed analysis of the transport aspects of the proposal, in particular, a thorough analysis of the traffic effects and driver delay potentially caused by the development. It also deals with severance (perceived division that can occur within a community when it becomes separated by a traffic route), pedestrian/cyclist amenity (fear/intimidation), residential amenity, accidents and safety and public transport provision.

The conclusions of the ES and TA (and amendments) have consistently been that with sufficient mitigation proposed to accommodate additional traffic and the associated impact on the surrounding network, the development would not adversely affect the highway network and environment. Given design changes throughout the life of the application as well as the advent of the County Council's road project with designs for the housing access road (now the WWHAR) to serve the wider growth area with its own parallel traffic modelling, additional modelling was undertaken in 2020 and consulted upon. West Winch Parish Council also commissioned its own assessment of the applicant's 2020 TA by Create Consulting specifically relating to the impact of the development on the A10.

In addressing comments, the applicant commissioned a further 2021 update to the TA (and included in the 2021 ES addendum) covering updated modelling scenarios (for the A10, A47, Hardwick Roundabout) and other local junctions) requested by the Borough Council/NCC including:

- 2021 committed plus Phase 1 of the development (up to 300 homes);

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- 2034 committed plus full development (1110 homes plus 500 homes at Metacre site (18/02289/OM));
- 2039 full build out of the wider West Winch Growth Area (up to 4000 homes)

In addition, the site access (A10 roundabout) ARCADY model ((Assessment of Roundabout Capacity And Delay) has been amended as a result of the Create Consulting comments to include:

- Traffic demands being refreshed to use 2018 data;
- HGV turning proportions being reviewed;
- The DIRECT method being used in ARCADY (splitting the site traffic into 15 -minute segments using HGV proportions from the 2018 data);
- The evaluation of the impact of unequal lane usage;
- Effective flare lengths checked to ensure it is appropriate (tested at 30m on all approaches to roundabout)

Consistently, it has been found that the A10 with mitigation, can accommodate the development with a limit of up to 300 dwellings (including construction vehicles) accessing the site from the A10 before an east-west road links the A10 to the A47 thereby providing two access points for the development. The modelling shows that overall the proposed development is predicted to have minimal impact on the operation of existing junctions in the 2021 Phase 1 (up to 300 dwellings off the A10) scenario and 2034 committed plus full development scenario (two access points) for am and pm peak periods. In the 2039 scenario (up to 4000 homes), relies on the provision of the WWHAR. Whilst the applicant modelled all junctions (using data received from the County Council's consultants WSP), it noted that the A47 access roundabout is predicted to operate at over capacity. However, the WWHAR project was ongoing and refinements were made to ensure that the A47 access roundabout works in a satisfactory manner in 2039 and with all 4000 homes occupied.

In conclusion, the residual effects of the development in traffic terms during the construction phase are minor temporary adverse (means negligible magnitude and low sensitive) for changes in traffic flows, severance, driver delay, pedestrian/cyclist delay and amenity, pedestrian/cyclist fear/intimidation, and impact on residential amenity. Mitigation would be in the form of Construction Environmental Management Plan, Construction Traffic Management Plan, diversion of HGVs to the A47 away from built and occupied phases as well as contributions to junction upgrades, WWHAR provision, traffic calming etc. Accidents and safety would have a neutral effect.

In terms of the operational phase, changes in traffic flows, severance and impact on residential amenity would identify a minor adverse residual effect (i.e. slight impact) but with the promotion of sustainable transport measures (travel plans etc) as mitigation. Impacts on pedestrian and cyclists would become neutral based on active travel principles of safe cycling and walking networks, additional pedestrian safety measure on A10 (signalised crossing) etc. as mitigation. Public transport provision however, when diverted through the site at a suitable point would be result in a minor beneficial effect.

Overall, it is considered that the proposed development would not have an undue impact on the existing transport network subject to the aforementioned mitigation measures and limit on the number of dwellings occupied that would access the site from the A10.

More recently, additional information in support of the application (that does not change the conclusions of the ES) has also been submitted which compares the Local Plan Examination Transport technical documents (including A10 Headroom capacity analysis) for the wider

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growth area with the evidence submitted to support the Hopkins planning application. In addition, updated 2022 traffic surveys for the A10 have been used to remodel the capacity of the proposed A10 roundabout. In summary,

- The transport evidence has confirmed need for the WWHAR to support the WWGA, it has also confirmed that the Hardwick Green site can be delivered without the WWHAR, but with access points to the A10 and A47.
- The new transport evidence validates the conclusions of the Transport Assessment work and does not change the findings of the Environmental Statement accompanying the planning application.
- The TN has replicated the headroom analysis and demonstrated that there is residual capacity to accommodate the 300 dwellings on the A10 as part of the first phase of the Hardwick Green development.
- The junction modelling using updated trip rates for the Hardwick Green site has indicated the proposed roundabout with the A10 is likely to operate within capacity for the peak periods and scenarios modelled.

Ecology

There are five internationally important wildlife sites within 10km (The Wash & Roydon Common) and four nationally important site within 5km (Bawsey, Blackborough End Pit, River Nar and Setchey SSSI's), three of which are noted for their geological interest only. Additionally, there are 5 non-statutory designations (Adj River Nar, Brook Watering Meadow, Rush Meadow, Sheep's Course Wood, West Winch Common County Wildlife Sites). Other than Sheep's Course Wood CWS none of these sites are likely to be affected by the proposed development.

The site contain grassland, scrub, hedgerows and several ponds. Site surveys were undertaken in 2012, an extended Phase 1 habitat survey in 2016 and further full survey work in 2021. The original 2013 ES and 2016 update concluded that the proposed development would have a neutral impact on ecology following mitigation. However the updated 2021, advises that there has been a slight change to grassland, invertebrates and breeding birds. In terms of impacted habitats and species found, the following have the potential to be affected by the proposed development:

Habitat: Sheeps Course Wood CWS; Grassland G1 to G4; Broadleaved semi-natural woodland; scattered trees and scrub; hedgerows and standing water (ponds) and swamp (reedbed)

Species: Great Crested Newt; breeding birds; wintering birds; invertebrates; Badger; roosting bats; foraging and commuting bats, Water Vole; and Reptiles

Embedded primary ecological mitigation within the design includes:

- Retention of approximately 2.85ha of Deciduous Woodland HPI (Habitats of Principal Importance) at the south-east boundary, and the positive effect this creates by buffering Sheep's Course Wood CWS (off-site to the east) from the impacts of development.
- Retention of approximately 1.55ha of Deciduous Woodland HPI at the south boundary, and of approximately 290m of Hedgerow HPI (H3 and H4) in the west.

- Retention of ponds P1, P2a, P2b, P8 and P9 (some of which are HPI), and of Reedbed HPI associated with P2a/P2b, and the creation of five areas of wetland habitat in the form of attenuation basins.
- Retention of approximately 5.10ha of mixed habitats in the north of the Site and along the north-east boundary, including its enhancement as part of the landscape and ecological strategy for development

In addition, a Construction Environmental Management Plan (CEMP) will detail procedures for the avoidance for various environmental impacts during the construction phase. A Landscape and Ecological Management Plan (LEMP) would ensure that mitigation proposals and the habitats within them, such as trees, woodland. Deadwood habitats, grassland and scrub are managed and maintained in the long term.

Mitigation would include:

- Translocating grassland habitat features from the south to the north of the Site, and creating new flower-rich grassland;
- Enhancing and improving the management of retained woodland;
- Planting native species-rich hedgerows, scrub and trees;
- Designing new attenuation basins to meet the habitat requirements of great crested newt in particular and wildlife more generally;
- Retaining, creating and managing flower-rich grassland, scrub-fringe habitat and deadwood resources for the Site's invertebrate assemblage;
- Creating habitat piles, hibernacula, nest boxes and roost boxes;
- Provision of dedicated access routes through retained/created habitat for future residents, alongside interpretation signage and household information packs;
- Installation of road underpasses and warning reflectors for badger; and
- A translocation of great crested newts and reptiles from the proposed development Site to a receptor site(s) of similar character, preceded by habitat enhancements to increase the carrying capacity of the receptor site(s).

In summary, the 2021 update concludes that the proposed development would have a neutral impact at the operation stage of the development (i.e. when built) but that during construction, moderate impact would be caused on breeding birds, grassland habitats and invertebrates. It is therefore concluded that environmental effects on ecology overall would be minor adverse.

Air Quality

This chapter is updated by the 2021 ES Addendum.

An assessment of air quality at human and ecologically sensitive receptions adjacent to the site and surrounding network have taken place incorporating receptors adjacent to Constitution Hill, Main Road, West Winch Road, London Road and the A149 Queen Elizabeth Way as well as the site itself.

No additional Air Quality Management Areas (AQMA) have been declared and the existing AQMA Railway Road and Gaywood Clock remain. Continuous monitoring and diffusions tube measurements indicate mean nitrogen dioxide (NO₂) levels remain stable (and if anything decreasing) and within the Borough Council's air quality strategy objective of 40ug/m³.

During the construction phases, potential impacts include dust and PM₁₀ (particulates) however that this can be mitigated through a CEMP, best practice measures including

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emission reduction, re-routing of construction traffic from the A10 post occupation of 300 dwellings to the A47 access etc. As such it is concluded that there would not be any significant residual impacts on nearby properties (minor negative/neutral)

During the operational phase, impact has been reassessed using the latest ADMS -Roads dispersion model and concludes that the proposed development would not have a significant effect on local air quality in terms of human health at existing receptors or new receptors. It is concluded that the residual effect would be neutral. The development proposes active principles including sustainable transport measures as well as a travel plan to further mitigate against air quality issues.

It is also concluded that the impact of the proposed development on ecology would not be significant.

Noise

This chapter has been updated in 2016, 2018 and now 2021 as a result of policy, legislation and design changes and further work on the WWHAR but there have been no substantial changes in terms of overall conclusions.

The main source of noise affecting the land parcel and associated inhabitants is road traffic noise. Noise modelling results indicate that noise risk in most areas is low, rising to medium in worst affected areas at the boundaries of the site i.e. the A10, A47, WWHAR.

Noise levels that calculated at representative receptors fronting on the A10, A47 and WWHAR at a height of 1.5m – 4m above ground level representing living and bedroom areas respectively would achieve the internal ambient noise levels criteria defined in BS 8233:2014 (assuming windows are closed) at all assessment locations except at the eastern boundary of the development adjacent to the proposed A47 roundabout. However, if windows are opened in these locations, they would exceed the BS 8233:2014 criteria without mitigation. Mitigation during the construction stage (for existing and proposed residents) would include a Construction Environmental Management Plan (CEMP) following construction best practice measures such as construction activities confined to certain times of the day, methods of work and vehicle routes selected to minimise noise and vibration impact etc. The residual effect is therefore concluded as minor negative. During operation, mitigation would include passive ventilation systems and thermal double glazing only to houses fronting the A10 and A47/WWHAR; internal layouts to consider the location of the lounge and bedroom windows; the site layout to consider the orientation of residential buildings to reduce sight lines to the A10 and A47/WWHAR. The residual effect is therefore concluded as neutral.

In terms of outdoor space, the areas surrounding the A10, A47 and WWHAR would exceed the upper noise limits for outdoor space (55dB LAeq, 16 hour) but again to ensure that noise levels are within acceptable limits, mitigation is proposed such as orientation of residential buildings to reduce sight lines to the A10 and A47/WWHAR (i.e. rear gardens shielded etc).

The proposed primary school would be located centrally within the development and therefore would be shielded from direct line of sight of the A10, A47 and WWHAR and therefore internal and external noise levels should satisfy BB93 guidance noise levels (acoustics of school guidance noise levels).

Overall, any potential adverse impacts can be mitigated through the design process and using best practice measures.

Landscape & Visual Assessment;

The site and the surrounding area does not fall within any national or local landscape designations.

The Landscape and Visual Impact Assessment (LVIA) has identified that the proposal considers the features of the site and its surroundings. This includes the field ponds, hedgerows and associated trees, which will be largely retained wherever possible. Only moderate and moderate to minor adverse residual significant effects are predicted to remain following the implementation of the development.

The Zone of Theoretical Visibility (ZTV) is relatively contained and in the long term there are no points where the development could be seen in its entirety given the topography and existing built form. It is predicted to have moderate adverse significant effect on views from the windows and gardens that face the east of the properties associated with Babingley Place (Ref 4), on the southern windows of the semi-detached properties to the north of Constitution Hill (Ref 1) (which will be demolished in the long run to facilitate the dual carriageway to the A47 and sections of Constitution Hill (A47). Also, a moderate to minor adverse effect on the views from the properties located to the east of Main Road, central (Ref 7), Brook Farm (Ref 15), properties located in North Runcton to the north of Rectory Lane (Ref 16), and the public highways of Main Road (A10), Rectory Lane and Public Rights of Way A and G. What should be noted however is the proposed additional green infrastructure to the boundaries of the site as identified on the proposed land use parameter plan and further, that the impact on residential properties can be reduced through site layout and sensitive choice of dwelling type within those areas.

The landscape design response would pay due regard to the careful retention and enhancement of the existing characteristic landscape elements. This would help to ensure that the development relates to and integrates with the current surroundings, provides a mature landscape setting and reduces the effect on the identified receptors visual amenity.

Water Resources: Flood Risk & Drainage;

This chapter was updated in 2016, 2018 and 2021.

The site is located in Flood Zone 1 (fluvial flood risk) and also has a low probability of flooding from most other sources from mechanisms such as ground water, sewer and artificial water bodies. Notwithstanding this the main parameters for the flood risk and drainage strategy for the site have remain consistent in approach through all addendums i.e.

- Overall site dimension, and its division in different catchment areas;
- Proposed outfall locations, and hydraulic authorities (e.g. IDBs, Anglian Water etc), which will be responsible for dealing with the flow coming from the site;
- Maximum permitted discharged rates, as they were agreed with the Environment Agency and NCC;
- Use of SuDS features to retain water volume before being discharged downstream the site;
- Foul water to be discharged into Anglian Water existing assets in the vicinity of the proposed development.

The principles of the surface water drainage strategy have been accepted by the LLFA and the IDB however queries remained regard the discharge off site to the west. Since then, additional clarification and supporting information has been submitted by the applicant to further consider the route to follow downstream from the site. The focus has been to find a

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viable route to discharge the surface water flow from the western catchment area of the site, which ultimately ends into the East of Ouse, Polver & Nar Internal Drainage Board. The latest iterations identify three options for offsite surface water drainage:

- Option 1 – Discharge to Punny Drain via ditch network by gravity (original solution);
- Option 2 – Discharge to Punny Drain via new sewer connection by gravity;
- Option 3 – Pump flows south to connection identified by the Metacre application (18/02289/OM)

Each option has a prospect of success and are subject to further investigation but they are consistent with the main principles of the drainage strategy outlined with the ES (all iterations) and provide betterment off site. The residual impacts of the development, with relevant mitigation as identified above as well as best practice measures contained within a Construction Environmental Management Plan, remain neutral for foul water, water quality and storm water and minor positive for flooding (given the offsite options proposed).

Minerals and Ground Conditions;

This chapter reports on the effects of the development in relation to minerals and ground conditions.

The site is effectively greenfield and has been farmed. Geo-environmental studies of the Site have been undertaken and confirm that the development would not lead to ground instability or loss of mineral potential with the submission of a Sibelco report that confirms that the site would not be viable for silica sand.

To further minimise the potential environmental effects on ground conditions, the following specific measures are proposed to be incorporated into the design:

- An efficient system for the collection of storm and foul water from the site and conveyance to an appropriate receptor.
- Measures to remove background contaminants from surface water drainage prior to discharge and to contain any accidental liquid spillages at the site.
- Agreement of a CEMP for the construction phases.

The residual effects of the proposed development therefore remain neutral subject to the mitigation proposed along with any other conditions attached to a permission regarding contamination investigation and remediation.

Archaeology;

The site is not located in a Conservation Area and has one Listed Building, The Old Mill (Grade II Listed) to the south of the site. In terms of archaeology, the site has been shown to have archaeological potential for remains of Romano-British and medieval date. This is based on the identification of remains (through partial field evaluation) associated with Roman metal working and medieval settlement evidence at its boundaries. Geophysical survey has identified magnetic anomalies representing probable archaeological remains forming a large enclosure within the central northern part of the site and possible further archaeological remains in the same area and in the west.

The development would require intrusive groundworks during construction which have the potential to damage the below-ground archaeological remains existing in the site (major adverse effect). However, this can be mitigated through further field evaluation and full and detailed recording of any archaeological remains that exist within the site. It may also be

considered that the opportunity to carry out such archaeological work has certain beneficial aspects as it allows the study of the archaeology of this particular location.

The effect on the historic landscape is considered to be minor adverse. Elements of the development, such as the retention and enhancement of existing vegetation at the margins of the Site, and in its south-eastern corner, will help to mitigate against any such effects. Similarly, the impact on the setting of the Listed Building can be mitigated through sensitive design and enhanced landscaping.

Whilst there is clearly some impact, it is not considered that the proposed development would adversely affect archaeology, historic landscape or historic buildings.

Utilities;

Given that this proposal forms part of a wider 192ha allocation for growth, the relevant suppliers have been consistently consulted through the Local Plan and planning application processes.

In mitigation of the potential effect, all service companies have been involved in developing preliminary supply strategies for the site. Overall supply capacity and phased load increase assessments have been prepared from which the supply companies are able to assess the necessary provision. The supply companies are now well advanced with assessments and preliminary proposals to reinforce networks, where necessary, to ensure that the supply demands of the development and on-going requirements are met. Further consultations are carried out at each phase (submission of reserved matters) and will continue to do so when applications are submitted in the wider growth area..

The assessments completed do not identify any significant adverse impacts that would result from the development as and as a result the residual impact remains neutral.

Agricultural Land;

The land and soils of the have been surveyed and are shown to contain 19ha of agricultural land, of which 12.2ha has been assessed to be best and most versatile land in Grade 2 and Subgrade 3a. In terms of national planning policy, the loss of this agricultural land will be an adverse effect of minor significance. It is not possible to mitigate against the loss of agricultural land. It must be noted that this site is part of a wider allocated growth area which has been determined as acceptable for residential development.

Soil resources would be widely disturbed by the development. The soils at the site have several specific attributes including agricultural utility, water retention and ecosystem services. Provided that agricultural soils are handled and stored in accordance with best practice, the value of the displaced soils will be retained and can be used within the overall development for engineering and landscaping purposes. The other soil attributes found at the are not considered to be significant and, as such, the impact of the Proposed Development on the soil resource is neutral.

Agricultural land within the Site is in arable use, with the land split between two farm holdings. Part of the land is rented to a long-term tenant, whose main farm holding is 10km distant from West Winch. The other land is owner-occupied and farmed by contractors with the holding adjacent to the site. As both parcels of land are only small proportions of the overall farm holdings, their loss would not have a significant effect on the operation of either farm enterprise. As such, the impact of the development on farm holdings has been assessed as neutral.

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Conclusion

The cumulative impact of the development has been considered within each chapter. A summary of the likely significant effects of the proposed development, summarising the main effects, mitigation and residual effects is contained in Appendix A. However, the overall effects of the development are considered to be neutral.

Principle of Development:

Policy context

This proposal is for housing development on land which forms part of the West Winch Housing Growth Area. This strategic growth area is a sustainable urban development adjacent to King's Lynn, the Borough's largest and most sustainable settlement. The growth area is longstanding and forms a key part of the current Development Plan (or Local Plan) which comprises the Core Strategy (CS 2011) and Site Allocations and Development Management Policies (SADMP 2016), the North Runcton & West Winch Neighbourhood Plan (2017). In addition, the West Winch Growth Area Framework Masterplan Supplementary Planning Document (2023) is a material consideration in the determination of this application. The Borough Council has prepared a new Local Plan which seeks to carry forward the West Winch Housing Growth Area as a strategic allocation. This emerging Local Plan is at the examination stage. The Main Modifications for the majority of the emerging Local Plan is underway, and adoption is currently anticipated within this financial year.

The main issues identified with the application are whether the proposed development would adversely affect the free flow of traffic on the A10 and whether there would be an adverse impact on heritage assets. Other key matters relate to form, character and landscape matters, the impact on ecology and biodiversity, flood risk and drainage, air quality and noise matters and ensuring that infrastructure and necessary contributions are secured by legal agreement.

The current Development Plan provides a comprehensive planning policy framework for which the proposal and its acceptability should be gauged. The planning proposal, and its supporting documents, in combination with statutory consultees and third parties' representations have been very carefully assessed to ensure that the proposed scheme will satisfy the key policy criteria identified and ultimately constitute sustainable development.

The most relevant policies of the Development plan include Policies CS03, CS08, CS09, CS11, CS12, CS14 of the Core Strategy, Policies DM15, DM16, DM19 E2.1 of the Site Allocations and Development Management Policies Plan, GA01 – 10 and WA04 and WA07 of the Neighbourhood Plan. Policy E2.1. provides a criteria based approach for the assessment of applications submitted within the Growth Area and Policies GA01-10 are consistent with the requirements of that policy.

Overall, the Development Plan is considered to be up-to-date chiefly as it is considered that the policies remain broadly consistent with the aims of the National Planning Policy Framework (NPPF). Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF must be taken into account in preparing the development plan as decision making and is a material consideration in planning decisions.

It is considered that full weight should be applied to the Development Plan and its policies with the following two exceptions where specific identified aspects of those policies should be afforded limited weight. The first is part of CS08 Sustainable Development which states that new development should reduce their predicated C02 emission by at least 10% for developments of 10 or more dwellings, and development of over 100 dwellings 20% will be

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encouraged. The Building Regulations have been updated since 2011 when CS08 was adopted. The Government set out in the 13 December 2023 Written Ministerial Statement Planning - Local Energy Efficiency Standards Update that they do not expect plan-makers to set local energy efficiency standards for buildings that go beyond current or planned building regulations. The second is elements of CS12 Environmental Assets which was adopted in 2011. Here the statutory requirement for 10% Biodiversity Net Gain (BNG) has been introduced through the Environment Act (2021) for applicable development. These matters may be dealt with in the context of policy advice contained in the NPPF, which is a material consideration.

On the 30 July 2024, Government published a consultation seeking views on their proposed approach to revising the National Planning Policy Framework (NPPF) to achieve sustainable growth in the planning system. Alongside this the Written Ministerial Statement (WMS) 'Building the homes we need' was made. The WMS is capable of being a material planning consideration as part of decision making now. Within the consultation material and the WMS, there is a clear focus on housing growth and the need for all local planning authorities to play their part in ensuring enough housing to meet the need is provided. Taken as whole, the direction of travel is for greater housing growth required to meet the need and that this is amplified by the current housing crisis. The planning application for up to 1110 homes along with the provision of up to 4000 homes within the wider Growth Area is entirely consistent with this statement.

Key requirements of the Growth Area

The application has been lodged with the LPA since 2013 and the applicant has responded at every point to changes in policy requirements with the adoption of the SADMPP (particularly in relation to Policy E2.1) and West Winch Growth Area Framework Master Plan SPD. Key requirements of those documents are the preparation of an Infrastructure Delivery Plan for the Growth Area and the requirement for a road linking from the A47 (from a point to the west of Sheeps Couse Wood) connecting to the A10 south of West Winch (near the Gravel Hill Lane junction).

This road project is known as the West Winch Housing Access Road (WWHAR). Hopkins Homes (the applicant) and associated landowners have been fundamental in bringing forward this scheme with land for the WWHAR being secured by legal agreement. Financial contributions set down within the IDP contribute to the provision of this road and associated local highway improvements.

Since December 2017, Norfolk County Council (NCC) and the Borough Council have been working in partnership on scheme development and planning for the WWHAR to ensure its delivery at the earliest opportunity. This includes partnering with Homes England to secure "up front" funding (to be repaid via developer contributions) The A10 was designated Major Road Network (MRN) status by the Department for Transport (DfT) when this new tier of roads was established (between national and local road networks). MRN was established in recognition of the importance of regionally important roads, with objectives that include opening up opportunities for new housing and to stimulate and support sustainable local growth.

Given that the WWGA is the only strategic housing development in the west of the County, the proposed bid for MRN funding gained significant support. In March 2021, NCC submitted a Strategic Outline Business Case (SOBC) for the WWHAR to the DfT. In July 2022, DfT confirmed that the WWHAR scheme had been approved to progress to the next stage which saw the Outline Business Case (OBC) developed and submitted to the DfT in September 2023. Based on the current delivery programme for the project, it is anticipated that NCC will progress to Full Business Case in Autumn 25 with approval by early 2026 to enable the start

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of construction. Alongside this, NCC prepared and submitted a planning application for the complete WWHAR project in December 2023 which is currently being considered by the County Planning Authority and is hoped will be determined by the end of 2024. Construction is proposed to start in 2026 with the new road opening expected by the end of 2027.

Summary

The proposed development has evolved overtime and responded at every policy change to be consistent with the Development Plan and national policy context. The culmination of the combined efforts of public sector partners and the applicant and associated land owners in resolving key infrastructure issues means that the application is now at a point where it is possible to say permission should be granted, particularly given that it has been shown that the development is acceptable in transport terms.

Whilst third parties, Parish Council's and the CPRE argue against the principle of developing on agricultural land, that no housing development should occur in advance of the WWHAR opening or indeed in advance of the adoption of the new Local Plan, prematurity is very unlikely to justify a refusal given that extant policies are considered up-to-date and the proposal is consistent in with policy at an advanced stage of the Local Plan Review process,

Impact on the highway network:

Policy E2.1 of the SADMPP and Policies WA09, GA01, 03, 06, 07 and 08 of the NP require a new north-south road linking the A47 in the vicinity of Sheep's Course Wood to the A10, near Gravel Hill Lane; traffic calming measures to the existing A10, local highway improvements and suitable public transport and pedestrian/cyclist facilities to ensure the development is sustainable. The applicant has sought to comply with these requirements by:

- Safeguarding land for the provision of the northern part of the WWHAR and connection to the A47 along with land safeguarded for the dualling of the A47 up to Hardwick Roundabout and associated alterations;
- Provides early traffic calming measures including the provision of a signalised crossing in the vicinity of the application site (to the County Council's specification), and contributions to local junction upgrades;
- Provides a suitable road network through the site to facilitate public transport along with circular footpath and cycle routes as well as the ability to link into wider cycle routes as identified by the Kings Lynn Walking and Cycling Infrastructure Plan and provides sustainable transport contributions
- Considers phasing of development to limit the impact on the existing A10 with development starting in the west adjacent to The Winch Public House, with an estate road leading east-west through the site to link with the A47 no later than the occupation of the 300th dwelling;

Traffic impact and Modelling

NCC (the Local Highway Authority (LHA)) and National Highways consider that the development is fully acceptable in transport terms and that with suitable mitigation (as outlined above), in particular limiting the number of dwellings accessing the A10 in advance of a second point of access to the A47, would not give rise to severe harm in the context para 114 of the NPPF.

The Parish Councils' and third parties however disagree and consider that the development would make it worse for residents, pedestrians and cyclists and query the accuracy of

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transport modelling and available capacity of the A10. They consider that no development should commence in advance of the WWHAR opening and that there is a lack of road and public transport infrastructure in and around King's Lynn. In addition, West Winch Parish Council commissioned its own report by Create Consulting which criticised some of the technical evidence submitted by the applicant.

In terms of traffic impact and modelling, the LHA considered that the Parish Council had raised valid points in certain parts of the report and therefore the applicant took account of the relevant recommendations in its 2021 TN update refreshing and updating traffic data, along with HGV proportions, and technical matters relating to roundabout modelling. Further clarification has been provided more recently (2024) to check there is parity between the LHA, BCKLWN and the applicant regarding assumptions made around the available capacity on the A10 and modelling of the proposed A10 roundabout.

In terms of updated trip rates using 2022 data, it has been determined that the predominant trips emanating from the site given employment, services and facilities and location of schools are 70% northbound and 30% southbound. Analysis is focussed on the AM peak periods as people need to get to work/school etc and the northbound flow is expected to be the more critical for journeys starting/ending in West Winch. It has been demonstrated that 81 vehicles would travel north towards King's Lynn in the AM peak period thereby operating within the residual A10 capacity of 94 vehicles. In terms of the PM peak period, the development would likely yield 34 vehicles which can also be accommodated within the residual capacity of 115 vehicles travelling northbound. The A10 would therefore operate within capacity.

The King's Lynn Transport Model (covering King's Lynn and West Winch areas) has also demonstrated that the proposed development (Hardwick Green) can be delivered with only the A10 and A47 access points (including the first phase of the WWHAR) and anything over 1110 dwellings in the Growth Area would require completion of the WWHAR.

Overall, the updated evidence by the applicant indicates that a limit of 300 dwellings trigger point for dwellings accessing the A10 before a second point of access is provided through the site to the A47 including the first phase of the WWHAR remains appropriate. Having assessed all information, the LHA and National Highways confirmed that these technical documents can be relied upon for assessing the impact of the development in transport terms along with associated mitigation.

Sustainable transport measures and pedestrian/cycle links

In accordance with the Policy E2.1 and WA09, GA01, 06 and 07, and the WWGA Framework Master Plan, the Movement Parameter Plan and the DAS demonstrates circular networks through the site, connectivity to open spaces, links to the wider countryside facilitating the use of off-site public footpaths and provides road hierarches that are also safe for pedestrian/cyclists in accordance with active travel principles. Further linkages are shown to the A10, to the north linking to Hardwick roundabout and to the south of the site to linking with the wider growth area. There are also opportunities at the northern end of the site in terms of future connections outlined with the King's Lynn Local Cycling and Walking Infrastructure Plan (LCWIP). The east-west estate road linking the A10 to the WWHAR/A47 enables a route for a public transport provider and given its meandering route, is designed to avoid being used as a short cut (or rat-run) between the two roads. The applicant is also contributing £500 per dwelling as a sustainable transport contribution which will fund both a travel plan and contribute towards enhancing bus services within the locality. The Local Highway Authority considers that the on-site provision is acceptable.

Off-site, residents, the Parish Councils and KLWNBUG have raised concerns regarding crossing the existing A10 as well as ensuring adequate provision for pedestrian/cyclists on

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and off-site with linkages to public rights of way. The applicant will contribute to the delivery of early traffic calming measures (£268, 000) including a signalised pedestrian/cyclist crossing to the A10 (approx. £165, 000). The A10 roundabout would also be designed to ensure that pedestrian access to and from the development is not compromised as required by the LHA. The contributions to the wider growth area including the WWHAR will also facilitate mitigation measures. There are no public rights of way on site and whilst there have been suggestions made by the NCC PROW Team to provide upgrades to the northern end of North Runcton RB3 and facilitate a link to a future connection using the disused railway line to the north of the site, these features are not necessary to make this development acceptable and are part of a wider aspiration that can be addressed via the LCWIP. Again, no objection has been raised by the LHA including the NCC PROW Team subject to detailed design and mitigation advanced above.

Summary

Transport matters, particularly the impact on the A10, remain contentious when existing residents experience some congestion, delay and associated amenity issues. However, securing appropriate details and measures through the conditions and legal agreements including securing land for the WWHAR and contributions to its delivery and other sustainable transport mitigation, the development compiles with the NPPF, Policy CS11 of the CS. Policy E2.1 and DM15 of the SADMPP, WA09, GA01, 03, 05, 06, 07 and 08 of the NP.

Heritage impact:

Policy CS12 of the CS requires development to protect and enhance the historic environment. Policy E2.1 requires a heritage assessment to be undertaken that identifies any heritage assets including archaeology that are potentially affected by the proposal including any mitigation. Whilst the aforementioned policies are consistent with paragraphs 200 and 201 of the NPPF in regard to the submission of detailed technical reports and assessment, they lack the detail and clarity particularly in the light of paragraphs 205 and 206 where great weight should be given to a heritage assets conservation irrespective of whether this harm amounts to substantial, total loss or less than substantial harm and in addition, any harm (at whatever level) should require clear and convincing justification. Non designated heritage assets of archaeological interest should also be considered subject to the policies of designated heritage assets. This is a material consideration when assessing heritage impact.

The applicant has submitted heritage assessments identifying any potential impact on built assets as well as undertaking additional trial trenching and geophysical survey work for archaeology. Both the Council's Conservation Officer and NCC Historic Environment Service (HES) find those assessments acceptable and fit for purpose in considering impact and appropriate mitigation. No objection is raised by Historic England.

Built heritage

There are no listed buildings or conservation areas that would be directly affected by the proposal. West Winch Mill (Grade II listed) is located approx. 270m to the south of site. Whilst not directly affected, the impact would be on the Mill's setting.

Whilst "setting" is not a heritage asset, the Mill's significance is drawn in part from the proximity to open agricultural land and while the sails and cap are no longer present, it is still a striking landmark across some distance – a key view being across the landscape from St Mary's Church (to the south). Viewpoints from the north looking south along the A10 demonstrate that the Mill sits in the context of existing built form interspersed with field networks and landscaping. Given the topography of the land, viewpoints from the south looking north towards the Mill, demonstrate that the Mill is sat on a high point with a deliberately landscaped buffer.

The parameter plan shows the proposed A10 roundabout sitting in landscaped areas with the built form (lower density and heights in these locations) set back from the edge of the A10 maintaining the softer western edge. Uses such as existing and proposed landscaping, attenuation features and green infrastructure such as sports pitches are proposed to the southern edge of the development helping to assimilate the development so that the impact upon the setting of the designated heritage asset would be minimised. Further work would be undertaken during the design of each phase of the development to ensure that key views are maintained of this building are maintained and to ensure that the setting is not compromised.

The impact of the proposed development can be satisfactorily mitigated and given existing and reinforced landscaping as shown on the parameter plans as well as the separation distance from the site to the heritage asset (which includes built form), the development would only cause very limited less than substantial harm to the Mill's significance. In accordance with Paragraphs 205 and 206 of the NPPF, the LPA is required to give great weight to the harm caused to the heritage asset and it has done so by weighing the harm of against the public benefits of the proposal. In this case, the public benefit of providing much needed housing, including affordable housing, employment uses and associated infrastructure, contributing to and providing the first phase of the WWHAR and other highway improvements in accordance with a long standing strategic allocation of the Development Plan outweighs the less than substantial harm caused to the heritage asset in accordance with Paragraph 208 of the NPPF. The proposal is therefore in accordance with the NPPF, Policy CS12 of the CS and Policy E2.1 of the SADMPP.

Archaeology

Initial desk based assessments as well as field evaluation work (some geophysical survey and partial trial trenching) have been carried out on the site in accordance with the requirements of Policy E2.1. Whilst the eastern part of the site was not completed as a result of ecological constraints, sufficient evidence was submitted to the satisfaction of HES who raise no objection to the proposed development. Potential for archaeology within the site has been confirmed including the presence of Roman ditched-defined enclosures with important evidence of contemporary salt manufacturing. From the desk and field based evaluation that has taken place so far, it is very likely further heritage assets of a similar nature and significance would be found present in the un-surveyed areas of the site.

In terms of harm, the nature of construction activity is such that there is bound to be harm to the significance of such heritage assets but this could be successfully mitigated through an appropriate programme of archaeological work including the completion of the geophysical surveys and trial trenching prior to the submission of every phase of reserved matters. This would ensure that the nature and significance of archaeological remains can be fully considered through the design process. In terms of the impact on the historic landscape, retention and enhancement of existing vegetation at the margins of the site (particularly south and south east) as identified on the parameter plans would further mitigate any effects on historic hedgerows. As a result, it is considered that would only be low level less of than substantial harm caused to archaeological heritage assets.

In accordance with the NPPF, non-designated heritage assets of archaeological interest should also be considered subject to the policies of designated heritage assets and therefore the LPA has attached great weight to the harm caused by the development. However, as identified above, this site forms part of an allocated wider growth area where it has been determined that it is the most suitable location for growth for the Borough, providing housing, employment and associated infrastructure including the first phase of the WWHAR and other highways improvements. As a result, the public benefits of the development outweigh the

limited less than substantial harm to the non-designated heritage assets. As a result, the development complies with the NPPF, Policy CS12 of the CS and Policy E2.1 of the SADMPP.

Form, character and landscape:

Policy CS08 of the CS, Policy E2.1 and DM15 of the SADMPP and policies GA01, 05 and 06 of the NP, along with the WWGA Master Plan identify that the scale, form, character, design and mix of development densities must reflect local character and take into account the local topography and natural assets of the site.

The NPPF attaches great importance to the design of the built and natural environment and that “good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities (para 131)”. In addition, “plans should, at the most appropriate level, set out a clear design vision and expectations” (para 132).

Parameter plans, master plan and relationship with the West Winch Growth Area Master Plan (SPD)

Parameter plans submitted identify the key strategic master plan considerations for the site including movement, land use, building density and landscape and green infrastructure as described in detail earlier within the report. Such principles would be used to inform more detailed reserved matters applications. An illustrative masterplan has been submitted together with the Design and Access Statement (DAS) which provides a degree of comfort that the parameter plans can be used to bring forward a detailed scheme (s) which complies with the relevant policies of the CS, SADMPP and NP along with the WWGA Framework Master Plan in terms of design, density and development expectations, connectivity and transport, the provision of the WWHAR and to bring forward a sustainable community.

The number of dwellings proposed is 1110 homes which is consistent with Policy E2.1 which allows for up to 1600 homes in the current plan period. Housing mix identified range from 1 to 5 bedroom homes including affordable housing, the design of which would come forward at reserved matters stage. Other land uses proposed including the location and provision of a 2FE Primary School, a Local Centre (retail/and or community building), formal sports pitches and open space/green infrastructure and SuDS are consistent with broad framework set by the WWGA Master Plan and the infrastructure requirements of the IDP. Anticipated phasing for the development has been submitted which includes the approximate timescales for delivery of the development (10-15 years), the construction phases (of which there are 7 proposed) with the first phase (A) commencing between 2024 – 2029 and the last phase (C3) commencing between the years 2032-2034. However, given that this application is in outline form with a reserved matters yet to be submitted, should a planning permission be granted, an updated Phasing Plan would be required and conditioned accordingly.

As evidenced in the transport section, the assumptions around phasing would not change and the delivery of Phase A (the largest Phase in terms of land take and provision of residential units) would continue to be restricted to no more than 300 dwellings accessing the A10 before an east-west estate road links to the A47, thereby providing two access points to the site. It is very unlikely, given current timings, that any reserved matters would be permitted before the end of 2025, and with pre-commencement conditions being required to be discharged and an infrastructure first approach i.e. roundabout construction on the A10, early traffic calming and pedestrian/cyclist crossing, the likelihood is that housing construction would commence in 2026 (in conjunction with the WWHAR start). This would mean minimal numbers of housing constructed and occupied in advance of the WWHAR being delivered and opened in 2027.

Design and scale

Whilst a design code has not been prepared, the DAS (revised over time to update and reflect the National Design Guide), is detailed and sets out how the development can be brought forward detailing four indicative character areas: village core, village street, Hardwick Fields and Country Edge, reflecting different densities of development depending on the location. Densities across the site range from 25-30 dwellings per hectare (dph) to 35-40 dph. Higher densities would be concentrated within the central eastern area of the site around the local centre and estate road with density decreasing towards the perimeter of the site. Similarly, heights of dwellings correspond with density and would be limited to single storey to a maximum of 2.5 storey (as detailed earlier) depending on the location within the site but the 2.5 storey dwellings would be limited to justified areas within the centre of the site and key vistas with the remaining dwellings being single or two storey. Whilst a full assessment of the impact of new dwellings on existing neighbours adjoining the site (mainly to the A10) is not able to be made at outline stage, it is clear that careful placement of dwellings could occur at reserved matters stage to ensure that the relationship with existing residential dwellings remains acceptable in accordance with the NPPF, Policy CS08 of the CS, Policy DM15 of the SADMPP and WA07 and GA05 of the NP.

The DAS also considers other design matters regarding the road hierarchies (feeder(estate) road, access roads/minor access ways, mews/courts and county lane), green infrastructure and landscape framework, formal and informal open space etc.

Whilst third parties consider the development to be too dense, land must be used effectively (in accordance with Policy CS08 of the CS and the NPPF) to secure the relevant infrastructure needed, particularly to provide the WWHAR. Without housing growth, the WWHAR could not be provided. The design and scale of the development proposed corresponds with the design framework set by the SADMPP, NP and WWGA Master Plan. However, a more formalised overarching design code would be secured via condition and agreed prior to the submission of reserved matters to ensure that the principles of the DAS are developed further prior to looking at detailed phases in isolation. This ensures consistency in approach across the site and helps assimilate the development into the wider West Winch/North Runcton locality.

Landscape, visual impact and trees

With a development of this scale, it is inevitable that the development will be visible in the landscape as identified by third parties. The applicant has submitted technical evidence that considers the possible impact on landscape features, character and visual amenity from sensitive receptors with the main mitigation focused on retaining and supplementing landscaping, providing open space within limits on limit the height and density of development. Existing built form along the A10, topography and natural screening within the site does enable the visual impacts of the development to be lessened.

In terms of individual landscape features, the site contains no Tree Preservation Orders. Naturally regenerated trees have grown across the site most notably to the east adjacent to Sheep's Course Wood, and around the southern site boundaries. Sheep's Course Wood is the most important treed area located adjacent to the proposed development site It is a mature, secondary woodland, dominated by Pedunculate Oak (*Quercus robur*), and a county Wildlife Site (CWS2265). In addition, the Woodlands Trust's Ancient Tree Inventory has a few recorded Veteran Trees that are in or very close to being in the site, and two Ancient trees that appear to be within Sheep's Course Wood.

Notwithstanding the naturally regenerated (self-seeded) trees which have occurred over the life of the application, within the site, a total of sixty eight individual trees, one woodland,

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nineteen groups of trees, nine hedges and twenty six areas of trees were identified and surveyed in accordance with BS5837:2012.

The site contains three Category 'A' trees/landscape features including 2 oak trees and one area of woodland (oak, hazel, hawthorn & silver birch). This designation identifies fine specimens, but with minor defects or faults. There are thirty five Category 'B' trees/landscape features (where retention is desirable) on or associated with the site including native trees such as oak, hawthorn, silver birch, goat willow, elm, lime amongst others.

There are also 76 Category 'C' (lower quality/young trees) individual specimens and landscape features on site of similar species. These items are generally evenly dispersed throughout the site. They may include young trees, trees or landscape features of poor form, or specimens with no significant individual long term landscape or amenity value, but which in certain circumstances provide softening, screening and habitat benefits.

Five trees have been identified as Category "C/R". These items are either of such poor form that they will require removal in the near future, or their removal, whilst not essential for health and safety reasons, would be beneficial in other ways (e.g. aesthetically, for quality of life reasons, or for the cultural benefit of remaining specimens).

The remaining trees and landscape features are all Category 'R' specimens (features for removal). These items require felling for health and safety, cultural, or structural reasons, irrespective of the future use of the site.

The landscape parameter plan includes significant retention of existing landscape features and proposed additional landscaping/green infrastructure. The DAS also includes boulevard trees for the link road (WWHAR), feeder (estate) road, and include individual street trees where possible. The development would be framed by a connected series of green open spaces, and the masterplan includes enhancements to the transitional woodland (5.78ha) adjacent to Sheep's Course Wood and an ecological mitigation area to the north. The area of green infrastructure proposed is to comprise circa 19.9 hectares, and the site is to be bounded by 'green space' to the north, east and south.

The Arboricultural Officer raises no objection to the scheme subject to updated arboriculture reports including tree survey and implications assessments being produced for each phase of the development at reserved matters stage. Further that an overall landscape management strategy for the site is required which can be incorporated into design codes to ensure high quality and co-ordinated landscape design across the site and opportunities for including trees within the site drainage strategy.

It is considered that a development can come forward that would not adversely effect landscape features in accordance with the NPPF, Policy CS12 and Policies E2.1 and DM15 of the SADMPP and policies of the NP (WA01, 03, 05, GA02 and 05).

Impact on ecology and biodiversity:

Policy CS12 seeks to protect and enhance the natural environment creating a high quality environment for biodiversity where the design of new development should be sensitive to the surrounding area and not detract from the inherent quality of the environment. Policy E2.1 and DM19 of the SADMPP and Policies WA01 and 05, GA01 and 02 of the NP, the WWGA Framework Master Plan SPD require the submission of ecological assessments covering the impact of the proposals; mitigation, conservation and enhancement measures and associated net impact; habitat protection, informal recreation provision to minimise additional recreational pressure on designated conservation sites and associated contributions.

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Paragraph 180 of the NPPF sets out some overarching principles for conserving and enhancing the natural environment. With specific reference to biodiversity, LPAs should minimise the impacts on and provide net gains for biodiversity where possible. Insofar as biodiversity net gain (BNG), Policies CS12, E2.1 and policies of the NP are now out of date. There is now a statutory requirement for all planning applications (that are not exempt) to deliver 10% net gain in biodiversity under Schedule 7A (Biodiversity Gain in England) of the Town and Country Planning Act 1990, inserted by Schedule 14 of the Environment Act 2021. However, The Biodiversity Net Gain (BNG) Planning Practice Guidance confirms BNG has only been commenced for planning permissions granted in respect to an application made on or after 12 February 2024. Permissions granted for applications made before this date are not subject to biodiversity net gain. This application is not therefore subject to BNG.

The applicant has provided full and updated ecology surveys demonstrating consistency in findings since the submission of the application in 2013 up to 2021 and cover the impact of the proposals; mitigation, conservation and enhancement measures and associated net impact; habitat protection and informal recreation provision and contributions. In terms of local impact, particularly with regard to the site proximity to Sheep's Course Wood CWS, embedded ecological mitigation within the design retains deciduous woodland adjacent the CWS (2.85ha) and to hedgerows to the south boundary (1.55ha), retention of pond and the creation of wetlands in the form of attenuation features and the retention of 5.1 ha of mixed habitats to the north and north west of the site which would all be suitably enhanced. Specific mitigation would be provided for the worst affected species including translocation of grasslands from the south to the north of the site, habitat retention and enhancement in general and for specific species (e.g. great crested newts, bats, badgers, invertebrates, breeding birds etc). A Construction Environmental Management Plan (CEMP) will detail procedures for the avoidance for various environmental impacts during the construction phase and a Landscape and Ecological Management Plan (LEMP) would ensure that mitigation proposals and the habitats within them, such as trees, woodland, deadwood habitats, grassland and scrub are managed and maintained in the long term. This mitigation would be secured by condition via site wide ecological strategy.

The technical evidence submitted by the applicant has been thoroughly assessed by NCC Ecologists, NWT and Natural England. In addition, most recently the Council's Senior Ecologist has confirmed that given the breadth of survey work undertaken, no further works are required at this stage and updated surveys will be required prior to the submission of reserved matters for each phase of the development.

Whilst the site is exempt from providing 10% BNG, it is considered that the mitigation in combination with additional green infrastructure, complies with the biodiversity duty. It is considered that 10% BNG can be delivered across the WWGA, given the potential to provide habitat rich landscapes within green infrastructure proposals, particularly the large areas of green amenity open space surrounding the existing high pressure gas pipe offsets and high voltage overhead powerline offsets as identified on the WWGA Framework Masterplan.

Having assessed the evidence, the proposal subject to the mitigation advanced and secured by condition is acceptable and complies with the NPPF, Policy CS12 of the CS, Policy E2.1 and DM19 of the SADMPP and Policies WA01 and 05, GA01 and 02 of the NP.

Licensing

In addition to the mitigation measures outlined above, a Natural England District Level licence may be required for translocating Great Crested Newts. In exercising its functions including determining planning applications, a Local Planning Authority is required to have regard to the requirements of the Habitats Directive, as implemented by the Habitat's Regulations 2017 (as

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amended) in so far as they may be affected by the exercise of those functions. If a development proposal could potentially result in a breach of the Directive, the Local Planning Authority is required to form a view on the likelihood of a licence being granted under the Regulations by Natural England to fulfil its own obligation to have regard to the Directive requirements.

Natural England will only grant a licence if satisfied that the three statutory tests (outlined below) prescribed under the directive and regulations have all been met.

The obligation on the Local Planning Authority is to consider the likelihood of a licence being granted by Natural England, not to determine definitively whether the licence will, in fact, be granted.

LPA's consideration of the tests:

1. Imperative reasons of overriding public interest (IROPI) – Natural England advise that IROPI can potentially include developments that are required to meet or provide a contribution to meeting a specific need such as complying with planning policies and guidance at a national, regional and local level. In this case, the principle of development is considered to accord with the NPPF (2023) and the site is part of a long standing housing allocation for up to 1600 homes, is fully policy compliant and the only area of large scale growth given the ecological and flood risk constraints within the Borough.
2. No satisfactory alternatives – As evidenced above, there is no alternative site for large scale growth within the Borough. In terms of mitigation, the proposal sets out significant mitigation in the form of potential on-site and off-site translocation with suitable habitat retention and creation, relevant surveys being undertaken to establish capacity of existing ponds or the creation of new ponds and terrestrial habitat enhancements to ensure sufficient resources are available for foraging, shelter and hibernation.
3. Maintaining favourable conservation status of the species - Whilst there is some short term impact at a local level regarding habitat loss, given the mitigation measures proposed during construction and operational phases, it is considered that the development would maintain the conservation status of great crested newts. .

In summary, the Local Planning Authority can therefore reasonably form the view, from the information submitted with the planning application, that Natural England would be likely to grant a derogation license under the Regulations in relation to this development. It is considered therefore that the LPA has complied with the requirements of the Habitats Regulations 2017 (as amended).

Habitats Regulations Assessment (HRA) and GIRAMS

HRA is a requirement of the Conservation of Habitats and Species Regulations 2017 (as amended). It must be applied to any plan/project not directly connected with or necessary to the management of a European site if it is likely to have a significant effect on a European site either alone or in combination with other plans or projects. Policy E2.1 and DM19 of the SADMPP and Policy GA01 of the NP also requires the HRA to be undertaken.

The applicant has commissioned a shadow HRA (SHRA) which considers the following internationally designated sites for likely significant or adverse effects on integrity:

- The Wash and North Norfolk Coast Special Area of Conservation (SAC);
- The Wash Special Protection Area (SPA);
- The Wash Ramsar;
- Roydon Common and Dersingham Bog SAC;

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- Roydon Common Ramsar; and
- Norfolk Valley Fens SAC (namely the East Walton and Adcock's Common fens).

The following impact pathways are considered for likely significant effects to internationally designated sites:

- Recreational disturbance;
- Functionally Linked Land (FFL);
- Air pollution;
- Water quality; and
- Hydrological change

The SHRA concludes no likely significant effects were identified in relation to the Norfolk Valleys Fens SAC (East Alton & Adcock's Common site), either alone or in-combination with other projects, for any of the impact pathways listed above.

Likely significant effects were identified in relation to The Wash designated sites and the Roydon Common and Dersingham Bog SAC / Ramsar because of in-combination recreational disturbance from residents/visitors given that the application site falls within 8km of these designated sites. An appropriate assessment was undertaken which concluded no adverse effect to the integrity of the designated sites when taking account the mitigation measures within the Council's Monitoring and Mitigation Strategy (KL&WNBC, 2015) implemented via policy DM19 of the Site Allocations and Development Management Policies Plan (adopted 2016).

No other likely significant effects were identified in relation to The Wash designated sites and the Roydon Common and Dersingham Bog SAC / Ramsar.

Natural England were consulted and NCC Ecologists were commissioned to provide specialist advice. Natural England raised issues regarding whether the site constituted FFL for overwintering birds in relation to The Wash SPA and Ramsar, as well as the impact on embankment instability and signal crayfish in relation to the River Nar SSSI. Supplementary information was provided by the applicant to address concerns and subject to the continuation of bird surveys submitted as part of future reserved matters applications, the provision of sufficient onsite GI along with GIRAMS payment, Natural England withdrew their objection.

On this basis, NCC Ecologists confirmed that shadow HRA Report, along with the Supplementary Information was considered fit for purpose and could be accepted by the Borough Council. On this basis, it is considered that the development complies with the Habitat Regulations 2017, NPPF, Policy CS12 of the CS and Policies E2.1 and DM19 of the SADMPP and GA01 of the NP.

Flood Risk and drainage matters:

The site is located in Flood Zone 1 and given that is a major development, requires a flood risk assessment. Policy CS08 of the CS ensures that flood risk is fully mitigated through appropriate design and engineering solutions. Policy E2.1 of the SADMPP and WA04 of the NP require developments to incorporate sustainable drainage solutions to address flood risk and surface water run-off taking ensuring that designs will not adversely effect existing properties up -stream and down stream of the site. The NPPF (para 173) requires when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere.

The applicant has submitted a flood risk assessment and drainage strategy in accordance with Policies CS08, E2.1 and WA04. The drainage strategy for this site has responded to changes in the design of the scheme over time, additional evidence made available through the North Runcton and West Winch Surface water Management Strategy 2014 and has responded to the IDB and LLFA's concerns regarding off-site drainage and preferably betterment for properties off site to the western catchment. Third parties remain concerned about surface water drainage and the impact of the development off-site as well as foul water capacity.

In terms of surface water, the main parameters for the drainage strategy have not changed:

- Overall site dimensions division into 4 catchments – north, central, east and west.
- Proposed outfall locations, and hydraulic authorities (e.g. IDBs, Anglian Water etc), which would be responsible for dealing with the flow coming from the site;
- Maximum permitted discharged rates, as they were agreed with the Environment Agency and NCC;
- Use of SuDS features (x 5 attenuation ponds) to retain water volume before being discharged downstream the site at agreed discharge rates;

The principles of the surface water drainage strategy have been accepted by the LLFA and the IDBs however queries remain regarding the discharge off-site to the west. Additional clarification and supporting information has been submitted by the applicant to further consider the route to follow downstream from the site. The focus has been to find a viable route to discharge the surface water flow from the western catchment area of the site, which ultimately ends into the East of Ouse, Polver & Nar Internal Drainage Board. The latest iterations identify three options for off-site surface water drainage:

- Option 1 – Discharge to Puny Drain via ditch network by gravity (original solution);
- Option 2 – Discharge to Puny Drain via new sewer connection by gravity;
- Option 3 – Pump flows south to connection identified by the Metacre application (18/02289/OM)

Each option has a prospect of success and are subject to further investigation but they are consistent with the main principles of the drainage strategy outlined with the ES (all iterations) and provide betterment off site. The LLFA and East of Ouse IDB have raised no objection to Options 1 and 2 and further advice is awaited on Option 3. Notwithstanding this, there are clear options available to the site for off-site drainage. With this in mind, it is considered that a suitable Grampian condition can be imposed which ensures that the submission of a reserved matters cannot take place until an overall drainage strategy for the site along with the delivery and maintenance arrangements for the attenuation features is agreed with follow on phase specific drainage schemes submitted as per individual reserved matters application.

The King's Lynn IDB objected to a previous option put forward for a pumped solution to take water from the central and western catchments and discharge north into the Pierpoint Drain. This option was discarded because of the IDB's objection and discharge to the north remains at the agreed greenfield rate.

In terms of foul drainage, the site would be connected to the existing Anglian Water foul water network. Anglian Water have raised no objection subject to conditions regarding phasing (to understand the impact on the water network) and a detailed scheme for foul drainage. An overall drainage strategy along with an updated phasing plan will be secured by condition.

On the basis of the above, with no objection in principle from the LLFA, IDBs, Anglian Water and CSNN, the proposal would not, subject to an overall updated drainage strategy and phasing plan being secured, adversely affect the site and surrounding locality from a drainage

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perspective. As a result, the proposal complies with the NPPF, Policies CS08 of the CS, Policy E2.1 of the SADMPP and Policy WA04 of the NP.

Air quality and noise matters

Policies CS08 of the CS and DM15 of the SADMPP require developments to minimise the impact from pollution on the environment as well as existing and proposed residents. Paragraph 191 states planning decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

Air quality

The applicant provided an updated air quality assessment in 2021 which considers that the main impacts on air quality are through changes to the volumes of traffic (emissions) and from dust etc during construction. During the construction phase, releases of dust and particulates (PM₁₀) can be mitigated by a Construction Environmental Management Plan limiting construction routes and utilising construction best practice methods. During the operational phase, worst case emissions modelling has been undertaken which suggests that there would not be a significant impact from concentrations of nitrogen oxide (NO₂) and particulates (PM₁₀ and PM_{2.5}). Further, with sustainable transport measures in the form of a travel plans, sustainable transport contributions and improved walking and cycling facilities within the development and proposed as part of the wider growth area, the impact from the development is not considered to be significant and would not result in conditions that would breach the Council's air quality strategy objective of emissions being less than 40ug/m³ across Air Quality Management Areas (Railway Road and Gaywood Clock AQMAs). The Environmental Quality Team has assessed the application and subject to the mitigation proposed, raise no objection. The proposal therefore complies with the NPPF, Policy CS08 of the SADMPP and Policy DM15 of the SADMPP.

Noise

The applicant provided an updated noise assessment in 2021. A The main identified impacts from noise would be through construction (to existing and new residents) and through the location of housing adjacent to major roads. However, mitigation during the construction stage would occur through the imposition of a Construction Environmental Management Plan following best practice methods such as such as construction activities being confined to certain times of the day, and methods of work and vehicle routes selected to minimise noise and vibration impact etc. This would ensure that existing and proposed residents would not be adversely affected by the development. The provision of passive ventilation systems, thermal double glazing, internal layouts of dwellings and orientation of dwellings would mitigate against potential internal and external noise issues emanating from the A10 and A47/WWHAR when the houses are built. In the long run, once the WWHAR is operational, existing residents would also experience additional reduction in noise because of decreased traffic along the A10. No objection has been raised by CSNN subject to conditions including noise protection and construction management plan. It is not however considered necessary to impose conditions regarding external plant and machinery to the schools and local centre buildings which can be dealt with at detailed design stage.

Overall, with appropriate mitigation, the proposal would not result in conditions detrimental to amenity and would comply with the NPPF, Policy CS08 of the CS and Policy DM15 of the SADMPP.

S106 matters:

For the purposes of the adopted CIL Charging Schedule, the West Winch Strategic Growth Area is identified as a Strategic Site and is “£0m2”. In order to secure infrastructure that is necessary to make the development acceptable in planning terms, directly related and fairly and reasonable related in scale and kind to the development, contributions are secured via S106 agreements in accordance CIL Regulation 122. The policy basis for those contributions are set down with the NPPF, Policy CS12 and 14 of the CS and Policy E2.1, DM16 and DM19 of the SADMP.

South East King’s Lynn Strategic Growth Area (SEKLSGA) Framework Agreement Part A & Part B

It is essential to deliver the wider West Winch Growth Area (also known as the SEKLSGA) in a comprehensive manner and therefore the IDP sets out the relevant infrastructure requirements for the delivery of up to 4000 homes. The IDP essentially acts as a high-level reference guide setting out the agreed principles, processes, trigger points and delivery mechanisms that will be updated as and when planning applications are progressed.

The IDP specifies the following infrastructure requirements which are set down within the West Winch Growth Area Framework Master Plan:

Transport

- Housing Access Road Roundabouts
- Dualling on A47 east of Hardwick
- Traffic calming in West Winch A10 (may include speed bumps, reduced speed limits, pavement build outs etc.)
- Local Roads & Streets
- Sustainable Transport including, Bus
- Strategy, Cycle & Shared use pathways

Education

- Two new primary schools (with nursery provision) and expansion of the existing West Winch Primary School
- High School capacity increase
- Sixth Form capacity increase

Utilities

- Electricity/Gas connection & capacity increases Telecommunications
- Mains Water Distribution
- Sewage & Sustainable Urban Drainage Systems (SuDS)

Community

- Community Centre(s)
- Sports Centre (could involve financial contribution towards existing sports facilities in West Winch)
- Health facilities
- 3no. shops
- Multi use games area
- Library contributions

Green Infrastructure

- Outdoor sports facilities

- Play areas
- Green Space & Corridors
- Habitat creation
- Allotments

As well as planning conditions attached to relevant planning permissions, legal agreements are also required to secure specific infrastructure as set down in Policy E2.1., the IDP and the WWGA Framework Master Plan in accordance with CIL Regulations (2010) (as amended).

The Framework agreement (FA) Part A relates to land required to be secured to deliver the WWHAR. All WWHAR landowners are required to commit to the delivery of the WWHAR on their parts of the WWHAR land and the transfer to the County Council of the land needed in order to deliver the WWHAR. The applicant and their respective landowners are therefore required to be a party to this agreement.

The FA Part B requires all relevant landowners within the Growth Area to commit to the comprehensive development of the Growth Area and to secure the pro-rata contributions for each site (i.e. land parcels within the Growth Area) without any restriction, impediment or ransom between sites and to deliver in accordance with the timing and requirements of the IDP. The contribution is based per residential unit and would be secured via site specific S106 agreements. The applicant and their respective landowners are therefore required to be a party to this agreement.

Site specific agreement:

The approach taken to calculating the Pro Rata Contributions (index-linked) payable by the applicant is set out below:

Total Infrastructure costs set out in IDP	£182,377,099
	- Minus GIRAMS Payment (£182,157,099)
Less other infrastructure costs	£24,614,787
Less other developer costs	£70,859,266
Less Neighbourhood Plan Costs	£726,378
= Section 106 Costs	£85,956,668 (GIRAMS to be paid separately)
/4000 = Per Unit Contribution	£21,489
Multiplied by number of Residential Units in the Development (1,110) = the Pro Rata Contribution	£23,852, 790 (GIRAMS to be paid separately)

The Pro Rata Contribution for this development as set out in Table 1 below is comprised of the following :

Contributions	Amount (£)
A10 West Winch Bypass Phase 1 Contribution (WWHAR)	3,500,000
A10 Roundabout Contribution (opposite The Winch public House)	1,000,000 but can be secured via condition
West Winch Traffic Calming Contribution (to A10)	268,000
Hardwick Roundabout Contribution (contribution to junction upgrade)	550,000
West Winch Primary School Contribution Including 2ha land free of charge, and contributions and the provision of a new 2FE primary school	5,750,000
Secondary School and 6 th Form Contribution for school places	2,250,000
Library Contribution	272,550
Sustainable Transport Contribution (£500 per dwelling)	557,000
Cycle and Pedestrian Crossing Contribution	164,970 but can be secured by condition
Habitat Mitigation Payment (now GIRAMS)	£ To be paid at the latest agreed rate on submission of

	RM application (each phase).
Works in Kind (items of infrastructure that the developer wishes to carry out itself)	
Community Centre - up to 1000sq.m retail space and/or community building (0.41ha)	1,000,000
Recreation, Play Areas, Sports Facilities 56 sqm per dwelling in accordance with Policy DM16	2,445,000
Semi-natural greenspace, landscape buffers, ecological areas and maintenance	3,600,000
Detention Basins (surface water drainage strategy on site)	2,130,000 but can be secured via condition
Off-Site Drainage Works	300,000 but can be secured by condition
Fire Hydrants (22 fire hydrants per residential dwellings and 2 fire hydrants for the Primary School and Local Centre)	20,000 but can be secured by condition
Total	23,852,790

The Habitat Mitigation Payment (now GIRAMS) is referenced within the IDP however this figure has been superseded. To comply with the Habitat Regulations 2017 (as amended), the latest available rate index-linked (currently £221.71) must be paid which is more than the £55 per dwelling referenced within the IDP (adopted in 2018). It is proposed therefore that a clause within site specific S106 agreement secures the GIRAMS payment at the latest available rate on submission of each Reserved Matters application (in accordance with the agreed phasing plan). The proposal would be in accordance with the Habitats Regulations, NPPF and Policies DM19 and E2.1 of the SADMPP.

Affordable housing:

Securing affordable housing is also a site specific S106 matter as required by Policies CS09 and 14 of the CS and Policy E2.1 of the SADMPP. In accordance with Policy CS09 of the CS, 20% affordable housing provision is required although this must be balanced with viability to ensure deliverability.

As well as on-site infrastructure and affordable housing, the applicant is also required to contribute towards other essential strategic infrastructure across the growth area as identified

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in the IDP (and set out above). The application includes the provision of a new roundabout on the A10 providing access to the site as well as early traffic calming measures including a new signalised pedestrian/cyclist crossing which contributes to traffic calming on the A10 and local highway improvements to junctions amongst other contributions. As a result of these costs, the applicant submitted a financial viability appraisal to determine a viable level of contributions for the application to provide in accordance with the NPPF, NPPG and Policies CS09 and CS14 of the CS. This was independently reviewed on behalf of the Local Planning Authority by Gerald Eve consultants. The review concluded that an affordable housing provision of 10% across the application site would be viable which maintains the full pot of S106 contributions identified above. Following the 1st phase of development, the viability of the scheme would be reviewed throughout the lifetime of the development in line with National Planning Policy Guidance on viability to ensure that the affordable housing provision is increased appropriately (with the aim of securing the full 20% provision across the overall site) if viability improves. The provision of affordable housing, its delivery, monitoring, and review mechanism would be set out in the site specific S106 agreement.

The affordable housing provision would be split into 70% of the affordable homes being made available for rent and 30% low cost home ownership, including Shared Ownership, First Homes or any other intermediate product that meets the intermediate definition within NPPF, meets an identified need in the Borough and is agreed by the Council. Based on a development of 1110 homes, at least 111 affordable homes would be required, 77 for affordable rent and 34 for low cost home ownership. In the event viability improves, the number of units would increase across the site as specified above.

The affordable housing mix i.e. unit types and space standards, layout etc. would need to be addressed at each phase of reserved matters and would need to be fully integrated with general market housing to achieve mixed and sustainable communities in which the accommodation is tenure blind.

The Housing Strategy Manager raises no objection to the proposed development subject to securing the obligations outlined above. The proposal would therefore comply with the NPPF, NPPG, Policy CS14 of the CS and Policy E2.1 of the SADMPP.

Other matters

Whilst it is noted that Sport England and the NHS require additional contributions for a sports hall, health and related facilities, the development is already providing formal sports pitches, play areas and the provision of a community facility that could be used for health purposes should the market see fit. The level of infrastructure required to get onto site including the significant contribution towards the WWHAR, traffic calming measures to the A10 including the provision of the A10 roundabout, signalised pedestrian crossing and other traffic calming measures, along with other policy compliant requirements mean that affordable housing is already reduced to 10%. It is considered that there is sufficient flexibility to ensure that these matters are addressed in the wider growth area in accordance with the IDP and Policy E2.1 of the SADMPP. Further it should be noted that the West Winch & North Runcton NP specifically encourages the provision of land or premises for the development of health facilities within the "old" West Winch local centre.

Whilst third parties consider that the development should provide for more facilities (e.g. high school), a thorough infrastructure study was undertaken through the allocation process as well as part of the IDP in consultation with all statutory consultees. The infrastructure evidenced within the IDP and WWGA Framework Masterplan provide the evidence base for what is necessary to make the development acceptable.

Summary

The proposed development is policy compliant both in terms of the infrastructure that is needed for the wider comprehensive development of the Growth Area (by providing relevant contributions in accordance with the IDP) as well as providing site specific infrastructure necessary and related to the development in accordance with the CIL Regulations, Policy E2.1, DM16, DM19 of the CS, Policies CS09 and 14 of the CS and the Growth Area policies GA01 – GA10 of the NP. Subject to securing the required infrastructure and associated mitigation, no objection has been raised by the NCC Planning Obligations Team, NCC Highways, BCKLWN Open Spaces and Natural England.

All clauses within the S106 agreements will be subject to a monitoring fee of £500 per clause.

Crime and disorder:

Policy CS08 of the CS and Policy DM15 of the SADMPP require high quality accessible design. Paragraph 96 of the NPPF seeks to ensure that developments create safe and accessible environments where crime and disorder, and the fear of crime do not undermine the quality of life or community cohesion.

The applicant demonstrates via the DAS that Secure by Design principles would be followed as required by the Norfolk ALO. It is recognised that the application is in outline form only and therefore provides Secure by Design advice that can be incorporated in the submission for future phases and associated reserved matters applications in accordance with the aims of the NPPF and Policies CS08 and DM15.

However, Norfolk Constabulary also requires developer contributions to contribute to the impact of the proposed development from a policing perspective. There is no policy requirement to provide infrastructure for the police across the Growth Area. Further, Norfolk Constabulary would benefit from council tax precepts as a result of 1110 homes provided by the development and up to 4000 homes across the wider growth area. Given the existing large commitments associated with the development, including the provision of major infrastructure in the form of the WWHAR, and the set costings (index-linked) for the IDP, the request is considered unreasonable.

Other matters requiring consideration prior to the determination of this application:

Sustainability

Policy CS08 of the CS requires development to achieve high standards of sustainability and energy efficiency to minimise the impact of climate change. The policy is now out of date in terms of the referenced guidance but the principles remain consistent with sustainable design and climate change policy within the NPPF.

The contribution of green infrastructure, sustainable drainage systems and active travel principles to sustainable design have been covered in previous sections. With regard to the design of homes, the applicant has a Fabric First approach to house building, meaning energy efficiency is weaved into the fabric of each property with features, products and materials being selected for their provenance, working with local suppliers/trades where possible. Most homes are fitted with air source heat pumps and waste-water heat recovery to reduce carbon emissions as well as provide energy savings for occupiers. Latest design standards are utilised with homes being designed to the Home Quality Mark and, from 2025, the Future Homes and Buildings Standards with all new homes being EPC rated A or B for energy efficiency. It is anticipated that the proposed homes will meet a 75% reduction in CO2 emissions compared to 2013 Building Regulations. In terms of the use of solar panels, it is unknown whether the new 2025 regulations will mandate the requirement for PV on all new

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homes. However, the applicant is committed to ensuring sustainable homes which can adapt to climate change in accordance with the NPPF.

Contamination, ground conditions and mineral extraction

The site is majority farmland and self-seeded scrub land and it is unlikely that significant contamination is present on site. In accordance with Policy DM15 of the SADMPP a desk study and factual site investigation report has been submitted but that failed to identify several backfilled ponds. Given the extent of the site, the Environmental Quality Team recommends that an updated contaminated land investigation be carried out with appropriate mitigation, if necessary, per phase. This can be secured by condition in accordance with the NPPF and Policy DM15 of the SADMPP.

In accordance with Policy E2.1 of the SADMPP, geo-environmental studies of the site have been undertaken and confirm that the development would not lead to ground instability or loss of mineral potential. The submission of a Sibelco minerals report confirms that the site would not be viable for silica sand. No objection has been raised by the NCC Minerals and Waste Team.

Light pollution

Third parties have raised concerns regarding light pollution and it is a material planning consideration both in terms of the impact on residential amenity and the environment in accordance with paragraph 191 of the NPPF, Policy CS12 of the CS, Policies DM15 and E2.1 of the SADMPP and Policy WA07. The site is not in a designated area or sensitive location, notwithstanding this, light spillage may affect protected species and result in nuisance to neighbours. Generally speaking, lighting to roads are restricted to areas that are necessary for safety purposes such as roundabouts and street lighting is no longer provided or required by the County Council. Notwithstanding this, a strategic lighting plan is required in the interests of ecology and at detailed stage, external lighting to community buildings and spaces should be minimised to avoid light spillage. Subject to appropriate conditions, CSNN and the LPA's Senior Ecologist raise no objection and therefore the proposal would be in accordance with the NPPF, Policy CS12 of the CS, Policies DM15 and E2.1 of the SADMPP and Policy WA07 of the NP.

Proximity to Gas main

A high pressure gas main lies to the south of the site, off site within an area of identified landscaping as shown in the WWGA Framework Master Plan. The HSE define blast zones from the pipeline i.e. inner, middle and outer zones. The open space to the south of the site lies within the middle zone with most of the dwellings proposed lying in the outer zone and beyond. The model identifies that should there be more than 100 people on the open space at any one time but this is highly unlikely and very difficult to enforce. Notwithstanding the above, the HSE does not advise against granting planning permission on safety grounds. Cadent Gas raise no objection. National Grid Assets query the access road to the south of the site and how that would affect their asset but this is part of the wider growth area and the WWHAR which is subject to separate consultation and outside this planning application.

Other comments

The Ministry of Defence (MOD) have considered the implications of attenuation features on the site and the proximity to RAF Marham regarding bird strike. Whilst raising no objection, the MOD provides safeguarding advice regarding the use of planting within attenuation features including restricting the use of islands within those features and limiting the use of flat/shallow pitched roofs.

UK Power, whilst raising no objection, advise that power cables are located within the vicinity of the development and that the applicant should follow safe digging/construction practices.

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The majority of third party concerns have been addressed in the main body of the report. In terms of other comments, whilst it is appreciated that people consider that there are vacant homes within the Borough that could be utilised to provide housing, the Government's direction is significant planned housing growth and the proposed application in conjunction with the Growth Area as a whole, is entirely consistent with this approach. Detailed design matters such as privacy distances, bin provision, parking spaces etc would be addressed at reserved matters stage.

Devaluation of property is not a material planning consideration.

Planning Balance and Conclusion:

Section 38(6) of the Planning and Compulsory Purchase Act 2004 sets out for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Development Plan, unless material considerations indicate otherwise. The Core Strategy 2011, the SADMPP 2016 and the West Winch and North Runcton Neighbourhood Plan form the Development Plan.

The proposed development complies with Policies CS03, CS08, CS09, CS11, CS12, CS14 of the Core Strategy, Policies DM15, DM16, DM19, E2.1 of the Site Allocations and Development Management Policies Plan, GA01 – 10 and WA04 and WA07 of the Neighbourhood Plan which remain up-to-date and relevant to the determination of this application. Where Policy CS08 and CS12 are out of date in part as a result of policy changes over time, the development has been assessed against the NPPF and no conflict has been found.

Despite concern regarding the impact of additional traffic onto the A10 in advance of the WWHAR being delivered and opened, no technical evidence has been submitted to demonstrate that severe harm would occur as a result of up to 300 dwellings in Phase A accessing the A10 before a second point of access is put through to the A47. Further, if the WWHAR did not come forward, up to 1110 homes could come forward with two points of access (A10 access at The Winch east towards and connect with the A47). No further development within the wider Growth Area could come forward without the WWHAR. However, given the significant joint work undertaken by NCC and BCKLWN, there is nothing to suggest that the WWHAR cannot be delivered by 2027, again limiting the impact on existing residents of West Winch.

Whilst it is acknowledged this is a large-scale scheme and it is inevitable that the development will be seen in the locale. The parameter plans have shown how the development can come forward that would respect the form and character of the locality and minimise harm to ecology and heritage assets. The proposal would also be consistent with the WWGA Framework Master Plan which sets the design aspirations and infrastructure for the growth area. Whilst residents are further concerned regarding off-site drainage, particularly to the west of the A10, a range of solutions have been evidenced that have a prospect of success and certainly, no development would occur until a finalised strategic drainage solution is in place. The proposed development is acceptable in this regard.

The public benefits of providing open market and affordable housing and securing major infrastructure including contributions/land provision for the WWHAR in full compliance with extant policies of the development plans weighs heavily in favour of the proposed development. Any harm can successfully be mitigated through the imposition of conditions and planning obligations.

Overall, the development is considered acceptable and complies with the NPPF, NPPG, National Design Guide, Policies CS01, 02, 03, 08, 09, 11,12,13 and 14 of the CS, Policies DM1, 15, 16 , 19 and Policy E2.1 of the SADMPP and Policies WA01, 03, 04, 05, 07 & 09 and Policies GA01 – 10 of the NP.

RECOMMENDATION:

- (i) **APPROVE** subject to the following attached conditions and signing the following S106 agreements (authority to be delegated to officers to make such amendments to the conditions considered necessary and to the Section 106 agreements as considered necessary to achieve the heads of terms set out below)
- (a) Framework Agreement Part A - to secure the transfer of the land for the delivery of the WWHAR;
 - (b) Framework Agreement Part B - to commit to delivering integrated development in accordance with the West Winch Growth Area Strategic Master Plan and to contributing to and/or delivering the infrastructure set out within the IDP
 - (c) Site Specific S106 Agreement – to secure the pro rata contribution as set out in Table 1, affordable housing and GIRAMS contributions
- 1 Condition This development shall be begun within 5 years of the date of this permission or within 2 years from the date of approval of the reserved matters for the first phase of residential development whichever is the later.
- 1 Reason To comply with the provision of section 92 of the Town and Country Planning Act(1990) as amended. An extended timeframe for submission is acceptable, given the scale of the development.
- 2 Condition An application for submission of Reserved Matters (Reserved Matters being Access, Appearance, Landscaping, Layout and Scale) for the first phase of residential development (consisting of at least 300 dwellings), hereby permitted shall be submitted to the Local Planning Authority prior to the expiration of 3 years from the date of this permission and the development shall be carried out as approved.
- 2 Reason To ensure the timely and comprehensive delivery of the development and to comply with the provisions of section 92 of the Town and Country Planning Act (1990) as amended. An extended timeframe for submission is acceptable, given the scale of the development.
- 3 Condition Applications for reserved matters for all subsequent phases of development hereby permitted shall be submitted to the Local Planning Authority in writing before the expiration of 13 years from the date of this permission and the development shall be carried out as approved.
- 3 Reason To ensure the development is carried out in accordance with the assumptions made within the Environmental Statement and to comply with the provisions of section 92 of the Town and Country Planning Act (1990) as amended. Regard has been given to the scale of the development.
- 4 Condition All subsequent phases of the development hereby permitted shall be begun within 15 years of the date of this permission or within 2 years from the date of approval of the last of the reserved matters for the subsequent phases, whichever is the later.

- 4 Reason To ensure the development is carried out in accordance with the assumptions made within the Environmental Statement and to comply with the provisions of section 92 of the Town and Country Planning Act (1990) as amended. Regard has been given to the scale of the development.

Limits on Development

- 5 Condition Subject to compliance with the requirements of any other condition included within this planning permission, the development hereby permitted shall be carried out in general conformity with the following approved plans, but only in respect of those matters not reserved for future consideration: -

Site Location Plan TA01 (Received 13.11.13)

Parameter Plan – Access HOPK170405 PP AP-01 Revision B (Received 2.10.18)

Parameter Plan – Density HOPK170405 PP DP-01 Revision B (Received 2.10.18)

Parameter Plan – Height HOPK170405 PP HP-01 Revision B (Received 2.10.18)

Parameter Plan – Land Use HOPK170405 PP LP-01 Revision B (Received 2.10.18)

Parameter Plan – Landscape HOPK170405 PP LUP-01 Revision B (Received 2.10.18)

- 5 Reason To ensure that the development is carried out in accordance with the Environmental Statement.
- 6 Condition The residential accommodation hereby approved shall not exceed 1,110 residential units and the maximum heights of dwellings (from ground level to the top of roof features) shall not exceed those identified on the Height Parameter Plan HOPK170405 PP HP-01 Revision B (Received 2.10.18)
- 6 Reason To define the terms of the consent and To ensure that the development is carried out in accordance with the Environmental Statement.

Prior to submission of Reserved Matters

- 7 Condition Notwithstanding details submitted as part of the application, prior to the approval of the first Reserved Matters application, a programme of phasing across the entire site of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority (herein referred to as the 'Phasing Strategy'). The Phasing Strategy shall include:
- I. A plan defining the extent of the area of each Phase;
 - II. The order and timing of the proposed Phases;
 - III. Details of the number and mix of residential units to be accommodated within each Phase (or part thereof)
 - IV. The phasing of access and connections through and into the site;
 - V. The details of the order and timing of strategic infrastructure consisting of public realm, infrastructure works, highway works and pedestrian and cycle works; and
 - VI. Details of the quantum and type of green infrastructure, strategic open space, play, and outdoor sports facilities to be provided in each Phase and a timetable for its provision for use by the public.

Development will be carried out in accordance with the approved Phasing Strategy unless otherwise agreed in writing by the Local Planning Authority.

- 7 Reason To ensure that the development is comprehensively designed and phased, in accordance with Policy E2.1 of the SADMPP, the SEKLSGA Infrastructure Delivery Plan 2018, the North Runcton & West Winch Neighborhood Plan 2017 and the West Winch Growth Area Framework Master Plan SPD.
- 8 Condition Prior to the submission of the first Reserved Matters application an Overarching Design Code, covering the entire development site which is broadly consistent with the submitted Design and Access Statement (Received 30.6.2016 and updated September 2021 received 17.12.21) shall be submitted to and approved in writing by the Local Planning Authority. The Overarching Design Code shall address the following matters: -
- a) Character areas and design principles;
 - b) Green framework including drainage;
 - c) Movement hierarchy including streets, footways and parking typologies;
 - d) Built form and place making features;
 - e) Non-residential uses - Primary School, and Local Centre;
- 8 Reason To inform the more detailed Phase Design Codes and ensure a high quality and co-ordinated design for the development, in accordance with the Policy E2.1 of the SADMPP, Policies GA01-10 of the North Runcton & West Winch Neighborhood Plan 2017 and the West Winch Growth Area Framework Master Plan SPD.
- 9 Condition Prior to the approval of each Reserved Matters application for a Phase (or part thereof), a Phase Design Code which covers that Phase or Phases (as defined in the Phasing Strategy and approved in accordance with condition 7 of this permission) shall be submitted to and approved in writing by the Local Planning Authority. The Phase Design Codes shall be consistent with the approved Overarching Design Code approved under Condition 8 unless otherwise agreed in writing by the Local Planning Authority.
- 9 Reason The Phase Design Codes will be used to inform and consider the Reserved Matters applications to be submitted for each phase and ensure a high quality and co-ordinated design for the development, in accordance with Policy E2.1 of the SADMPP, Policies GA01-10 of the North Runcton & West Winch Neighborhood Plan 2017 and the West Winch Growth Area Framework Master Plan SPD.
- 10 Condition Prior to the submission of the first Reserved Matters application, a Site Wide Foul and Surface Water Drainage Strategy, which covers the entire development site and off-site drainage shall be submitted to and approved in writing by the Local Planning Authority The strategy shall include site wide design guidance indicating the technical specifications and overarching strategy for the implementation, maintenance responsibilities and management of the strategy.
- 10 Reason To ensure that the development is provided with a comprehensive and well-designed means of drainage, as well as to reduce the risk of creating or exacerbating a flooding problem, to minimise the risk of pollution and to ensure that all phases of the development accord with common standards and design principles in accordance with the NPPF, Policy CS08 and CS12 of the Core Strategy, Policy E2.1 and DM15 of the SADMPP and Policy WA04 of the North Runcton & West Winch Neighborhood Plan 2017.
- 11 Condition Prior to the submission of the first Reserved Matters application a Site Wide Ecology Strategy shall be submitted to and approved in writing by the Local Planning

Authority. The strategy shall set out how the ecological mitigation identified within the submitted Environmental Statement (see Table 6.2 of the Ecological Impact Assessment contained in Appendix 3 of the submitted Environmental Statement Addendum 2 received 17.12.21 and supplementary information submitted by Urban Edge Consulting Ref UE0404 dated 27th May 2002)) as being necessary to address how both the temporary and permanent effects of the development will be incorporated into the construction phases and the reserved matters areas forming the final development, together with details of the timing for implementation, and a scheme setting out the measures which will be implemented to enhance the biodiversity of the site.

Each subsequent Reserved Matters application shall demonstrate how the development accords with the approved Site Wide Ecology Strategy through the submission of a phase specific LEMP, CEMP and EDS (or agreed equivalent) and the agreed details shall thereafter be implemented in full within the development carried out and thereafter retained as such.

- 11 Reason To ensure the development contributes to and enhances the natural and local environment by minimising impacts on biodiversity; conserving protected and priority species and habitats and providing net gains in biodiversity in accordance with the NPPF, Policy CS12 of the CS and Policy E2.1 of the SADMPP.
- 12 Condition Prior to the submission of the first Reserved Matters application, a Site Wide Landscape Strategy shall have be submitted to and agreed in writing by the Local Planning Authority. The site wide Landscape Strategy shall be prepared in accordance with the Landscape Parameter Plan Revision B shall include:
 - 1 a landscape management plan for the long-term landscape objective;
 - 2 management responsibilities and schedules for all of the public realm hard and soft landscaped areas for a minimum of 25 years;
 - 3 the planting and establishment of structural landscaping to be provided in advance to all or specified parts of the site as appropriate in line with the phasing plan approved under Condition 7,
 - 4 the detailed landscape treatment of roads and streets within the development, with a full and detailed specification of the establishment of trees within hard and soft landscaped areas, including details of space standards and underground planting pit/trench details;
 - 5 details of public realm materials, signage, utilities, and any other street furniture including litter bins, locations of traffic signage, streetlights and associated works to show that they will not prejudice the siting and successful establishment and growth to maturity of the proposed new boulevard open space and street trees to be planted.
- 12 Reason To ensure that the development contributes to and enhances the natural and local environment in accordance with Policies CS08 and CS12 of the Core Strategy, Policy DM15 and E.21 of the SADMPP, Policies WA05, WA07, GA02 and GA05 of the North Runcton & West Winch Neighborhood Plan 2017 and the West Winch Growth Area Framework Master Plan SPD

Reserved Matters

- 13 Condition Details of the access, layout, scale, external appearance and landscaping ("the Reserved Matters") for the relevant Phase of development shall be submitted to the Local Planning Authority for approval in writing prior to the commencement of that Phase (or part thereof) of development and the development shall be carried out in accordance with the details as approved.

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- 13 Reason No such details have been submitted and these items have been reserved for future consideration, in order to comply with the provisions of section 92 of the Town and Country Planning Act, as amended.
- 14 Condition Each Reserved Matters application for each phase shall demonstrate how the development accords with the Site Wide Foul and Surface Water Drainage Strategy as approved under condition 10. To demonstrate compliance with the Site Wide Foul and Surface Water Drainage Strategy within the reserved matters applications, the following information shall be included:
- a) Detailed development layout;
 - b) Detailed flood and drainage design plans and sections showing SuDS storage capacities, controls, interception and treatment areas consistent with the approved site wide foul and surface water strategy;
 - c) Full structural, hydraulic modelling and drainage design calculations;
 - d) Plan showing exceedance flow paths and storage areas and proposed levels;
 - e) Detailed landscaping details (within and in the vicinity of the SuDS);
 - f) Geotechnical reports;
 - g) Detailed modelling of the reserved matter site drainage including phasing; risk assessments and control measures for SuDS;
 - h) Foul water strategy;
 - i) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption, including the body / organisation responsible for the maintenance and management by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage system throughout its lifetime,

No part of the development shall be first occupied or first brought into use until the drainage system serving that part of the development has been implemented in accordance with any approval under this condition and in accordance with the approved phasing plan and is functionally available for use and retained thereafter.

- 14 Reason To ensure that the development is provided with a comprehensive and well-designed means of drainage, as well as to reduce the risk of creating or exacerbating a flooding problem, to minimise the risk of pollution and to ensure that all phases of the development accord with common standards and design principles in accordance with the NPPF, Policy CS08 and CS12 of the Core Strategy, Policy E2.1 and DM15 of the SADMP and Policy WA04 of the North Runcton & West Winch Neighborhood Plan 2017.
- 15 Condition Each Reserved Matters application for each phase of the development hereby approved shall include an updated Tree Survey, Arboriculture Impact Assessment and a scheme for the protection of the retained trees including Arboricultural Method Statements and a Tree Protection Plan(s) in accordance with BS 5837:2012.

This scheme shall include: a) Site layout plans to a scale and level of accuracy appropriate to the proposal that shows the position, crown spread and root protection area (section 4.6 of BS5837:2012) of every retained tree on site and on neighbouring or nearby ground, superimposed on the layout plan. The positions of all trees to be removed shall be indicated on this plan. b) The details and positions (shown on the plan at paragraph (a) above) of the Tree Protection Barriers, (section 6.2 of BS5837:2012), to form a construction exclusion zone, and the type and extent of ground protection (section 6.2.3 of BS5837:2012) or any other physical tree protection measures, such as tree

boxes. These details are to be identified separately where required for different phases of construction work (e.g., demolition, construction, hard landscaping). Barrier and ground protection offsets must be dimensioned from existing fixed points on the site to enable accurate setting out. The position of barriers and any ground protection should be shown as a polygon representing the actual alignment of the protection. c) The details and positions (shown on the plan at paragraph (a) above) of any underground service runs that are proposed within the root protection areas of any retained tree, (section 7.7 of BS5837:2012). The details of the working methods to be employed with regard to site logistics including, the proposed access and delivery of materials to the site; space for storing materials spoil and fuel, and the mixing of cement; contractor car parking; site huts, temporary latrines (including their drainage), and any other temporary structures. d) The arboricultural method statement/s (BS5837:2012 part 6.1) shall include details for the installation of any temporary ground protection, excavations, or other method for the installation of any hard structures or underground services within the minimum root protection areas of any retained tree. The Tree Protection Barriers and ground protection must be erected prior to each construction phase commencing and remain in place, and undamaged for the duration of that phase. No works shall take place on the next phase until the Tree Protection Barriers are repositioned for that phase. All tree protection works shall be carried out in complete accordance with the approved details.

- 15 Reason To ensure that the existing trees are properly considered and protected in the interests of visual amenity in accordance with the NPPF and Policy DM15. This needs to be a pre-commencement condition in part to ensure that trees are fully protected during construction

Highways conditions

- 16 Condition No works shall commence on each phase of development (as agreed under Condition 7) until such time as detailed plans of the roads, footways, cycleways, street lighting, foul and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. All construction works shall be carried out in accordance with the approved plans.
- 16 Reason This needs to be a pre-commencement condition to ensure fundamental elements of the development that cannot be retrospectively designed and built are planned for at the earliest possible stage in the development and therefore will not lead to expensive remedial action and adversely impact on the viability of the development in accordance with the NPPF, Policies CS11 of the CS and Policy DM15 the SADMPP.
- 17 Condition Prior to the occupation of the penultimate dwelling of each phase of development (as agreed under Condition 7) all works shall be carried out on roads/footways/cycleways/street lighting/foul and surface water sewers in accordance with the approved specification to the satisfaction of the Local Planning Authority.
- 17 Reason To ensure satisfactory development of the site and to ensure estate roads are constructed to a standard suitable for adoption as public highway in accordance with the NPPF, Policies CS11 of the CS and Policy DM15 the SADMPP
- 18 Condition Before any dwelling on any phase of development (as agreed under Condition 7) is first occupied the road(s)/footway(s)/cycleway(s) shall be constructed to binder course surfacing level from the dwelling unit to the adjoining County road in accordance with the details to be approved in writing by the Local Planning Authority.

- 18 Reason To ensure satisfactory development of the site in accordance with the NPPF, Policies CS11 of the CS and Policy DM15 the SADMPP.
- 19 Condition Development shall not commence on any phase of development (as agreed under Condition 7) until a scheme detailing provision for on-site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.
- 19 Reason To ensure adequate off-street parking during construction in the interests of highway safety in accordance with the NPPF, Policies CS11 of the CS and Policy DM15 the SADMPP. . This needs to be a pre-commencement condition as it deals with the construction period of the development.
- 20 Condition Prior to the commencement of any development of any phase (as agreed under Condition 7) a Construction Traffic Management Plan which shall incorporate adequate provision for addressing any abnormal wear and tear to the highway together with wheel cleaning facilities shall be submitted to and approved in writing by the Local Planning Authority.
- 20 Reason In the interests of maintaining highway efficiency and safety in accordance with the NPPF, Policies CS11 of the CS and Policy DM15 the SADMPP. This needs to be a pre-commencement condition as it deals with safeguards associated with the construction period of the development.
- 21 Condition For the duration of the construction period all traffic associated with the construction of the development will comply with the Construction Traffic Management Plan unless approved in writing with the Local Planning Authority.
- 21 Reason In the interests of maintaining highway efficiency and safety in accordance with the NPPF, Policies CS11 of the CS and Policy DM15 the SADMPP.
- 22 Condition No works shall commence on site on Phase A of the development hereby approved (unless otherwise agreed in writing) until detailed drawings for the off-site highway improvement works in the form of a roundabout on the A10 opposite The Winch Public House and identified on Access Parameter Plan HOPK170405 PP AP-01 Revision B (Received 2.10.18) and a signalized pedestrian/cyclist crossing located between The Winch Public House and Hardwick Roundabout have been submitted to and approved in writing by the Local Planning Authority.
- 22 Reason To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor in accordance with the NPPF, Policies CS11 of the CS and Policy DM15 the SADMPP.
- 23 Condition No works shall commence above slab level on Phase A of the development hereby approved until the off-site highway improvement works referred to in Condition 22 of this permission has been completed to the written satisfaction of the Local Planning Authority.
- 23 Reason To ensure that the highway network is adequate to cater for the development Proposed accordance with the NPPF, Policies CS11 of the CS and Policy DM15 the SADMPP. .

- 24 Condition Prior to the occupation of the 150th dwelling within Phase A of the development hereby approved detailed drawings for the estate (feeder) road, roundabout to the south of the A47(T) and the link road to the A47(T) and associated roundabout (WWHAR Phase 1) as identified on Access Parameter Plan HOPK170405 PP AP-01 Revision B (Received 2.10.18) shall be submitted to and approved in writing by the Local Planning Authority.
- 24 Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor in accordance with the NPPF, Policies CS11 of the CS and Policy DM15 the SADMPP.
- 25 Condition Prior to the occupation of the 300th dwelling within Phase A of the development hereby approved, the highway improvement works referred to in Condition 24 shall be completed to the written satisfaction of the Local Planning Authority.
- 25 Reason: To ensure that the highway network is adequate to cater for the development proposed in accordance with the NPPF, Policies CS11 of the CS and Policy DM15 the SADMPP.
- 26 Condition Upon commencement of construction of each phase of the development hereby permitted (as approved under Condition 7) an Interim Travel Plan shall be submitted to and approved by the Local Planning Authority.
- 26 Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment in accordance with Policy CS11 of the CS and Policy E2.1 of the SADMPP
- 27 Condition No part of any phase of development hereby permitted shall be occupied prior to implementation of the Interim Travel Plan referred to in Condition 25. During the first year of occupation an approved Full Travel Plan based on the Interim Travel Plan referred to in Condition 26 shall be submitted to and approved in writing by the Local Planning Authority. The approved Full Travel Plan shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning Authority as part of the annual review.
- 27 Reason To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment in accordance with Policy CS11 of the CS and Policy E2.1 of the SADMPP

Environment and heritage conditions

- 28 Condition Prior to commencement of each phase of the development hereby approved, a detailed construction environmental management plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority; this must include proposed timescales and hours for the demolition, construction phase, deliveries / collections and any piling. The scheme shall also provide the location of any fixed machinery, their sound power levels, the location and layout of the contractor compound, the location and layout of the materials storage area, machinery storage area and waste & recycling storage area, all proposed attenuation and mitigation methods to protect residents from noise, vibrations, dust and litter and communication methods to the wider community regarding the demolition and construction phases and likely disruptions. If piling is required, full assessment of noise and vibration impacts should be included. The scheme shall be

implemented as approved for the duration of the agreed phase to which the CEMP relates.

- 28 Reason To ensure that the amenities of occupants of neighbouring properties are safeguarded in accordance with the NPPF and Development Plan Policy DM15. This is required to be a precommencement condition to ensure the demolition and construction is suitably controlled.
- 29 Condition No development shall take place on any phase of the development hereby approved (as agreed under Condition 7) until an archaeological written scheme of investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and 1) The programme and methodology of site investigation and recording, 2) The programme for post investigation assessment, 3) Provision to be made for analysis of the site investigation and recording, 4) Provision to be made for publication and dissemination of the analysis and records of the site investigation, 5) Provision to be made for archive deposition of the analysis and records of the site investigation, 6) Nomination of a competent person or persons/organization to undertake the works set out within the written scheme of investigation and 7) any further project designs as addenda to the approved WSI covering subsequent phases of mitigation as required.
- 29 Reason To safeguard archaeological interests in accordance with the principles of the NPPF and Policy CS12 of the CS. This needs to be a pre-commencement condition given the potential impact upon archaeological assets during groundworks/construction.
30. Condition No development shall take place on any phase of the development hereby approved other than in accordance with the written scheme of investigation approved under condition 29 and any addenda to that WSI covering subsequent phases of mitigation.
- 30 Reason To safeguard archaeological interests in accordance with the principles of the NPPF and Policy CS12 of the CS.
31. Condition Each phase of the development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the archaeological written scheme of investigation approved under condition 29 and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.
- 31 Reason To safeguard archaeological interests in accordance with the principles of the NPPF and Policy CS12 of the CS.
- 32 Condition Prior to the commencement of groundworks on each phase of the development hereby permitted (as agreed under Condition 7), an investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include: (i) a survey of the extent, scale and nature of contamination; (ii) an assessment of the potential risks to: * human health, * property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, * adjoining land,

* groundwaters and surface waters, * ecological systems, * archaeological sites and ancient monuments; (iii) an appraisal of remedial options, and proposal of the preferred option(s). This must be conducted in accordance with the Environment Agency's Land Contamination Risk Management (LCRM).

32. Reason To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the NPPF and Policy DM15 of the SADMPP. This needs to be a pre-commencement condition given the need to ensure that contamination is fully dealt with at the outset of development.
33. Condition Prior to the commencement of groundworks on each phase of the development hereby permitted, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
33. Reason To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the NPPF and Policy DM15 of the SADMPP. This needs to be a pre-commencement condition given the need to ensure that contamination is fully dealt with at the outset of development.
34. Condition The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of groundworks, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.
34. Reason To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the NPPF and Policy DM15 of the SADMPP.
35. Condition In the event that contamination is found in any phase and at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 8, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 9, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved

remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 32.

- 35 Reason To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the NPPF and Policy DM15 of the SADMPP.
- 36 Condition Welcome packs (to include information relating to the availability of and whereabouts of locations for dog walking routes which are less sensitive than international sites, and the provision of connecting accesses to existing rights of way and open space) shall be provided on first occupation of all houses in any phased (as agreed under Condition 7) hereby approved.
- 36 Reason In the interests of protecting internationally and nationally designated ecological site in accordance with the NPPF, Policy CS12 of the CS and Policies E2.1 and DM19 of the SADMPP.
- 37 Condition Each phase of the development hereby approved shall not be brought into use until a scheme for the provision of fire hydrants pertaining to each phase has been implemented in accordance with a scheme that has previously been submitted to and approved in writing by the Local Planning Authority.
- 37 Reason In order to ensure that water supplies are available in the event of an emergency in accordance with the NPPF.
- (ii) **REFUSE** in the event that the S106 is not signed within 4 months of the date of the committee resolution on the failure to secure obligations set down in (i) (a-c inc) above.

Appendix A – Summary of Likely Environmental Effects of the proposed development

Effect	Significance	Mitigation	Residual Effects
Employment and Supply Chain Capabilities	Minor Beneficial	Engagement with Build Norfolk as well as the National Construction College	Minor Beneficial
New Homes and Population	Intermediate to Major Beneficial	-	Intermediate to Major Beneficial
Schools	Minor Adverse to Neutral	Liaison with NCC, provision of school on site.	Neutral
Health Provision	Neutral	Liaison with local health services and advice to new residents on their local offer.	Neutral
Community Facilities, Open Space and Social Integration with West Winch and North Runcton.	Neutral with access to open space being minor beneficial.	Residents to be made aware of facilities available to them, to encourage the use of these by all and so social integration between new and existing residents.	Neutral with access to open space being minor beneficial.
Job Creation and Commuting	Neutral to Minor Beneficial	None	Neutral to Minor Beneficial
Changes in Traffic Flows	Minor Adverse	Promotion of sustainable transport measures	Minor Adverse
Severance	Minor Adverse	Promotion of sustainable transport measures	Minor Adverse
Driver delay	Minor Adverse	Modifications to signal timings at various junctions and strategy for Hardwick Interchange	Minor Adverse
Pedestrian and Cyclist Fear and Intimidation	Minor Adverse / Neutral depending on level of improvement at A10 crossing	Improved pedestrian and cycle routes	Neutral
Impacts on Residential Amenity	Minor Negative	-	Minor Adverse
Accidents and Safety	Neutral	-	Neutral
Public Transport Provision	Minor Beneficial / Minor Adverse depending on level of improvement	Diversion of bus routes though the sites and increase in services	Minor beneficial
Impact on Ecological Designated Sites	Minor Adverse	SuDS, Construction Management	Neutral

Impacts on Habitats	Moderate Adverse	Landscape and Ecology Management Plan, retention of hedgerows and pods, new planting.	Moderate negative effect during construction phase; neutral once built.
Impacts on Birds and Bats	Minor Adverse	New landscaped areas, nest boxes and trays.	Moderate negative effect during construction phase; minor negative once built.
Impacts on Reptiles and Great Crested Newts	Major Adverse	Construction Management, de-silting of ponds	Moderate negative impact during construction and minor negative once built
Impacts on other animals	Minor Adverse	Fencing off areas, creation of new habitats	Minor Negative /Neutral
Construction activity on Air Quality	Intermediate Negative	CEMP	Minor Negative/Neutral
Operational Activity on Air Quality	Neutral	Design roads to be free-flowing	Neutral
Construction Noise	Intermediate Negative	CEMP	Minor Negative
Operational/Traffic Noise	Minor Negative	Sound insulation and thermal double glazing	Neutral
Impact on Middleton Landscape Character Area	Intermediate Negative	Retention of boundary landscaping; landscaping through site, open space, mix of character	Minor Negative
Impact on West Winch Landscape Character Area	Intermediate Negative	Retention of boundary landscaping; landscaping through site, open space, mix of character	Minor Negative
Flooding	Neutral	SUDS	Minor Positive
Foul Water	Neutral	-	Neutral
Water Quality	Intermediate Adverse	CEMP, SUDS	Neutral
Storm Water	Minor Adverse	SUDS	Neutral
Impact on ground stability	Neutral	-	Neutral
Impact of contamination	Minor Adverse	Adoption of Appropriate Procedures in CEMP	Neutral
Impact on mineral resource	Neutral	-	Neutral
Impact on Roman Archaeology	Major Adverse	Geophysical assessments, trial trenching, recording of remains	Minor Negative

Impact on historic landscape	Major adverse	Maintaining landscape boundaries to Site	Minor Negative
Impact on water supply	Neutral	-	Neutral
Impact on electricity supply	Neutral	-	Neutral
Impact on gas supply	Neutral	-	Neutral
Loss of best and most versatile agricultural land	Minor Adverse	Re-use of soils, CEMP	Neutral
Impact on farm holdings	Neutral	-	Neutral