

# **West Winch Housing Access Road**

## **Statement of Community Involvement – Appendix B**

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## 1 Introduction

- 1.1.1 This document includes all written responses from local residents and local businesses received to Norfolk County Council during the public consultation period. Some users may not be able to access all technical details of this document. If you require this document in a more accessible format please contact [westwinchhar@norfolk.gov.uk](mailto:westwinchhar@norfolk.gov.uk).

## APPENDIX B: WRITTEN RESPONSES

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Dear Sir or madam

Having viewed the planning application, my concerns are about making sure the future building doesn't make the rainwater run off any worse for the Hall lane area ,as we already have problems. As the land slopes towards Hall Lane, my fear is that any future housing could send more water our way.

I trust more than adequate drainage would be put in place.

Also bus routes need to offer a more frequent service to encourage use since of course climate change lies at the route of these severe summers which lead to heavy rainfall and we really need to discourage use of the car where we can. And a footpath link along rectory road would be vital to cyclists and pedestrians alike.

Kind regards

### **West Winch Housing Access Road formerly West Winch Bypass**

I attended for a 2nd time a consultation meeting tonight at West Winch Primary School, to clarify information in the published information pamphlet.

I have already raised my concerns by email 14/11/22 and my basic objections have not changed which are:-

(1) No housing development should be approved that will be accessed from the A10 through West Winch, until the new road is built.

This is or was NCC Highways policy to oppose any housing developments which entailed a new access onto the A10, because of existing traffic volumes and safety issues.

(2) The new road should also bypass Setch and carry through to Oakwood Corner roundabout where the A10 merges with A134.

I have a solution to at least solve part of my concerns.

Hopkins Homes are proposing a new roundabout on the A10 near The Winch, traffic flow (2018 figures) indicate 24100 traffic movements per day increasing to 26500 with the 300 homes and no new road. The A47 at Constitution Hill traffic flow is only 19500 traffic movements per day, 4600 less than the A10 (2018 figures). Doesn't it make sense to access the new homes from the A47 at Constitution Hill with a new roundabout rather than the A10 and incorporate the new road as and when it can be funded by the NCC & Government. When the new road is completed then accesses to the old A10 can be provided for local traffic. I believe although initially more costly for the developers and NCC, it will prevent unbearable traffic flows and pollution through West Winch village.

I urge you also not to forget Setchey residents and businesses.

I would like to thank the team that attended these Consultation meetings for their politeness and professionalism in trying to sell a project that the politicians/counsellors have put forward.

Unfortunately these policy makers were not there to listen to the villagers concerns.

Please find below my comments in respect of the above proposed scheme.

At present in order to maintain free flowing traffic along the A10, it requires improvement from the Oakwood Roundabout (A10/A134 junction) to Hardwick Roundabout. This is even before the the large scale proposed development takes place and NO residential development at all should be permitted until construction of an acceptable highways scheme is completed.

A BYPASS without intermediate roundabouts is what's required in order get traffic from the South to Hardwick Roundabout without delay. Why delay the journeys with these additional roundabouts and traffic lights when the traffic needs to get to Kings Lynn and well beyond.

Think HGV and the extra fumes being emitted from the braking, gear changing and acceleration at each roundabout.

Is it responsible to have a cycle route alongside the proposed access road in such close proximity to the aforementioned poisonous emissions? It would be better to improve the existing A10 cycle route through the village giving access to the existing shops, village hall and church.

With the money saved by not constructing the interim roundabouts the proposed scheme could be extended to Oakwood Roundabout.

The remodelling of Hardwick Roundabout will if anything make the flow of traffic more problematic. Although it's stated Hardwick Roundabout Improvements, it's anything but.

Traffic from A47 West, bound for example to Back Lane West Winch appear to be encouraged to travel three quarters around the altered Roundabout, which is what we had before the flyover was built. At times of gridlock, which we have had again over this Christmas Bank holiday, due entirely to insufficient capacity onto the A149 to Hunstanton, Sandringham and Fakenham it's impossible to access the Roundabout without considerable delay. To take the flyover as at present, which of the following would be my preferred route home.

To the first new Roundabout and then back to Hardwick Roundabout and South along the A10.

Take the new access road and through the new housing estate when constructed.

Continue along the new access road to the new Gravelhill Lane Roundabout.

Take the A47, then through North Runcton.

None of which are satisfactory.

At times of gridlock the situation will be aggravated by more traffic on the Roundabout as this will now include the traffic from beyond West Winch bound for the coast and Sandringham.

Keep Clear road hatching is required on the existing Roundabout to allow traffic movement from the existing A10 and also Hardwick Narrows Estate.

Filter Lanes are required from Hardwick Narrows onto the Improved Roundabout.

An alternative for the well used lay-by for HGVs at the start of the A10 should be included in the scheme.

It is proposed that traffic through Chequers Lane be curtailed, yet there is very limited traffic if any that uses this to access the A47 at present. Heavy traffic to Manor Farm from the A10 will therefore have to go through North Runcton which has until now been required to use Chequers Lane, thus avoiding the village.



Historic England

West Winch Housing Access Road  
Infrastructure Delivery Team  
Norfolk County Council  
County Hall  
Martinea Lane  
Norwich  
NR1 2DH

Our ref:

05 January 2023

Dear Infrastructure Delivery Team

**West Winch Housing Access Road**

We understand that proposals for the West Winch Access Road are currently the subject of a public consultation. As the government's adviser on the historic environment Historic England is keen to ensure that the protection of the historic environment is fully taken into account at all stages and levels of the local planning process.

There are a number of designated heritage assets in the area around the proposed access road. These include:

- Church of All Saints, North Runcton Grade I
- Church of St Mary, West Winch Grade II\*
- West Winch War Memorial Grade II
- The Mill, West Winch Grade II
- Old Dairy Farmhouse, West Winch Grade II
- The Gables, West Winch Grade II
- Bull Cottage and the Alehouse Grade II
- North Runcton War Memorial Grade II
- North Runcton Lodge Grade II
- The Old Rectory, North Runcton Grade II

In addition, the Heritage Impact Assessment (documents F27a and b) (HIA) for the West Winch Growth Area, produced by Place Services for Kings Lynn and West Winch Borough Council in 2022, identified the moated site to the south of St Marys



Historic England, Brooklands, 24 Brooklands Avenue, Cambridge CB2 8BU  
Telephone 01223 58 2749 [HistoricEngland.org.uk](http://HistoricEngland.org.uk)

Please note that Historic England operates an access to information policy.

Correspondence or information which you send us may therefore become publicly available.







Church, West Winch, as potentially schedulable. The HIA recommended that the site be put forward for assessment.

Development of the access road has the potential to impact upon the significance of these heritage assets through development in their settings.

In line with the advice in the National Planning Policy Framework (NPPF), we would expect the Environmental Statement to contain a thorough assessment of the likely effects which the proposed development might have upon those elements which contribute to the significance of these assets.

We would also expect the Environmental Statement to consider the potential impacts on non-designated features of historic, architectural, archaeological or artistic interest, since these can also be of national importance and make an important contribution to the character and local distinctiveness of an area and its sense of place. This information is available via the local authority Historic Environment Record ([www.heritagegateway.org.uk](http://www.heritagegateway.org.uk)) and relevant local authority staff.

We would strongly recommend that you involve the Conservation Officer of Kings Lynn and West Norfolk BC and the archaeological staff at Norfolk CC in the development of this assessment. They are best placed to advise on: local historic environment issues and priorities; how the proposal can be tailored to avoid and minimise potential adverse impacts on the historic environment; the nature and design of any required mitigation measures; and opportunities for securing wider benefits for the future conservation and management of heritage assets.

It is important that the assessment is designed to ensure that all impacts are fully understood. Section drawings and techniques such as photomontages are a useful part of this.

The assessment should also take account of the potential impact which associated activities (such as construction, servicing and maintenance, and associated traffic) might have upon perceptions, understanding and appreciation of the heritage assets in the area. The assessment should also consider, where appropriate, the likelihood of alterations to drainage patterns that might lead to *in situ* decomposition or destruction of below ground archaeological remains and deposits, and can also lead to subsidence of buildings and monuments.

We suggest that the assessment could draw on some of the information in the recent Heritage Impact Assessment (documents F27a and b) for West Winch, although this assessment relates to the local plan allocation as a whole rather than specifically the road.





Historic England

Given the number of designated heritage assets within the area, we would welcome early discussions with you in order to agree the key sites and setting issues which will need to be addressed within the EIA.

In future we would recommend that you work through options appraisals with statutory consultees before presenting proposals at a public consultation.

We will need to see what alternatives have been considered and whether impacts on the historic environment could be further reduced.

This opinion is based on the information provided by you and, for the avoidance of doubt, does not affect our obligation to advise you on, and potentially object to any specific development proposal which may subsequently arise from this or later versions of the proposal which is the subject to consultation, and which may, despite the assessment, have adverse effects on the historic environment.

If you have any queries about any of the matters raised above or would like to discuss anything further, please do not hesitate to contact me.

Yours sincerely



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Dear Sir/Madam,

We write on behalf of Hopkins Homes Ltd in response to the West Winch Housing Access Road pre-planning application consultation. Hopkins Homes has a planning application submitted for outline approval of up to 1,110 homes and associated facilities (including a new primary school) on land at the northern end of the defined West Winch Housing Allocation Site.

We welcome the consultation and support the work being undertaken to be able to submit a planning application and Outline Business Case (OBC) in the summer of 2023 (or earlier if possible).

There are four elements of the emerging design that we would like to take this opportunity to draw your attention to:

1. **Alignment of the proposed 'dedicated free flow slip to A47'**

The alignment of this free flow slip appears to fit within the indicative road corridor of the parameter plan that accompanies the Hopkins Homes planning application (see attached). It is important that this is the case, otherwise it will encroach into the required landscape and noise buffer between the road and housing area, which would impact on the ability of the scheme to deliver the required number of housing, and in turn the ability to viably fund the road and other infrastructure requirements set out in the adopted Infrastructure Delivery Plan. It is important that the road is limited to 30-40mph to ensure noise emissions can be managed and the amenity of nearby residents is protected.

2. Drainage basin requirements and storage capacity calculations

The emerging scheme shows a number of drainage lagoons located in similar locations to the Hopkins Homes drainage strategy. The capacity of the drainage basins in the Hopkins Homes proposals has been calculated using (among other things) the developable area of the site which includes the proposed roads. It will therefore be important to combine data to ensure that the total drainage capacity planned is not over estimated and the drainage basins are located in the best locations, where they can provide additional amenity space to residents, without impacting on proposed woodland habitats and ecological areas. The proposed wetland woodland area for example should retain the existing hedgerow line and be compatible with a Great Crested Newt habitat, in accordance with our agreed ecological strategy.

3. Design of A47 roundabout and need for a farm access from 4<sup>th</sup> arm

The A47 roundabout includes a 4<sup>th</sup> arm which provides a maintenance access to the north. In the earlier strategic transport work undertaken by Mott MacDonald (Hardwick Transport Strategy December 2014) there was a longer term aspiration to provide a link from this roundabout to the A149 (avoiding Hardwick Roundabout). It is recommended that the design of the A47 roundabout should allow for this 4<sup>th</sup> arm to be upgraded in the future so as not to prejudice the ability to provide this route should it be desired in the future. It is important that this 4<sup>th</sup> arm is also capable of providing a new farm access for the landowners, as the proposed development will remove the opportunity for farm vehicles to access this land through the current A47 underpass further to the north. The alignment of this farm access should be discussed and agreed with the landowners (Symington Family) and their agents (Carter Jonas and Brown and Co). We can facilitate these discussions if necessary.

4. Access to farm buildings east of Hardwick Roundabout via slip road

We note the emerging proposals seek to maintain and improve the access to the farm buildings to the east of the Hardwick Roundabout (so it also connects onto the A149). We support this enhancement and again encourage discussions with the landowners (Symington Family) through their agents (Brown and Co) to agree the detail of this design.

We hope these comments are given due consideration. We would be happy to discuss further, and assist in the finalisation of the design proposals, prior to submission of the planning application.

Firstly, I would like to point out that I have been unable to complete the online questionnaire. Your link goes only to a room which I can look around. I have found no way to access a questionnaire. I am not very technical so this could be my fault but I am not able to complete a questionnaire which I would have liked to do.

Following my visit to West Winch primary school and a discussion with your (very pleasant) colleagues, I would like to make the following comments:

1. All the information provided only focussed on the 'benefits' of the new road for those living on the A10 in West Winch. No attention has been given at all to the disruption and reduction in quality of life for the residents of North Runcton. The whole of North Runcton will be affected by a very large increase in traffic noise, air pollution, traffic flow through the village and the loss of a rural setting. In order to minimise this for the residents of this village, there could be much more done to protect the village in terms of screening. Much increased planting and adequate screening is desperately needed on the NR side of the road. Especially where the road runs adjacent to the village at the scout hut.

Unlike the residents along the A10 (who chose to buy a house on a main road), the residents of NR chose to buy a house in a quiet, rural setting. This project effectively takes that away from them and more consideration should be given to minimising the impact on them.

2. Considering a goal of creating an increase in 10% of biodiversity, there seems to be a lack of trees, grassland and real wetland (currently at Constitution Hill) on the new plans. This can only result in loss of biodiversity. Wildlife corridors are minimal on the West Winch side and non-existent on the North Runcton side which would leave Sheeps Course wood (an important habitat) cut off. A corridor on the NR side from Sheeps Course to the other side of NR is vital for wildlife protection.

3. The proposed bike ways are inadequate. At the meeting, the representatives from both Borough and County admitted that the new housing was not to serve Kings Lynn but to attract 'commuters' from Cambridge and possibly London to encourage growth. They suggested that improved rail links would mean that said commuters would travel by train. There is no station within walking distance. This means car use. In fact potentially several thousand extra cars per day. (Regardless of whether they are commuting to the station or to local jobs.). The proposed bikeway leads to the current A10 and/or to the Hardwick. The footpath (designated bikeway) on the A10 is only wide enough in many places for one bike. The Hardwick is both frightening and impractical to get across safely on a bike. (We are regular bike users ourselves and try to avoid this area as much as possible resulting in us putting our bikes on the car and driving to the other side of the Hardwick when we want to go anywhere!!!!). When you are effectively suggesting that there will be several thousand bikes a day using this bikeway to reach the station or Kings Lynn, then much more emphasis needs to be placed on the adequacy and functionality of the bike ways.

4. The road and the housing development are inextricably linked as was clarified at the meeting. Therefore the question of infrastructure for the planned housing must be addressed in conjunction with the road. Regarding the school, the current plan is to 'expand' the West Winch primary school. There is no defined trigger point for the 'proposed' new school. This will undoubtedly result in huge pressure on the existing school. A trigger point should be clearly defined. I am sure that the residents of West Winch are not fully aware of the impact that this project is going to have on their school. Everyone I have spoken to with children in that school are firmly of the opinion that the new school is being built very early on in the development process. To quote 'the development cannot go ahead without the school'. Indeed they have been told this in earlier meetings.

5. There is no serious proposal at all for increased GP facilities. This was described to me as subject to commercial forces and not a matter for councils. Again, how many people have to suffer before a new surgery is considered commercially viable by 'someone'.

6. On the matter of increased sewage, I was assured that this was covered by Anglian Water but no one seems to have checked that. I am very concerned that growth on this scale will have serious implications for water quality in this area.

7. In terms of traffic flow, nothing suggested to me that this would improve. It would simply be moved away from the A10. In total, 5 new roundabouts can only add to potential congestion and all the traffic still ends up on the Hardwick. By allowing this volume of housing, you are proposing to increase the level of traffic hugely so, even if there was any improvement in flow, this will be negated by sheer volume. The newcomers will also add to the increased numbers of people heading for the beach in the summer.

In many urban areas, emphasis is being placed on low emission zones and traffic free zones so why is Kings Lynn considering building 4000 houses in a very high traffic area? This is very outdated thinking by today's standards.

8. Access from the new housing on to the new road is inadequate: 3 roundabouts for up to 4 or 5 thousand cars off those estates at 8.30/9 am. There needs to be much more car access from the new housing to the old A10 to relieve this. In addition without this, people have to go right round to get to the existing school. Walking/biking to school is not an option for most parents/children as they are dropped off on the way to work.

9. At the meeting it was explained to me that this volume of housing in this area helped to protect other 'nicer' areas of Norfolk from excessive development. This makes no sense and has indeed been proven catastrophic in other parts of the country. Small scale developments scattered around other villages results in much better integration of incomers and enables local residents to buy homes and find work in their own area. In other tourist areas, GP surgeries have been forced to close down because they are no longer commercially viable due to the lack of all year round residents. Spread development gives residents/homeowners a much better quality of life all round. It spreads pressure on local infrastructure. It enables revival of dying communities. It spreads the supply of labour. Currently there is a huge shortage of labour on the north coast and in agricultural areas due to lack of reasonably priced development where people on low wages can live. The supply of local labour is being starved to the rest of Norfolk in order to fulfil housing targets. As has happened in Cornwall, Devon, Dorset and parts of Yorkshire, areas will eventually die because of over priced second homes in 'nice' areas. There needs to be diversity of housing in all areas. Not cramming 4000 'affordable' homes in to one patch to tick the numbers box not giving any consideration at all to the well being of existing and future communities not only there, but throughout North West Norfolk.

Yours faithfully,

I attended one of the consultation events on 4th January 2023.

The A10 is already heavily congested with long tail backs at certain times of the day. The number of HGVs using this road make it a very hazardous road and the pollution from these vehicles is immense. Development in Watlington and Downham Market in the past few years has increased the amount of traffic through West Winch as the A10 is their only route into King's Lynn and the coast.

To think it will be Ok to build ANY houses where indicated on your plans BEFORE a relief road is built is complete madness.

I spoke to two planning department representatives who told me the following:-

Up to 800 homes will be built by Hopkins, "probably" in 2024. The only access to these houses will be from the A10 by a roundabout near The Winch and there will be several crossings for children to use to get to the current primary school. This will further disrupt the traffic flow on the A10. No-one will walk or cycle their children to school (it is a long way) along the A10 where traffic is queued and exhausts pumping out fumes. I was told the existing school will be expanded (I understand it is already at capacity). They will use their cars causing more problems with parking near the school. Most of the Mums dropping off their children at school, then go on to work so not using their car is not an option. Buses are not frequent enough or reliable.

I was told the new access road would "hopefully" be started in 2025 and finished in 2027. So there will be three years of disruption while these 800 houses are built. The number of large vehicles delivering supplies to this site and building workers in their vans turning in and out will obviously be a hazard. It will be inevitable that mud will be brought onto the A10 making it very dangerous.

Having got my head round what I had been told was to happen, I picked up the local paper yesterday which suggests a totally different timeline.

The article clearly states that 1100 of the 4000 proposed homes will be built by 2026 (i.e before the new relief road is completed). Also that the first new primary school will be built by 2028 and the second after 2030. So children from all these new houses will have to cross the A10 to get to school. Obviously these decisions have already been made so it has been a complete waste of time and money to ask people who already live in West Winch for their input. We are the ones who will have to live with decisions made by people who have no connection with the area.

The planners seem more interested in planting trees, wild life and building cycle paths (which few will use) than tackling the problem of the traffic on the A10.

Hello

I am writing to you as secretary of Hope's Charity, North Runcton. We own a small piece of land off Chequers Lane in North Runcton. The land lies to the west of the Scout Hut and comprises the east side of that field (I attach a map showing the scout hut land outlined in blue and ours in red. The cattle grid shown marks the edge of the common). Currently we rent out the land to a local farming contractor, who rents it as part of the whole field. We would like to point out a few concerns:

1 The road is scheduled to pass through the field, at which point our land, whether it is part of the road or not, becomes worthless as a parcel of land to rent out to a farmer. It is too small to stand alone as an agricultural rental. It is not part of the allocation for development. We are not sure what use our land would be at that point. Half of our (admittedly small) annual income is from the rent on the land. We are very concerned about our land becoming worthless.

2 The consultation says that 'Chequers Lane will be severed to prevent traffic travelling through North Runcton to the A47'. The map says 'Pedestrian crossing will be explored' and 'Proposed closure of Chequers Lane with potential pedestrian & cycling crossing'. It would appear that the pedestrian/cycling crossing would be a bridge with the access crossing our land. Presumably at that point, our land would be subject to compulsory purchase. But if the crossing didn't happen (there are a lot of 'explored', 'proposed', 'potential' type of words there), what would happen with our land?

3 We have attended various meetings and had correspondence from various consultants (Gerald Eve, wsp, Norse Group) and the Borough Council since 2019. There has been a lot of talk about collaboration, landowners working together. We fear that as one of the smallest landowners, we have sometimes been overlooked in any consultations.

4 We are aware of the current timeframe for the development of the road. We would just like to point out that subject to the rental agreement we have with the tenant who farms our land, we would have to give at least one year's notice if the land were to have to be vacated.

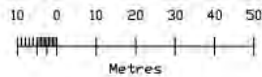
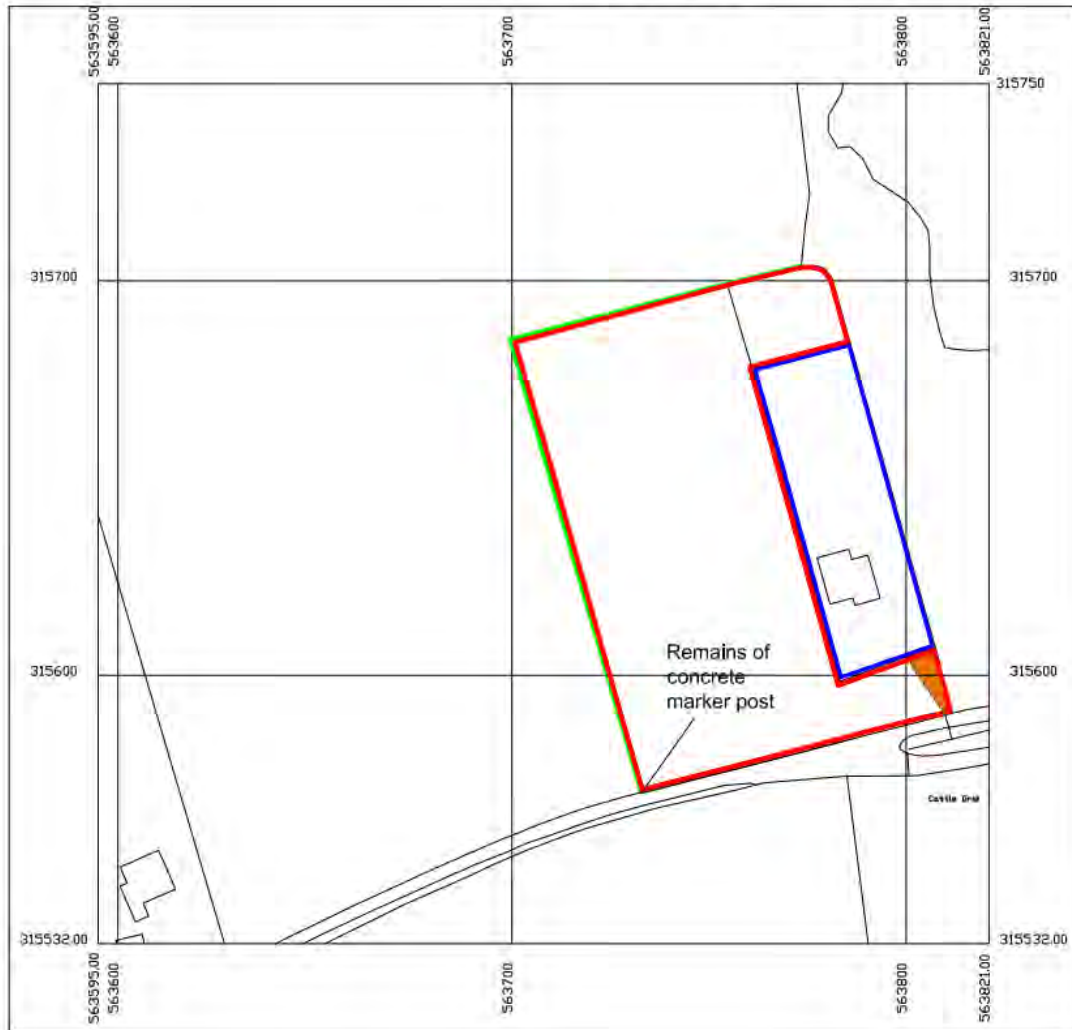
I hope the above all makes sense. Let me know if you have any queries.



Ordnance Survey <sup>®</sup> Hopes Charity land, North Runcton

Ukmapcentre.com

Land registered shown outlined red  
Land conveyed to Scouts 1973 outlined blue  
1928 Ordnance Survey field boundary shown green  
Access to Scout hut coloured brown



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To Whom it concerns.

As a long standing resident of West Winch, please see my comments on the proposed new access road for the A10 West Winch.

Having been a resident of West Winch since 1985, I have witnessed numerous proposals for road improvements to the A10 and to the Hardwick Roundabout over this period. Several public consultations have been trialled over this period but all have been consigned to the Waste Bin as the reason being given of a lack of available funding from the various agencies.

The original plan, which to my mind held the most credence was for a Dual Carriage way construction from the A10 at the Setchey Oakwood roundabout, passing between West Winch and North Runcton villages before joining to the A47. However, this proposal was again consigned to the waste bin, due to the lack of available funding.

The latest proposal has now seen the Bypass being downgraded to a single carriage way Relief Road. This road commencing at a new constructed roundabout at Gravelhill Road, West Winch, following a path between West Winch and North Runcton villages before finally terminating with a new roundabout on the A47. It is surmised that this proposal will effectively remove the majority of West Winch traffic passing through the village centre. However, this proposal does absolutely NOTHING to alleviate the current traffic problem associated with Setchey.

1. This new road needs to commence from the A10 Setchey Oakwood roundabout thus diverting all current traffic from passing through Setchey and West Winch. Currently, the traffic density makes it virtually impossible to turn right onto the A10. Accidents and delays are commonplace due to traffic attempting to gain access to the Setchey Garage Lane Industrial Estate. This is also compounded by traffic turning into the Blackborough End access road (especially during peak times). I believe that it is imperative for the new road to commence from the Oakwood Roundabout thus bypassing the village centres of Setchey and West Winch before joining up with the A47.
2. There is a higher proportion of RTC's at the Setchey Garage Lane road junction. This has further been compounded by the siting of a Speed camera at this junction causing Speeders to apply their brakes upon spying the camera.
3. There is no pedestrian crossing in the vicinity of Setchey making it into a nightmare to cross the A10.
4. The A10 narrow roadway through parts of Setchey prohibits widening of this road. So, with traffic density increasing year on year things will only get worse.
5. Finally, I fear that Developers will renege on delivering monies to help finance the road works. A commonplace adage currently states here in West Winch that

Infrastructure to be in place before development commences. And this includes a bypass/ Relief Road.

January 2023

West Winch Housing Access Road

Pre-Planning Application Consultation

Comments from North Runcton Parish Council

Dear Sir/Madam

NRPC note that there has been some interchangeable terminology for this road in recent months – but we feel ‘Housing Access Road’ is accurate. The road would not be proposed if the adjacent housing plans had not been formulated. Without constructing additional road access it would appear impossible for all the expected new traffic to be accommodated on the existing roads.

And yet this road, even if accompanied by widening a section of the A47 and altering the Hardwick roundabout, will still link directly back to the current, already frequently congested, road network. NRPC, and all the residents that Councillors have spoken to, remain extremely concerned that the extent and style of development proposed for the West Winch Growth area will generate large amounts of new local traffic and cause even more congestion on new and existing roads from the inception of the scheme through to long-term operation.

We remain sceptical that traffic conditions on the existing section of the A10 can be substantially improved. Even if all through-traffic is directed onto the new road, local traffic will still increase greatly and local HGV traffic access will still be required.

Meanwhile, even the figures in this consultation suggest sections of the new road are expected to have nearly 30,000 vehicles a day when the scheme is complete, introduced to an area that is presently open countryside. The change will be significant and detrimental.

We have the following specific comments on the consultation document.

1. For the reasons outlined above we doubt any suggestion that the proposed scheme will alleviate existing ‘traffic problems’ as implied.
2. No environmental impact assessment has been undertaken – either for the new road or the whole West Winch Growth scheme in general. There are some references to potential environmental improvements and mitigation (e.g. ‘retaining existing ... landscape features ... where possible’) but in truth these need to be proved. There is no mention of adverse impacts to the landscape or any other receptors along the new route and no mention of how these might be mitigated. Impacts will be significant. Local resident concerns include noise, pollution, light spillage, biodiversity, landscape continuity and visual impact.
3. An additional signalised roundabout on the A47 may be necessary to handle the weight of traffic this junction will receive, but it will be another frustrating impediment to free-flowing vehicle movements along this route – for both local traffic and trunk road through-traffic.
4. Removing the small roundabout on the A47 will have no real benefit for local traffic and the additional engineering works and land take for the new slip roads appears substantial.
5. Removal of this roundabout will actually disadvantage traffic coming from the A149 (the coast) and wishing to join the west bound A47 (the East Midlands). All this traffic will now have to navigate the main Hardwick roundabout rather than leave at the first slip road – exacerbating the regular existing congestion at this intersection.
6. Local residents are concerned that the new road will create a substantial new barrier to east-west movement between North Runcton and West Winch (it will) – hence the previous requests to have a road bridge at Rectory Lane and a minimum of a cycle bridge at Chequers Lane. We see these are non-negotiable ‘red-lines’. They will be essential for existing and future settlement movements.
7. But it is very probable that the bridge will make Rectory Lane into a very desirable rat-run. Traffic calming will be required.
8. The bridge must allow safe and equitable cycle/pedestrian access.
9. Requirements for the new road are set out in the adopted Neighbourhood Plan (GA04) including foot/cycle paths on both sides of the road, environmental mitigation works and suggested speed limits.

10. On the consultation plans we note the black hatched areas east of the proposed road alignment. These will not make viable development parcels. The Neighbourhood Plan noted that this type of boundary definition would need review (See policy WA06 and preamble). Either these areas need to be deleted from the Growth Area or they should only be used for landscape mitigation works.

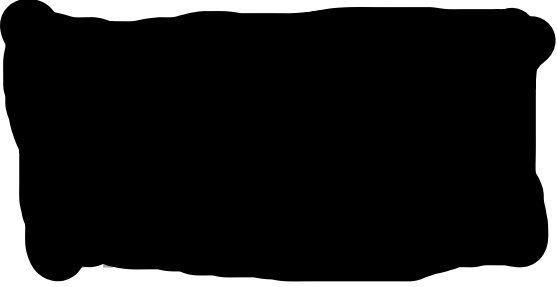
11. We note several references to proposed new habitat. 'Proposed woodland creation' at Sheep's Course and 'Proposed wet woodland' at Hardwick. These habitats already exist in these areas. The onus must be on protecting existing habitat. The environmental impact of the road will be substantial adverse and we would wish for the footprint of construction to be as small as possible.

12. As has become apparent with the first two outline planning applications for housing within the growth area, the flood authority and IDB doubt that surface water drainage can be balanced on site. We would like to see road drainage fully modelled and provisions for 'overflow' runoff designed into the scheme if required.

13. We are concerned that public transport provision (including active transport) has not been properly considered in the overall framework masterplan or the two current outline planning applications and that substantial work will be required to ensure a favourable outcome commensurate with carbon neutral planning and new government directives. In our view, the very basic proposals included with this consultation are entirely inadequate. Schemes like this will only ensure that very high levels of private local car journeys will be generated.

In summary we feel it would be a dereliction of our public duty to support this scheme because the road, (and in fact, the entire West Winch Growth Area concept as presently illustrated), cannot provide a carbon neutral development commensurate with the advice of the Climate Change Committee. The government would be ignoring their own advisers if they funded this scheme.

Yours sincerely



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Norfolk County Council

05/01/2023

## **West Winch Housing Access Road: Response to consultation**

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This letter is submitted in response to the West Winch Housing Access Road consultation being undertaken by Norfolk County Council. Our comments are made on behalf of Metacre Limited, who has submitted an application for outline planning permission for up to 500 homes with flexible commercial floorspace, associated landscaping, parking and supporting infrastructure on land at West Winch (18/02289/OM).

Please see below our comments on the consultation material:

### **General comments**

The proposals appear to have been designed in isolation without consideration of the relationship of the road to the development edges, and broader placemaking and infrastructure objectives. It is important that the design of the road does not create a hard barrier at the eastern edge of the allocated land through its character of a bypass and it should have the flexibility to support future growth to the east.

The consultation discusses whether the road will be built before any houses and sets out that, *'in the response to the proposals for the 1100 dwellings in the north of the growth area, it was made clear that no more 300 homes could be occupied before a new road connection to the A47 is built'*. However, it is not clear how the 300 homes number has been derived and the evidence behind this should be provided.

The consultation documents also refer to traffic calming measures being introduced onto the A10, but limited information is provided in relation to what this is likely to consist of.

### **Relationship with the West Winch Growth Area Framework Masterplan SPD**

The proposals do not align with the arrangement shown in the Draft Growth Area SPD. The road proposals should be presented as an overlay on the SPD masterplan so that the relationship between the road and the current SPD masterplan proposals can be better understood. In addition, cross sections should be provided to indicate how the WWHAR will interface with the proposed adjacent residential properties and existing properties where changes in level are proposed.

### **Junction location and design**

The proposed 2<sup>nd</sup> access roundabout location off the proposed road from the north is located in an area proposed as green amenity space in the draft SPD mentioned above. The junction location seems to have been revised since the draft SPD, in which it was shown further to the south directly serving the developable area. While the proposed new location is beneficial in limiting the infrastructure land take within the developable area, it is likely to impact the setting of the green corridor.

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It is also not clear whether the proposed junction location would be acceptable to the Health and Safety Executive given its proximity to the underground gas pipeline and this should be confirmed. To the south, the junction of the proposed road and the A10 appears to be over-engineered with a significant impact on the development area of the allocation and will also not provide for an attractive gateway into West Winch.

### **Drainage**

It appears that the drainage strategy for the proposed road has been designed in isolation, without consideration of the downstream impacts and flow routes, particularly in relation to the central section. A joined-up approach with the adjacent landowner proposals for the allocation (or considering drainage strategically via the SPD) would avoid the loss of developable land for drainage infrastructure.

This is evident where the drainage and maintenance infrastructure associated with the central section of the proposed road has been located to the west of the road. This has a significant impact on the developable area. The potential for locating drainage attenuation to the east of the road should be explored. If this is not practical, then the drainage could be directed to the green corridor (gas pipeline) to the south west via the proposed conveyance routes within the development area as shown on the Metacre Phase 1 outline planning application (ref: 18/02289/OM). This could remove the need for a large attenuation basin and associated access and landscape on land that could otherwise be developed for housing.

We assume that drainage would eventually flow west towards the Puny Drain. There are capacity constraints relating to the existing drainage network linked to the Puny Drain which are being addressed in relation to the abovementioned outline planning application. The proposed road needs to properly consider the downstream impacts of runoff from the road and take responsibility/contribute to any necessary capacity upgrades.

### **Public transport**

The public transport map does not refer to potential bus routing through the growth area. It would be helpful to understand how the proposed road will be used to support bus proposals within the development areas.

### **Active travel**

We are concerned about the detrimental impact the current road design will have on existing east-west active travel connections. It appears that only one east-west crossing is being committed, which is located at Rectory Lane. We support the provision of a crossing in this location, but it appears the current bridge design does not allow for a connection between the east-west pedestrian/cycle route and the north-south pedestrian/cycle route.

In relation to Chequer's Lane, the wording of the proposal notes "*we are exploring the need for a crossing at this location for pedestrians and cyclists*". The closure of Chequer's Lane should maintain pedestrian and cycling access east-west to enable access between the southern, more populated, part of North Runcton and West Winch and the expanded village centre to the west. The route is a historic link between the villages and their commons. The crossing should be designed for directness and to enable ease of use, avoiding long ramps where possible.

To enable access between the facilities and green spaces proposed to the west and the footpath connecting with North Runcton which runs to the east of the proposed road, the design should consider opportunities for additional informal crossing points potentially with pedestrian refuge islands for example at the 2<sup>nd</sup> from north roundabout.

The CGIs within the gallery show a cycle and walking route along the western side of the access road, with a hedge/tree corridor separating this route from the housing area. This does not appear to be an attractive or safe route for users. A better arrangement would be to locate the walking/cycling route within the development area where it can be overlooked by housing. This should be identified in both the proposed road and SPD drawings.

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## Development impacts

The proposed road location and associated infrastructure, such as new roundabouts, maintenance access tracks, embankments, drainage basins and planting, would have a significant impact on the developable area within the southern and central parts of the growth area. The below table sets out the likely loss of area in the growth area based on the current proposal:

Lost built development area	approx. 9.1 ha
Lost public green space and woodland area	approx. 1.1 ha
Gained developable/green space area	approx. 1.0 ha
Total developable/green space area lost	approx. 9.2 ha

The areas referred in the above table are shown on the below framework Masterplan that has been submitted with the outline application 18/02289/OM. The lost built development area is shown in stripy purple; lost green space shown in stripy orange and gained developable area in stripy yellow. In addition to the areas shown, there would be further green space lost associated with the necessary connecting road from the 2nd from north roundabout to the development area.

The design of the road should be considered and reviewed against the abovementioned losses to ascertain whether they can be mitigated.

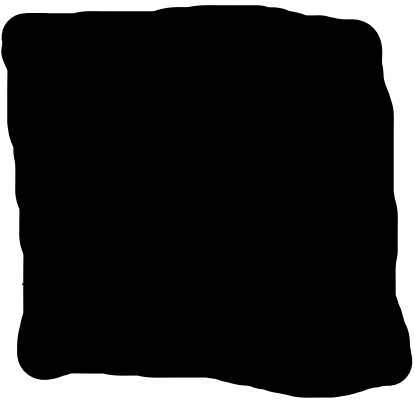


I trust the above is of assistance and we look forward to being notified on the progress and future consultations for the proposed West Winch Housing Access Road.

Yours sincerely

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## **West Winch Housing Access Road (WWHAR)**

### **Comments following consultation**

#### **Congestion, air quality, noise**

According to the East of England Route Strategy published by Highways England in March 2021 (p.11) the A47 approaching the Hardwick interchange shows “congestion limiting growth along single carriageway sections of the route”. Traffic modelling has shown that congestion on the A47 approaching King’s Lynn from the east is not a problem. So, which is true?

There will, however, be serious congestion if the single carriageway WWHAR is built. A short section of dual carriageway on the approach to the Hardwick interchange will not accommodate the existing A47 traffic **plus** the traffic from the proposed development of 4,000 houses joining from the WWHAR **and** all the A10 through traffic. Far from solving the congestion problem it will simply transfer it to the WWHAR and the A47.

The five planned roundabouts the length of the WWHAR and the potential pedestrian crossing at Chequers Lane will cause traffic to slow, as will the additional traffic joining from the proposed development. A signalised roundabout is likely to create worse queues than those that already exist on the approach to the Hardwick roundabout via the current A10. This will not encourage business/growth to the town, one of the objectives set out in the Strategic Outline Business Case, and will not improve journey times as claimed (p.114 bullet point 5 Cabinet agenda PUBLIC) nor save on fuel. Slowing then accelerating vehicles (5 times on a stretch of road just over a mile long and the majority of which will be HGVs) creates more air and noise pollution. Whichever way the traffic is directed it is disingenuous to suggest that congestion will be eased. Bypasses/link roads/dualling cause induced traffic. Example: Newbury’s congestion was back to pre-bypass levels within six years of its completion. Furthermore, according to [www.smartertransport.uk](http://www.smartertransport.uk) building roads does not reduce congestion. “In the case of piecemeal upgrades congestion is more often displaced than temporarily reduced.” In another study (<https://theconversation.com/climate-explained-does->

[building-and-expanding-motorways-really-reduce-congestion-and-emissions-147024A](#)) “the short answer to the question about road building and expansion is that new roads do little to reduce congestion, and they will usually result in increased emissions.” A further study on the cost-benefit analysis of road investments shows the discrepancy between outturn and forecast

(<https://doi.org/10.1016/j.tra.2021.03.023> ) through unreliable modelling. This should be taken into account with regard to the dualling of the A47 approaching the Hardwick interchange from the east as well as the cost of modification of the same, and the additional traffic induced by the WWHAR.

How are noise and air quality levels to be calculated before the road is built? In the **Your Questions Answered** section on the Council website there are assurances, without detail, that noise and pollution levels will be assessed. Modelling has already been shown to be unreliable. How can we believe the predicted traffic flow data presented on the website? Accurate assessment can only be done when the road is built by which time it is too late.

The emphasis is on the benefits for West Winch residents. Has consideration been given to North Runcton residents and those who will eventually occupy the houses on the eastern side of the site? Much has been made of the unpleasant conditions for cyclists and pedestrians along the current A10. The creation of a cycling route/footpath alongside the WWHAR will be equally unacceptable for the same reasons. Will the route end when it reaches the A47? Will it run alongside the existing Public Right of Way (PROW)? Will the rat run from West Winch to the A47 to head east via Rectory Lane and vice versa continue to blight the lives of those living on Rectory Lane and the northern end of New Road despite the construction of the bridge? If Chequers Lane is to be severed, will this not increase traffic from Setch Road gaining access to the A47 via Common Lane and vice versa? The stretch of Common Lane beyond the Common is a single track road and wholly unsuitable for traffic looking for a short cut between the A47 and Setchey. Has an assessment been carried out with this scenario in mind?

It seems logical that the link road will not only exacerbate existing congestion and pollution problems, but will shift them to a different location because of the additional traffic from 4,000 houses. The Borough Council is obliged to take the congestion issue as a material consideration when weighing the advantages/disadvantages of the WWHAR.

### **Climate Change**

Numerous studies have been carried out on the effects of road building on CO2 emissions:

[Road building must end, says climate professor](https://www.transportinfrastructurenews.com › road-bui...)

<https://www.transportinfrastructurenews.com › road-bui...>

<https://www.bbc.co.uk/news/science-environment-53353258>

### **Biodiversity**

Has a Preliminary Environmental Information Report (PEIR) been completed?

Over wintering bird surveys: these birds are at greatest risk of habitat loss to development because winter food sources can be scarce. Farmland bird surveys: there are 19 species at risk from development because of their dependence on farmland and their inability to survive in other habitats

The RSPB recommends 4 surveys per month between November and February.

Habitat fragmentation caused by new roads and housing developments in a biodiversity crisis must also be a material consideration. The construction of the WWHAR will result in the total destruction of farmland habitats and the mosaic of important habitats to the north of the site. The ecologist reports describe these habitats as almost of County importance. Organisms need their specific habitat for survival. Noise and light pollution contribute to the disappearance of wildlife. Roadkill is likely to be more commonplace as creatures are displaced and find their habitats shrinking. Habitats that have taken years to evolve cannot be recreated elsewhere. Once destroyed they are irreplaceable. It

will be interesting to hear an explanation of exactly how “at least 10% biodiversity net gain” can be achieved.

It is clearly not in the interests of the economy, the environment, climate change and the biodiversity crisis to proceed with the WWHAR.

[REDACTED]  
[REDACTED]  
[REDACTED]

18 November 2022

West Winch Housing Access Road,  
Infrastructure Delivery Team,  
County Hall,  
Marineau Lane,  
Norwich,  
NR1 2DH

Dear Sirs,

**Proposed West Winch Housing Access Road; design changes needed to avoid adverse consequences for drivers from North Norfolk.**

The enclosed two page submission to the Public Consultation draws attention to certain detrimental consequences contained therein which will likely affect adversely road users from North Norfolk passing through the area:-

*likely negation of improvements previously made at Hardwick Roundabout by the introduction of a new traffic light controlled roundabout only one mile to the east;*

*not addressed are current issues of congestion and delay to free flow of traffic generally and on the adjacent A149 in particular;*

*introduced are new impediments to traffic flows in the area on both the A47 and A10;*

*design amendments to the proposal are needed to address the issues above, thus likely improving the free run of traffic flows in the area, thereby avoiding adding to the current traffic congestion and delay in the area for road users from North Norfolk.*

Yours faithfully,

[REDACTED]

# **Public Consultation for West Winch Housing Access Road (WWHAR)**

## **A Response**

The proposals contained in the Public Consultation for WWHAR appear to:

- 1 *negate improvements previously made to the Hardwick Interchange*, with a resulting detrimental effect for road users passing through (see E, below).
- 2 *fail to address a number of related current issues* faced by road users which require urgent attention (see F, below).
- 3 *introduce new impediments to the free flow of traffic* for road users in the area (see G, below).
- 4 *require redesign* to remove factors that undermine previous improvements to the Hardwick Interchange, address current issues faced by road users in the area, and to remove impediments to the free flow of traffic for road users (see H, below).

## **B Entitlement**

- 1 Living in Cromer, North Norfolk, and as a regular user of the roads in the area, A47, A148, A149, A10, A134, & A17, I believe I am entitled to offer a response to the WWHAR.
- 2 Residents of North Norfolk and others who travel to and/or from the Home Counties, Norwich and the Broads, Midlands, or the North to/from North Norfolk are likely to be directly impacted by the knock-on effects of the proposals to divert traffic flows arising from the proposed WWHAR.

## **C Summary of Issues for Traffic Management in and around Hardwick Interchange**

- 1 Hardwick Interchange (and its approaches and exits) is currently one of the most traffic congested points used by road users from North Norfolk as they enter or exit the County of Norfolk.
- 2 Developments along the route of the A47 should fit with the nationally recognised long term objective to provide dual carriageway for its full length, and eliminate traffic congestion pinch-points.
- 3 Traffic flows in the area arise from the need for road users to reach the North Norfolk Coast, Norwich and the Broads, Norfolk East Coast, The Home Counties, The Midlands, The North, and the town of Kings Lynn and local villages.
- 4 The current inadequate roads provision around the Hardwick Interchange is often over congested.
- 5 The plan to provide road access for the provision of additional housing in the area of West Winch will likely inject additional traffic onto already inadequate road network.
- 6 The public consultation concerning the proposed WWHAR offers the people of North Norfolk and the wider County the opportunity to bring forward a better solution for road users passing through the area, and ensure a better design fit with the nationally recognised objective for the A47 to provide dual carriageway and eliminate traffic congestion pinch-points.

## **D Traffic Flow Summary**

The Hardwick Interchange area is subject to the following main traffic flows:

- 1 A47/A17/A149/A148 through traffic flows to/from Norwich and the Broads, North Norfolk Coast, the Midlands, and the North; not requiring access to West Winch/Kings Lynn. (traffic flow D1)
- 2 A10/A134/A149/A148/A47 through traffic flows to/from Home Counties, Norwich and the Broads, and North Norfolk; not requiring access to West Winch/Kings Lynn. (traffic flow D2)
- 3 Traffic flows to/from any direction requiring access to West Winch/Kings Lynn. (traffic flow D3)

## **E The proposal likely negates improvements made previously to the Hardwick Interchange**

The proposed design of the WWHAR likely negates improvements made previously to the Hardwick Interchange with a resulting detrimental effect on all road users passing through and around the area, i.e.:

- 1 separation of traffic flows D1 & D2 gained when the Hardwick Flyover was built, is likely lost with parallel running of the two traffic flows between the proposed new A10/A47 roundabout and the existing Hardwick interchange. The proposal does not fit with the long term objective for the A47.
- 2 the free flow of traffic flow D1 travelling in either direction along the A47 gained when the Hardwick Flyover was built, is likely lost as a result of the introduction of a roundabout with traffic lights at the proposed new A10/A47 interchange to the east of Hardwick roundabout. Congestion and delay resolved when the A47 flyover was provided at Hardwick will likely be reintroduced at the new roundabout.

### **F Fails to address related current issues**

The proposed solution shown in the Public Consultation fails to address a number of related current issues faced by road users in the area:

- 1 the publically recognised long term objective to dual the whole length of the A47 and eliminate congestion pinch-points along the way.
- 2 the heavy congestion and delay experienced by road users for long periods of the day not only at peak times for traffic flow D2 running in both directions north and south along the A149.
- 3 the need to maintain separation of traffic flows D1 & D2 to ensure the free running of both traffic flows for relevant road users.
- 4 the need to further separate as far as possible traffic flows D3 from traffic flows of D1 & D2, recognising the differing objectives relevant road users.
- 5 the need to address the current lack of free flow of traffic at the Pullover Roundabout A47/A17 where infrastructure for a flyover for A17 traffic is in place, but the flyover is not, and the detrimental knock-on effect contributing to the congestion around Hardwick Interchange.

### **G Introduces new impediments**

The proposed solution shown in the Public Consultation introduces new impediments to the free flow of traffic in the area:

- 1 the proposed new roundabout with traffic lights (junction A10/A47) likely introduces an unnecessary pinch-point for traffic congestion involving all traffic flows, effectively reintroducing congestion and delay factors resolved previously by provision of the A47 flyover at Hardwick Roundabout.
- 2 the proposed new roads configuration will likely extend current incidence of congestion and delay along the southbound A149 for traffic flow D2 along the length of the proposed new dual running of traffic flows D1 & D2 on the approach to the proposed new traffic light controlled interchange A10/A47.
- 3 the proposed new roads configuration will likely interrupt the free flow of traffic flow D1 on both eastbound and westbound approaches to the new proposed roundabout A10/A47.
- 4 the WWHAR proposal includes an additional five roundabouts on the new route of the A10 around West Winch, thus interrupting excessively the free flow of traffic for users of the through route to/from North Norfolk, and bringing the total of roundabouts to ten from the junction of the A10 with A134 to that of the A149 with the A148 a distance of less than 10 miles.


### **H Design amendments to the proposal for WWHAR**

An amended design proposal for the new roads configuration should ensure:

- 1 no impediment to free flow of traffic flows D1 & D2. This may be achieved with provision of a flyover at the proposed new junction A10/A47 (either A10 over A47, or A47 over A10), with additionally provision of a new junction A10/A149 to the north of Hardwick roundabout, and with appropriate slip roads for traffic flows D3. This will likely better fit with the long term objective for the A47, and likely better accommodate the heavy level of A10 traffic seeking to use the A149 (and vice versa) for onward journeys, without the need for road users to negotiate the existing roundabout at Hardwick.
- 2 the continued separation of traffic flows D1 & D2, as road users in the two traffic flows have differing destination objectives.
- 3 include additionally the dualling of the A47 carriageway across the Hardwick flyover to likely better fit with the long term objectives for the A47.
- 4 reduction in the number of roundabouts on proposed WWHAR by creation of an additional service road alongside the proposed route of the A10, to reduce the number of interruptions to the free flow of through traffic.
- 5 provision of a flyover at the Pullover Roundabout to ensure free flow of traffic to/from the A17 at junction with A47, to better fit with the long term objective for the A47.

### **Response Submitted By...**



Signed   
18 November 2022



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From:

Sent: 21 December 2022 19:08  
To: West Winch A10  
Subject: Obstruction to free foot travel

Follow Up Flag: Follow up  
Flag Status: Flagged

WARNING: External email, think before you click!

Hi, I live in [redacted], [redacted] and question why the council still need to go ahead with this project, bearing in mind the UK Government have now stated, there is no need for councils to guarantee a dedicated number of houses to be built. I don't believe there is enough employment in the local area to satisfy 4000 homes to be built in this location. I have concerns that the new link road will cause increased noise and vibration levels to the community of North Runcton, which is a lovely rural location which is in danger of being squeezed into West Winch. I can't see why the council don't make significant alterations to the existing A10 between West Winch and the Hardwick roundabout rather than sending the traffic through country fields to end up with the same volume of traffic eventually terminating at the same location, the Hardwick area.

I am a regular visitor to West Winch and have concerns around the label, 'potential cycle/pedestrian crossing' at Chequers Lane. This should be mandatory otherwise folk will try to facilitate Rectory Lane which is very much busier without pavement throughout. Chequers Lane is more pedestrian friendly with less risk of injury or death through vehicle collision.

I am also a regular visitor to Fair Green from North Runcton. I believe the increased foot traffic generated by new housing within this area will add to the risk of injury or death while trying to cross the extremely busy A47 junction at New Road, North Runcton and Hil Road, Fair Green. I would suggest Highways should introduce a pedestrian crossing at this location. There is already a camp site in New Road where camper choose to risk injury or death when trying to navigate the crossing to get to the nearest PH ' The Gate Inn. Please look at keeping folk safe at this location.

Kind regards  
[redacted]

Sent from my iPad

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From:

Sent: 07 December 2022 21:04  
To: West Winch A10  
Subject: West-Winch Access Road

Follow Up Flag: Follow up  
Flag Status: Flagged

WARNING: External email, think before you click!

To whom it concerns,

Has anyone spared a thought about the effects this will have on Setchey? 4,000 houses, so roughly a family of at least three or potentially 8-12,000 more cars. The roundabout between Watlington and Setchey should be where this access road should start. As it currently stands, You take your life in your hands when you cross the A10 in Setchey now anyway, so what it will it be like with these additional houses and cars? Increased strain on the families living here, more risk to families here, as well as devaluing all the properties between this proposed access road and the entirety of setchey.

Sincerely,  
A concerned resident.

Sent from my iPad

**From:**  
**Sent:** 30 December 2022 10:43  
**To:** West Winch A10  
**Cc:**  
**Subject:** New proposed West Winch Housing Access Road

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

WARNING: External email, think before you click!

Dear Sir

I would like to add my comments to the proposed new road.

I read your proposal and feel the whole site is the wrong place for 4000 new houses to be built. Not only do you have damage done to the village of West Winch but also North Runcton.

The site does nothing to support easy access to Kings Lynn where the road into town is already congested but also does nothing to facilitate a commute to Cambridge by train. Cambridge is one of our most expanding towns with a high availability of good well paid jobs

Not having 4000 new houses within easy walking distance to a station and the rail link to Cambridge is a mistake. A better site might be Watlington which already has a station or a new station being created.

An alternative is West Lynn and a new bridge to the town across the Ouse. This would have the effect of putting the old centre of King's Lynn back into the actual centre rather than being on the edge as it has become.

The site is not in the correct place and in my opinion it is more likely it has been well put forward by the land owners to hit the targets on housing rather than a suitable long term solution.

Now the government targets have been amended to now be at the discretion of the planning authority rather than a compulsory target the need to push ahead is no longer so urgent. The whole proposal could be reconsidered

Ours faithfully

**From:** ~ ~  
**Sent:** 30 December 2022 13:56  
**To:** West Winch A10  
**Subject:** West Winch A10 Access Road Consultation

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**WARNING:** External email, think before you click!

Hi,

Just a note to say alot of people use the slip road from Hardwick (from sainsburys) towards the A47 to head towards Wisbech, without having to go around Hardwick roundabout itself.

The new design will mean having to travel significantly further along the A47 to the proposed round about and then back again.

If something could be accommodated so people could easily access the A47 towards Wisbech without having to go all the way around the roundabout, I think it will greatly improve the congestion on the roundabout and significantly reduce people's journeys and environmental impact.

Regards,

**From:** .....  
**Sent:** 10 December 2022 23:20  
**To:** West Winch A10  
**Subject:** West Winch Housing Road Access Public Consultation

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**WARNING:** External email, think before you click!

Following my attendance of the public consultation at the North Runcton village meeting room, I would like to raise some concerns.

My impression was that the plans regarding North Runcton were limited to the immediate vicinity of the village green. The effort to limit traffic flowing through the village appear to be solely focused on the severance of the Cheques Lane route. The plan has little consideration to the impact on the residence of Rectory Lane and New Road. The document 'West Winch Housing Access Road, Pre-Planning Application Consultation' states that the level of traffic using Rectory Lane will more than double, increasing noise and air pollution exponentially. I suspect the increase in traffic flow on Rectory Lane is understated. The New Road, Rectory Lane route is already used as a 'rabbit run' by drivers of vehicles of all sizes wishing to avoid Hardwick Roundabout. The plan does not detail any measures during the road construction period that will ensure that traffic does not redirect through the New Road and Rectory Lane artery in order to avoid road works.

Currently it is difficult to leave the village and safely join the fast flowing A47 from New Road. There is no mention of how this junction will be any more manageable given the predicted increase in traffic flow. The 'relief road has been designed to take pressure off the A10, however, the redirected road traffic will quickly build up on the A47 and still arrive at the Hardwick Roundabout albeit from a different direction. Although there are plans to improve the traffic flow around the roundabout, the core problem of traffic being unable to exit to A149 has not been addressed, and the bottleneck will remain.

Best regards

**From:**  
**Sent:** 01 January 2023 22:09  
**To:** West Winch A10  
**Subject:** has shared a folder with you using Dropbox

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**WARNING:** External email, think before you click!

These are a couple of videos I took as evidence of the importance of this habitat for the red listed skylark. They were taken in the evening of June 2022 from the PROW which runs alongside the proposed route of the WWHAR. I have already submitted my objections to the road.

Hi,

Here's a link to "Mobile Uploads" in my Dropbox:

Sent from my iPad

**From:**  
**Sent:** 11 December 2022 18:30  
**To:** West Winch A10  
**Subject:** West Winch HAR SOBC

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**WARNING:** External email, think before you click!

I have downloaded a copy of the SOBC from your website, but the Appendices are not included, just the header pages.

Having read the report, I would now like to study the appendices. Please can you either forward pdf copies to me or indicate from where I can download them.

Kind regards

**Sent:** 08 January 2023 20:31

**Subject:** County Councillor Response to West Winch Bypass Consultation

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

### **County Councillor Response to West Winch Bypass Consultation**

As the local County Councillor, I fully support the considered, reasonable consensus in West Winch and Setchey, that there cannot be any new development accessing the A10, until the Bypass to the A47 is fully built out. West Winch and Setchey have been very patient for 50 years and *will not accept new development of 4,000 homes, without the full proper highways infrastructure first.* The Bypass was needed in the 70's, with plans for a Bypass to Oakwood Corner drawn up in 1990, but Government did not provide funding for the necessary infrastructure at the time of the last major Bovis development, and the traffic situation got much worse.

The road design must also be updated to bypass Setchey too, as per the 1990 Option to Oakwood Corner, now in the Norfolk Record Office – without this, congestion on the A10 Growth Corridor in Setchey will worsen and this will be an opportunity missed.

The Mott MacDonald Study in 2014 for Norfolk County Council, predicted 1,000-car queues south from the Hardwick Roundabout down the A10 every day, if 1100 new homes were built before 1. West Winch was bypassed, 2. the Hardwick Roundabout improved, and 3. the A47 dualled from the Hardwick to the new Bypass.

Highways England had a 7 year Holding Objection to major development in West Winch, because of the continuing lack of highway capacity.

Since 2014, traffic volumes have grown to 20,000 cars a day on the A10, and 33 RTA's in the last 5 years, with many more unrecorded no-injury accidents blighting the lives of residents along the A10 in West Winch and Setchey.

Current plans for 300 houses to access the A10 onto a new roundabout at the Winch, are strongly objected to by residents, including inhabitants of the two



new estates on Lemuel Burt Way and East View Park Retirement Village adjacent to the Winch, who cannot safely cross the road to the Bus Stop. The roundabout would make it impossible to cross the road at all, as it would not be traffic lit. This is not sustainable for Active Travel and Public Transport or Climate Change.

These developments were a clear mistake, due to the blight to residential amenity.

If we do not learn from the lessons of the past, we are doomed to repeat them. The A10 in West Winch and Setchey is busier than the much wider A47 in West Norfolk, but the A10's narrower condition as a substandard Major Route Network that cannot be dualled, unlike the A47, means it is not logical or feasible to begin any development on the A10 first, because of the blight to residents from congestion, safety issues, pollution and difficulty exiting driveways and estate roads onto the A10; and the severe downward drag on Norfolk's productivity, due to the cost to business of queues, delays and unreliable journey times on the A10, the major route to King's Lynn and its port, from London, Ely and Cambridge.

West Norfolk is a low-wage low-skill economy, exacerbated by poor transportation links. This needs to be addressed now.

There will be no levelling up in King's Lynn if the Bypass is not fully built before the development starts.

The unacceptable blight to residential amenity, is borne out by Hopkins' own Impact Assessment, which states new homes built near the A10 would be so noisy from traffic, that residents could not use their outdoor living spaces or open their windows.

The section of the A10 in West Winch and Setchey was the worst performing part of the A10 in the Mayor of Cambridgeshire's study.

We hope to see the £65 million provided by Government as soon as possible.

Yours sincerely,  
Alexandra Kemp

**County Councillor Alexandra Kemp**  
**County Division: Clenchwarton and King's Lynn South**

