

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



**Borough Council of King's Lynn and West Norfolk's
Response to
the Issues and Questions raised by Inspector David
Hogger
in relation to the
King's Lynn and West Norfolk Local Plan:
Site Allocations and Development Management
Policies**

**Issue 4: King's Lynn and West Lynn
(E.1)**

**Examination
June 2015**

Table of abbreviations used with the Council's Statements

Abbreviation	Full Wording
AONB	Area of Outstanding Natural Beauty
BCKLWN	Borough Council of King's Lynn and West Norfolk
BDC	Breckland District Council
CLG	Communities and Local Government
CITB	Construction Industry Training Board
CS	Core Strategy
DM	Development Management
DPD	Development Plan Document
EA	Environment Agency
FDC	Fenland District Council
FRA	Flood Risk Assessment
GI	Green Infrastructure
GTANA	Gypsy and Traveller Accommodation Needs Assessment
ha	Hectare
HELAA	Housing and Economic Land Availability Assessment
HLF	Heritage Lottery Fund
HRA	Habitats Regulation Assessment
HSEHA	Health and Safety Executive Hazard Areas
IDB	Internal Drainage Board
KRSC	Key Rural Service Centres
KLATS	King's Lynn Area Transportation Strategy
LDS	Local Development Scheme
LLFA	Lead Local Flood Authority
LPSO	Local Plan Sustainability Objectives
NCC	Norfolk County Council
NE	Natural England
NP	Neighbourhood Plan
NPPF	National Planning Policy Framework
NORA	The Nar Ouse Regeneration Area
NWT	Norfolk Wildlife Trust
OAN	Objectively Assessed Need
PPG	Planning Practice Guidance
PPTS	Planning Policy for Traveller Sites
RV	Rural Village
RAF	Royal Air Force
RLA	Residential Land Assessment
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SADMPP	Site Allocation and Development Management Policies Plan
SCI	Statement of Community Involvement
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment
SHMA	Strategic Housing Market Assessment
SHLAA	Strategic Housing Land Availability Assessment
SMP	Shoreline Management Plan
SPA	Special Protection Area
SSF	Site Sustainability Factors
SSSI	Site of Special Scientific Interest
SuDs	Sustainable Drainage systems
SVAH	Smaller Villages and Hamlets
SWMP	Surface Water Management Plan
THI	Townscape Heritage Initiative
UPC	Unattributable Population Change

Response to Questions:

4.1

Is there evidence that any of the following proposed residential development sites in King's Lynn and West Lynn are not justified, sustainable, viable, available or deliverable:

- Marsh Lane (E1.4)
- Boal Quay (E1.5)
- Lynnsport (E1.7)
- South Quay (E1.8)
- West of St Peters Road, West Lynn (E1.14)
- Land at Bankside, West Lynn (E1.15)

If such evidence exists what alternatives are available and have they been satisfactorily considered by the Council?

Marsh Lane (E1.4)

Site Specifics

Justification

1. The Marsh Lane area was originally allocated for housing in the 1960's on the King's Lynn Town Map. Much of the area was developed in the 1960s through to the 1980s. A large amount of land was left undeveloped when the Town Expansion Scheme ended and it was proposed for housing in the 1991 King's Lynn Area Local Plan (draft). In the 1998 Local Plan (adopted) 8.9 hectares were allocated for housing. The current proposed allocation for housing takes forward the remaining undeveloped area of around 5 hectares.

2. The Highway Authority have commented in response to concerns that the Marsh Lane allocation will add to congestion on Wootton Road/Gaywood Clock that the detail of traffic impacts and appropriate mitigation measures will be dealt with at application, along with consideration of cumulative impact from other nearby sites. This policy includes the requirement for provision of a new road linking it to the A1078 Edward Benefer Way, which should address these concerns.

Sustainability

3. The SA document (SA01) shows that "The site scores well in relation to the sustainability indicators 'access to services', 'community and social' and 'food production'. The site is partially constrained by flood risk; however, measures could be taken to mitigate this risk. In terms of 'highways and transport', 'landscape and amenity', 'natural environment' and 'infrastructure, pollution and waste' it depends on how the scheme is implemented as potential negative impacts could be mitigated through good design."

Deliverability

4. A Deliverability Form was completed for the Marsh Lane site by the BCKLWN's Property Services Manager in August 2014 (Library Document) demonstrating that the site is deliverable (viable, available and achievable). This site forms part of the Major Housing Project being taken forward by the BCKLWN in partnership with developers, Lovells who were appointed in October 2014, following a tender exercise, as the Council's preferred bidder. This decision was confirmed by Full Council on 30 October 2014. Planning permission for the access road referred to in the Policy was granted on 10 April 2015 and work is due to start on site in July. The Local Transport Body is being requested to release funding at its meeting on 7 July. A planning application for 130 dwellings on the allocated site was submitted at the end of May 2015.

Boal Quay (E1.5)

Site Specifics

Justification

5. The area of derelict land at Boal Quay, currently used for car parking, was identified for redevelopment as part of the Waterfront Regeneration scheme in 2008. This is currently being reviewed. A high density scheme has previously been identified, maximising the use of this brownfield, waterfront site.

Sustainability

6. The SA (SA01) shows that "The site scores highly in terms of 'access to services' being located centrally within the town and in relation to 'landscape and

amenity' as the development will be well screened. The site will have no impact on the economy. The impact of 'heritage', 'highways and transport' and 'natural environment' depends on how the scheme is implemented as potential negative impacts could be mitigated through good design."

Deliverability

7. A Deliverability Form was completed for Boal Quay by the BCKLWN's Regeneration Programmes Manager in August 2014 (Library Document) demonstrating that the site is deliverable (viable, available and achievable).

8 The BCKLWN's Cabinet on 10 June 2015 considered a report on the Capital Programme and Resources 2014-18 which recommended the following amendments to the capital programme 2015/2016:

South Quay Redevelopment

Budget provision has been included in the capital programme 2015/2016 to meet the costs of the viability work for the redevelopment of the South Quay. A budget of £100,000 is included, £30,000 has been transferred from the existing waterfront project and the balance will be funded from reserves and a bid to the Norfolk Business Rates Pool.

This will assist in the delivery plan for the Boal Quay and South Quay riverside areas.

Lynnsport (E1.7)

Site Specifics

Justification

9. A Land Review and Feasibility Study in 2009 identified the potential to rationalise existing uses and develop parts of the Lynnsport site for housing. Lynnsport is situated to the east of Columbia Way, currently accessed via Green Park Avenue. This is another of the sites being brought forward through the public/private joint venture Major Housing Project.

10. The Highway Authority have commented in response to concerns about roads and traffic cumulative impact that the detail of traffic impacts and appropriate mitigation measures will be dealt with at application, along with consideration of cumulative impact from other nearby sites. This policy includes the requirement for provision of a new road linking it to the A1078 Edward Benefer Way, which should address these concerns.

11 Planning permission for the access road referred to in the Policy was granted on 10 April 2015 and work is due to start on site in July. The Local Transport Body is being requested to release funding at its meeting on 7 July.

Sustainability

12. The SA (SA01) shows that "The site scores highly in terms of 'access to services', 'community and social' and 'food production.' There is no impact on 'heritage.' The site is partially constrained by flood risk however measures could be taken to mitigate this risk. In terms of 'highways and transport', 'landscape and amenity', 'natural environment' and 'infrastructure, pollution and waste' depends on how the scheme is implemented as potential negative impacts could be mitigated through good design."

Deliverability

13. A Deliverability Form was completed for the Lynnsport sites by the BCKLWN's Property Services Manager in August 2014 (Library Document) demonstrating that the sites are deliverable (viable, available and achievable).

14. Following public consultation, the area known as Lynnsport 2 (the easternmost portion of land shown on the allocations map on page 89 of the Plan between Beulah Street and Adelaide Avenue) was removed from the proposal and officers have been instructed to look at how this area of sports pitches and public open space can be protected from development in the future. This has resulted in 153 houses on 4.62 ha being removed from the proposals.

15. Consultation on the pre-application plans for housing development on the site known as Lynnsport 3 started on Monday, 22 June 2015, with a drop in-session for the public.

16. Residents will be able to view proposals for the site and provide feedback as well as speak to representatives of the Council and their contractor Lovell. Feedback will be taken into account during the preparation of the final plans for submission later in July. Lynnsport 3 is one of five sites in the Lynnsport/Marsh Lane area that has been identified for housing development over the next five years to help meet housing need in the area. In total 399 homes are planned across the five sites and these will be a mix of 2, 3 and 4 bedroom properties with around 15% being social housing, the remainder will be available for sale. Cllr Alistair Beales, Cabinet Member for Regeneration and Industrial Assets, said: "This is another opportunity for people to get involved to help shape the nature of development in this area. These are the pre-application proposals, so feedback can and will be taken into account when drawing up the final plans. Feedback from earlier consultation events has already been taken on board and I would urge people to come along and have their say."

17. In addition to the drop-in session for the public, the next Major Housing Consultative Group meeting has been arranged for 6 July 2015. Members of the group have been invited to the meeting to discuss the whole development along with the proposals for Lynnsport 3 ahead of them being submitted for planning permission.

18. The following timetable outlines the proposed dates when planning applications for individual sites at Lynnsport (and Marsh Lane) are expected to be submitted, but these may be subject to change.

Housing site	Planning Application Submission Date	Decision expected	Date on site
Marsh Lane	May 2015	August 2015	September/October 2015
Lynnsport 3	July 2015	September 2015	November/December 2015
Lynnsport 4	December 2015	February 2016	
Lynnsport 5	December 2015	February 2016	
Lynnsport 1	April 2016	July 2016	

South Quay (E1.8)

Site Specifics

Justification

19. The site at South Quay consists of the former, now demolished, Grain Silos and the vacant former Sommerfeld and Thomas Warehouse, and is located within easy walking distance of town centre shops and other services.

Sustainability

20. The SA (SA01) shows that "The site scores highly in terms of 'access to services' being located centrally within the town and in relation to 'landscape and amenity' as the development will be well screened. There is no impact on 'economy'. The impact on 'heritage' and 'highways and transport' depends on how the scheme is implemented as potentially negative impacts could be mitigated through good design. In relation to the indicator 'infrastructure, pollution and waste' the impact is unknown."

Deliverability

21. A Deliverability Form was completed for the former Sommerfeld and Thomas Warehouse part of the site by the landowners in March 2014 (Library Document) demonstrating that that part of the site as deliverable (viable, available and achievable). The former Grain Silos part of the site has been the subject of planning applications by McCarthy and Stone. The former Grain Silos site (0.32 ha) was recommended for planning permission, subject to a section 106 agreement, for 37 apartments and commercial unit(s) on 29 July 2014. This was subsequently refused in December 2014 due to the failure to provide an acceptable contribution towards off-site affordable housing. An appeal was allowed on 15 June 2015.

22. The BCKLWN's Cabinet on 10 June 2015 considered a report on the Capital Programme and Resources 2014-18 which recommended the following amendments to the capital programme 2015/2016:

South Quay Redevelopment

Budget provision has been included in the capital programme 2015/2016 to meet the costs of the viability work for the redevelopment of the South Quay. A budget of £100,000 is included, £30,000 has been transferred from the existing waterfront project and the balance will be funded from reserves and a bid to the Norfolk Business Rates Pool.

This will assist in the delivery plan for the Boal Quay and South Quay riverside areas.

West of St Peters Road, West Lynn (E1.14)

Site Specifics

Justification

23. The allocated site has good access to services in West Lynn and is a short walk away from the regular passenger ferry service to King's Lynn town centre. A site specific flood risk assessment was submitted as part of the Deliverability Form

(Library Document) that concludes that any Flood Risk can be fully mitigated against and that any risk therefore is low. No other available sites in West Lynn were at a lower risk of flooding.

Sustainability

24. The SA (SA01) shows that "The site performs well in terms of the sustainability indicator 'access to services' as it is located within the heart of West Lynn. The site performs poorly in relation to indicator 'flood risk' as it is located within flood zone 2; however this is at a lower risk than the other growth options in the settlement. Development will have no impact on the indicator 'landscape and amenity' as it would be well screened, relates well to the existing settlement and fits in with the surrounding development.

25. The impact on 'highways and transport' and 'infrastructure, pollution and waste' depends on how the scheme is designed and implemented as potentially negative impacts could be mitigated. The site performs poorly in relation to the indicator 'food production' as development will result in the loss of high quality (grade 2) land however other options for growth are also either grade 1 or 2."

Deliverability

26. A Deliverability Form was completed for the site by the landowners in March 2014 (Library Document) demonstrating that the site is deliverable (viable, available and achievable).

Land at Bankside, West Lynn (E1.15)

Site Specifics

Justification

27. The former Del Monte site at Bankside, West Lynn is a derelict brownfield site capable of achieving a high density, waterfront development. The site has been cleared of the former industrial buildings that occupied it previously. The site is able

to provide additional car parking to serve the West Lynn Ferry, which gives it direct access to King's Lynn town centre.

Sustainability

28. The SA (SA01) shows that “The site performs well in terms of the sustainability indicator ‘access to services’ as it is located within the heart of West Lynn. The site performs poorly in relation to indicator ‘flood risk’ as it is located within flood zone 2; however this is at a lower risk than the other growth options in the settlement. Development will have a positive impact on the indicator ‘landscape and amenity’ as it would improve the waterfront, relates well to the existing settlement and fits in with the surrounding development.

29. The impact on ‘highways and transport’ and ‘infrastructure, pollution and waste’ depends on how the scheme is designed and implemented as potentially negative impacts could be mitigated. The site performs well in relation to the indicator ‘food production’ as development will not result in the loss of high quality land as it would regenerate a derelict, disused brownfield site.”

Deliverability

30. Development Consultants for the site owners, Del Monte, wrote to the BCKLWN on 10 January 2014 (Appendix B) confirming their intention to bring the site forward for development in the immediate future. They also stated their intention to shortly submit a pre-application submission for consultation and discussion with the BCKLWN taking forward 200 houses, ferry car parking, sustainable drainage, on-site open space and affordable housing.

Consideration of Alternatives

31 All of the King's Lynn sites chosen fall within the existing urban area. They were previously identified through the growth planning (King's Lynn Growth Point) and associated urban capacity and SHLAA processes. The only additional site that came forward through the consultation process was King's Lynn – Southgates (E1.11) which the Council has now proposed for allocation.

32. For West Lynn a number of alternative sites were considered as part of the site assessment process. The Council chose the most sustainable sites in terms of access to services and least risk of flooding.

4.2

Is sufficient weight attached by the Council to matters of transport, heritage, green infrastructure provision and flood risk in King's Lynn and West Lynn?

Transport

33. The Council's overall approach to transport in King's Lynn and West Lynn was set out in SA (GD01) Policies CS01, CS03 and CS11. Detailed studies were carried out as part of the King's Lynn Area Land Use and Transportation Strategy (KLATS) (CIV 07/CIV08) (2009 and 2010). Opportunities have been taken since then to implement KLATS schemes.

Heritage

34. The CSGI's (GD01) Spatial Strategy, Policy CS01, sets out the BCKLWN's intent to "make appropriate use of the high quality historic environment in the town through sensitive inclusion in regeneration proposals". CS03 within the town's growth strategy commits to "continue protecting and enhancing the historic environment of King's Lynn in order to promote the town for its unique heritage and cultural offer." It also requires "a high quality of design" which "respects and enhances the wider historic surroundings" and encourages "schemes of renewal or replacement" where, inter alia, there is no detrimental impact on "significant trees, wildlife or historic assets."

35. The BCKLWN's commitment to heritage in the town is shown through recent examples like the St Margarets Townscape Heritage Initiative (THI) scheme, which commenced in June 2014 and will run for 5 years, the enhancement schemes recently carried out for the Tuesday and Saturday Market Places and the Heritage Lottery Fund (HLF) scheme for the Stories of Lynn and Town Hall enhancement project which commenced in April 2015.

36. A Conservation Area Statement has been prepared for King's Lynn.

GI Provision

37. The GI Strategy 2010 (DCS06) set out the BCKLWN's overall approach to GI, identifying projects and setting out an action plan for their delivery. A Masterplan for GI in King's Lynn was set out as Figure 3.2 of the Stage 2 document. The Action Plan sets out the priorities for King's Lynn (High, Medium and Low).

38. The SA (GD01) policies CS12, 13 and 14 took forward the GI Strategy approach, with particular references in the Spatial Strategy (CS01) and the King's Lynn settlement policy (CS03). Policy CS14 sets out how all forms of infrastructure will be delivered, including GI, the funding mechanisms and maintenance arrangements.

39. Policy DM 19 is about boroughwide GI projects; projects more directly related to King's Lynn are set out in Policy E1.13.

40. Appendix A gives some examples of recent and emerging GI projects in King's Lynn.

Flood Risk

41. The BCKLWN works very closely with all of the relevant bodies on matters relating to flood risk in King's Lynn and West Lynn – the EA, the King's Lynn IDB, Anglian Water Services and the LLFA (NCC). There is no issue between us and the relevant bodies in relation to flood risk in King's Lynn and West Lynn.

42. Appendix 3 of the SADMP sets out the agreed approach between the EA and the BCKLWN to site allocations and flood risk. The Protocol at Appendix 4 of the SADMP sets out the joint approach agreed between the BCKLWN and the EA in 2012 to using the Council's SFRA (FW01) and the EA's Tidal Hazard Mapping (FW01) in relation to planning applications.

43. The NCC as LLFA is preparing a SWMP for King's Lynn and West Norfolk Settlements, working with the BCKLWN, Anglian Water Services, the EA and IDBs.

4.3

Is the Council's approach to development in King's Lynn town centre (E1.1) and in the Gaywood Clock Area (E1.3) justified (for example in terms of retail provision) and in all other respects sound?

44. The King's Lynn policy E1.1 addresses the situation that town centres are undergoing rapid changes in their role and character as a result of changes in retailing such as the growth of internet shopping and the weak wider economy.

45. A protected frontages policy, such as supported by the NPPF paragraph 23 and included in the 1998 Local Plan, was investigated but considered inadvisable in the current climate and levels of vacancies. It was considered preferable that premises were occupied rather than being reserved for specific retail uses which a weak market might not provide, and the market was, for the current circumstances, the best available mechanism for distributing retail and associated uses. This would include indicating the areas of lowest retail and related demand, and where change or reversion to other uses might best take place.

46. Policy E1.1. therefore sets out what the BCKLWN is trying to achieve in the town centre, against which development proposals can be judged. It provides flexibility for changes in uses to allow the town centre to adapt, but also a focus on what are considered to be the key elements of the long term success of the town centre.

47. The policy should be understood to be operating alongside an ongoing programme of environmental and functional improvements by the BCKLWN and partners. For example, these have recently included remodelling of the Tuesday Market Place and the Bus Station. Because such improvements are subject to the vagaries of funding availability in a difficult climate, and the priorities of partner organisations, it is not practicable to set out in the SADMP a comprehensive programme of improvements such as that sought by King's Lynn Civic Society. However, the BCKLWN and the Town Centre Partnership do publish a joint non-statutory Town Centre Action Plan, the 2014 version of which has been added to the Examination Library (the next version is currently being prepared).

48. The SADMP does not include a policy on Park and Ride, as Hunstanton Civic Society (ID 337) would like, as there is currently no realistic prospect of it proceeding during the plan period.

49. The BCKLWN agrees with ABP (ID 1214) on the desirability of further addressing port issues (see BCKLWN response to Question 4.5), and this may involve changes to the town centre policy E1.1.

50. The Gaywood Clock Area Policy E1.2 addresses the specific retail issues there, and will be applied alongside other policies such as DM15 – Environment, Design and Amenity and CS12 Environmental Assets (which includes historic and built heritage). The BCKLWN considers this policy is adequate for its purpose.

4.4

Is the Council's approach to the allocation of employment land in King's Lynn and West Lynn sound (E1.12)?

51. The Employment Land Study (DCS05) formed the basis for the SA requirement identified in Policy CS10 of 50 ha of employment land in King's Lynn. Potential locations were identified and assessed in the Study and referenced in the SA supporting text (7.3.28) and on the King's Lynn diagram 1 (Figure 7).

52. Policy E1.12 allocates these two previously identified sites at Hardwick and Saddlebow. The access road to the Hardwick employment land (between Queen Elizabeth Way and Scania Way) has been constructed as part of the Sainsburys development on Scania Way. Outline planning permission was granted in December 2012 (12/01490/OM) for an employment-led development providing a total of 72,300 sq. m. of office, industrial and storage space. An application for an alternative mix of uses (mixed use leisure, retail and employment) on part of the site (12.3 ha) was submitted in July 2014 (14/01114/OM). The main landowners at Hardwick, Morston Assets Ltd, entered administration in December 2014. This application is being progressed by administrators for Morston Assets, but is, as yet, undetermined.

53. It is worth noting the CS Inspector's Report conclusion on the subject of King's Lynn employment allocations at para. 76 where he concludes "As for the 3 areas for employment expansion, I have previously noted (under issue 10) my view that they represent the best available locations at King's Lynn. No others are to be preferred." The 3 areas included King's Lynn Port as King's Lynn diagram 1 (Figure 7) illustrates.

54. The HELAA (HRD05) identifies employment land that meets the CS10 target. The HELAA notes that "King's Lynn is the Key Centre for Development and Change and therefore is the focus for employment growth." The HELAA's economic/employment land assessment; was also presented in tabular and map form and then combined with existing employment land allocations/sites data to produce a 15 year trajectory.

4.5

Reference is made in paragraph 27 (page 95) to the protection of, and support for, the King's Lynn port. Should this support be more clearly reflected in the plan?

55. The BCKLWN agrees with the broad thrust of the representation (ID 1213) by ABP and proposes amendments to the plan¹ to:

- Identify the port operational area on the Policies Map (inset E1);
- Add a policy which supports port development and the growth of the port where this does not conflict with other policies in the Local Plan; and
- Address the particular development considerations which should apply in the interface between the town centre and the port (either in the new port policy or an amendment to the town centre policy).

56. The BCKLWN will endeavour to agree the detail of such changes with ABP in advance of the examination hearing.

¹ Subject to confirmation

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Appendix A Examples of Recent and Emerging King's Lynn GI Projects

Appendix B Deliverability letter for Land at Bankside, West Lynn (E1.15)

Appendix A Examples of Recent and Emerging King's Lynn GI Projects

Central Park, NORA

Phase 1 of the strategic landscaping comprises a new 7.13 acre park at the heart of the Nar Ouse Regeneration Area (NORA), adjacent to the western footpath of the Nar Ouse Way in South Lynn opened in 2010.

The creation of the new park alongside the River Nar is a key component of the NORA project where accessible open space through good landscaping is a high priority. The park will be an important amenity for people living and working in South Lynn.

The park is a contemporary design that incorporates open lawns and a semi-circular, raised viewing platform from which the public will be able to enjoy aspects of the river and park land.

There is a grassed area at the centre of the park, edged by an oval path bordered by clipped yews. The paths, which will eventually provide east-west links across the River Nar will be both practical, providing good access for walkers and cyclists, and attractive. There is a surfaced footpath along the top of the flood defence banks which will link the northern and southern areas of the development.

Art Cities and Landscape

In 2012 the Borough Council and the Maison de la Culture in Amiens, joined forces to develop their cultural, natural and structural heritage. This is through the landscaping, architectural, and artistic efforts of professional French and English landscape architects, visual artists, architects, and designers aged 35 and under.

This innovative project has been successful in obtaining Interreg 4A funding from the European Union. The two-year project, combines art and architecture with landscape gardening, will bring long-term enhancements to The Hortillonnages in Amiens and to the public realm in King's Lynn and surrounding area as well as supporting tourism, providing a mentoring and training project and creating opportunities for a host of cultural activities.

This cross-border project will focus on attracting young individuals or groups to design and build artworks and landscaping projects within both Amiens and the King' Lynn area. The projects will be developed in co-operation with the local communities and will strengthen the attractiveness of both places to tourism.

New gardens and public artworks in King's Lynn have been created as part of the Art, Cities and Landscape Project. In total, nine schemes were developed in 2014, which are located around King's Lynn town centre. Art, Cities and Landscape has

attracted around £400,000 of funding from the European Union Interreg IVA programme.

Green space at Lynnsport

Facilities at Lynnsport to be retained include the 2 football pitches, while 2 new hockey pitches and at least 4 new tennis courts will be provided. Only one of the four ponds will be lost (which has been fenced off since 2008) leaving 3 fishing lakes, the children's play area, and green space around the running track.

In addition the remaining trees from an orchard at Marsh Lane will be enhanced as part of this project and a 2.6 hectare managed nature area will be created within the Lynnsport site which will provide an opportunity for the local community to get involved in its ongoing maintenance and care.

Work has already begun on the creation of the managed nature area. Norfolk Wildlife Trust will be joined by volunteers on Monday 22 June to continue the work they have started to create some steps to improve access to the area.

Established hedges alongside the cycle path, which will run parallel to the proposed new road, are being retained and further green corridor opportunities are being explored as part of the scheme.

The provision of green space will be explored further as the project progresses.

Facilities at Alive Lynnsport

2 new hockey pitches, at least 4 new tennis courts and 241 additional car park spaces will be provided at Lynnsport as part of this scheme.

The tennis courts are being delivered in association with the Lawn Tennis Association to ensure that there is enough provision for tennis in King's Lynn.

The hockey pitches are being provided in partnership with the Pelicans Hockey Club.

A planning application for the tennis and hockey pitches was submitted in June 2015 (15/00876/F). Subject to planning permission being granted, it is hoped that work will commence in August to enable the hockey pitches to be ready for the forthcoming season.

A report is also being produced by officers presenting proposals from Norfolk FA for an FA Centre of Excellence. If agreed by Cabinet this would provide 2 additional 3G all-weather pitches, additional changing rooms and coaching provision.

The proposed new road and additional parking spaces will ensure that Lynnsport is easy to access for people wishing to make use of the facilities available.

Appendix B Deliverability letter for Land at Bankside, West Lynn (E1.15)



STOCKWOOD

Stockwood Asset Managers Ltd
22 Woodstock Street
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P Jermany
Principal Planner – LDF and Waterside Officer
Borough Council of King's Lynn and West Norfolk
King's Lynn
Norfolk

10 January 2014

Re: Draft Policy PO King's Lynn 9 - Land at Bankside, West Lynn KL6

Dear Peter,

Further to our previous discussions and correspondence, we write as Development Consultants in respect of the site known as Bankside, West Lynn to confirm that the owners Del Monte intend to bring the site forward for development in the immediate future.

We will shortly be submitting a Pre-Application submission for consultation and discussion with the Council. Our proposals will broadly embrace the allocation set out in the current plan, namely 200 residential units, whilst looking at the provision of additional parking for the ferry; sustainable drainage; the relationship between on site open spaces and local recreational amenities; provision of affordable housing.

Yours sincerely,

A C Michell
Development Director

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