

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



**Follow up work in relation to the Examination  
into the King's Lynn and West Norfolk Local  
Plan: Site Allocations and Development  
Management Policies**

**Issue 4 Note on Site Allocations, Transport Evidence and  
Assessments and Policy DM 12**

- **Supplementary Note in relation to the Hardwick Study and  
Cumulative Impact**

**December 2015**

<b>Document reference no.</b>	<b>FW31</b>
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This note is in response to the query in an email received from West Winch Parish Council on 15 December 2015 which asked the following question in relation to FW01'Issue 4 Note on Site Allocations, Transport Evidence and Assessments and Policy DM 12':

"DM12 4th bullet point.

The question to Ian Parkes was about the Hardwick Interchange study, not KLATS.

The follow up point the following day was also about the Hardwick Interchange study.

1. The question was whether the Hardwick interchange study took into account the cumulative impact .....

Presumably this question has not been answered?"

Ian Parkes has responded by stating that the link to the Hardwick Study report is at:

<http://www.norfolk.gov.uk/view/NCC167227>

The link to this was already on the examination website library as CIV09.

Section 3.2 of the report details the derivation of future traffic levels used in the Hardwick Study which is a combination of directly input sites like West Winch housing and using the TEMPRO factors to cover the remaining growth. To get a flavour of the growth levels used you will note from Table 3.6 that the over 50% increases in traffic have been assumed for the 2035 scenarios.

Ian Parkes hopes this addresses West Winch Parish Council's query and confirms that the cumulative impacts of all planned development in the King's Lynn area have been taken account of, which he is sure he stated at some point during the examination hearing.