

Infrastructure Study

Local Development Framework

King's Lynn & West Norfolk



December 2010

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1. Introduction

1.1 Aims and Purpose of Study

The Study aims to set out infrastructure needs across the Borough as identified by a survey and discussions with infrastructure providers. It will inform the Local Development Framework (LDF) and growth plans for King's Lynn ensuring growth will be sustainable and meet the needs of residents as the area grows.

1.2 Background to the Study

The Study has been prepared through a rapidly changing national and regional policy and funding context since the May 2010 General Election. As such it will need to be monitored and early review may be needed.

1.3 Funding Infrastructure

Community Infrastructure Levy (CIL) Regulations and Implications for Planning Obligations

The Community Infrastructure Levy (CIL) Regulations came into force on 6 April 2010. These will have far-reaching impacts on section 106 agreements. Although the CIL remains notionally entirely voluntary, the provisions on section 106 agreements apply whether or not an authority has adopted it.

In the Regulations: 'Infrastructure' is defined as roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sport and recreational facilities, open space and affordable housing.

With the publication of the CIL Regulations, a consultation paper *New Policy Document on Planning Obligations* was also published. This sets out how Section 106 Agreements and Circular 05/2005 with the 5 tests are to be implemented in the light of CIL. This document addresses concerns around 'double charging' for the same or related infrastructure.

Whether an authority is minded to implement CIL, or not, the regulations still impact on that authority's ability to secure planning obligations via Section 106 Agreements, or Unilateral Undertakings (or other deeds).

Under the new approach only if the infrastructure is directly related to the planning application, fairly and reasonably related to it in scale, can a Section 106 Agreement be the mechanism to deliver that infrastructure. This redefines the application of the tests in Circular 05/2005; the focus now prevents a broad approach to obligations as established in case law. The Circular tests now have a statutory authority. Non-Site specific in-kind and financial contribution will become more difficult, if impossible to secure. For example, off-site contributions to open space, play, recreation facilities, sports

facilities and Green Infrastructure, may not be easily negotiated. These types of obligations may sit outside the application of the statutory tests. The question posed by an owner/developer may be; is this infrastructure necessary and directly related to mitigate the development requiring planning permission? 'Relevant Infrastructure' to be requested via a Section 106 Agreement will need to be set out on a list: a list of infrastructure needed in that area. This list will need to be updated, maintained and linked to infrastructure planning policy.

The regulations also limit the number of times a Section 106 Agreement may be used to secure 'Infrastructure'. There is a limit to the number of times an 'Infrastructure Project' or 'Type of Infrastructure' can be required. If infrastructure is requested on five or more separate Section 106 Agreements (or other planning obligation mechanism), then, the agreement is deemed not a material consideration. That is, the agreement then has no weight and no legal binding as part of the planning application. This, in affect, reduces the number of times infrastructure projects or different types of infrastructure can be secured via a Section 106 Agreement.

The implications for this authority are that to continue a limited application of Section 106 contributions to deliver infrastructure a list of relevant infrastructure to be delivered should be published. To achieve a wider range of developer contributions to infrastructure provision in the Borough a CIL charging schedule would need to be developed with justification for the infrastructure needs being provided by this Infrastructure Plan.

On 18 November 2010 Decentralisation Minister Greg Clark confirmed a Community Infrastructure Levy, introduced by the previous Government in April 2010, would be continued because it provides a fairer system to fund new infrastructure. The levy will give councils the option to raise funds from developers building new projects in their area, and provide a more certain and flexible system for housebuilders, cutting the costs of lengthy legal negotiations.

However, the levy will be reformed to ensure neighbourhoods share the advantages of development by receiving a proportion of the funds councils raise from developers. These will be passed directly to the local neighbourhood so community groups can spend the money locally on the facilities they want, either by contributing to larger projects funded by the council, or funding smaller local projects like park improvements, playgrounds and cycle paths.

Mr Clark also confirmed no significant changes will be made to the current rules about planning obligations, also known as Section 106 agreements. They will continue to fund affordable housing, and will remain scaled back so they directly relate to the proposed development.

References

Key policy documents are available from the Department of Communities and Local Government web site:

The Community Infrastructure Levy Regulations 2010 (April 2010)

<http://www.legislation.gov.uk/ukxi/2010/948/contents/made>

Community Infrastructure Levy Guidance: Charge setting and charging schedule procedures

<http://www.communities.gov.uk/publications/planningandbuilding/cilguidance>

The *New Policy Document for Planning Obligations*, to replace *Circular 05/2005* was out for consultation until 21 June 2010 and is located at:

<http://www.communities.gov.uk/publications/planningandbuilding/planningobligationsconsultation>

Other Potential Infrastructure Funding Streams

The 2010 Emergency Budget (June 2010) set out the need for the Government to consider the most appropriate framework of incentives for local authorities to support growth, including exploring options for business rate and council tax incentives, which would allow local authorities to reinvest the benefits of growth into local communities. There was also a reference to creating a Regional Growth Fund to fund regional capital projects in 2011-12 and 2012-13. This has since been expanded to 3 years and increased in size from £1 billion to £1.4 billion.

The budget statement also said that capital spending will not be further cut – the Chancellor said that infrastructure spending is vital to the long term future, but he will undertake a fundamental review of all capital spending plans to ensure they are 'affordable'.

Infrastructure UK (IUK) has been established to enable greater private sector investment in infrastructure, and improve the Government's long-term planning and delivery. The National Infrastructure Plan was published by HM Treasury and Infrastructure UK in October 2010 following the Comprehensive Spending Review. It provides, for the first time, a broad vision of the infrastructure investment required to underpin the UK's growth and sets out a plan for investment in UK infrastructure of some £200 billion over the next 5 years. The Plan particularly focuses on energy infrastructure; transport infrastructure; digital communications; flood management, water and waste; and intellectual capital (investment in science, research and innovation).

An investigation is also to be launched into how to reduce the cost of delivery of civil engineering works for major infrastructure projects, led by Infrastructure UK and chaired by Terry Hill (Chairman of Transport Markets, Arup).

A Green Investment Bank is being established to support economic growth by stimulating investment in the green economy.

The Government has also announced proposals for a New Homes Bonus, whereby the Government would match the additional council tax raised by each new house built for the next six years; business rate reforms to encourage economic development; and a Capital Pot bidding process; together with some form of local CIL. The New Homes Bonus will commence in 2011-12.

A White Paper on local growth (October 2010) sets out the Government's strategy for ensuring that all places benefit from sustainable economic growth. This includes the New Homes Bonus, Tax Increment Finance (TIF) and the Regional Growth Fund.

Tax Increment Financing

TIF is a mechanism for funding regeneration particularly infrastructure through increased tax revenues. Finding the appropriate mechanisms for funding the infrastructure needed to support regeneration has been a longstanding concern. The ability to fund essential infrastructure will be further constrained by the combined impacts of the recession, major downturn in the property market in particular in house building and the emerging constraints on public finances.

The development of TIF mechanisms would enable the Borough Council and its partners to address the strategic transport infrastructure issues which will otherwise inhibit the strategic growth and prevent bringing forward key employment sites. The Pre Budget Statement in December 2009 put back the introduction of TIF pending further investigation. In March 2010 £120 million of funding was announced for a project to assess the proposed Accelerated Development Zones (ADZs) funding tool (a form of TIF).

Following the Spending Review the Government has announced that it will introduce new borrowing powers to enable authorities to carry out TIF. An ADZ is intended to allow a Council to fund an infrastructure project by borrowing money against the future tax revenue it will raise. The 2011/12 ADZ project would see a number of councils examine whether infrastructure investment leads to an uplift in receipts from business rates. The pilot was intended to help the Government further understand the case for TIF. The Borough Council had applied for a pilot ADZ in June 2009 based on the Hardwick area.

Norfolk Infrastructure Fund

Background

The previous Government made available significant additional resources for affordable housing in Norfolk. At the same time, however, the resources available for the critical infrastructure necessary to sustain housing growth, has not been forthcoming. Indeed, the Growth Fund allocations for King's Lynn, Thetford and Greater Norwich were all cut to help provide the enhanced provision for affordable housing. Norfolk County Council, and other councils across Norfolk, have long held the view that for growth to be sustainable, it must be accompanied by investment in the necessary supporting infrastructure. It is important to ensure an appropriate balance between public investment in housing and this supporting infrastructure. The creation of the Norfolk Infrastructure Fund (NIF) is intended to assist in achieving that balance. In deciding to establish the NIF, Norfolk County Council's Cabinet asked officers to prepare proposals on how the Fund will operate.

Operation of the NIF

The primary purpose of the NIF is to help finance the investment necessary to deliver the significant growth planned for the county, in terms of jobs and housing. In general terms, the NIF should be allocated to projects that have the greatest potential to help deliver this growth in a sustainable way. The success of the NIF will be measured in terms of infrastructure provided, jobs and housing delivered, employment land created and the leverage of external funding. The East of England Implementation Plan (EEIP) established the infrastructure requirements of the combined spatial and economic strategies. It is intended that projects within the EEIP, along with the Integrated Development Programmes (IDPs) for designated growth points/regeneration areas of Greater Norwich, Great Yarmouth, King's Lynn and Thetford, will be a key determinant of the priorities for the NIF. The number and scale of potential schemes far exceeds the resources available through the NIF. Projects will have to be prioritised. The criteria for prioritisation (not in order of importance) will include:

- **Scale of growth accommodated (jobs and/or housing)**

The amount of new housing or employment supported by a particular project will be a key factor in prioritisation. Growth Points and regeneration areas will be a priority, as will other locations earmarked for significant new growth allocations (>500 houses in the period to 2026).

- **Inclusion within relevant Integrated Development Plan (IDP)**

Within the relevant Growth Point/regeneration areas, priority will be given to those projects prioritised within the IDP for the area. This will also help ensure that the NIF is consistent with the wider strategies on which IDPs are based. In growth areas without IDPs, priority will be given to those projects identified within Local Development Frameworks.

• **Leverage of external or match funding**

Projects which can lever in private sector investment and/or matched funding will increase the outputs that can be secured from the NIF and this will be reflected in the prioritisation.

• **Potential return on investment**

It is envisaged that some investments, by unlocking growth, will produce a financial return from development to the NIF. These projects will be a priority as this return can be reinvested, via the NIF, in further projects.

Scale of the NIF

The NIF will be used to meet the borrowing costs of investments. It is estimated that the anticipated revenue of £885k per annum will provide a £10m investment fund. It is not intended to invest all the £10m at the outset. Projects are likely to be identified and progressed over a period of time. In the medium-term, some early investments are expected to produce a return to the Fund, enabling further investments. It is not proposed to limit contributions from the NIF to a maximum threshold. The scale of growth planned for Norfolk means a targeted approach is required and a relatively small number of larger interventions are anticipated. The proposed assessment criteria will prioritise schemes which deliver more significant growth.

Management of the NIF

The NIF will be managed by Norfolk County Council. The criteria for selecting projects and the overall programme will be subject to consultation with District and Parish councils, the County Strategic Partnership, Shaping Norfolk's Future and other key stakeholders. The County Council's Cabinet will receive an annual progress report and agree the strategic direction for use of the Fund in the following year.

The County Council is discussing with some district councils a proposal to establish a Norfolk Development Company (NDC). The NDC would be one mechanism for delivering projects using the NIF, although not exclusively so.

2. Planning Context

2.1 The National Context

PPS12 Local Spatial Planning (2008)

The relevant guidance in PPS12 is:

Para. 2.4 In relation to housing, spatial planning:

- orchestrates the necessary social, physical and green¹ infrastructure to ensure sustainable communities are delivered; and

2.5 Spatial planning is also critical in relation to economic growth and regeneration by:

- providing a robust basis for assessing the need for, and providing supporting infrastructure and natural resources for economic development.

Infrastructure

4.8 **The core strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking account of its type and distribution. This evidence should cover who will provide the infrastructure and when it will be provided. The core strategy should draw on and in parallel influence any strategies and investment plans of the local authority and other organisations.**

4.9 Good infrastructure planning considers the infrastructure required to support development, costs, sources of funding, timescales for delivery and gaps in funding. This allows for the identified infrastructure to be prioritised in discussions with key local partners. This has been a major theme highlighted and considered via HM Treasury's CSR07 Policy Review on Supporting Housing Growth. The infrastructure planning process should identify, as far as possible:

- infrastructure needs and costs;
- phasing of development;
- funding sources; and
- responsibilities for delivery.

4.10 The outcome of the infrastructure planning process should inform the core strategy and should be part of a robust evidence base. It will greatly assist the overall planning process for all participants if the agencies responsible for infrastructure delivery and the local

¹ "Green infrastructure" is a network of multi-functional green space, both new and existing, both rural and urban, which supports the natural and ecological processes and is integral to the health and quality of life of sustainable communities.

authority producing the core strategy were to align their planning processes. Local authorities should undertake timely, effective and conclusive discussion with key infrastructure providers when preparing a core strategy. Key infrastructure stakeholders are encouraged to engage in such discussions and to reflect the core strategy within their own future planning. However the Government recognises that the budgeting processes of different agencies may mean that less information may be available when the core strategy is being prepared than would be ideal. It is important therefore that the core strategy makes proper provision for such uncertainty and does not place undue reliance on critical elements of infrastructure whose funding is unknown. The test should be whether there is a reasonable prospect of provision. Contingency planning – showing how the objectives will be achieved under different scenarios – may be necessary in circumstances where provision is uncertain. (PPS12 4.10)

Infrastructure planning for the core strategy should also include the specific infrastructure requirements of any strategic sites which are allocated in it. (PPS12 4.11)

Local authorities will be empowered to charge CIL on new developments to help finance the infrastructure needed to support growth. ... local authorities should continue to advance their infrastructure planning in order to ensure that there is clear evidence about planned infrastructure, its cost, timing and other likely sources of funding to underpin their development strategies. This would also serve as a basis for establishing policies for charging CIL on developments in their areas. (PPS12 4.12)

2.2 The Regional Context

East of England Implementation Plan (Feb. 2010)

The East of England Implementation Plan (EEIP) is a common framework for the alignment of national, regional and local investment and sets out evidence to accelerate the funding and delivery of key schemes. The East of England was the first region to integrate the delivery of its economic and spatial strategies in one Implementation Plan – and on the basis of a shared evidence base. It was developed through consultation with a wide range of stakeholders in the public, private and third sectors. It demonstrates how organizations are working together to drive forward sustainable economic growth in a challenging environment and to improve the quality of life for everyone who lives and works in the region. The region will need to overcome many challenges in the future, from improving transport infrastructure to building the skills level of the workforce, to addressing the supply and affordability of housing and tackling climate change. As this Implementation Plan is taken forward, it will need to be updated to take account of new priorities, legislative developments and constraints on public spending that affect how the objectives of the economic and spatial strategies

are delivered. It is anticipated that the Implementation Plan will assist in the process of future prioritisation.

The EEIP sets out sub-regional priorities for a North/West Norfolk and West Suffolk sub-regional area. Priorities include the Academy, National Construction College, College of West Anglia, Anglia Ruskin University; flood risk mitigation and adaption; utilities, social and green infrastructure; road and rail infrastructure.

2.3 The Local Context

Local Strategic Partnership (LSP)

New duties for the LSP set out in statutory guidance published in July 2008 required them to have oversight of planning and alignment of resources.

The Sustainable Community Strategy (SCS) could be a delivery plan and programme through the LAA and LDF and also a bidding document.

King's Lynn Growth Point Integrated Programme of Development 2009/10 to 2010/11 (October 2008)

The Integrated Programme of Development recognises that it is the overall quality of King's Lynn as a place that will determine its success. This requires the physical, economic, social and cultural needs of the town to be addressed on a comprehensive and holistic basis.

HCA Local Investment Plan (LIP) for King's Lynn & West Norfolk (March 2010)

The Local Investment Plan identifies the main themes and prioritises the key interventions and projects directly related to housing led regeneration alongside the urban and rural housing requirements and the housing needs for vulnerable people.

The Local Investment Plan shows how the targeted intervention of public funding will enable key housing sites, primarily on Brownfield land to be brought forward, in particular by addressing infrastructure, utilities, ground conditions and flood risk issues that have hitherto inhibited the early development of these sites.

To secure funding separate bids for each project will need to be submitted.

Local Transport Plan/KLATS

Norfolk County Council's Local Transport Plan outlines the transport strategy for King's Lynn (King's Lynn sub-region strategy 2006 - 2011). The strategy recognises the area as a sub-region and the focus on growth. The LTP also recognises that the level of growth within the town could be substantial and the importance of providing the necessary infrastructure to accommodate this growth. A new LTP is being prepared (LTP3) for submission in April 2011.

The King's Lynn Area Land Use and Transportation Strategy (KLATS) is a more detailed transport strategy for King's Lynn and provides a framework for the consideration of transport schemes and interventions within the greater King's Lynn area. The Strategy will develop and improve transportation by all modes in a coordinated and integrated manner.

The LDF Core Strategy Policy CS11 Transport identifies the need for A10 West Winch and A47 Middleton/East Winch bypasses and junction improvements at key interchanges including A47 (T)/A149.

The LDF Core Strategy

Draft Policy CS14 in the Proposed Submission Core Strategy sets out the LDF approach to infrastructure provision. An approach to implementation is set out in Chapter 8 of the document, together with a delivery framework in Appendix 3. The Core Strategy provides for a minimum of 15,840 new dwellings across the Borough over the period 2001 – 2025, with at least 7,000 new dwellings in King's Lynn; at least 2,700 in Downham Market; at least 560 in Hunstanton; up to 500 in the Wisbech fringe; at least 2,800 in Key Rural Service Centres; and at least 1,260 in Rural Villages.

3. Preparation of the Infrastructure Study

3.1 Data Collection

Questionnaires were sent to a list of 38 infrastructure/service providers in May 2009. The questionnaire sought contact details; views on preferred directions of growth in the main settlements, with reasons for selection; specific infrastructure requirements in those settlements; views on preferred key service centres for growth or those where growth might be constrained, together with specific infrastructure requirements in those settlements; details of strategies, capital programmes, asset registers, etc; and plans to protect key infrastructure from flooding. A copy of the questionnaire, including the maps of potential expansion areas, is attached at Appendix A. A follow up letter was sent in June 2009. Further response chasing took place through to September 2009. The draft study was considered at the King's Lynn Growth partnership meeting on 23 September 2010.

3.2 Data Collation and Analysis

Questionnaire responses were compiled into 2 spreadsheets summarising the main infrastructure capacity constraints by settlement and by type of service provider and also the views on preferred growth options and constraints affecting growth options (Appendix B).

4. Infrastructure and Constraints in the Borough

4.1 Local Infrastructure – by type of facility

4.1.1 Education Provision

King's Lynn - All development proposals would require expansion of existing primary and high schools and/or new primary provision.

High Schools

King's Lynn Academy

The County Council's Cabinet on 14 June 2010 agreed to close Park High School, King's Lynn to enable the establishment of an Academy (the £2.17m County Council budget for land acquisition is being reviewed). The Academy opened in September 2010 on the former Park High site.

The potential for the Academy to move to the identified new site in the NORA area is dependent on the outcome of the Government's review of capital funding. Partnerships for Schools has inspected all academy buildings and sites to ascertain the relative case for capital funding but their assessment was based on two criteria only - condition of the existing premises and the need for additional pupil places. Announcements are expected from Government in late December 2010.

Downham Market

In Downham Market - the reduction in the level of new housing from 500 down to 350 in the proposed submission Core Strategy (Dec. 09) could result in a smaller new primary school being required than previously considered in June 2009 (e.g., a new 210 place primary rather than a 420). However, this is by no means guaranteed and the County Council would still have to look at expanding the existing Clackclose Primary School from 315 to 420 places.

The County Council's previous comments remain with regard to the high school:

"At Downham Market and the surrounding area the County Council would prefer no further development. If this is not possible given existing permissions and allocations any further development in the Downham Market area would be likely to need a new Primary School."

Hunstanton

The proposal for Hunstanton remains unchanged and therefore the County Council's comments in June last year remain valid:

"In Hunstanton proposed development could be accommodated at secondary level, but additional primary provision would be needed."

Wisbech

All options around Wisbech would require expansion of existing schools.

Key Rural Service Centres (KRSC)

Key Rural Service Centres (KRSC) - Docking, East Rudham, Gt. Massingham, Methwold and West Walton should be added to the list of KRSCs whose schools would need to be expanded, although given the housing numbers involved, this is more likely to be at primary than secondary level.

Among the KRSCs the following would need primary school expansion:

- Burnham Market
- Clenchwarton
- Grimston
- Terrington St Clement
- Upwell
- Watlington

Extension Costs - The precise costs associated with the above provision will need to be calculated at the time of any proposal, although the table below taken from the County Council's most recent Planning Obligations Standards (April 2010) gives a broad indication of costs per dwelling based on extension work to existing schools:

Sector	Basic Need Multiplier Cost Per Pupil (January 2009) (£)	Standard Charge per dwelling (providing there is no spare capacity at the local school) (January 2009) (£)
Nursery (3-5)	5,822	489
Primary Sector (5-11)	11,644	2,958
High School Sector (11-16)	17,546	2,456
Sixth Form (16-18)	19,029	533
Total		6,436

New School Costs

Developer contributions towards a new school will be sought by the County Council when:

- the existing catchment area school cannot be expanded any further (i.e. insufficient land area); and/or
- the proposed residential development is of such a scale that a new school can be justified. For the purposes of a new primary school the typical threshold needed to sustain a new school is between 500 – 1,000 new dwellings. For a High School the level is considerably higher 5,000 – 6,000 new dwellings;
- if the scale of proposed development falls below the critical threshold to deliver a 100% developer funded school the Local Authority will seek a pro-rata contribution towards the new build costs where appropriate. However, the County Council would, in such circumstances, need to carefully examine the proposed development in the context of the Local Development Framework in order to ensure that the wider objectives of delivering a sustainable community are met.

In the case of a new Primary School, the County Council would expect the free transfer of a suitable site (approximately 1 hectare for a 210 place school or in accordance with DCSF Building Bulletin 99: Briefing Framework for Primary School Projects) plus the full cost of building the school including early years provision.

The same principle above will apply to a new High School and the land requirement will be in accordance with the DCSF Building Bulletin 98: Briefing Framework for Secondary School Projects.

Based on the above Costs the following level of contributions could be sought (based on current prices - 2010):

Settlement	Housing levels (new Allocations – Appendix 1 Core Strategy)	Estimated Costs and or new school based on County Council Standards (£)
King's Lynn (4,600)	1,000 brownfield	£6.4 million extension of primary and secondary schools or a new primary school and extension of high school (£3 million)
	1,600 South East of Built up Area	New primary school plus extension of high school (£5 million)
	1,000 to the north (west of North Wootton)	Possible new primary school plus extension of high school (£3 million).
	1,000 between A148 and A149	Possible new primary school plus extension of high school (£3 million).
Downham Market	350	£2.2 million extension of primary and secondary schools and/or a new primary school and extension of high school (£1.1 million).
Hunstanton	200	£1.3 million extension of primary and secondary schools
Wisbech Fringe	500	£3.2 million (see response made to recent application)
Key Rural Service Centres	600	£3.9 million
Total	6,250	£28 million plus new primary schools

N.B. the above figures are only indicative and further study and analysis would be needed to provide a precise breakdown of the number and type of new schools and the cost implications.

All comments below are made at officer-level and without prejudice. The actual size, organisation and location of schools would be the subject of full consultation with local schools and stakeholders. Any new or additional provision would consider the needs of the 0-19 age range and not just the mainstream 5-16 age range.

Trigger Points for Requiring Education Provision

King's Lynn (4000 houses)

Until the actual distribution of the proposed 4000 new houses in King's Lynn is known, it is not possible to determine precise infrastructure requirements. However, the preference for growth within an urban area would be for large-scale development rather than incremental development which can be difficult to accommodate within existing provision. Larger-scale development should generate sufficient children and funding to allow for extension of existing provision or entirely new provision. Housing development of around 2000 will require new primary provision and significant expansion of secondary provision. Within urban areas a minimum size of high school would be around 900 places. This would require development in the region of 7000 houses. 4000 houses would be expected to generate around:

- ◆ 336 children in the 3-5 age range
- ◆ 1016 children in the 5-11 age range
- ◆ 560 children in the 11-16 age range
- ◆ 112 children in the 16-19 age range

Secondary education provision in King's Lynn must be looked at within the context of the entire area. The high school catchment areas that currently exist within King's Lynn are complex and their review would need to form part of the determination of education infrastructure requirements for this area. If a change to the existing arrangements is proposed, this would need to be the subject of consultation with the local community. In addition, the proposed Academy status of The Park and its intended relocation to South Lynn must form part of these deliberations. Academy status will in itself trigger a need for public consultation on admission arrangements for the new school which is likely to take place in the Autumn Term 2009.

Area 1 (Central)

This area presents the most difficulty if the majority of the 4000 houses are located in this area. The local schools are Highgate Infant, St Edmunds Primary, Eastgate and Greyfriars Primaries and King Edward VII High School (KES). Whilst some capacity exists at these primary schools this could not accommodate any more than around 50 houses under existing admission arrangements. However, St Edmunds is included within NCC's Primary Capital Programme in Year 4 (2012-13) with a view to its relocation to a new site in the North Lynn area as a 210 primary school. A review of the provision of schools and places in the North Lynn area will be required as part of this

proposal. With this proposed additional housing, there would be an opportunity to increase the size of the relocated school, possibly to 420 places. However, a school of this size with 0-5 provision will need a site of around 2ha. Discussion has previously taken place between NCC and KLWNBC about the potential availability of a site at Lynnsport. The Education Authority would like to see these discussions reopened.

No capacity exists at KES and under the current catchment arrangements, this position is set to worsen if children emerge as anticipated through existing permissions and allocations. With the relocation of The Park to a properly sized site, an opportunity would be afforded to extend the KES site.

Area 2 (NE)

The nearest schools to this area are Reffley Primary and South Wootton First and Junior. Reffley feeds into The Park whilst the South Woottons feed into KES. Reffley's catchment numbers are set to exceed its capacity by 2015 through existing permissions and allocations. The popularity of the South Wootton Schools means they are at capacity and this is set to continue within the same time period. Catchment numbers however are much lower. Should area 2 become part of the South Woottons catchment area, the maximum these schools could accommodate with their existing capacity would be around 300 houses. Such development would be likely to fill these schools with catchment children thereby displacing those who wish to attend from outside the catchment. One option that could be looked at is to extend the Junior School to become a primary school of around 420 places, with the disposal of the first school site. However, this would require significant investment and would, along with other options, be the subject of public consultation. Whilst KES is already over-capacity there are currently places at The Park. However, overall in the King's Lynn area, the existing capacity of the three schools is in line with overall catchment numbers. Any additional development will require extra secondary provision.

Areas 3a and 3b (NW)

These areas would be served by the South Wootton schools and King Edward VII High. The same comments as above apply here. Any development in this area over 300 houses would require expansion or relocation of existing primary provision. At secondary level, no further development can be accommodated without expansion of secondary provision.

Areas 4a, 4b and 4c (SE)

If the bulk of the proposed 4000 new houses could be concentrated in this area, this would allow for new primary provision to be built as it would generate over 1000 children of primary school age. In addition it would generate around 336 3-5 year olds. This is likely to require at least two new primary schools of 420 places each, together with integrated 0-5 provision. Schools of this size would require a site of around 2ha each. However, any organisation of schools would have to take account of the existing nearest

primary schools at West Winch and Middleton. Under current catchment arrangements it is likely that these areas would be served at secondary level by The Park High School. Whilst this school currently has places, overall in the King's Lynn area the existing capacity of the three schools is in line with catchment numbers. Whilst 4000 houses would only generate about 560 secondary aged pupils and 112 post-16 students, the new Academy relocated to South Lynn would need to accommodate these pupils. It is therefore essential that the proposed Academy has a site sufficient for expansion. With these additional pupils, a high school of around 1400 places with post 16 provision of 200 places is likely to be required. The Building Schools for the Future funding model indicates that the build cost of such a school would be in the region of £36 million. This cost does not allow for land purchase costs. A school of this size would require a site in the region of 12ha.

Areas 5a and 5b (S)

The nearest primary school to these areas would be the new St Michaels Primary School which will initially have a capacity of 210 places, but would be capable of expansion to 270. The school could not be expanded any further than this because of the limited size of the site. It is anticipated that existing permissions and allocations will fill the 210 places. If this school were expanded to 270 places, this should enable it to accommodate around a further 300 houses. Any more than this would be likely to require new primary provision although this would be difficult to manage if new housing were between 300 and 750. At high school level the current local school would be KES but the new Academy in South Lynn could well be the local high school. Comments regarding this school are as above. If these areas are the preferred option for development, as much of the new housing as possible should be located here.

Downham Market (500 houses)

This town is currently served by Downham Market High for the 11-18 age range and Hillcrest and Clackclose Primary Schools. Downham Market High is on a split site with its sixth form on one site and its 11-16 provision on the other. The high school is already over-capacity, although its catchment forecasts suggest a decrease in numbers just below capacity by 2015. In reality however, the popularity of the high school means it is likely to continue to be full.

A major building project is about to commence at Clackclose Primary which will bring its 4-11 provision onto one site. The current infant school site will be retained for a Children's Centre, a pre-school group and for the school's nursery class. Clackclose will have a capacity of 315 but will be capable of expanding to 420 places should these be required in the future. Hillcrest Primary's capacity will remain as it is currently at 420. Catchment forecasts indicate that with existing permissions and allocations both schools will significantly exceed their current and planned capacity by 2015 with a potential deficit of around 360 places. Any further allocations within the town will exacerbate this difficult situation with further.

Areas 1a and 1b (NW)

This area could be served by the Downham primaries or Wimbotsham Primary, depending on where catchment lines are drawn. Wimbotsham School is currently at capacity and is expected to remain at or near capacity over the next 5-6 years due to its popularity. Catchment numbers however are much lower. 500 houses are expected to generate around 130 primary aged children and 42 in the 3-5 age range. Should Wimbotsham become the catchment school for this area, its current capacity would allow for no more than about 150 houses to be built. Such development would be likely to fill this school with catchment children thereby displacing those who wish to attend from outside the catchment. If this area forms part of the catchment of Hillcrest and Clackclose, there would be no available capacity and little opportunity for expansion. Whilst Hillcrest sits on a relatively large site, the resulting school would be very large. Given existing permissions and allocations, any further developments in the Downham Market area would be likely to require a new primary school. In order to meet demand in the area, a total of three 420 primaries are likely to be required. Additional 0-5 provision would also be required.

A development of 500 houses is likely to generate around 70 pupils in the 11-16 age range and a further 14 in the 16-19 age range. As previously mentioned, Downham Market High is already full and further expansion on the existing sites would be difficult, though not impossible. Any additional housing would displace those children from out of catchment wishing to attend this school which may further increase pressure on secondary schools in King's Lynn.

Areas 2a and 2b (NE)

The same primary schools and high school would serve these areas as for 1a and 1b. Therefore the same comments as above would apply.

Areas 3a and 3b (E)

Clackclose, Hillcrest and Downham Market High would serve these areas. Without the potential availability of an existing primary school outside the main town area as with 1a, 1b, 2a and 2b, the pressure on the town primaries becomes more significant. In order to meet demand in the area, three 420 primaries are likely to be required. 0-5 provision would also be required.

The same comments relating to secondary and post-16 provision apply as above.

Areas 4a and 4b (SW)

This area would be served by the Downham primaries or Denver Primary, depending on where catchment lines are drawn. Denver is currently near to its capacity, although catchment forecasts for 2015 indicate "spare" capacity of around 20 places. In reality however, Denver is a popular school and is likely to remain at capacity. In order to accommodate development in this area within existing capacity at Denver, housing would need to be limited to around 100 houses. Such development would be likely to fill this school with catchment children thereby displacing those who wish to attend from outside the catchment. Should the town primaries be the local schools for development in this area, the same comments as above apply i.e., that consideration will need to be given to providing three 420 primaries to serve the area.

The same comments relating to secondary and post-16 provision apply as above.

In conclusion, it will be difficult to accommodate development of the scale proposed within existing capacity and at primary level in particular, any significant expansion of existing provision is not an option. The most sensible response would be no further development in the Downham Market and surrounding areas, but if this is not possible, it is likely that another 420 primary school would be required together with a site of around 2ha. However, this could not be funded through the existing mechanism of developer contributions. This issue would need to be resolved.

Hunstanton area (200 houses)

The Hunstanton and surrounding areas are served by Hunstanton Infant, Redgate Junior and Smithdon High. 200 houses would be expected to produce around 17 3-5 aged children, 23 infant aged pupils, 28 junior aged pupils, 28 in the 11-16 age range and 6 in the 16-19 age range.

The areas proposed for potential development – 1a, 1b, 2a, 2b – would also be served by the existing three schools. Forecasts indicate that Smithdon High would be able to accommodate this level of development within existing capacity. However, at primary level the site of the infant school is land-locked and not capable of further expansion. NCC's long-term preference is to reorganise the infant and junior school into one primary school on the junior school site. There is no funding to do this currently. Catchment forecasts at primary level indicate that existing provision will be over-capacity by about 40 places by 2015 without the housing proposed here. Therefore, developer contributions will be required to relocate and expand primary and pre-school provision in this area.

Wisbech (500 houses)

Within Norfolk, the Wisbech area is served by Marshland High, Emneth Primary and West Walton Primary. There is also a separate nursery school, Emneth Nursery, which provides pre-school provision. Marshland High is currently at capacity and expected to remain so due to the significant number of children it receives from outside its catchment area. This school was proposed to be in the initial project for Norfolk's Building Schools for the Future programme. Given the proposed pattern of growth in Norfolk and existing parental preference patterns, it is likely that under this capital programme, Marshland High will be of similar size as it is currently.

Whilst there is capacity at Emneth Primary, West Walton Primary is currently over-capacity and expected to remain so. 500 houses would be expected to generate around 42 pre-school children, 127 primary aged children, 70 in the 11-16 age range and 14 in the 16-19 age range.

Areas 1a and 1b (NE)

Development in this area would be served by Marshland High and West Walton Primary. Whilst both schools are over-capacity, they have sufficient site to allow for further expansion and therefore developer contributions would be sought.

Areas 2a and 2b (E)

Development in this area would be served by Marshland High and Emneth Primary. The same comments relating to secondary provision apply as above. Whilst there is capacity at Emneth Primary this is not sufficient to accommodate the level of development anticipated. Therefore, developer contributions would be sought at both secondary and primary level.

4.1.2 Higher/Further Education

a) College of West Anglia

There is a need for refurbishment (mainly) on site at King's Lynn and Wisbech (Fenland) campuses following abandonment of relocation plans after withdrawal of LSC funding.

The College of West Anglia must find £21m to fund repairs to its campuses - more than half of it is required by 2011. This is broadly split between a £15m need at King's Lynn and £6m at Wisbech. £12m is needed in 2011 - almost a third of the College's entire annual budget - and £9m over 2012-16 to bring its many 40 and 50-year-old buildings into line with modern regulations, provide reliable power and heat, and fix leaking roofs.

As with all public bodies the College is facing substantial funding cutbacks over the next few years following the announcements made in the Government's emergency budget. The 'traditional' capital funding partners for further education colleges would be the (new) Skills Funding Agency (SFA) and the Regional Development Agency. The SFA has a capital programme (following the Budget) of £50 million, this is to be divided between 135 FE Colleges. EEDA is to be abolished. The consequence of this combination of factors is that if the College is to be able to fund its first phase of redevelopment, the building of a new technology block and the refurbishment of the existing 8 storey 'tower block' it will be necessary not only for the College to raise capital funds itself but also for its primary 'local' partners Norfolk County Council and the Borough Council to make significant capital contributions.

The Borough Council has agreed as part of its Decade of Development programme Review to make up to £2.5m available (£1.5m grant plus acquisition of land £1m), between 2011-13, towards the refurbishment costs. This depends on NCC also making a contribution (Council 30 September 2010).

The College has devised an accommodation strategy outlining its plans to urgently upgrade its facilities. The Borough Council has agreed to financially support the construction of a new technology block at the College's King's Lynn campus. A planning application for the new building is in the process of being determined (December 2010).

£1m of funding has been confirmed from the Skills Funding Agency to refurbish and contribute to building of the new technology block at the King's Lynn campus.

b) Construction Industry Training Board/National Construction College (NCC), Bircham Newton

NCC needs to construct new build accommodation blocks and training rooms in a project to create the National Skills Academy for Construction National Specialist Training Hub. This is needed to help meet the continuing and anticipated demand for specialist construction workers and to allow NCC to provide additional places for apprentices and adult learners by 2012.

Planning permission and funding had been secured with the work expected to start on site in September 2009. However the NCC plan has been caught up in the LSC capital funding issue. Following the review of the LSC capital programme, NCC has been advised that funding is no longer available for the project. Development works are being re-phased to deal with the funding issue.

4.2 Community Facilities

4.2.1 Adult Social Services

In King's Lynn the County Council need 100 places for Housing with Care and 200 places care home/care home with nursing provision.

In and around Downham Market there is a need for 50 places in Housing with Care and 190 places care home/care home with nursing.

In Hunstanton 50 places for housing with care are needed.

In Dersingham/Heacham 50 places housing with care are needed.

In Hunstanton/Heacham/Dersingham the need is for a 220 place care home/care home with nursing places.

4.2.2 Libraries

There is no preference for growth directions in King's Lynn, but options 4a-b (SE) may require a new library.

There may be a need for a new central library/archive centre in King's Lynn.

An extension may be needed in Hunstanton.

In Wisbech a new £2.5m library opened in June 2010.

4.2.3 Waste Recycling

The new Recycling Centre at Saddlebow (opened October 2008) should provide adequate capacity for the needs of the planned additional housing.

4.2.4 Police

New custody provision in South Lynn is to be constructed by 2011; a new police station is required in 2011 in an out of town location for response and road policing functions. There would be a need for a town centre safer neighbourhood team office and public enquiry desk, assuming the existing police station on St James Street closes.

The South Lynn custody centre will have 146 cells and hold people from Norfolk and Cambridgeshire.

The aim is for custody staff to be as self-sufficient as possible to minimise officers time away from front-line policing." The centres – which would bring together investigation staff and include improved custody facilities – would

"provide local people with an efficient and effective police service". As well as building a new centre in Lynn, five others will be created across Norfolk and Suffolk, at a cost of £60 million. The Home Office passed the plans for the police investigation centres and funds for the construction will be provided under a private finance initiative. Norfolk and Suffolk Police Authorities will work together to manage all six centres. It is estimated the Lynn centre, along with the other five, will be completed during 2011.

No material changes are planned for Downham Market and Hunstanton Police Stations.

Dersingham Police Station has limited space.

There is a need to clarify the role of neighbourhood policing and how that is envisaged to work across the Borough, working closely with strategic partners.

4.2.5 Fire

At present the Fire Service have identified that a second "delivery point" to the South East of Kings Lynn would benefit the communities of King's Lynn. Any further development away from the existing Kilham's Way Station would seriously stretch the Fire Service's 10 minute attendance time.

Developer contributions would be sought towards a new Fire Station or service delivery point (the cost is estimated at £2m plus £150k annual cost for 4 additional staff) and fire hydrants from proposed new development in and around King's Lynn.

The current situation is that a proposal for a second station has been put forward under the Fire Services Integrated Risk Management Plan (Norfolk Fire and Rescue Authority Safety Plan 2011/2014), which effectively splits the current staffing arrangements in Kings Lynn, and went forward for public consultation during the summer 2010. If this is agreed then the Fire Service would then have to look for funding streams, acceptable sites etc.

The Fire Service would be unable to meet response time targets (80% of life risk fires within 10 mins.) with areas 4 & 5 (Lynn south east & south) without the above development.

Acceptable village locations in terms of fire cover are:

Emneth (M)
Gt. Massingham (K)
Heacham (K)
Methwold (K)
North Wootton (M)
Old Hunstanton (R)
Outwell (K)
Snettisham (K)
South Wootton (M)
Terrington St Clement (K)
Walsoken (M)
West Walton/Walton Highway (K)

M = adjacent main town; K = Key Rural Service Centre; R = Rural Village

Other Key Rural Service Centres are seen as 'constrained' in relation to response time targets being met (i.e. Brancaster, Burnham Market, Castle Acre, Clenchwarton, Dersingham, Docking, East Rudham, Feltwell, Grimston, Marham, Stoke Ferry, Terrington St John, Watlington).

4.2.6 Ambulance

No specific comments at this stage.

4.3 Health Facilities

A new health centre is planned for Fairstead, King's Lynn (due to start in Feb./Mar. 2011, with a one year build) that could help with Options 1 (Central) and 2 (NE). With Option 3 (NW) the Woottons surgery would need expanding (physical space and doctors). Work on the South Lynn Primary Care Centre is due to start soon. Option 4 (SE) is best for primary care.

The threshold for requiring a new facility is an increase in population of 3,000 or more.

In Downham Market growth beyond 500 dwellings, would lead to a need to consider expansion of existing facilities.

There are no physical capacity constraints for moderate growth at Hunstanton, although additional medical capacity may be needed.

All options in the Wisbech area will potentially need expansion of existing facilities.

The following Key Rural Service Centres (KRSC) have no spare capacity:

- Feltwell/Hockwold
- Grimston
- Marham
- Methwold
- Outwell/Upwell
- Stoke Ferry
- Watlington
- Emneth (adjacent Wisbech, not a KRSC)
- W Walton/W Walton Highway

Cambridgeshire NHS confirmed that they would not be looking to provide branch surgery facilities in Emneth or West Walton/Walton Highway.

Queen Elizabeth Hospital (QEH)

The QEH has no plans to relocate but has developed a master plan for the redevelopment/refurbishment of their existing site and intends to invest £37m in a Capital Programme.

Pharmaceutical Needs Assessment (PNA)

In accordance with the Health Act 2009, Primary Care Trusts have a statutory duty to publish their first Pharmaceutical Needs Assessment (PNA) by 1 February 2011. PNAs were first introduced in 2005 to provide Primary Care

Trusts with a way of providing pharmacy services over and above the core pharmacy contract.

Pharmaceutical services in NHS Norfolk are provided by pharmacy contractors and dispensing GP practices. The health needs of Norfolk's population have been reviewed from the perspective of pharmaceutical services using the Joint Strategic Needs Assessment (JSNA) and consultation with pharmacy contractors. The views of the 7,100 members of the local Citizen's Panel on access to current pharmacy services were also sought, which were then fed into the development of the draft PNA.

The PNA is designed to assess the current pharmaceutical provision, alongside the current health needs of the population of Norfolk, ultimately evaluating whether the current provision is adequate to meet these needs and what, if any, future services will be required. The data contained within the PNA will also contribute to the overall JSNA for Norfolk and relevant commissioning strategies, to ensure that pharmaceutical services play a key part in the development of services. An accurate and up-to-date PNA is also important as it gives a relevant and robust foundation on which NHS Norfolk can base decisions about applications for granting new pharmacies permission to open. Once published, the PNA will be a tool for commissioners (those who buy services), pharmaceutical service providers and pharmaceutical service users and will be regularly updated on a routine basis, or if and when new community pharmacies are opened.

The PNA reviewed the services available from Norfolk's pharmacies and plans for future services, looking at the needs of the population and the current provision from pharmacies. The assessment found that the population currently enjoys good access to pharmaceutical services with a broad range of services available when and where they are needed.

It concluded that there is no requirement for additional pharmacies in Norfolk at this time.

4.4 Retail

The 2006 Town Centres Study, commissioned by the Borough Council, identified a need for 20,250 sq. m. of additional comparison retail floorspace for King's Lynn town centre by 2016. This will be primarily market-led, but the public sector will have a role in facilitating through planning and developer guidance to ensure it meets the wider needs of the town centre.

There will also be a need for new neighbourhood shopping/village facilities.

4.5 Employment

A need for 5,000 extra jobs was identified by the former RSS for the period to 2021. Some 66 ha of employment land is to be allocated in the LDF to 2025 (50 ha at King's Lynn, 15 at Downham Market, 1 at Hunstanton). The majority of this is unserviced and will need access to be provided.

4.6 Transport

4.6.1 County Highways View (Strategy Team)

The Highway Authority would not object to the allocations in combination in King's Lynn North (Area 3a & 3b). South Wootton is well located with good public transport links to King's Lynn. These allocations in combination would be a preferred site for the town. Subject to a safe access being provided the Highway Authority would not object to the allocations in NE King's Lynn (Area 2) in combination.

As part of the King's Lynn Area Transport Strategy (KLATS) process a number of proposed transport schemes were subject to a technical appraisal. The process had two stages: the first being the internal appraisal and scoring of the schemes; the second was the detailed review of this scoring by members of the Partnership's KLATS Sub-Group and the KLATS officer group to produce the final list of recommended schemes. The proposed six recommended schemes were:

- Hardwick Road Alternative (Sandline bus route)
- A149 Dualling
- Town Centre gyratory
- QEH access improvements
- Park & Ride/Park and Sail/Park and Rail, Car Park Strategy
- South East Quadrant

On 3 December 2009 the Partnership were requested to consider the recommended options and, if acceptable, agree that they should be developed in more detail and tested as an integrated package. The Partnership agreed that the six recommended schemes above be approved and developed and tested as an integrated package. This report addresses the actions required in developing an approach to car parking in King's Lynn in line with the KLATS recommended option.

The final KLATS Implementation Plan will specify infrastructure requirements for King's Lynn.

A draft Car Parking Strategy has been produced and recommends provision of an additional Multi Storey Car Park in King's Lynn town centre. The Decade of Development Review identifies a sum of £6.5m for this to be designed and built in 2012/13. Additional ferry parking at West Lynn to facilitate Park & Sail is also identified with a sum of £400,000 for 2012/13.

In Downham Market Area 4 (SW) is considered too remote and separated from the town by the A1122.

For Hunstanton no constraints were stated. The Hunstanton town centre and southern seafront master plan identifies/envisages rationalisation of car parking provision, redevelopment of the old garage site to incorporate an

improved bus station and library facilities and a need to look at transport movement particularly during the summer season.

No comments were made in relation to Wisbech.

Lorry Parking

A need has been identified for a lorry park to serve the King's Lynn area following the closure of the previous facility near to the Southgates roundabout.

4.6.2 Highways Agency

No comments were received directly, but the Agency have been involved in the KLATS process and a similar process run by Cambridgeshire County Council/Fenland district for Wisbech. The main issue at King's Lynn would be to plan for the impacts of any development in SE Lynn (4a-c) on the Trunk Road network. Development at Wisbech is currently constrained by capacity issues on the A47 Wisbech bypass.

4.6.3 Network Rail

No comments have been received. The IDP for King's Lynn identifies a need to dual the main line between King's Lynn and Downham Market to increase capacity of the line. Lobbying will be required. Car parking provision is required at Watlington. A scheme has planning permission, but land needs to be acquired and full funding secured before it can go ahead.

4.7 Green Infrastructure

The Green Infrastructure Study: Stage 2 final Report (May 2010) identifies green infrastructure priorities. High priorities are as follows:

King's Lynn

- Fens Waterway Link – Sea Lock at Gt Ouse Relief Channel (estimated capital cost £7m; revenue TBC; EA led).
- Waterfront Regeneration Area (BC led, £20m cost whole scheme)
- Nar Riverside Park as part of the Waterfront Regeneration Area (BC led, costs to be confirmed)
- King's Lynn/Wash/Norfolk Coast Path Link (est. capital cost £150k; revenue cost unknown; NCC led but with NE funding).
- Countryside Sports and Recreation Zone (BC led, Master Plan needed; £50k for feasibility study; development costs to be identified).
- Gaywood Valley SURF Project (underway/funded (£500k) 3 years, NCC lead with EC/NCC funding).
- Hardwick Industrial Estate Link (private sector led).
- SUDS are a general high priority for development areas to the North and South of King's Lynn.

Downham Market

- Downham Market Allotments (BC/DMTC led, feasibility study needed est. £40k, costs TBC).

Boroughwide

- Wissey Living Landscape Project (NCC led, costs TBC, funding £528k from NE, £591k from NWT and others).
- Fens Waterway Link - Ouse to Nene (estimated capital cost £40.7m; revenue £38.1m 50 year period; EA led).
- Brecks Regional Park (costs TBC, NCC led).

4.8 Potential Strategic Constraints on Future Development

4.8.1 Flooding

A Level 1 SFRA was completed in December 2008 with an annex to this Level 1 assessment published in April 2010. There is a need to identify future requirements for improved flood defences.

4.8.2 Utility Capacity

a) Water Quality

The proposed housing development within the Borough is mainly in the catchment areas of King's Lynn, Downham Market and Hunstanton sewage works. These sewage works discharge into the tidal Great Ouse, the Flood Relief Channel and the Heacham River shortly before it reaches the Wash. Environmental capacity in these waters should be sufficient to accommodate the projected increases in WwTW discharge associated with the housing developments. Phosphorus and nitrogen concentrations in the rivers in the Borough are already high and could possibly fail future Water Framework Directive targets. Consequently, improvements may be required to treatment processes at the wastewater treatment works to reduce nutrient emissions and achieve load standstill or 'no deterioration' in pollution loads. Impacts of housing growth on wastewater discharges and diffuse pollution in the upstream catchment also need to be considered in this context because this determines the environmental headroom to receive additional treated effluent.

The Water Cycle Study has yet to confirm whether (i) planned developments would have little impact on downstream water quality; (ii) growth in the urban area of King's Lynn will have any effect on Bathing Waters compliance at Heacham and Hunstanton. The Study recommends the adoption of Sustainable Drainage Systems (SUDS) techniques to avoid surface water flooding problems, but recognises that the underlying geology limits the potential for these techniques in the Wisbech area and the majority of King's Lynn.

Although the Environment Agency's Catchment Area Management Strategy (CAMS) documents indicate that there is no scope to increase abstraction from surface water and groundwater sources supplying the Borough, existing headroom within the water supply system is sufficient to meet additional demand associated with the planned housing growth. This assessment takes into account impacts on wetland sites which are considered acceptable under current levels of abstraction. However, the ecological footprint of the water supply system will be reduced if household water demand is not controlled. Reduction in demand will also increase the security of supply and increase resilience of the system in relation to climate change. It is, therefore, recommended that a reduction in water demand is encouraged through the planning process and leadership by the Council. The Study sets out the need

for water demand management measures as the whole of Anglian Water's supply area is classified as being under serious water stress and consequently requires the highest level of water efficiency activity.

b) Sewerage and Surface Water Drainage

King's Lynn

Areas 3a and 3b (NW) would need a new pumped main across the river. Area 2 (NE) could link in to a new pumped main. Areas 4a and 4b (Lynn SE) are least favourable/most costly.

Limited hydraulic capacity in the IDB system is a significant issue in the southern part of King's Lynn. This favours growth options away from the southern part of King's Lynn.

Areas 5b and eastwards (Lynn S) need further investigation.

Downham Market

Areas 4a and 4b (SW) would require significant upgrading of sewers in the town.

Attenuation is considered essential as engineering would be required to increase capacity if additional flows arise from housing development in the north of the town.

Anglian Water have referred to a 'cordon sanitaire' affecting the northern sites (1a/b) which currently extends to a 400 metres radius around the sewage treatment works.

Hunstanton

There is limited spare capacity at the existing works. Any option will need a new terminal pumping station. There are no major drainage issues in the area.

Wisbech

Any option would require significant upgrading to the network.

Key Rural Service Centres

Anglian Water (AW) have assessed the dwelling numbers proposed for each Key Rural Service Centre and assigned a RAG (Red, Amber, Green) status in relation to Water: water resource; supply networks; and Waste Water: Waste Water Treatment Works (WWTW) capacity; foul sewerage network capacity; and surface water network capacity.

An overall RAG rating is assigned to each place. The following places are Red (major constraints to provision of infrastructure and/or treatment to serve proposed growth):

Brancaster
Burnham Market
Castle Acre
Gayton/Grimston
Marham
Methwold
Upwell/Outwell
Watlington

In addition to these, the Environment Agency have identified a number of WWTWs which are currently discharging at, or over their permitted volumes in accordance with their individual Discharge Consents. The Environment Agency will seek to ensure that these issues are addressed through the Water Cycle Study process in order to give clear guidance as to the future growth potential for settlements within the Borough.

c) Gas

Areas 2 (KL NW) & 3 (KL NE) may require reinforcement from the medium pressure system.

Area 4 (KL SE) has a transmission pipe crossing through or very close to the southern end. The only capacity increases planned for the next 5 years are the establishment of a new primary substation at King's Lynn South and re-equipping of Gaywood Bridge.

In the rest of the Borough National Grid assessed the current predicted load growth - with no diversionary works as yet taken into account i.e. the existing infrastructure. An assumed level of demand for each dwelling was based upon National Grid's current business rules. Each development has been considered and applied to the network analysis model in turn with an assumed level of demand for each dwelling based upon the National Grid's current business rules. At this stage the analysis results do not show any supply constraints on National Grid's Low Pressure or Medium Pressure systems for the Borough.

d) Electricity

There is very limited capacity throughout King's Lynn and any major development will require substantial reinforcement of the network.

Downham Market is already close to capacity, however EDF would not expect 350 additional houses to present a major issue, assuming a traditional gas-heated design. If they were to use electric heating (either conventional or heat-pump with electric backup) it could then become an issue.

Hunstanton should not be a problem for the scale of development proposed.

Capacity at Wisbech is tight, and the area is likely to require the power infrastructure to be upgraded. Depending on the timing, it is therefore possible that new developments in the area may be required to contribute towards the cost of such upgrades.

e) Broadband

The requirements of modern businesses and educational activities require a high quality fibre optic telecommunication network. At present, BT Openreach is proposing the installation of copper cables to serve new developments, including the Nar Ouse Regeneration Area (a Millennium Community), which is a less satisfactory solution. A key need is to future proof the infrastructure to meet needs over the next 15 years which requires investment in the provision of a fibre optic network, particularly to serve business and educational developments.

5 Conclusions

5.1 Gaps in the Study

Network Rail – no response was received from Network Rail. However rail-related investment requirements have been included from current known Borough priorities.

Water:

- Flood defence requirements are not known, beyond the King's Lynn Waterfront requirements.
- Detailed Water Cycle Study information is to be finalised by the end of December 2010 (Wisbech to follow – early 2011).
- Surface Water Management Plan for King's Lynn and West Norfolk Settlements (scoping work completed by end November 2010).

General – there is only limited information available about the costs of infrastructure, timescales and phasing requirements.

5.2 High Priorities/Immediate Needs to Facilitate Growth

Key structural works that are required to prepare the King's Lynn Waterfront site for market testing (as agreed in the Decade of Development Review, Cabinet 27 July 2010) are a high priority. These are work on the sea defences, the Nar Loop and the sluice and road works which are proposed for the delivery period 2012/13 to 2014/15. Linked to this are landscaping works to tidy up the site and pontoons off the South Quay.

The quality of further education facilities in the Borough is another key issue. Funding support to improve the fabric of the College of West Anglia's facilities in King's Lynn is therefore a high priority for the present 3 year funding period (2010 – 2013).

Similarly improvements to secondary education facilities in the form of the King's Lynn Academy are a high priority, with the Academy opening in September 2010 on the former Park High School site.

Additional ferry car parking at West Lynn has been identified as a priority for 2012/13.

S.106 contributions arising from Tesco and Sainsburys applications in King's Lynn would fund bus station improvements, car park Variable Message Signing (VMS) and town centre public realm and signage improvements. The Sainsbury's and Morstons applications provide for a new access road and roundabout entrance off the A149 which will also open up access to employment land at the Hardwick Extension.

5.3 Main Settlement Specific Needs/Constraints

King's Lynn

Electricity - Very limited capacity throughout King's Lynn. Any major development will require substantial reinforcement of the network.

New primary care facility needed (GP/dental care).

Queen Elizabeth Hospital needs redevelopment/refurbishment.

Adult Social Services need 100 places for Housing with Care and 200 places care home/care home with nursing provision.

New central library/archive may be needed.

Need new police station in out of town location for response/road policing.

Need 2nd fire delivery point to SE of King's Lynn.

Central King's Lynn (Area 1)

Need to relocate St Edmunds Primary school; expand King Edward VII High School, if Academy relocates.

Lynn NE Urban Extension (Area 2)

Need to extend South Wootton Junior school to become primary.

Area 2 may require reinforcement from the medium pressure gas supply system.

Lynn North Urban Extension (Area 3)

Need to extend South Wootton Junior school to become primary.

Woottons Surgery would need expanding.

Need new pumped sewer main across the river.

Need to connect to drainage capacity at N Lynn Pumping Station.

Area 3 may require reinforcement from the medium pressure gas supply system.

Lynn South Urban Extension (Area 4)

If 4,000 houses need two new 420 place primary schools.

New library may be required.

Need new pumped sewer main across river (longer distance/more costly than northern options).

Area 4 would have sufficient gas supply capacity for up to 1337 properties. Further development of 4000 would need reinforcement of the medium pressure system.

Downham Market

Need new 210 place primary school.

Beyond 500 houses need to consider expansion of health facilities.

In and around Downham Market there is a need for 50 places in Housing with Care and 190 places care home/care home with nursing to meet adult social services requirements.

Hunstanton

Additional primary school provision is likely to be needed.

May need additional medical capacity.

50 places for housing with care are needed in Hunstanton by adult social services. In Hunstanton/Heacham/Dersingham there is also a need for a 220 place care home/care home with nursing places.

May need a library extension.

Wisbech

Possible flooding, transport (A47) and water cycle issues (studies ongoing).

All options around Wisbech would require expansion of existing schools.

All options will potentially need expansion of existing health facilities.

Electrical supply capacity at Wisbech is tight, and the area is likely to require its power infrastructure to be upgraded in response to growth.

5.4 Summary/Schedule of Known Infrastructure Costs

Borough Council Decade of Development Schemes

2010/2011 Total £1,575,000

King's Lynn Waterfront

CIF2 Road £500,000
South Quay Pontoons £150,000
Landscaping £125,000

Nar Ouse Regeneration Area

Water Attenuation £800,000

2011/2012 Total £1,000,000

College of West Anglia (CWA) £1,000,000

2012/2013 Total £2,400,000

CWA £1,500,000
West Lynn Ferry Car Parking £400,000
King's Lynn Multi Storey Car Park £6,500,000
Waterfront Sea Defences £500,000

2013/2014 Total £2,500,000

King's Lynn Waterfront Sea Defences £500,000
Waterfront Sluice and Road £2,000,000

Schemes Funded from S106 Contributions £1,680,000

Sainsbury's:

King's Lynn Bus Station Improvements £500,000
King's Lynn VMS Car Park Signage S106 £190,000
King's Lynn Town Centre Public Realm £100,000
King's Lynn Town Centre Signage £50,000

Tescos:

£500,000 to improve the King's Lynn bus station area
£50,000 for promotional/profile raising activities beyond the immediate catchment of King's Lynn together with a co-ordinated calendar of events and activities.
£90,000 towards improving the attractiveness of the King's Lynn markets. This will include relocating the Saturday Market more centrally into the town centre and drawing the Tuesday Market more into the established retail loop.
£200,000 towards public realm improvements in King's Lynn town centre.

Education

£28m plus new primary schools

King's Lynn Academy capital budget sum for land purchase plus cost of moving gas main of £2.7m (build costs to be met by Government?).

Fire

£2m plus £150k annual cost for 4 additional staff for 2nd delivery point at King's Lynn.

CWA

£21m (£15m at King's Lynn, £6m at Wisbech) minus Borough Council contribution above (-£2.5m). Other authorities/agencies are expected to contribute to these costs.

Drainage

Need for Middleton Stop & Pierrepoint Flood Storage Ponds scheme (estimated £1m – 1.25m) identified by Water Management Alliance to enable Hardwick Extension to be developed.

Table 5.1 Possible Funding Sources

Service/Utility	Private	S.106/CIL	TIF/ADZ/Sustainable Transport Fund /New Home Bonus	Public
Education		✓		✓
Health		✓		✓
Social Services	✓			✓
Transport		✓	✓	✓
Water	✓			
Gas	✓			
Electricity	✓			
Other (e.g. Police, Fire, Library, GI)	✓	✓	✓	✓

Appendix A

Questionnaire/Maps

**BOROUGH COUNCIL OF KING'S LYNN AND WEST NORFOLK LOCAL DEVELOPMENT FRAMEWORK :
INFRASTRUCTURE PLANNING REQUEST FOR INFORMATION QUESTIONNAIRE**

Please complete this form and return it to the Council by 29th May 2009. Your responses will be used to help inform the production of an Infrastructure Delivery Plan for the Borough.

If you need to attach additional sheets please do so clearly stating which question the information relates to. If you wish to submit the information in an alternative format please ensure that you attach a copy of this questionnaire with your contact details completed.

If you require further information to allow you to make a full response please contact the LDF Team on 01553 616573 or e-mail ldf@west-norfolk.gov.uk

Contact Details:

Your contact details:	
Name:	
Organisation:	
Address:	
Postcode:	
Email address:	
Telephone:	

If you have appointed someone to act on your behalf please enter their details here:

Their contact details:	
Name:	
Organisation:	
Address:	
Postcode:	
Email address:	
Telephone:	

Towns:

1. From the maps provided do you have a preferred direction for growth in King's Lynn, Downham Market, Hunstanton and Wisbech?

Location	Growth Option	Reason for selection i.e. capacity shortfall, proximity to existing infrastructure.	Time Constraints
King's Lynn	1 (2000)		
	2 (1000)		
	3A (500)		
	3B (500)		
	4A (700)		
	4B (700)		
	4C (4000)		
	5A - Employ		
	5B - Employ		
Downham Market	1A (250)		
	1B (250)		
	2A (250)		
	2B (250)		
	3A (250)		
	3B (250)		
	4A (250)		
	4B (250)		
Hunstanton	1A (200)		
	1B (300)		
	2A (200)		
	2B (300)		
Wisbech	1A (500)		
	1B (500)		
	2A (500)		
	2B (500)		

2. Do you anticipate having any specific requirements for new or improved large or small scale infrastructure in King's Lynn, Downham Market, Hunstanton and Wisbech over the LDF plan periods (up to 2026)?

Location	Requirement

Key Service Centre

3. Do you have a preferred Key Service Centre for growth or is there any Key Service Centre where growth may need to be constrained?

Location	Acceptable <input type="checkbox"/> Constrained <input type="checkbox"/>	Reason for selection i.e. capacity shortfall, proximity to existing infrastructure.	Preferred Scale of Development		Time Constraints
			< 20 units	> 20 units	
Brancaster					
Brancaster Staithe/Burnham Deepdale					
Burnham Market					
Castle Acre					
Clenchwarton					
Dersingham					
Docking					
East Rudham					

Location	Acceptable ✓ Constrained X	Reason for selection i.e. capacity shortfall, proximity to existing infrastructure.	Preferred Scale of Development		Time Constraints
			< 20 units	> 20 units	
Emneth					
Feltwell					
Gayton					
Great Massingham					
Grimston					
Heacham					
Hilgay					
Hockwold Cum Wilton					
Marham					
Methwold					
North Wootton					
Old Hunstanton					
Outwell					
Snettisham					
South Wootton					
Southery					
Stoke Ferry					
Terrington St Clement					
Terrington St John					
Tilney St Lawrence/ St Johns Highway					
Upwell					
Walsoken					
Watlington					

Location	Acceptable <input type="checkbox"/> Constrained <input type="checkbox"/>	Reason for selection i.e. capacity shortfall, proximity to existing infrastructure.	Preferred Scale of Development		Time Constraints
			< 20 units	> 20 units	
West Walton/ West Walton Highway					
West Winch					
Wiggenhall St Germans					

4. Do you anticipate having any specific requirements for new or improved large or small scale infrastructure in any of the Key Service Centres set out in the map provided over the LDF plan periods (up to 2026)?

Key Service Centre	Requirement

General:

5. What strategy document(s) does your organisation produce and use to set out its objectives and priorities for service/ infrastructure delivery and what time period does it cover? Does it contain your organisations:

Capital Programme?

Register of Assets (Land & Buildings)?

Others?

If not could these be supplied separately?

Please could you provide us with either a paper or electronic copy of the document or alternatively inform us where one can be obtained?

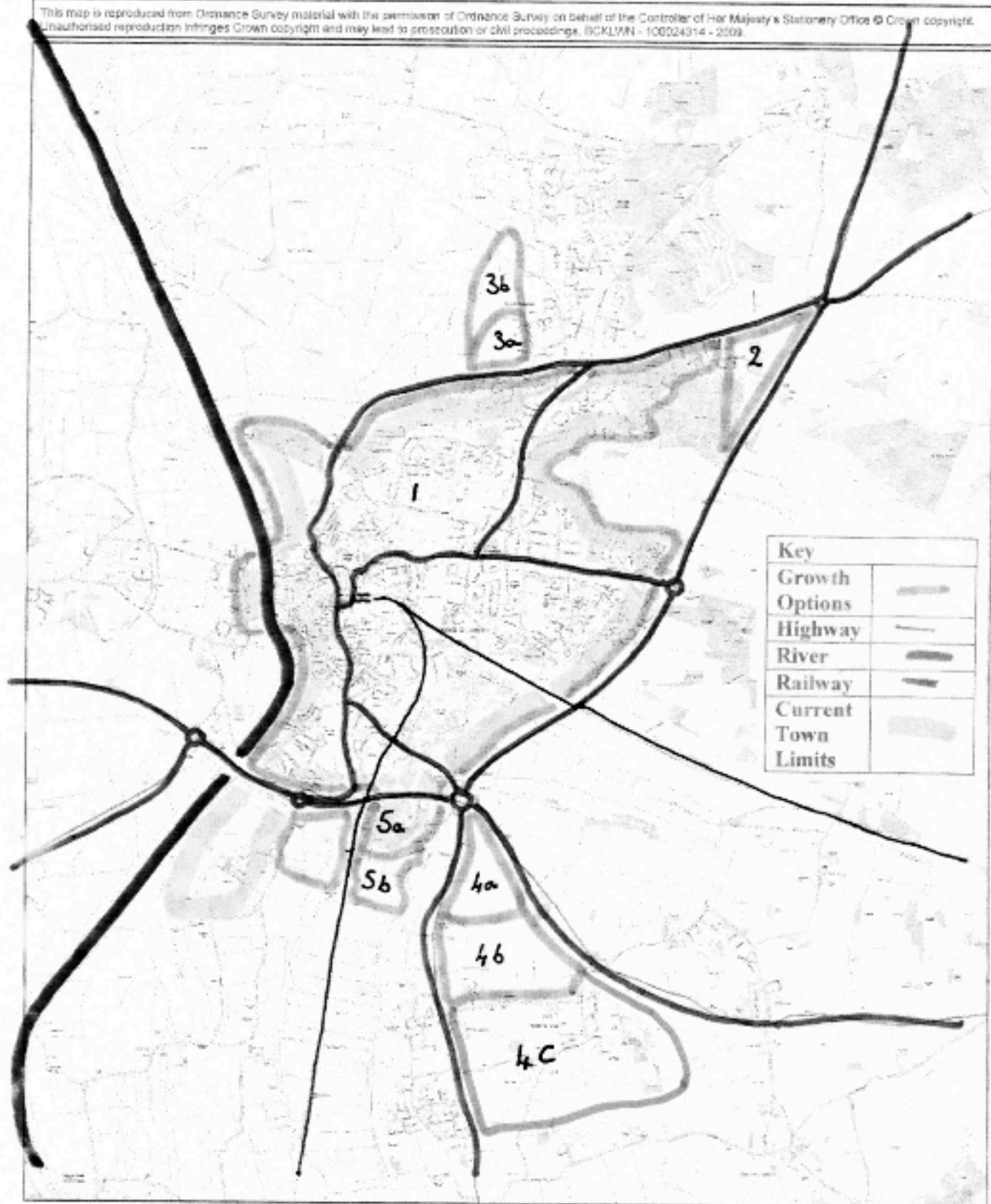
6. Has your organisation made any preparations/plans in relation to protecting key infrastructure you manage from risk of flooding?

7. Additional comments

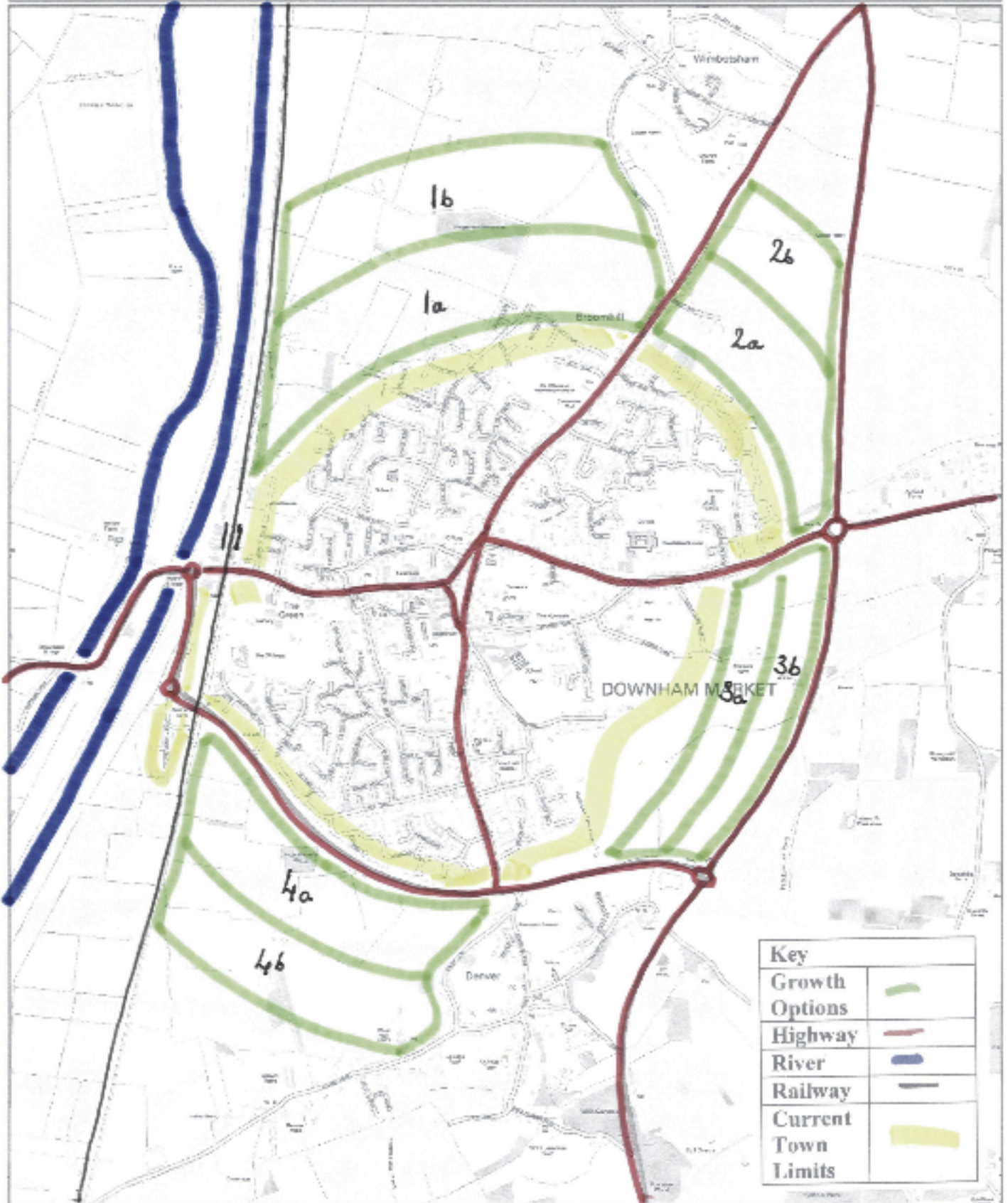
Please return this form to one of the addresses below:

email: ldf@west-norfolk.gov.uk Tel: 01553 616573

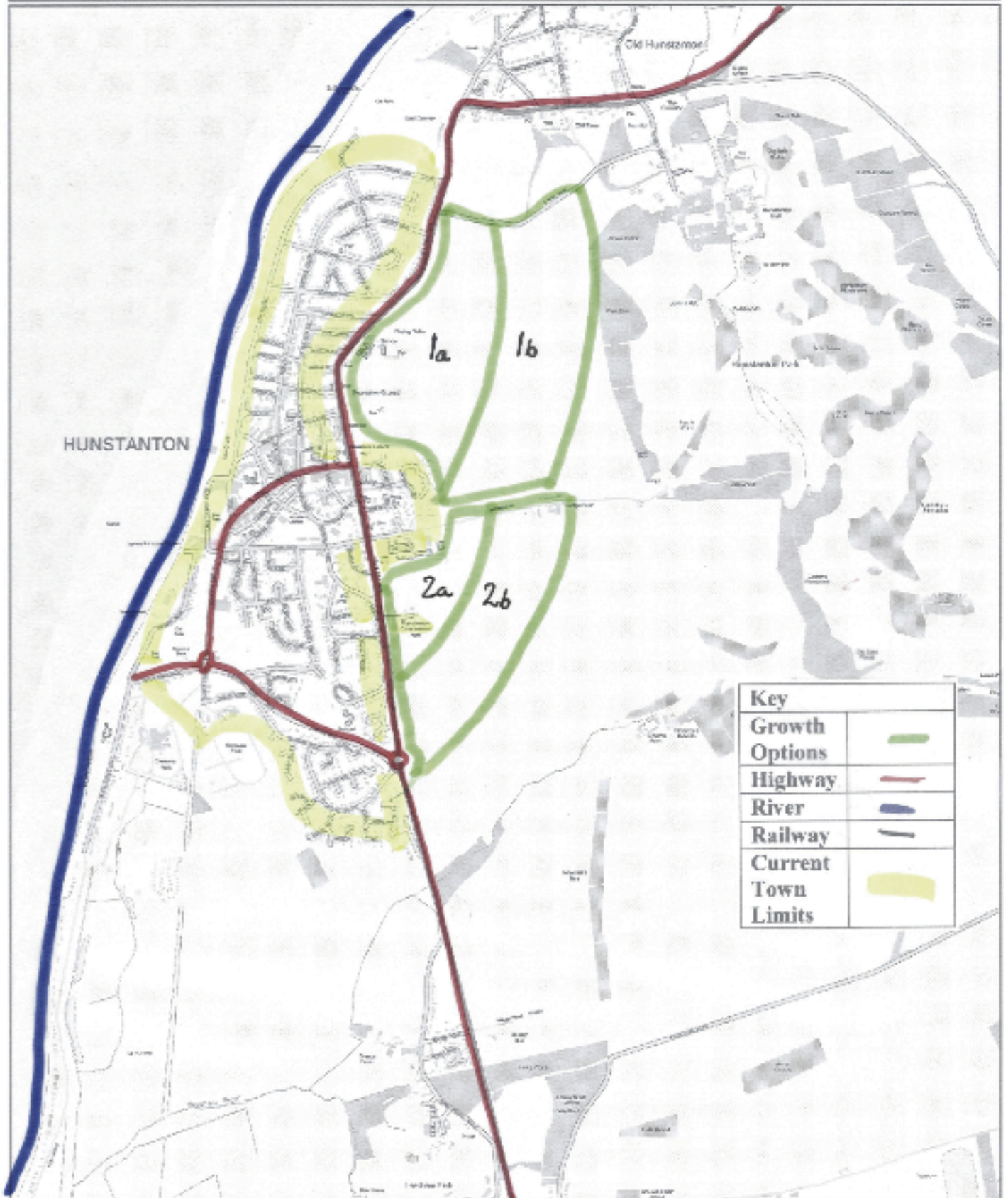
post: LDF Team
Development Services, Borough Council of King's Lynn & West Norfolk
King's Court, Chapel Street, King's Lynn, Norfolk, PE30 1EX



<p>Borough Council of King's Lynn & West Norfolk</p> <p>Tel: 01553 616200 - Fax: 01553 691603</p>	<p>Title</p> <p>King's Lynn</p>		<p>Scale</p> <p>1:50,000</p>
	<p>Project / Details</p> <p>Infrastrucutre Questionnaire</p>		<p>Date</p> <p>01/05/2009</p>
		<p>Drawn by</p> <p>DA</p>	<p>Drawing / Reference Number</p> <p>INF1</p>

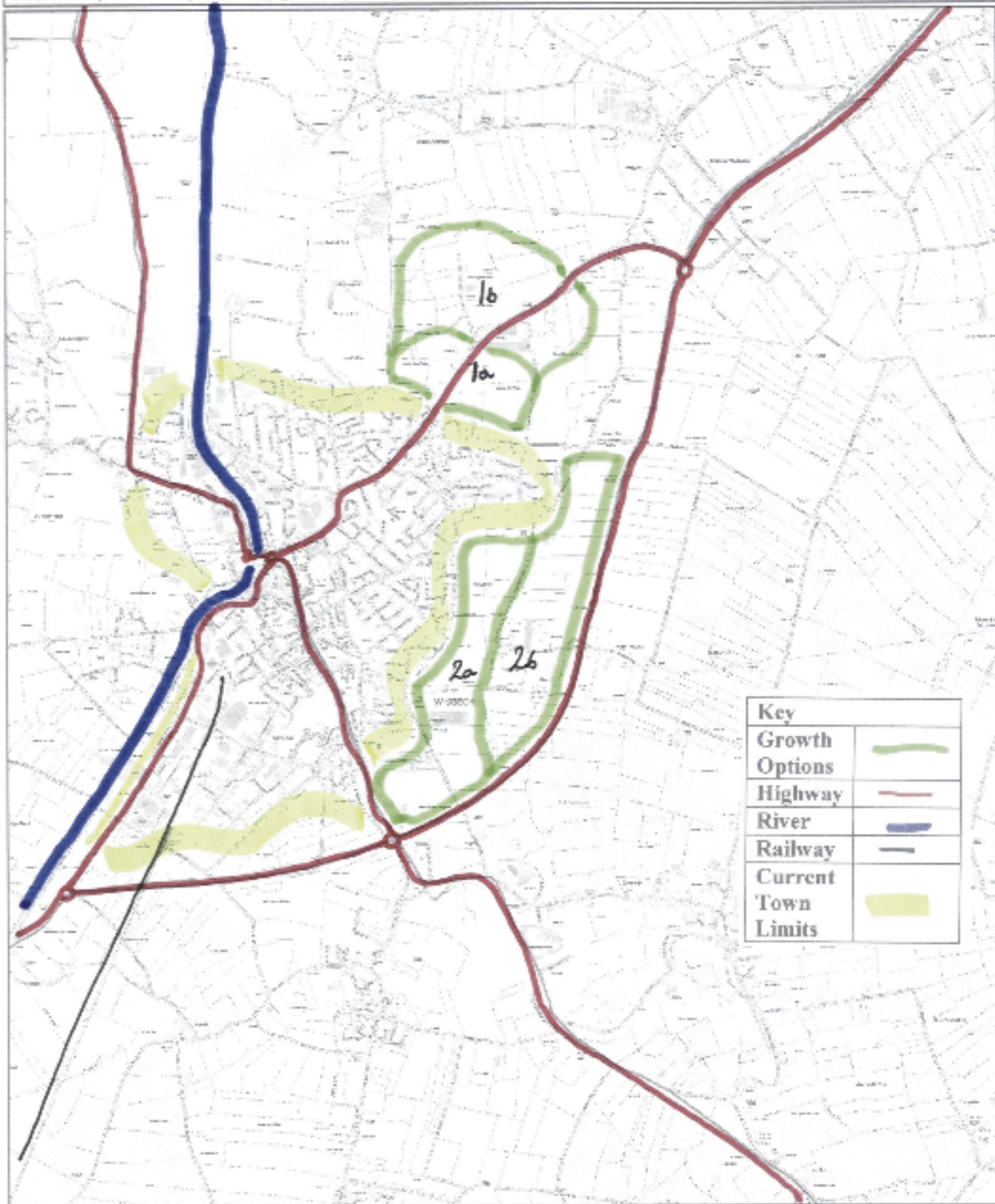



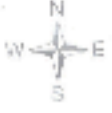
<p>Borough Council of King's Lynn & West Norfolk</p> <p>Tel. 01553 616200 - Fax. 01553 691663</p>	<p>Title</p> <p>Downham Market</p>		<p>Scale</p> <p>1:20,354</p>
	<p>Project / Details</p> <p>Infrastructure Questionnaire</p>		<p>Date</p> <p>01/05/2009</p>
		<p>Drawn by</p> <p>DA</p>	
		<p>Drawing / Reference Number</p> <p>INF2</p>	



Key	
Growth Options	
Highway	
River	
Railway	
Current Town Limits	

<p>Borough Council of King's Lynn & West Norfolk</p> <p>Tel. 01553 616200 - Fax. 01553 691663</p>	<p>Title</p> <p>Hunstanton</p>		<p>Scale</p> <p>1:20,000</p>
	<p>Project / Details</p> <p>Infrastructure Questionnaire</p>		<p>Date</p> <p>01/05/2009</p>
		<p>Drawn by</p> <p>DA</p>	
		<p>Drawing / Reference Number</p> <p>INF3</p>	



 <p>Borough Council of King's Lynn & West Norfolk</p> <p>Tel. 01553 515200 - Fax. 01553 691883</p>	<p>Title</p> <p>Wisbech</p>		<p>Scale</p> <p>1:40,000</p>
	<p>Project / Details</p> <p>Infrastrucutre Questionnaire</p>		<p>Date</p> <p>01/05/2009</p>
		<p>Drawn by</p> <p>DA</p>	
		<p>Drawing / Reference Number</p> <p>INF4</p>	

Appendix B

Infrastructure Survey Responses

Organisation	Preferred Growth Options				Constrained Growth Options				Additional Comments	
	King's Lynn	Downham	Hunstanton	Wisbech	Key Service Centre	Downham	Hunstanton	Wisbech		Key Service Centre
Anglian Water	Carly Summers Planning & Equivalence Team Asset Planning PO Box 1067 Peterborough PE1 8UG 01733 414890 planning@anglianwater.co.uk	In order of preference: Areas 2b and 2a Eastern part of 1a and 1b (western parts in cordon sanifers) Areas 3a and 3b	In order of preference: Areas 2a and 2b Areas 1a and 1b	In order of preference: 1b 1a 2a and 2b		Areas 3a and 3b would need new pumped main across the river. Area 2 could link in to new pumped main. Areas 4a and 4b are least favourable. Areas 5b and 4b would require investigation. Areas 1 and 5a assumed to be in fill, windfall and brownfield.	Limited spare capacity. Any option will need a new terminal pumping station.	Any option would require significant upgrading to network.	No response.	Outline Water Cycle Study. Sept/Oct - to feed in to Core Strategy. Jan/Feb - detailed, to feed in to site allocations.
EDF	Peter Rye Infrastructure Planner EDF Energy Networks Barton Road Bury St Edmunds IP32 7BG 08701 994040 peter.rye@edfenergy.com					Very limited capacity throughout King's Lynn. Any major development will require substantial reinforcement of the network.				Only capacity increases in next 5 years is establishment of a new primary sub at King's Lynn South and re-equipping of Gaywood Bridge.
National Grid - gas distribution	Plant Protection Team National Grid Gas Lakeaside House The Lakes Beodford Road Northampton NN4 7SN	Area 4 would have sufficient capacity for up to 1337 properties. Further development of 4000 would need reinforcement of the medium pressure system.				Areas 2 & 3 may require reinforcement from the medium pressure system. Area 4 has a transmission pipe crossing through or very close to the southern end.	Could accommodate proposed development at secondary level, but would need additional primary provision.			Only areas 2 - 4 in KL covered by consultation. Need to contact Plant Protection team for site specific advice relating to gas distribution network.
NCC - Education	Helen Bakes Capital Programme Manager Planning & Buildings Section Children's Services Norfolk County Council 01603 638168 helen.bakes@norfolk.gov.uk	Options 4a-c preferred as it could justify new primary schools. Area 1 should be encouraged, but potential is limited. Area 4 would need a connecting the A10 to the A149. Area 5 would need a link to the new bus route.	None	No preference stated.	The following can accommodate expansion: Dersingham Ernest Heacham Marham Snettisham Turr St John	All would require expansion of existing schools.				
NCC - transport strategy	Amy Harner Transport Strategy County Hall Northwich Lane Norwich NR1 2SG 01603 223269 amy.harner@norfolk.gov.uk	Area 1 & 2 may be acceptable with sustainable transport links to the centre and railway station.	Area 1a & 2a linked together to provide shortest distance to town. Area 2a & 2b could warrant improvements to roundabout at A149 & B1161.	No preference stated.		Area 4 is too remote and separated from town by the A1122.	No constraints stated.	All options will potentially need expansion of existing facilities.	No comment made	KLATS Implementation Programme will specify infrastructure requirements for King's Lynn. Downham Market and Hunstanton will probably need improvements to the sustainable transport infrastructure. Wisbech will be affected by Cambs CC.
NHS Cambridge	Ian Burns NHS Cambs Lockton House Clarendon Road Cambridge CB2 8FH 01223 725382 ian.burns@cambridgeshire.nhs.uk	4 - preferred. New facility could be created.	No real preference.	No real preference.	Walsoken - can take >20 units The following can take <20: Castle Acre Gayton Heacham Snettisham Turr St John The following can take >20: Clenshawton Dersingham Docking E Ruitam St Massingham N Woolton S Woolton Turr St Clement Turr St Lawrence/ St Johns Highway	1 & 2 - new facility planned for farstead that could help. 3 - Wooltons surgery would need expanding facilities.				
NHS Norfolk	Graham Copsey NHS Norfolk Units 9/11 Flourlight Place Swaftmouth PE37 7LQ 01760 721376 graham.copsey@norfolk.nhs.uk					Beyond 500 dwellings, would need to consider expansion of existing facilities.	No constraints			A new primary care centre would be required for King's Lynn to provide GP and dental care for an expanded population. Downham Market and Hunstanton could extend existing infrastructure to provide additional capacity.

Infrastructure Capacity Constraints

Settlement	Sewage/Foul Water	Fresh Water	Education	Electricity	Gas	Health	Transport
	<p>Areas 3a and 3b would need new pumped main across the river.</p> <p>Area 2 could link in to new pumped main.</p> <p>Areas 4a and 4b are least favourable.</p> <p>Areas 5b and eastwards need further investigation.</p> <p>Areas 1 and 5a assumed to be infill, windfall and brownfield.</p>		<p>All would require expansion of existing schools.</p> <p>Prefer no further development.</p> <p>Likely to need a new Primary School.</p> <p>Could accommodate proposed development at secondary level, but would need additional primary provision.</p>	<p>Very limited capacity throughout King's Lynn. Any major development will require substantial reinforcement of the network.</p>	<p>Areas 2 & 3 may require reinforcement from the medium pressure system.</p> <p>Area 4 has a transmission pipe crossing through or very close to the southern end.</p>	<p>1 & 2 - new facility planned for Fairstead that could help.</p> <p>3 - Wooltons surgery would need expanding.</p> <p>Beyond 500 dwellings, would need to consider expansion of existing facilities.</p>	<p>Areas 2 & 3 are too remote from the centre and too small.</p> <p>Area 4 is too remote and separated from town by the A1122.</p>
Downham Market	<p>Areas 4a and 4b would require significant upgrading of sewers in the town.</p>						
Hunstanton	<p>Limited spare capacity. Any option will need a new terminal pumping station.</p>					<p>No constraints</p>	<p>No constraints stated</p>
Wisbech	<p>Any option would require significant upgrading to network.</p>		<p>All would require expansion of existing schools.</p>			<p>All options will potentially need expansion of existing facilities.</p>	
Key service centres	<p>No response.</p>		<p>The following would need expansion: Burnham Market Clenchwarton Grimston Southery Terr St Clement Upwell Watlington</p>			<p>The following have no spare capacity: Felwell Grimston Hilgay Hockwold Marham Methwold Old Hunstanton Outwell Southery Stoke Ferry Upwell Watlington Emneth W Walton/ Highway</p>	<p>No comment made</p>

Appendix C

**Main Infrastructure
Requirements by Settlement
Hierarchy**

Appendix C Main Infrastructure Requirements by Settlement Hierarchy

LDF Revised list of settlements	Education	Health/Social Services	Transport	Water	Gas	Electricity	Other
Sub Regional Centre King's Lynn	<p>All would require expansion of existing schools.</p> <p>Area 1 (C) - Possible relocation of St Edmunds Primary to a new site in the N Lynn area. No capacity at KES. Possible relocation of KL Academy would offer opportunity to expand KES.</p> <p>Areas 2 (NE) & 3 (NW) – possible need for extension to S Wootton Jnr. school to become a primary, closing S Wootton 1st school.</p> <p>Areas 4a, b, c (SE) – 4000 houses = 2 new 420 place primary schools.</p>	<p>Health – Areas 1 & 2 - new facility planned for Fairstead that could help.</p> <p>Area 3 - Woottons surgery would need expanding (physical space/doctors).</p> <p>Work on S Lynn Primary Care Centre due to start soon.</p> <p>Area 4 best for healthcare.</p> <p>A new primary care facility would be required for KL to provide GP & dental care for an expanded population.</p> <p>Queen Elizabeth Hospital – need for redevelopment/refurbishment.</p> <p>Adult Social Services - in King's Lynn the County Council need 100 places for Housing with Care and 200 places care home/care home with nursing provision.</p>	<p>No Highway objection to the allocations in Area 3a & 3b. These would be a preferred site for the town.</p> <p>Subject to safe access being provided Highway Authority would not object to the allocations in Area 2.</p> <p>MSCP £6.5m.</p> <p>Ferry parking at West Lynn £400k.</p> <p>Lorry park.</p>	<p>Area 2 could link in to new pumped main. WMA – outside KLIDB area, but surface water flows in to the Board's district. Would need some attenuation.</p> <p>Areas 3a and 3b would need new pumped main across the river. WMA – spare capacity at N Lynn Pumping Station, but significant work required to connect to system. May still need some attenuation.</p> <p>Areas 4a and 4b are least favourable. WMA – outside KLIDB area,</p>	<p>Areas 2 & 3 may require reinforcement from the medium pressure system. Area 4 has a transmission pipe crossing through or very close to the southern end.</p> <p>Area 4 would have sufficient capacity for up to 1337 properties. Further development of 4000 would need reinforcement of the medium pressure system.</p>	<p>Very limited capacity throughout King's Lynn. Any major development will require substantial reinforcement of the network. Only capacity increase in next 5 years is establishment of a new primary sub station at KL South & re-equipping of Gaywood Bridge.</p>	<p>Libraries - There is no preference for growth directions in King's Lynn, but options 4a-b (SE) may require a new library.</p> <p>There may be a need for a new central library/archive centre in King's Lynn.</p> <p>Police - New custody provision in South Lynn is to be constructed by 2011; a new police station is required in 2011 in an out of town location for</p>

Appendix C Main Infrastructure Requirements by Settlement Hierarchy

<p>(Education cont.)</p> <p>FE – College of West Anglia need for refurbishment at King's Lynn campus (£15m).</p>		<p>(Water cont.)</p> <p>but option 4 within catchment area. Major work will be required in this area for drainage.</p> <p>Areas 5b and eastwards need further investigation.</p> <p>Areas 1 and 5a assumed to be infill, windfall and brownfield.</p> <p>WMA – Middleton Stop & Pierpoint flood storage Ponds scheme (£1 – 1.25m).</p>		<p>(Other cont.)</p> <p>response and road policing functions. There would be a need for a town centre safer neighbourhood team office and public enquiry desk, assuming the existing police station on St James Street closes.</p> <p>Fire – need for a 2nd delivery point to SE of KL identified (£2m).</p> <p>Green Infrastructure.</p>
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Appendix C Main Infrastructure Requirements by Settlement Hierarchy

LDF Revised list of settlements	Education	Health/Social Services	Transport	Water	Gas	Electricity	Other
<p>Main Towns</p> <p>Downham Market</p>	<p>Prefer no further development. If not possible likely to need a new 210 place primary school.</p>	<p>Health - Beyond 500 dwellings, would need to consider expansion of existing facilities.</p> <p>Social Services - In and around Downham Market there is a need for 50 places in Housing with Care and 190 places care home/care home with nursing.</p>	<p>Area 4 is too remote and separated from town by the A1122.</p>	<p>Areas 4a and 4b would require significant upgrading of sewers in the town.</p>		<p>Downham Market is already close to capacity, however EDF wouldn't expect 350 additional houses to present a major issue, assuming a traditional gas-heated design. If they were to use electric heating (either conventional or heat-pump with electric backup) it could then become an issue.</p>	<p>No material changes are planned for Downham Market Police Station. Allotments.</p>

Appendix C Main Infrastructure Requirements by Settlement Hierarchy

LDF Revised list of settlements	Education	Health/Social Services	Transport	Water	Gas	Electricity	Other
<p>Main Towns</p> <p>Hunstanton</p>	<p>Proposed development could be accommodated at secondary level, but additional primary provision would be needed. Long term aim to reorganise infant & jnr. school into one primary on jnr. school site.</p>	<p>Health - No physical capacity constraints (could extend existing infrastructure to provide capacity) but may need additional medical capacity.</p> <p>Social Services - In Hunstanton 50 places for housing with care are needed.</p> <p>In Hunstanton/Heacham/Dersingham the need is for a 220 place care home/care home with nursing places.</p>	<p>No constraints stated.</p>	<p>Limited spare capacity. Any option will need a new terminal pumping station.</p> <p>Outside KLIDB area, but may need further investigation to establish route of drainage systems.</p>		<p>Hunstanton should not be a problem for the scale of development proposed.</p>	<p>A library extension may be needed in Hunstanton.</p> <p>No material changes are planned for Hunstanton Police Station.</p>

Appendix C Main Infrastructure Requirements by Settlement Hierarchy

LDF Revised list of settlements	Education	Health/Social Services	Transport	Water	Gas	Electricity	Other
<p>Settlements Adjacent King's Lynn or the main towns</p> <p>Emneth (adj. Wisbech)</p>	<p>All options around Wisbech would require expansion of existing schools.</p> <p>FE – College of West Anglia need for refurbishment at Wisbech/Isle campuses (£6m).</p>	<p>All options will potentially need expansion of existing facilities. No spare capacity. Remote from existing spare capacity in Wisbech.</p>	<p>A47 capacity issues.</p>	<p>Any option would require significant upgrading to network. WMA – Options 2a-b preferred. Drainage improvement works planned in next 5-10 years will improve this even further. Limited capacity.</p>		<p>Capacity at Wisbech is tight, and the area is likely to require the power infrastructure to be upgraded. Depending on the timing, it is therefore possible that new developments in the area may be required to contribute towards the cost of such upgrades.</p>	<p>In Wisbech a new £2.5m library opened in June 2010.</p>

Appendix C Main Infrastructure Requirements by Settlement Hierarchy

LDF Revised list of settlements	Education	Health/Social Services	Transport	Water	Gas	Electricity	Other
Settlements Adjacent King's Lynn or the main towns							
North Wootton		Health – can take >20 houses.		WMA - spare capacity at N Lynn Pumping Station.			
South Wootton		Health – can take >20 houses.		WMA - spare capacity at N Lynn Pumping Station.			

Appendix C Main Infrastructure Requirements by Settlement Hierarchy

LDF Revised list of settlements	Education	Health/Social Services	Transport	Water	Gas	Electricity	Other
Settlements Adjacent King's Lynn or the main towns							
Walsoken (adj. Wisbech)	All options around Wisbech would require expansion of existing schools.	All options will potentially need expansion of existing facilities. Walsoken can take >20 houses.	A47 capacity issues.	Any option would require significant upgrading to network. WMA – Options 2a-b preferred. Limited capacity. Drainage improvement works planned in next 5-10 years will improve this even further.		Capacity at Wisbech is tight, and the area is likely to require the power infrastructure to be upgraded. Depending on the timing, it is therefore possible that new developments in the area may be required to contribute towards the cost of such upgrades.	In Wisbech a new £2.5m library opened in June 2010.
West Winch							

Appendix C Main Infrastructure Requirements by Settlement Hierarchy

LDF Revised list of settlements	Education	Health/Social Services	Transport	Water	Gas	Electricity	Other
	Key Rural Service Centres						
Brancaster with Brancaster Staithe/ Burnham Deepdale				AW – Red major constraints.			Fire Cover – constrained.
Burnham Market	Primary school would need expansion.			AW – Red major constraints. WMA – limited capacity.			Fire Cover – constrained.
Castle Acre		Health – can take <20 houses.		AW – Red major constraints. WMA – limited capacity.			Fire Cover – constrained.
Clenchwarton	Primary school would need expansion.	Health – can take >20 houses.		WMA – limited capacity.			Fire Cover – constrained.

Appendix C Main Infrastructure Requirements by Settlement Hierarchy

LDF Revised list of settlements	Education	Health/Social Services	Transport	Water	Gas	Electricity	Other
Key Rural Service Centres							
Dersingham		<p>Health – can take >20 houses.</p> <p>Social Services - In Dersingham/Heacham 50 places housing with care are needed.</p> <p>In Hunstanton/Heacham/Dersingham the need is for a 220 place care home/care home with nursing places.</p>		WMA – limited capacity.			<p>Dersingham Police Station has limited space.</p> <p>Fire Cover – constrained.</p>
Docking	Primary school would need expansion.	Health – can take >20 houses.					Fire Cover – constrained.
East Rudham	Primary school would need expansion.	Health – can take >20 houses.					Fire Cover – constrained.
Feltwell with Hockwold cum Wilton		Health - No spare capacity.					Fire Cover – constrained.

Appendix C Main Infrastructure Requirements by Settlement Hierarchy

LDF Revised list of settlements	Education	Health/Social Services	Transport	Water	Gas	Electricity	Other
Key Rural Service Centres							
Great Massingham	Primary school would need expansion.	Health – can take >20 houses.					
Grimston/Pott Row with Gayton	Grimston primary school would need expansion.	Health - No spare capacity Grimston. Gayton – can take <20 houses.		AW – Red major constraints. WMA – limited capacity.			Fire Cover – constrained.
Heacham		Health – can take <20 houses. Social Services - In Dersingham/Heacham 50 places housing with care are needed. In Hunstanton/Heacham/Dersingham the need is for a 220 place care home/care home with nursing places.		WMA – limited capacity.			
Marham		Health - No spare capacity.		AW – Red major constraints			Fire Cover – constrained.

Appendix C Main Infrastructure Requirements by Settlement Hierarchy

LDF Revised list of settlements	Education	Health/Social Services	Transport	Water	Gas	Electricity	Other
Key Rural Service Centres							
Methwold with Northwold	Primary schools would need expansion.	Health - No spare capacity.		AW – Red major constraints			
Snettisham		Health – can take <20 houses.		WMA – limited capacity.			Dersingham Police Station has limited space.
Stoke Ferry		Health - No spare capacity.					Fire Cover – constrained.
Terrington St Clement	Primary school would need expansion.	Health – can take >20 houses.		WMA – limited capacity.			
Terrington St John with St John's Highway/Tilney St Lawrence		Health – TSJ can take <20 houses. TSL can take >20 houses.		WMA – limited capacity.			Fire Cover – constrained.
Upwell/Outwell	Upwell Primary school would need expansion.	Health - No spare capacity.		AW – Red major constraints			

Appendix C Main Infrastructure Requirements by Settlement Hierarchy

LDF Revised list of settlements	Education	Health/Social Services	Transport	Water	Gas	Electricity	Other
Key Rural Service Centres							
Watlington	Primary school would need expansion.	Health - No spare capacity.		AW – Red major constraints			Fire Cover – constrained.
West Walton/Walton Highway	Primary school would need expansion.	Health - No spare capacity. Remote from existing spare capacity in Wisbech.	A47 capacity issues.	WMA – limited capacity.			

Appendix C Main Infrastructure Requirements by Settlement Hierarchy

LDF Revised list of settlements	Education	Health/Social Services	Transport	Water	Gas	Electricity	Other
Rural Villages							
Ashwicken							
Burnham Overy Staithe							
Castle Rising							
Denver							
East Winch							
Fincham							
Flitcham							
Great Bircham/Bircham Tofts							
Harpley							
Hilgay		Health - No spare capacity.					
Hillington							
Ingoldisthorpe							

Appendix C Main Infrastructure Requirements by Settlement Hierarchy

LDF Revised list of settlements	Education	Health/Social Services	Transport	Water	Gas	Electricity	Other
Rural Villages							
Marshland St James/St John's Fen End with Tilney Fen End							
Middleton							
Old Hunstanton		Health - No spare capacity.					
Runcton Holme							
Sedgeford							
Shouldham							
Southery	Primary school would need expansion.	Health - No spare capacity.					
Syderstone							
Ten Mile Bank							
Thornham							
Three Holes							

Appendix C Main Infrastructure Requirements by Settlement Hierarchy

LDF Revised list of settlements	Education	Health/Social Services	Transport	Water	Gas	Electricity	Other
Rural Villages							
Tilney All Saints							
Walpole Cross Keys							
Walpole Highway							
Walpole St Peter/Walpole St Andrew/Walpole Marsh							
Welney							
West Newton							
Wiggenhall St Germans				WMA – limited capacity.			
Wimbotsham							
Wormegay							

Borough Council of
**King's Lynn &
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Infrastructure Study - December 2010

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