

Borough Council of King's Lynn and West Norfolk

Infrastructure Delivery Plan

01 September 2022

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Introduction

This Infrastructure Delivery Plan (IDP) seeks to establish what additional infrastructure is required to support the planned increase in new homes and jobs, and the projected population growth within the Borough up to 2038. The IDP provides an analysis of the nature of future provision, and where known, where it will be provided, when it will be provided, how it will be provided and who will be responsible for the delivery.

The IDP has been informed by information from a range of County and Borough Council services, (Such as education, libraries, highways etc), and infrastructure providers external to the Council (such as the Primary Care Trust, emergency services and utility companies). It focuses on key infrastructure needs derived from various plans and strategies of each of these partners.

The IDP is accompanied by an Infrastructure Delivery Schedule which sets out those schemes that are currently proposed to take place during the Local Plan period to 2038.

The IDP is not a policy document and provides a key piece of evidence base and will further provide a robust basis on which the Council will seek to influence public, private and agency funding and priorities. This report provides an assessment of the key infrastructure areas within the Borough and outlines the new infrastructure that is being planned.

The IDP is a living document. Subsequent versions will include updates to the proposals and information contained within each of the service-based sections. This allows the infrastructure planning process to take account of any further updates to the various plans and strategies on which this IDP is based.

Policy Background

In July 2021, the Government published its revised National Planning Policy Framework (NPPF). Paragraph 20 states that strategic policies should make sufficient provision for:

- infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat), community facilities (such as health, education and cultural infrastructure).

Paragraph 34 states that Plans should:

- set out the levels and types of infrastructure such as education, health, transport, flood and water management, green and digital infrastructure.

Paragraphs 24 – 27 of the NPPF Paragraphs 24 - 27 of the NPPF set out how Local Planning Authorities should plan strategically across boundaries and prepare and maintain statements of common ground. The NPPF states that public bodies have a duty to cooperate on planning issues that cross administrative boundaries.

It is therefore important to consider the delivery of infrastructure in the wider context and the role of delivery agencies who cover much wider areas, rather than in isolation within the administrative boundaries. It is also important to recognise that in many cases, the Council is not directly responsible for delivering infrastructure but must work closely with other organisations and companies. This includes recognising that local perception of infrastructure needs is not always shared by the infrastructure providers.

Funding and Delivery

The funding and delivery of infrastructure is generally through one of the following means:

- Provided directly by statutory undertakers under their legal obligations and statutory functions – this includes utilities and telecommunications companies which have investment budgets drawn from charges to customers; Environment Agency funds from Government to protect existing development from flooding; and education providers who receive funding to ensure there are sufficient pupil places in all schools, with some capital funding also available.
- Funded by developers/landowners as part of mitigating the impacts of a development – Section 106 planning obligations can be sought, subject to meeting certain tests; Section 278 agreements can be made between the Highway Authority (Norfolk County Council) and a developer who agrees to pay for highways works on or adjacent to an adopted highway.
- Grant and loan funding – a number of different grants and loans may be available, from a range of organisations, for example, from Government, the Local Enterprise Partnership, and Local Authority.
- Community Infrastructure Levy,
- A combination of the above – often a variety of different funding sources is required to delivery infrastructure, incorporating several of the types above.

Community Infrastructure Levy (CIL)

The Council has been collecting CIL since February 2017. As per the CIL Regulations and Guidance, CIL is proportioned and allocated using the following approach:

- 5% is retained by the Borough Council of King's Lynn and West Norfolk to cover administrative costs (including consultation on the levy charging schedule, enforcing CIL, legal costs and reporting on CIL activity)
- 15%, known as the Neighbourhood Allocation, is established for spending within the neighbourhood of contributing development (up to a maximum of £100 per existing Council Tax dwelling). This allocation can either be transferred to the relevant Parish Council or retained by the Borough Council to be spent on neighbourhood projects where the development is not in a Parish. This allocation rises to 25% when a Parish has a Neighbourhood Plan in place.
- 80%, known as the CIL Infrastructure Fund, is retained by the Borough Council, to allocate to projects in accordance with the Council's Infrastructure List, which is reviewed annually, and in line with the agreed CIL Governance arrangements.

The BCKLWN Annual List of Infrastructure Projects 2021 sets out the types of infrastructure that the Council intends will be, or may be, wholly or partly funded by CIL in the coming year:

- Education related to 18+ employment – post college-based education
- Transport – linked to the Lynn Transport Plan
- Environment – green areas linked to the BCKLWN Climate Change Policy
- Education – local initiatives
- Health
- Economic Development
- Community Facilities
- Green Infrastructure
- Open Space and Leisure
- Community Transport

Planning Obligations (S106)

Section 106 of the Town and Country Planning Act 1990 enables a local planning authority to enter into a negotiated agreement (a planning obligation) to mitigate the impact of a specific development, to make it acceptable in planning terms. The planning obligation might, for example, require the provision or contribution to a new or improved road, school, health facility or local green infrastructure. Local planning authorities can also seek planning obligations to secure a proportion of affordable housing from residential developments.

Methodology

The IDP was produced by the Council in consultation with a number of service providers. The methodology used involved the identification of relevant agencies/bodies providing infrastructure. An analysis was then undertaken of the relevant strategies and plans of each provider to establish the capital infrastructure projects that were being planned. The aims of this initial engagement were to establish existing infrastructure capacity as well as future requirements to accommodate the levels of growth being proposed.

Limitations of the IDP

A number of infrastructure service providers only plan on a 3-5 years' time cycle, others such as some of the utility providers tend to react when proposals are at the planning application stage. This has obvious limitations in terms of planning ahead within the Local Plan timeframe to 2038. Emphasis has therefore been on ensuring a detailed understanding of infrastructure requirements for early phases of Plan delivery and the further work needed to inform requirements for later phases.

Engaging some providers was sometimes problematic; others were unable to provide the detail of information required for the IDP.

Assessment of Infrastructure Requirements

Infrastructure Delivery Plan for South East King's Lynn Strategic Growth Area (West Winch) (2018)

West Winch has been allocated within the Local Plan as a Strategic Growth Area. What this means is that it has been identified as a key site in the Borough for new homes, facilities, and services. It is a site that is of local, regional, and national importance.

The West Winch Strategic Growth Area is the largest and most strategically important site for housing in west Norfolk and will bring up to 4,000 new homes as well as a new housing access road. It will also offer employment opportunities, commercial space, community resources, health facilities, education, play facilities, public open spaces, and transport links all on one site.

The Infrastructure Delivery Plan for South East King's Lynn Strategic Growth Area (West Winch) (2018) (SEKLSGA) sets out the key strategic infrastructure that is required to support the housing and identifies where and at what time that infrastructure is required. The SEKLSGA IDP¹ acts as a high-level reference and guide, setting out the agreed principles, processes and delivery mechanisms that will be updated as and when planning applications are progressed.

Details of the key infrastructure projects in relation to West Winch Growth Area are set out in the Infrastructure Delivery Schedule.

Norfolk Strategic Infrastructure Delivery Plan 2020

Prepared by Norfolk County Council (NCC), in partnership with the Borough Council of King's Lynn and West Norfolk and the other Norfolk authorities, have produced the Norfolk Strategic Infrastructure Delivery Plan². This strategic infrastructure delivery plan (NSIDP) pulls together information on the key infrastructure needed to deliver economic growth in Norfolk. It is a working document that will be reviewed on a regular basis as information becomes available and projects progress through to delivery.

The NSIDP identifies the strategic infrastructure required for the West Winch Growth Area (as identified in the SEKLSGA), including primary and secondary education facilities, the A10 access road and associated road improvements. It also identifies issues relating to sewerage improvements, Flood Risk Management and Ely Area Rail enhancements and junction improvements to the A47/Broad End Road in relation to the Wisbech allocation. Details of these are included under the relevant infrastructure headings and the IDS where the details are known.

The East Wisbech Broad Concept Plan (BCP) (2018)

The Borough Council of King's Lynn and West Norfolk and Fenland District Council alongside landowners and other stakeholders, prepared a Broad Concept Plan (BCP) which is a high-level development masterplan for the area. The BCP provides a template to help shape the East Wisbech development. This will deliver around 1,500 new homes, a new primary school, a local centre and

¹ <https://democracy.west-norfolk.gov.uk/documents/s29247/WW%20SEKLSGA%20Final%20Rev%207.pdf>

² [Norfolk Strategic Infrastructure Delivery Plan 2020](#)

open spaces as well as junction improvements to the A47 which are also included in the NDISP and included in the IDS where the details are known.

Health

The Norfolk and Waveney Clinical Commissioning Group was established in 2020 and is responsible for commissioning integrated health and social care for patients in Norfolk. They are responsible for planning and buying local health services and have contracts with hospitals, community and mental health trusts, voluntary sector organisations and the ambulance trust who provide the care and treatment.

GPs/Health Centres

Primary Care Networks (PCNs)³ are groups of GP practices who are responsible for delivering joined-up health services to improve health care at a neighbourhood level

The King's Lynn PCN consists of:

- Southgates Medical & Surgical Centre (16,947 patients)
- St James Medical Practice (16,639 patients)
- The Woottons Surgery (5,725 patients)

The Fens & Brecks PCN consists of:

- St Clements Surgery (6,050 patients)
- St John's Surgery (5,674 patients)
- Watlington Medical Centre (6,650 patients)
- Boughton Surgery (2,966 patients)
- Feltwell Surgery (5,150 patients)
- Upwell Health Centre (10,415 patients)

The Coastal PCN consists of:

- The Burnham Surgery (4,308 patients)
- Grimston Medical Centre (5,013 patients)
- Gt Massingham and Docking (6,439 patients)
- Heacham Group Practice, and (7,807 patients)
- Vida Healthcare⁴ (11,000 patients) which provides primary care services at six Norfolk Health centres:
 - Gayton Road
 - St Augustine's
 - Fairstead
 - The Hollies
 - Carole Brown
 - Hunstanton

The Swaffham and Downham PCN consists of

- Bridge Street Surgery (8,684 patients)
- Campingland Surgery (7,201 patients)
- Hollies Surgery (4,583 patients)

³ [file.html \(norfolkandwaveneypartnership.org.uk\)](file.html (norfolkandwaveneypartnership.org.uk))

⁴ <https://www.vidahealthcare.nhs.uk/>

- Howdale Surgery (7,123 patients)
- Litcham Health Centre (3,584 patients)
- Manor Farm Medical Centre (7,077 patients)
- Plowright Medical Centre (5,910 patients)

Hospitals/Acute Provision

The Queen Elizabeth Hospital King's Lynn NHS Foundation Trust (*Acute*) is located xxx of King's Lynn. The hospital has 33 wards, approximately 530 beds and serves a population of around 331,000 people across West and North Norfolk in addition parts of Breckland, Cambridgeshire and South Lincolnshire⁵.

The Norfolk Strategic Planning Framework⁶ (Agreement 18) requires the Council to endorse and undertake the commitments of the 'Planning in Health: An Engagement Protocol between Local Planning Authorities, Public Health and Health Organisations in Norfolk' document⁷. This health protocol came about in recognition of a need for greater collaboration between local planning authorities, health service organisations and public health agencies to plan for future growth and to promote health.

The Protocol sets out, regarding Plan-making that Local Plans should contain policies to ensure health issues are considered in new development, that LPAs will consult the statutory health consultees at Regulation 18 and 19 and sets out that the statutory health consultees will be responsible for responding on their own behalf.

Regarding planning applications, the Protocol requires Public Health and Health partners to be consulted, for them to provide comments/ influence proposals and to plan for and delivery health services related to the development. In practice, the available capacity would be reviewed at the time of specific planning applications and the appropriate contributions for additional infrastructure will be sought at that time.

The SEKLSGA (see West Winch Growth Area section above) sets out a health centre will be provided on the site. This is included in the IDS but costs and delivery timescales are not known at the moment.

Dentists

NHS England is legally responsible for ensuring the provision of primary dental services in England. The Primary Care Commissioning team leads on supporting NHS England in their commissioning their responsibilities for primary and secondary dental care.

Most dentists work as general dental practitioners (GDPs), usually in a high street practice, providing dental care to the general public and practise either under the NHS or privately, or both.

⁵ Annual Reports & Accounts [The Queen Elizabeth Hospital King's Lynn NHS Foundation Trust: reports \(gehkl.nhs.uk\)](https://www.gehkl.nhs.uk)

⁶ [Norfolk Strategic Planning Member Forum - Norfolk County Council](#)

⁷ <https://www.norfolk.gov.uk/-/media/norfolk/downloads/what-we-do-and-how-we-work/policy-performance-and-partnerships/partnerships/strategic-member-forum/planning-in-health-protocol-august-2019.pdf>

List of Dental Surgeries in West Norfolk

- Ora Dental - High Street King's Lynn
- My Dentist-Purfleet Street King's Lynn
- The Dental Practice – Stonegate Street King's Lynn
- Smiles Better Dental Care- Norfolk Street Kings Lynn
- Priory Dental Care- Downham Market
- Downham Market Dental Care- Downham Market
- The Dental Design Studio- St Ann Street King's Lynn
- Lynn Road Dental Practice -Lynn Road King's Lynn
- Gayton Road Dental Practice-Gayton Road King's Lynn
- Wootton Road Dental Clinic- Wootton Road King's Lynn
- East Barn Castle Rising Dental Surgery- School Road, Castle Rising, King's Lynn
- Hall Farm Dental Surgery -Roydon Hall Roydon, King's Lynn
- Dentistry For You (Marham) Ltd -Upper Marham, King's Lynn
- Grange Dental Surgery- Lynn Rd Snettisham
- BUPA Dental Care- Wisbech, Cambs
- Hunstanton Dental Practice- Hunstanton
- Clarence House Dental Practice- High Street Downham Market
- Riverside Dental Surgery-Kings Street King's Lynn
- Castle Rising Dental Surgery- Castle Rising

There is no standard provision for dental surgeries and there are no catchment areas associated with provider choice. Patients can access dental services anywhere in England, and therefore provision cannot be modelled. When assessing the current provision and shortfalls of dental services in the Borough, it is not the number of dental facilities that are important, but the level of activity that is commissioned and to a lesser extent the number of dentists providing that activity. Practices can be a single surgery with one dentist, to a practice with multiple surgeries and multiple dentists.

In practice, the available capacity would be reviewed at the time of specific planning applications by the NHS and the appropriate contributions for additional infrastructure can be sought through CIL or S106 agreements.

Education

Norfolk County Council as the Education Authority are responsible for the provision of education facilities in the County. The Norfolk County Council's Schools' Local Growth and Investment Plan (2022) (SLGIP) provides their plans to fulfil its statutory responsibility to ensure there are sufficient school places for children aged 4 – 16 and considers the following:

- Demographic change, prompted by changes such as birth rates and life expectancy, and
- Population growth, resulting from new housing development or migration to and from geographical areas.

The SLGIP also identifies long term excess school places across the area. For the Borough of King's Lynn and West Norfolk it states the following:

King's Lynn Planning Area – This area includes 11 schools of primary and secondary phase. There is decline across pockets of schools in this planning area, demonstrating parental preference and the potential of choosing the more popular schools in the area. Only one school has a full form of entry, there is expected development in parts of this area which will support growth, but it won't impact all schools across the quite wide planning area. The secondary phase is consistent and appears to regularly pick up children across the schools from out of the catchment supporting a stable position

Downham Market Planning Area – There are 14 schools in this planning area, 5 schools near the town and the remainder in outlining villages across the area. 5 of the primary phase schools have an admission number of 10 or less and the forecasts indicate continued decline to the reception number. This has led to one school in this small group amalgamating with its partner ensuring the capacity of the school is maintained for a sustainable future

The SLGIP considers the anticipated growth at the West Winch Growth area and concludes that in the medium term there will need to be an expansion of the existing West Winch Primary School and one new primary school in the northern phase of the development with a further primary school in the southern part of the housing development in the longer term. Secondary school provision will be available in King's Lynn, but it is anticipated that an expansion of one or more of the Kings Lynn secondary schools will be required longer term. These infrastructure requirements are included in the IDS where the details are known.

The SLGIP also considers the anticipated growth at Wisbech of 1,500 new dwellings - 550 of which are within the borough boundaries and considers that a primary school located within Wisbech (Fenland District Council) will be required with Norfolk County Council and Cambridgeshire County Council allocating developer contributions towards the school. The effect on the secondary schools in the area are currently unknown but will be monitored from commencement of development.

The SLGIP also refers to the Outline Planning consent approved in 2020 for 600 dwellings at Land West of Knights Hill and notes that there is an opportunity to expand the existing primary schools' provisions and that this will be considered once more certainty on housing commencement is known.

The South Wootton Growth Area Strategic Diagram in the submitted Local Plan (Site E3.1) indicates that there is potential to expand the existing primary school and it is anticipated that financial contributions will be sought at the planning application stage. Whilst costs and delivery times are not known at the moment, the potential expansion of the South Wootton Junior School at Hall Lane is included in the IDS.

The level of housing proposed for the Key Rural Service Centres is in most cases marginal in terms of school capacity increases. However, the available capacity would be reviewed at the time of specific planning applications and the appropriate contributions for additional educational infrastructure will be sought.

Emergency Services

Police

Norfolk Constabulary provides policing services to the county of Norfolk. The Chief Constable/Commissioner of a force is responsible for delivering policing services and is the employer of police officers for the purposes of health and safety legislation.

The Police and Crime Commissioners (PCCs) are responsible for holding their police force to account and setting the direction of the force. Their responsibilities include the appointment and, if necessary, the dismissal of the chief constable; holding the chief constable to account for the performance of the force's officers and staff; setting out the force's strategy and policing priorities; and reporting annually on progress.

Police, Crime & Community Safety Plan 2022-24⁸ published by the Police Crime Commissioner, sets out how the policing service will be delivered and managed and it sets out the following six priorities with detailed objectives under each one featured in the plan:

- Sustain Norfolk Constabulary
- Visible and Trusted Policing
- Tackling Crime
- Prevent Offending
- Support Victims
- Safer and Stronger Communities

There are the following Police Stations within West Norfolk:

- Downham Market
- Kings Lynn Police Investigation Centre, King's Lynn
- King's Lynn Police Station
- North Lynn Police Station
- Dersingham
- Hunstanton

There are changes to the way policing works in relation to a growing emphasis on community policing through Safer Neighbourhood Teams⁹, changing crime patterns, a need to modernise its working environments, provide effective flexible space to respond to the changes in the Police force and a move towards more effective joint working with other agencies.

The number of staff needed to police an area is not based on population but on criminality, which is influenced by the type of housing, population density, housing quality and whether there is a stable population. It is, therefore, difficult to assess future demand for police services as a result of housing growth.

⁸ <https://www.norfolk-pcc.gov.uk/police-and-crime-plan/2022-24/>

⁹ Safer Neighbourhood Teams deliver local policing, working with local people and partners to identify and deal with issues of concern in a particular neighbourhood.

In practice the available capacity would be reviewed at the time of specific planning applications and the appropriate contributions for additional infrastructure will be sought by the Norfolk Constabulary.

Fire Services

Norfolk Fire & Rescue Service¹⁰ is provided by Norfolk County Council through the Norfolk Fire Authority. Norfolk Fire and Rescue Service has 42 fire stations in the county and each year receive over 20,000 emergency calls and attend over 10,000 emergency incidents.

There are 10 Fire Stations¹¹ in the western area of Norfolk that serve within the Borough Council of King's Lynn & West Norfolk:

- **King's Lynn North Fire Station:** has a Fire Appliance staffed by Wholetime Duty System Firefighters that are available twenty-four hours a day as well as on-call firefighters.
- **King's Lynn South Fire Station:** has a Fire Appliance staffed by Wholetime Duty System Firefighters that are available twenty-four hours a day
- **Hunstanton Fire Station:** staffed by on-call firefighters.
- **Heacham Fire Station:** staffed by on-call firefighters
- **Sandringham Fire Station** staffed by on-call firefighters.
- **Massingham Fire Station:** staffed by on-call firefighters.
- **Terrington Fire Station:** staffed by on-call firefighters.
- **West Walton Fire Station:** staffed by on-call firefighters.
- **Outwell Fire Station:** staffed by on-call firefighters.
- **Downham Market Fire Station:** staffed by on-call firefighters.

Fire & Rescue services are not based on population levels but on risk. An increase in housing may not attach greater risk level, this will depend on the type of housing and where it is located. In addition, new housing is more likely to be safer than older properties.

There are no additional services planned for the Borough at present and no reduction in physical infrastructure is planned but risk management could lead to increased or decreased provision over the next 15 years.

Norfolk Fire & Rescue Service expects that provision is made for emergency access and fire hydrants within all proposed new development. The County Council requires, subject to consultation, a minimum requirement of 1 fire hydrant per 50 dwellings on a minimum 90 mm main. These will be secured at the planning application stage as part of site specific S106 agreements.

¹⁰ <https://www.norfolk.gov.uk/safety/norfolk-fire-and-rescue-service>

¹¹ <https://www.norfolk.gov.uk/safety/norfolk-fire-and-rescue-service/in-your-community/find-your-local-station>

Libraries

Norfolk County Council are responsible for the delivery of library services within the Borough. There are 47 libraries in the County which are supplemented by mobile library services.¹²

There are currently no plans for additional libraries in the Borough although developer contributions will be sought for the improvement of the library facilities such as the provision of ICT equipment and opening times. These will be sought via CIL or S106 agreements.

Waste

Norfolk County Council is responsible for waste planning in Norfolk. Plans for provision for waste management and disposal are set out in the emerging Norfolk Minerals and Waste Local Plan¹³ which concludes that the data on existing waste management capacity shows that sufficient capacity already exists in Norfolk to accommodate the forecast growth in waste arising over the Plan period.

Strategic Transport

A number of strategic transport schemes have been identified in the Infrastructure Delivery Plan for South East King's Lynn Strategic Growth Area (West Winch) (2018) (SEKLSGA) and the Norfolk Strategic Infrastructure Plan (2020) mentioned earlier in this report. Details of strategic transport have been included in the IDS where known.

Local Transport

Working in partnership, the Borough of King's Lynn and West Norfolk and Norfolk County Council have carried out extensive study work and devised a transport strategy for King's Lynn which has been adopted by both councils. To develop the strategy further a Local Cycling and Walking Infrastructure Plan (LCWIP¹⁴) for King's Lynn and neighbouring areas has been produced. The purpose of the plan is to identify and prioritise cycling and walking network improvements which can be implemented in the short, medium and long term. These are included in the IDS where the details are known.

Sports Facilities

The Borough is in the process of preparing a Sports Facilities and Playing Pitch Strategy to replace its Sports Facilities Strategy (2011) and Playing Pitch and Outdoor Strategy (2002) which is anticipated to be completed by the end of the year. In practice, appropriate contributions for additional/improvements to sports facilities will be sought at the planning application stage.

¹² <https://maps.norfolk.gov.uk/highways/maps/mobilelibrary.aspx>

¹³ <https://www.norfolk.gov.uk/-/media/norfolk/downloads/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/minerals-and-waste-planning/norfolk-minerals-and-waste-local-plan-publication-2022.pdf> page 49

¹⁴ <https://www.norfolk.gov.uk/-/media/norfolk/downloads/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/roads-and-transport/kings-lynn-lcwip-main-report-february-2022.pdf>

A number of sport related infrastructure projects have been allocated CIL funds in 2021/2022 for completion within five years at Lynnsport. These are included in the IDS and summarised below:

- Renovation of an area of the Centre to provide increased capacity for cycling facilities
- Creation of Wellness Hub to provide specialist exercise facility for those with a range of medical conditions
- Provision of an additional 3G football pitch

Green Infrastructure

West Norfolk Habitats and Mitigation (HMM) Fund & Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy

Up until April 2022 Developers within the Borough Council of King's Lynn and West Norfolk boundary were required to pay a levy of £55 per dwelling to the Borough Council in order to help monitor and mitigate the adverse effects of increasing visitor numbers to Natura 2000 sites resulting from their development under the West Norfolk Habitats Monitoring and Mitigation (HMM) Fund which was administered on behalf of the Borough Council of King's Lynn and West Norfolk by the Norfolk Coast Partnership.

This fund operated on an application basis to fund projects that will monitor and mitigate increasing visitor numbers to these sites in the borough of King's Lynn and West Norfolk:

- Roydon Common and Dersingham Bog SAC/Ramsar
- The Wash and North Norfolk Coast SAC (Marine)
- The Wash SPA/Ramsar
- The North Norfolk Coast SAC/SPA/Ramsar

It also includes other Natura 2000 sites outside of King's Lynn and West Norfolk:

- The Norfolk Valley Fens SAC (in West Norfolk)
- Breckland SAC/SPA
- The Norfolk Valley Fens SAC (all)
- The River Wensum SAC
- The Ouse Washes SAC/SPA/Ramsar

From April 2022, this levy was replaced by the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS) and the levy was increased to £185.

Open Spaces, Parks & Gardens and Amenity Greenspace

The Infrastructure Delivery Plan for South East King's Lynn Strategic Growth Area (West Winch (2018) sets out the amount of open space, parks and allotments that are required for the Growth area as follows and are included in the IDS:

- Playing fields (10ha)
- Equipped play areas (6ha)
- Allotments (0.6ha)
- Other Green Spaces (4ha)
- Natural and semi natural green spaces (28ha)

- Multi Use Games Area (782m2)

The Council also has a rolling programme for the maintenance of its play area equipment and open spaces. Developers are required to provide open space and equipped play areas (or contributions) as appropriate, and these will be secured at the planning application stage.

Water Infrastructure

Wastewater and Sewage

Anglian Water is the statutory undertaker responsible for wastewater services in the Borough and, under the Water Industry Act, has a duty to ensure that adequate sewer and treatment capacity is in place to accommodate development.

Water and sewerage undertakers have limited powers under the Water Industry Act to prevent connection ahead of infrastructure upgrades, as developers have an automatic right to connect to the sewer system once their development has been granted planning permission.

Sewer upgrades needed to serve future development are expected to be funded by developers, if it is necessary to lay off-site to serve the developments then the normal procedure is for the developer to requisition a connection point under Section 98 of the Water Industry Act 1991. The water company will then design and construct a suitable sewer, which may include for enhancements to the downstream sewer system to cater for the proposed flows. All costs associated with the requisition will be recharged to the developer.

If a strategic system is required to serve more than one development, then the water company may choose to design the system to cater for the future flows. The developer will then be required to pay for the proportion of costs associated with that development with the remainder paid for by the water company who will recharge those costs as the other developments progress.

Developers are encouraged to seek advice from Anglian Water prior to development.

Water Supply

Anglian Water is also responsible for the supply of water. The investment plans of water companies are based on a five-year cycle. In general, Anglian Water infrastructure funding comes from investment through the business plan process whereby OfWat sets customers' bills.

The Water Resource Management Plan (WRMP) (2020 – 2025)¹⁵ forecasts the expected water supply and demand and sets out a preferred programme to meet the water resources deficit by identifying a range of options. Regarding demand, the WRMP sets out that they will seek to reduce the amount of water used by installing smart meters, reducing leakage, and investing in water efficiency. Regarding supply, they will be looking to increase the amount of water available by investing in the pipe network and in the long term to look at additional resources such as winter storage, recirculation of recycled water, or desalination.

¹⁵ <https://www.anglianwater.co.uk/siteassets/household/about-us/wrmp-report-2019.pdf>

The Water Industry Act 1991 recognises the impact of new developments on the existing water supply network and allows water companies to make an infrastructure charge for each property connected to the water supply. These charges are designed to ensure that existing customers do not have to bear the full burden of the investment needed to serve new developments. This charge is separate to the cost that they charge developers for the requisition of new mains which is based on the total cost of the mains off-site pipework and any necessary upgrades downstream.

Energy Infrastructure

Electricity Transmission

National Grid owns, operates and maintains the 400kV and 275kV national electricity transmission network across the Country and transmits both electricity and gas to distribution companies that provide these utilities in the Borough.

To facilitate competition in the supply and generation of electricity, National Grid must offer a connection to any proposed power station/wind farm, major industry or distribution network operator who wishes to generate electricity or require a high voltage electricity supply.

Electricity Distribution

UK Power Networks (UKPN), deal with the local distribution network in the Borough. They take their supply off various exit points from higher voltage networks that the National Grid are responsible for.

Electrical supply planning is reactive although demand is modelled to an extent on 'natural growth' in energy demand. General local load growth is catered for in the UKPN Planning Load Estimates. Any specific developments are factored into UKPN's development plans once the developer has requested and accepted a formal quote to supply the required load. Reinforcement projects generally take the form of either increasing the available capacity on existing substations and infrastructure, or installing new substations and infrastructure.

Gas Transmission

National Grid Gas plc owns and operates the high-pressure gas transmission system in the country and has a duty to develop and maintain an efficient co-ordinated and economical transmission system for the conveyance of gas and respond to requests for new gas supplies in certain circumstances. New gas transmission infrastructure (pipeline) developments are periodically required to meet increases in demand and changes in patterns of supply. Generally, network developments to provide supplies to the local gas distribution network are a result of overall demand in a region rather than site specific developments.

Gas Distribution

National Grid also owns and operates lower-pressure distribution gas mains in the East of England. It does not supply gas but provides the networks through which it flows. Reinforcements and developments of the local distribution network are generally because of overall demand. The cost of the network infrastructure both on-site and off-site will be borne by developers. The gas company

may wish to install strategic pipelines at an early stage of the developments and will recharge a proportion of the costs to each developer. National Grid will not install infrastructure on a speculative basis to serve potential developments and will need to enter into agreements with developers before any work is commenced.

INFRASTRUCTURE DELIVERY SCHEDULE

The list of projects included in the Infrastructure Delivery Plan and Infrastructure Delivery Schedule is not intended to be exhaustive as the process of implementation will constantly be responding to local circumstances and utilising new avenues and drivers to promote spend over the life of the Local Plan. It is intended that the IDP will be updated annually.

Infrastructure Project	Reason for Project (Source)	Indicative Delivery Phasing	Estimated Costs	Funding Arrangements	Lead Delivery Agency
Health					
West Winch Health Centre	West Winch Growth Area (SEKLSGA)	Not known	Not Known	Developer Contributions	Clinical Commissioning Group
Sports Facilities					
Sports Halls	Additional Sports Halls	Not Known	Not Known	Developer Contributions/Capital	BCKLWN
Lynnsport	Renovation of an area of the Centre to provide increased capacity for cycling facilities	By 2027	£10,000	CIL	BCKLWN
Lynnsport	Creation of Wellness Hub to provide specialist exercise facility for those with a range of medical conditions	By 2027	£50,000	CIL	BCKLWN
Lynnsport	Provision of an additional 3G football pitch	By 2027	£250,000	CIL	BCKLWN
Education					
Primary					
West Winch Primary School	Expansion from 1 to 2 FE to accommodate growth at West Winch (SLGIP) (SEKLSGA)	occupation of 500 dwellings	£2,445,240	Developer contributions	Norfolk County Council

Infrastructure Project	Reason for Project (Source)	Indicative Delivery Phasing	Estimated Costs	Funding Arrangements	Lead Delivery Agency
New 2 FE Primary School West Winch (north)	West Winch Growth Area (SLGIP) (SEKLSGA)	Occupation of 600 dwellings	£6,900,000	Developer contributions	Norfolk County Council
New 2 FE Primary School West Winch (south)	West Winch Growth Area (SLGIP) (SEKLSGA)	Occupation of 2,000 dwellings	£6,900,000	Developer contributions	Norfolk County Council
New 2 FE Primary School Wisbech (Fenland BC)	Wisbech Fringe allocation (BCP) (SLGIP)	Not known	Not known	Developer contributions	Cambridgeshire County Council
Education					
Secondary					
King's Lynn Secondary Schools (various)	Increase capacity at existing Secondary Schools to accommodate growth from West Winch Growth Area (Secondary School and Sixth Form) (SLGIP) (SEKLSGA)	Not known – phased over development	£12,428,267	Developer contributions	Norfolk County Council
South Wootton Junior School	Expansion in relation to Site E3.1 South Wootton Growth Area	Not Known	Not known	Developer Contributions	Norfolk County Council
Emergency Services					
Fire Hydrants	1 fire hydrant per 50 dwellings on a minimum 90 mm main.	Not known	Not Known	Developer Contributions	Norfolk Fire Service
Community Facilities					
West Winch Growth Area: Community Centre 1	Community Centre (1000m ²)	Not known	£2,447,133	Developer Contributions	BCKLWN

Infrastructure Project	Reason for Project (Source)	Indicative Delivery Phasing	Estimated Costs	Funding Arrangements	Lead Delivery Agency
West Winch Growth Area: Community Centre 2	Community Centre (500m2)	Not known	£1,223,566	Developer Contributions	BCKLWN
West Winch Growth Area: Community Centre 3	Community Centre (500m2)	Not known	£1,223,566	Developer Contributions	BCKLWN
West Winch Growth Area: Sports Centre	Sports Centre (1500m ²)	Not known	£3,105,575	Developer Contributions	BCKLWN
Libraries	Modernisation of library services	ongoing	Not known	Developer Contributions	Norfolk County Council
Waste					
Strategic Transport					
A10- Minor improvement to Hardwick for A10 arm	Single lane slip road for A10 Access Road for West Winch Growth Area	To be delivered by 400 dwellings	£547,301.90 (IDP)	15% developer contribution Remainder by DfT Major Road Network Fund*	Norfolk County Council
A10 West Winch Bypass - Phase 1	Phase 1 = intermediate roundabout, 200m single carriageway, A47 roundabout	To be delivered by 400 dwellings	£901,322 (IDP)	15% developer contribution Remainder by DfT Major Road Network Fund*	Norfolk County Council
A10 West Winch Bypass - Phase 2	Phase 2 = 2no at-grade roundabout on single Carriageway 2300m single carriageway	To be delivered by 1600 dwellings	£6,566,295 (IDP)	15% developer contribution Remainder by DfT Major Road Network Fund*	Norfolk County Council

Infrastructure Project	Reason for Project (Source)	Indicative Delivery Phasing	Estimated Costs	Funding Arrangements	Lead Delivery Agency
A47 east of Hardwick dualled	800m length widening of existing carriageway	To be delivered by 2026	£2,189,207 (IDP)	15% developer contribution Remainder by DfT Major Road Network Fund*	Norfolk County Council
Hardwick Interchange local widening within junction	Widening parts of Hardwick circulatory carriageway and exits Upgrade to Traffic Signals	To be delivered by 1600 dwellings	£1,469,934 (IDP)	15% developer contribution Remainder by DfT Major Road Network Fund*	Norfolk County Council
A47 roundabout expansion	400m length slip road Dual carriageway roundabout	To be delivered by 2026	£1,312,462 (IDP)	15% developer contribution Remainder by DfT Major Road Network Fund*	Norfolk County Council
Traffic Calming through West Winch Village	Traffic Calming through West Winch Village	To be commenced within 12 months of start of development	£538,194 (IDP)	15% developer contribution Remainder by DfT Major Road Network Fund*	Norfolk County Council
Local Transport Cycling					
Reffley Lane	Review cycle barriers at entrance to shared-use path to Temple Road (LCWIP Scheme 1)	2023-24	£3,120	Towns Fund	BCKLWN
Fairstead Cycleway	Resurfacing (LCWIP Scheme 1)	2023-24	£143,520	Towns Fund	BCKLWN
Oldmedow Road	Upgrade to shared-use path (LCWIP Scheme 1)	2023-24	£411,008	Towns Fund	BCKLWN
Fairstead Cycleway	Improvement to Fairstead Cycleway, connection to the Wootons Route and Connection to Hardwick (LCWIP Scheme 1)	2025-2026	£535,350	Towns Fund	BCKLWN

Infrastructure Project	Reason for Project (Source)	Indicative Delivery Phasing	Estimated Costs	Funding Arrangements	Lead Delivery Agency
Review Hulton Road	Cycle barriers and update to meet current requirements (LCWIP Scheme 2)	2023-24	£2,080	Towns Fund	BCKLWN
Queen Mary Road	Improve crossing of Queen Mary Road between Bagge Road and Hulton Road (LCWIP Scheme 2)	2023-24	£2,080	Towns Fund	BCKLWN
Hulton Road	Review cycle barriers to ensure they are suitable for all users (incl non- standard cycles) for access to Sandringham Railway Path (LCWIP Scheme 2)	2023-24	£2,080	Towns Fund	BCKLWN
Wootton Park	Review cycle barriers to ensure they are suitable for all users (incl non-standard cycles) at entrances to park and widen path (LCWIP Scheme 3)	2023-24	£2,080	Towns Fund	BCKLWN
Edward Benefer Way	Create cycle lane along path to connect to St Edmundsbury Road (LCWIP Scheme 4)	2024-2025	£28,288	Towns Fund	BCKLWN
Hardwick Roundabout	Widen cycle lane and improve signage (LCWIP Scheme 5)	2024-2026	£83,200	Towns Fund	BCKLWN
St Valery Lane	Review cycle chicane barriers to ensure they are suitable for all users (LCWIP Scheme 5)	2024-2025	£2,080	Towns Fund	BCKLWN

Infrastructure Project	Reason for Project (Source)	Indicative Delivery Phasing	Estimated Costs	Funding Arrangements	Lead Delivery Agency
Nar Ouse Enterprise Zone Active Travel Hub	LCWIP Scheme	2024 - 2025	£2,072,289	Towns Fund	BCKLWN
Baker Lane Active Travel Hub	LCWIP Scheme	2024 - 2025	£757,900	Towns Fund	BCKLWN
Local Transport Roads/Pathways					
Bishops Road to Gaywood Hall Drive	surface improvement (LCWIP Scheme 2)	2023-2024	£126,672	Towns Fund	BCKLWN
Gayton Road	Toucan crossing required at southern footway near hospital (LCWIP Scheme 2)	2024-2025	£332,800	Towns Fund	BCKLWN
Sandringham Railway Path	Widen Path (LCWIP Scheme 3)	2023-2024	£6,240	Towns Fund	BCKLWN
Low Road	Toucan crossing required at junction with Hall Lane (LCWIP Scheme 3)	2024-2025	£291,200	Towns Fund	BCKLWN
Tennyson Avenue	Improve crossing at railway (LCWIP Scheme 3)	2024 - 2026	£520,000	Towns Fund	BCKLWN
Low Road	Toucan crossing required at junction with Wootton Road (LCWIP Scheme 4)	2024-2025	£208,000	Towns Fund	BCKLWN
Edward Benefer Way	Pedestrian and cyclist island at junction of Bergen Way (LCWIP Scheme 4)	2024-2026	£104,000	Towns Fund	BCKLWN
Edward Benefer Way	Toucan crossing over Edward Benefer Way near Hamburg Way junction (LCWIP Scheme 4)	2024-2025	£291,200	Towns Fund	BCKLWN

Infrastructure Project	Reason for Project (Source)	Indicative Delivery Phasing	Estimated Costs	Funding Arrangements	Lead Delivery Agency
Blackfriars Road	Remove cyclist dismount sign and add raised table over junction to train station parking (LCWIP Scheme 4)	2024-2025	£18,720	Towns Fund	BCKLWN
Green Infrastructure					
West Winch Growth Area: Formal recreation facilities	Playing fields (10ha)	Phased with development	£5,185,467	Developer Contributions	BCKLWN
West Winch Growth Area: Play areas	Equipped play areas (6ha)	Phased with development	£12,786,084	Developer Contributions	BCKLWN
West Winch Growth Area: Allotments	Allotments (0.6ha)	Phased with development	£104,774	Developer Contributions	BCKLWN
West Winch Growth Area: Other Green Spaces	Other Green Spaces (4ha)	Phased with development	£355,169	Developer Contributions	BCKLWN
West Winch Growth Area: Natural and semi natural green spaces	Natural and semi natural green spaces inc. footpath links and hedgerows (i.e., landscape buffers) (28ha)	Phased with development	£1,988,946	Developer Contributions	BCKLWN
West Winch Growth Area: MUGA	Multi Use Games Area (782m ²)	Phased with development	£203,299	Developer Contributions	BCKLWN

Infrastructure Project	Reason for Project (Source)	Indicative Delivery Phasing	Estimated Costs	Funding Arrangements	Lead Delivery Agency
Downham Market Play Equipment	Equipped play area, Downham Market (Howdens)	2022/2023	£100,000	BCKLWN/ Other	BCKLWN
Water Infrastructure					
Sewer upgrades	to serve future development	On-going	Not known	Developers	Anglican Water

* These schemes have been approved as part of the WWHAR scheme to progress to the next stage of development under the Major Road Network (MRN) programme, work has now commenced on the Outline Business Case (OBC). Subject to OBC approval 85% of the scheme will be funded by MRN.