2017 to May 2019. Subject to planning permission, it is anticipated work will commence on site in early 2017. It is sustainably located close to local facilities and well connected on existing pedestrian design to accommodate projected new traffic movements associated with proposed development at Will the proposals result in the loss of trees? The recently approved new access road will result in changes to traffic flow along Greenpark Avenue sown trees on the sites. The development will inevitable require clearance works however surveys are How will the new houses impact on traffic within the town centre? The new development proposed will also be accompanied by a comprehensive landscaping scheme to ensure that we take all appropriate measures to not only protect existing wildlife, but to encourage the concept of developing the Lynnsport sites and creating a new access road was agreed at full council on proposals to enhance primary school provision in this part of King's Lynn. There is a large amount of land, much of it unused, within the overall Lynnsport site. As a result a masterplan study was undertaken by Atkins on behalf of the council in 2009, which identified the feasibility of development on the site, and more effective use of the overall landholding. A key aspect was the retention and if possible enhancement of the existing facility at Lynnsport. The sites are conveniently located for the town centre and close to sources of employment and other services. These sites were formally assessed as being among the better options compared to the potential alternatives available during the preparation of the borough’s Site Allocations Plan. The suggested allocation of Lynnsport for development on the council’s emerging Site Allocations Plan was the subject of planning consultation in 2011, 2013 and 2015. What are we doing to protect and preserve the remaining green open space? The main area of useable open space, including the existing grass sports pitches, has now been removed from the proposed scheme (please see the ‘Development Context’ board at this event for the location of this area). In June 2015 members of the Borough Council made clear their intention to secure in perpetuity public access to these recreational spaces and sports pitches. Officers of the council are at present considering the best way to secure this open access and preserve this green space for future generations. How much is this going to cost council tax payers? There is no flood risk area? Surely we shouldn’t be building more houses. The sites have been put forward in the latest version of the Local Plan for development, and the Environment Agency and other consultees such as the King’s Lynn Internal Drainage Board have been consulted on the proposals to develop these sites. There are flood risks associated with many areas of King’s Lynn, although in this case we believe the measures proposed will ensure that flood risk is mitigated, and indeed through working with the Internal Drainage Board there will be improvements which will actively help with reducing flooding in the wider town. The town is well protected by the flood defences maintained by the Environment Agency. Won’t this damage wildlife in the area? We have been liaising with Norfolk Wildlife Trust, Natural England and the Environment Agency to ensure that biodiversity is protected or improved during the development of the sites. The sites are adjacent to existing Wildlife World and Lynnsport sites and contributions to the regeneration of local stretches of the River Gaywood. Lynnsport 4 and 5 When will work start on the Lynnsport 4 site? Subject to planning permission, it is anticipated work will commence on site in early 2017. It is anticipated that the development will be built out in phases with completed phases finishing from May 2017 to May 2019. Will the proposals result in the loss of trees? The sites either side of Greenpark Avenue are overgrown with scrub and there are a number of self-sown trees on the sites. The development will inevitably require clearance works however surveys are being carried out to identify any trees of particularly high landscape or ecological value and efforts will be made to retain these specimens and incorporate them into the proposed development. The new development proposed will also be accompanied by a comprehensive landscaping scheme which will provide a considerable amount of new planting. How will the new houses impact on traffic within the town centre? The recently approved new access road will result in changes to traffic flow along Greenpark Avenue and this will create a significantly improved access to the facilities at Lynnsport. The new road has been design to accommodate projected new traffic movements associated with proposed development at Lynnsport 4 & 5 and will provide existing and future residents with a new route into and out of King’s Lynn. The site is sustainably located close to local facilities and well connected on existing pedestrian and cycle routes; this location will promote sustainable transport choices (travel by bike or foot) and further reduce impacts on the local highway network. I have more questions specific to these sites which are not covered in this board - who will answer these?

**Lynnsport 3**

Residents wished to set up a Neighbourhood Forum – will this give them the ability to influence this development?

A group of local people have recently enquired about the possibility of preparing a Neighbourhood plan for the area. Neighbourhood plans are prepared by the local community. These plans can shape how new housing happens, but cannot halt development or plan for less development than included in the Borough’s Local Plan.

It typically takes around 18 months to 2 years to prepare a Neighbourhood plan, so this is unlikely to displace the current development plan. Consultations and specific local consultations on the development are a more effective forum in the short term. The local group is currently considering whether to seek to prepare a Neighbourhood plan to influence the area in the longer term. The Borough Council will advise and assist them should they wish to proceed.

What impact will the works proposed by the Internal Drainage Board (IDB) have on the Lynnsport sites and the wider area? The IDB’s scheme involves the construction of a pumping station on the northern part of the Lynnsport site and installation of a rising main northward to the North Lynn Drain. A significant volume of storage is also being provided within the IDB scheme to cope with excesses of flow. The scheme has been designed to accommodate flows from the Marsh Lane and other Lynnsport development sites and will improve surface water management in and around King’s Lynn, giving added protection against flooding both in North Lynn and in the town centre.

Doctors surgeries and hospitals are already struggling. How are they going to deal with all these extra people? There is adequate provision of secondary school places and we are already working with Norfolk County Council on proposals to enhance primary school provision in this part of King’s Lynn. Surely all this additional traffic will have an impact on air quality? By choosing this well-located site, near to the town centre, employment opportunities and leisure facilities, with good cycle and pedestrian links, the homes in this area will only have a moderate impact on air quality compared to many other alternative locations. How are the roads going to cope with all the additional traffic? The junction of the new road with Edward Bennefer Way will be controlled by traffic lights. The new road will increase overall road capacity and connectivity to and through the new and existing housing estates and will create better access for new and existing users. Is it true that part of the proposed site was an old landfill pit? Is it a suitable place to build? There was a landfill site in the vicinity of Lynnsport, but that area does not form part of the land proposed for housing development. You have already started clearance work on the site, without planning permission. How is this allowed? The concept of developing the Lynnsport sites and creating a new access road was agreed at full council on 26 February 2015. Some preparatory work has been undertaken at Lynnsport in anticipation of the planned new access road. Planning permission for these preparatory works is not required. The works needed to take place ahead of the bird nesting season to ensure nesting birds would not be adversely affected and to avoid lengthy delays to the project.

**Lynnsport 3 and Lynnsport 4 & 5**

**Frequently Asked Questions**

Why do we need to build so much housing? Councils across the country are required to provide the housing needed in their areas. The Council has a duty to ensure that there is enough housing to meet the needs of the borough, including the needs of young people seeking their own homes and starting families, and of people moving to the area to work or retire. Sometimes developers have become available as people are living longer and staying in their own homes into their later years.

As the local planning authority the Council is obliged to plan to meet its full ‘objectively assessed housing needs’ (and if it doesn’t it would be able to exert local or public control over where and how developers may wish to build houses), and comply with Government policy to substantially increase the supply of new houses. The Council’s Site Allocations Plan provides for around 660 new houses a year, mainly in King’s Lynn, just to ‘stand still’ and keep up with demand in the area as the population continues to grow.

Why have these sites been chosen when there are other brownfield sites that could have been? The Lynnsport sites have been identified for some years as likely options to meet some of the need for new housing in the town (since 2009).

How much is this going to cost council tax payers?...