

FEASIBILITY STUDY

PROJECT NAME Wisbech Road / Hardings Way, King's Lynn

CLIENT

BCKLWN

INTRODUCTION

PAGE

5067 Jan '16

REF. DATE

Introduction

Chaplin Farrant have been engaged by the Borough Council of King's Lynn and West Norfolk (BCKLWN) to carry out a feasibility study for the redevelopment of two sites off Wisbech Road / Hardings Way, King's Lynn.

This study contains a site analysis, which has then informed a number of options for redevelopment, for consideration by BCKLWN.



Appendix 3



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PROJECT NAME: Wisbech Road / Hardings Way, King's Lynn

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PAGE: Site Analysis

REF DATE: 5067 Jan '16

Site Location & Context

The site occupies two parcels of land on the junction of Wisbech Road and Harding's Way. This is a relatively new junction, as Harding's Way was created as a new bus link to King's Lynn Town Centre. The Town Centre is approximately 1km to the north.

Harding's pits to the north-west of the site, industrial units are to the north, drainage pumping stations are to the north-east, and residential dwellings are to the south and west of the site.

Site Analysis

Use: The site is owned by BCKLWN and has been left as open green space following the construction of the bus route.

Access: Access is from Harding's Way. The eastern site (Site B) can also be accessed from the adjacent northern land.

Built Form: There is an existing disused, single storey, industrial unit on Site B.

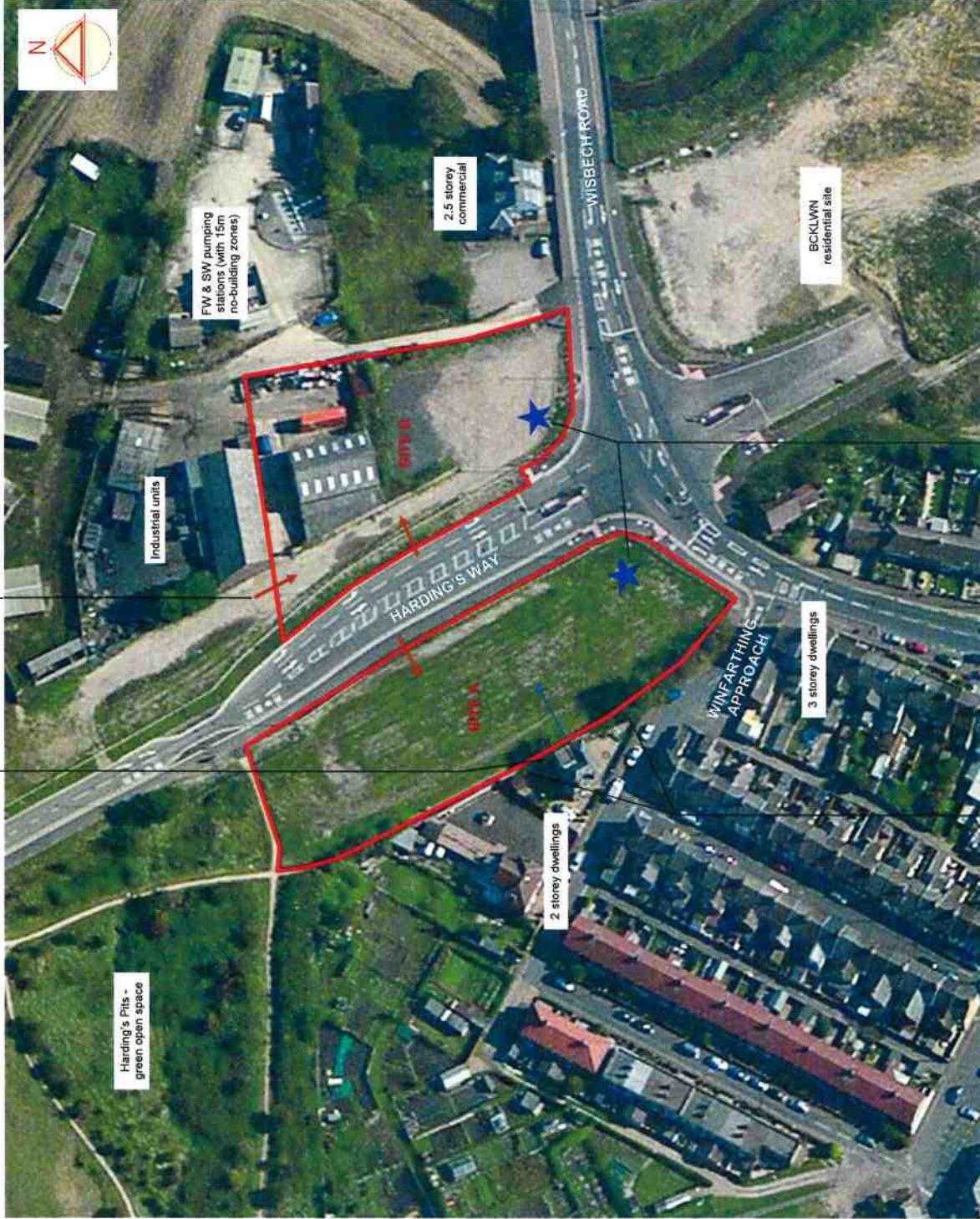
External Works: There is an area of hardstanding associated with the existing industrial unit on Site B, which is accessed from the north.

Landscaping: There are existing trees along the western boundary of Site A. There is also various smaller self seeding trees and shrubs on the sites, although these are thought to be less important.

Services: Existing site asset data have been made available. From this, there is mains electric, mains water, FW & SW drainage, BT and mains gas in the vicinity of the site. There are drainage pumping stations to the north-east of Site B.

Conservation area: The site is not within a conservation area.

Flood Risk: The Environment Agency flood map indicates that the site is within Flood Zone 3 but benefits from flood defences.



Opportunity for site access from north

Overlooking to / from adjacent dwelling

Harding's Pits - green open space

Industrial units

FW & SW pumping stations (with 15m no-building zones)

2.5 storey commercial

2 storey dwellings

WINEARTHING APPROACH

3 storey dwellings

BCKLWN residential site

Existing trees on western boundary

Opportunity for 'gateway' feature buildings

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PROJECT NAME: Wisbech Road / Hardings Way, King's Lynn

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PAGE: 001B Sketch Site Plan - Option A1 & B1 (Resi. & Commercial)

REF DATE: 5067 Jan '16

Schedule of Accommodation

SITE A, Option A1		SITE B, Option B1	
Residential			
1 bed flats (50sqm / 538sqft)	Plots 9-8, 12-14	1 bed flats (50sqm / 538sqft)	Plots 20-22
2 bed houses (70sqm / 753sqft)	Plots 9-11, 15-17	2 bed houses (70sqm / 753sqft)	Plots 24-26
3 bed houses (85sqm / 915sqft)	Plots 1-2, 18-19	3 bed houses (85sqm / 915sqft)	Plot 23
	Total		Total
	9no.		3no.
	6no.		3no.
	4no.		1no.
	19no. dwellings		7no. dwellings

Note: 20% of above to be affordable housing

Commercial
Unit C1 (245sqm / 2637sqft)
Units C2-C4 (70sqm / 753sqft)

TOTAL 26no. RESIDENTIAL UNITS FOR SITES A & B
(31no. if including additional flats above Commercial Unit C1)

Parking standards:

Residential
1 bed - 1 space
2 bed - 1.5 spaces
3 bed - 2 spaces
Commercial
15 spaces



- Subject to:
- Planning
 - Highways
 - Services
 - Arborist's Report
 - Site Investigation
 - FRA

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PROJECT NAME: Wisbech Road / Hardings Way, King's Lynn

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PAGE: 002 Sketch Site Plan - Option A2 (Increased Resi.)

REF DATE: 5067 Jan '16

Schedule of Accommodation

SITE A, Option A2 Residential

1 bed flats (50sqm / 538sqft)	Plots 3-8, 15-17	9no.
2 bed houses (70sqm / 753sqft)	Plots 9-14, 18-20	9no.
3 bed houses (85sqm / 915sqft)	Plots 1-2, 21-22	4no.
Total		22no. dwellings

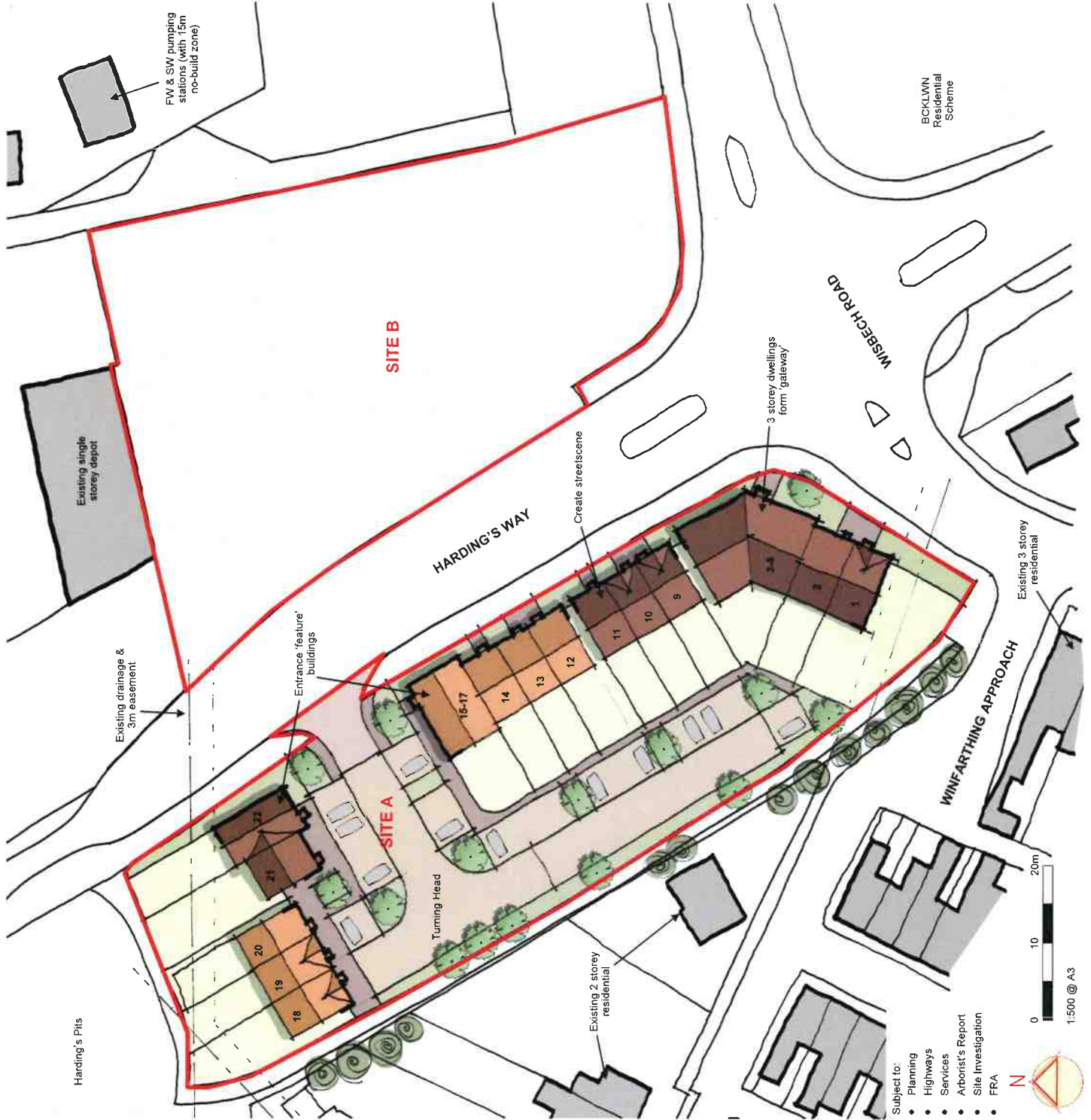
Note: 20% of above to be affordable housing

Parking standards:

- Residential
- 1 bed - 1 space
- 2 bed - 1.5 spaces
- 3 bed - 2 spaces

Open Space standards:

No open space provided on site due to close proximity of open space at Harding's Pits.



- Subject to:
- Planning
 - Highways
 - Services
 - Arborist's Report
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FEASIBILITY STUDY

Wisbech Road / Hardings Way, King's Lynn

PROJECT NAME

BCKLWN

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003 Sketch Site Plan - Option B2 (Resi. & Small Commercial)

PAGE

5067 Jan '16

REF. DATE

Schedule of Accommodation

SITE B, Option B2		
Residential		
1 bed flats (50sqm / 538sqft)	Plots 1-3, 8-9	5no.
2 bed houses (70sqm / 753sqft)	Plots 6-7	2no.
3 bed houses (85sqm / 915sqft)	Plot 4-5	2no.
Total		9no. dwellings

Note: 20% of above to be affordable housing

Commercial
 Unit C1 (260sqm / 2799sqft)
 Units C2 (70sqm / 753sqft)

Parking standards:

Residential
 1 bed - 1 space
 2 bed - 1.5 spaces
 3 bed - 2 spaces

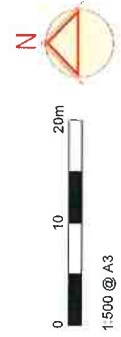
Commercial
 16 spaces

Open Space standards:

The open space planning requirements for the residential element is assumed to be met via any open space provided at Site A.



- Subject to:**
- Planning
 - Highways
 - Services
 - Arborist's Report
 - Site Investigation
 - FRA
- BCKLWN Residential Scheme



FEASIBILITY STUDY

Wisbech Road / Hardings Way, King's Lynn

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BCKLWN

CLIENT

004 Sketch Site Plan - Option B3 (Residential)

PAGE

5067 Jan '16

REF. DATE

Schedule of Accommodation

SITE B, Option B2 Residential

1 bed flats (50sqm / 538sqft)	Plots 1-3, 10-15	9no.
2 bed houses (70sqm / 753sqft)	Plots 5-7, 9	4no.
3 bed houses (85sqm / 915sqft)	Plot 4, 8, 16-17	4no.
Total		17no. dwellings

Note - 20% of above to be affordable housing

Parking standards:

- Residential
- 1 bed - 1 space
 - 2 bed - 1.5 spaces
 - 3 bed - 2 spaces

Open Space standards:

The open space planning requirements for the residential element is assumed to be met via any open space provided at Site A.



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CONCLUSION

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A number of development options have been carried out for Sites A & B.

Site A

Two residential options have been prepared. The need for open space on site would require discussions with the planners. The proximity of the open space at the adjacent Harding's Pits could allow on-site open space to be reduced / omitted.

Site B

Three options have been prepared. An all residential option (mirroring the Site A proposals) and two further options that include a varying commercial element. The site's prominence suggested that a commercial element could be viable.

From the options prepared, we suggest that an overall scheme that included a commercial element would give the best capital receipt. This would also allow BCKLWN to keep a long term interest in the site should the commercial element be leased to a tenant. The commercial element could be a small convenience store (Tesco Express or similar).

Whilst there is a general demand for residential development, the demand for commercial space is yet to be established. Should a commercial option be pursued, we suggest agents are engaged to ascertain if commercial tenants are interested in this site.

