King’s Lynn Riverfront Delivery Plan

Introduction

The Borough Council of King’s Lynn and West Norfolk are working in partnership with consultants Urban Delivery and Levitate to prepare a deliverable and commercially viable plan to transform and revitalise King’s Lynn’s Historic riverfront to ensure comprehensive regeneration and sustainable economic growth.

Summary of the existing site characteristics to consider in developing options:

- Three sites allocated in the Local Plan for over 400 dwellings.
- Historic river setting with prominent buildings and public space for events. Purfleet Quay, Nar Loop and River Great Ouse are under-utilised.
- Good public access with quayside car parking and Harding’s Way bus route, but poor connections to the town centre.
- Existing active uses within key buildings at the Bank House, Marriott’s Warehouse and the Hanse House offer the possibility of extending leisure uses.
- Existing riverfront pedestrian routes provide the potential to expand and connect with the English Coastal Path.
- High Risk Flood area.
- Derelict land and buildings and potential lack of investment detract from the quayside.
- Local weather environment and lack of shelter.
- Visitor pontoons help to generate activity on the quayside but they have limited support facilities.
- Views across sites into town, across the river and of sunsets.

On the following boards we have shared some of our ideas and welcome your response.

We would be grateful for your feedback by completing a feedback form available at the exhibition or online.
King’s Lynn Riverfront Delivery Plan
Strategy

Our vision for King’s Lynn riverfront is a vibrant river-edge quarter threaded into the fabric of the existing town.

Design Principles:

1. Focus on the water

The Great Ouse, the Purfleet, River Nar and Mill Fleet are key attractions. The masterplan should maximise these assets.

2. Repair and extend the town’s historic grain

The grain of the historic town is important to its character. This should be carried through into new proposals.

3. Create a network of public spaces to link the waterfront quarter to the town

Link a series of public squares and other uses along the riverfront to encourage people to visit the area and walk along the river.

4. Create proper streets, places, homes and workplaces

Development sites should have streets with views to water and should knit into the existing street patterns.

5. Scale and height of development should be appropriate to its setting

The scale of development will define the southern approach to King’s Lynn. It should be appropriate to its setting.

6. Ensure that the masterplan can be delivered in phases

Ensure that the masterplan can be delivered in phases with each subsequent phase building towards the whole.

Q1
Do you agree with our vision for the King’s Lynn Riverfront?

Q2
Do you agree with the design principles that we have developed for the Riverfront?

Q3
Do you have any other comments that you would like to tell us about?
Q6 Would you like to see more shelters and seating along the river edge?

Q7 Should an active fishing fleet be retained at Boal Quay?

Q10 Is there the potential for more visitor and/or permanent moorings along South Quay?
King’s Lynn Riverfront Delivery Plan
Option 2

Q1: Should there be a mix of uses, including leisure/hotel uses on the land north of the Millfleet?

Q2: Could Nar Loop be used for public car parking, once Boal Quay is developed?

Q3: Is there a need for additional commercial units, including facilities for fishing fleet?

Q4: Would you visit the river more if there was a safety barrier along the edge?

E1.1: 350 residential units on Boal Quay, 3-5 storeys high

E1.10: 20 (of 50) residential units on the land north of Harding’s Pits, 2-3 storeys high

Location of fishing fleet - unchanged

Location of fishing fleet - unchanged

New lock gate

New beacon

Enhanced public realm

New benches

New seating and shelters

New lighting scheme

Mixed use leisure and retail scheme on Sommerfeld & Thomas and Silos site, 3-4 storeys high

Devil’s Alley retained

Public realm improvements including wind barrier to provide shelter

Windfall sites developed

E1.5: 350 residential units on Boal Quay, 3-5 storeys high

New visitor or permanent berth moorings

Public car parking allowance retained beneath buildings or located on the Nar Loop island

Location of fishing fleet - unchanged

Commercial units including facilities for fishing fleet

Watersport and moorings facilities and slipway

Minor changes to bus access route to allow access to all vehicles from either end

30 residential units on The Friars

New lock gate

New beacon

Enhanced public realm

New benches

New seating and shelters

New lighting scheme

Restaurant ship

New lock gate

New beacon

Enhanced public realm

New benches

New seating and shelters

New lighting scheme

Mixed use leisure and retail scheme on Sommerfeld & Thomas and Silos site, 3-4 storeys high

Devil’s Alley retained

Public realm improvements including wind barrier to provide shelter

Windfall sites developed

E1.5: 350 residential units on Boal Quay, 3-5 storeys high

New visitor or permanent berth moorings

Public car parking allowance retained beneath buildings or located on the Nar Loop island

Location of fishing fleet - unchanged

Commercial units including facilities for fishing fleet

Watersport and moorings facilities and slipway

Minor changes to bus access route to allow access to all vehicles from either end

30 residential units on The Friars

New lock gate

New beacon

Enhanced public realm

New benches

New seating and shelters

New lighting scheme

Restaurant ship

New lock gate

New beacon

Enhanced public realm

New benches

New seating and shelters

New lighting scheme

Mixed use leisure and retail scheme on Sommerfeld & Thomas and Silos site, 3-4 storeys high

Devil’s Alley retained

Public realm improvements including wind barrier to provide shelter

Windfall sites developed

E1.5: 350 residential units on Boal Quay, 3-5 storeys high

New visitor or permanent berth moorings

Public car parking allowance retained beneath buildings or located on the Nar Loop island

Location of fishing fleet - unchanged

Commercial units including facilities for fishing fleet

Watersport and moorings facilities and slipway

Minor changes to bus access route to allow access to all vehicles from either end

30 residential units on The Friars
King’s Lynn Riverfront Delivery Plan
Option 3

1. Mixed use leisure and retail scheme on Sommerfeld & Thomas and Silos site, 3-4 storeys high
2. Devil’s Alley retained
3. Public realm improvements including wind barrier to provide shelter
4. Windfall sites developed
5. E1.5: 400 residential units on Boal Quay, 3-5 storeys high
6. New visitor or permanent berth moorings
7. Public square with continuous wind barrier to provide shelter
8. Nar Loop made permanently watery
9. Location of fishing fleet unchanged
10. Commercial units including facilities for fishing fleet
11. Watersport and moorings facilities and slipway
12. Public car parking allowance located on the Nar Loop island
13. Road opened to cars as a through route
14. 30 residential units on The Friars
15. E1.10: 20 (of 50) residential units on the land north of Harding’s Pits, 2-3 storeys high

Q4
Should Nar Loop be altered and flooded, left as is or turned into an enhanced green/wet space?

Q11
Should Hardings Way be opened to traffic other than just buses?