

BACKGROUND

Context

This project forms a key part of the Council's regeneration strategy to implement elements of the Nelson Quay Riverfront Delivery Plan formally endorsed and adopted by the Council in September 2017. This Delivery Plan envisages the regeneration of this strategic riverfront area to deliver public spaces, homes and commercial space, as well as associated infrastructure and amenities. The project is a key component of the Council's regeneration plans and Heritage Action Zone Delivery Plan to secure the future posterity of King's Lynn by providing a viable and transformational redevelopment of this brownfield site located along the historic quayside.



Aerial view



King's Lynn c. 1959



Aerial view of the Quayside c. 1950s

Policy

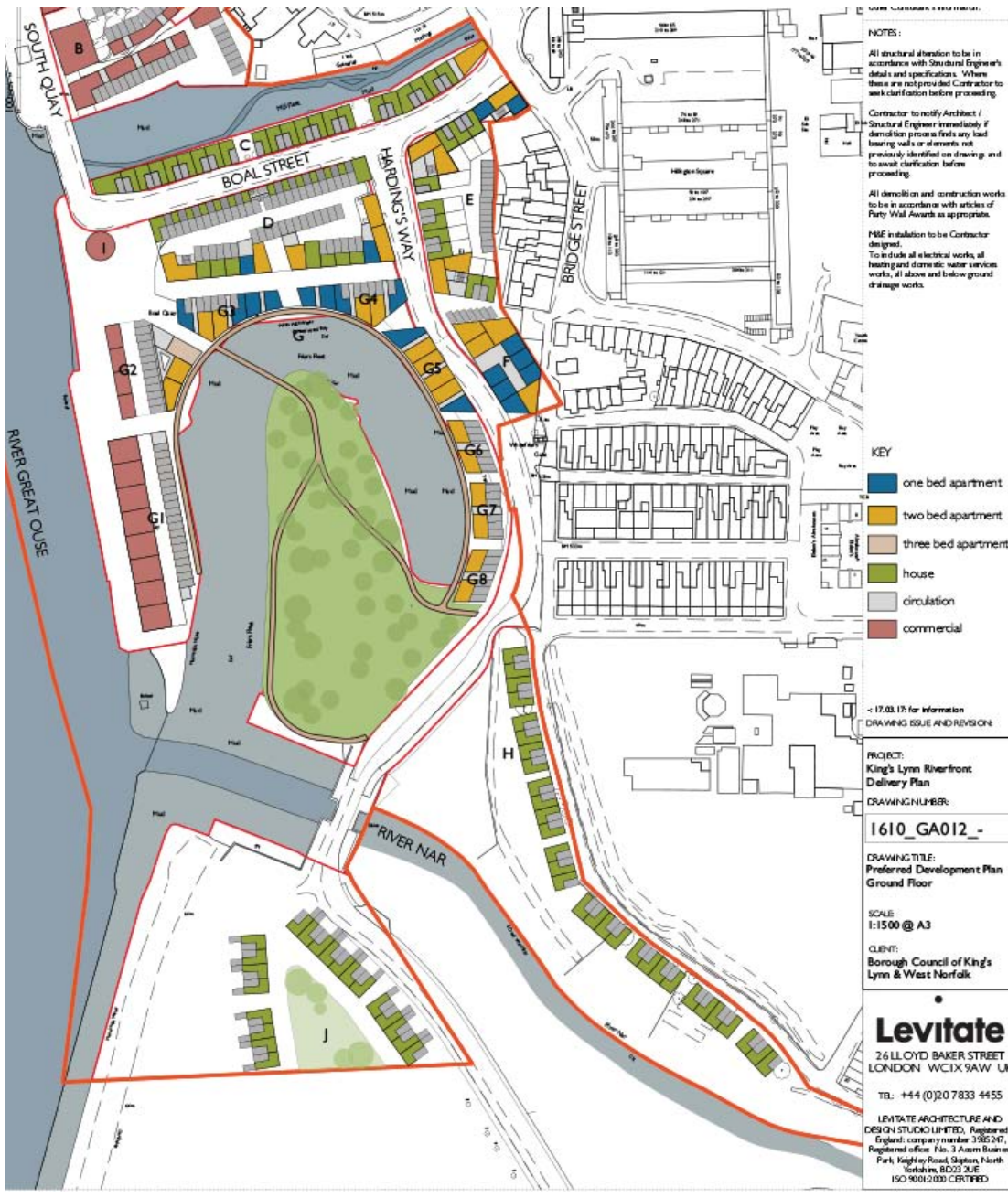
The Application Site encompasses two allocations within the King's Lynn and West Norfolk Local Plan - Site Allocations & Development Management Policies (SADMP) Document, which forms part of the Council's Development Plan. The Boal Quay site is allocated under policy E1.5 for development of some 350 dwellings. The land North of Wisbech Road is allocated under policy E1.10 for 50 dwellings. Both policy allocations contain a number of environmental considerations which will be addressed, either within the subsequent Environmental Impact Assessment or planning application.



Aerial view of the Nar Loop

Public Consultation to Date

A series of stakeholder and public consultations took place to inform the development of Riverfront Delivery Plan during 2016-17. Following the endorsement of the Delivery Plan by the Council in 2017, the proposals have been developed and tested further in consultation with statutory and key stakeholder groups. The following boards show how the proposals for the site have been developed since 2017.



Council Endorsed Masterplan 2017

SITE

Previous Development

The site has been an active industrial site over its history. From the Medieval period the site was used as a wharf. Later uses have included mills, an animal feed factory, timber yard, builder's yards, garage services and fishing quay (Nar Loop), industries which have been linked to King's Lynn's rich maritime history and trading connections.

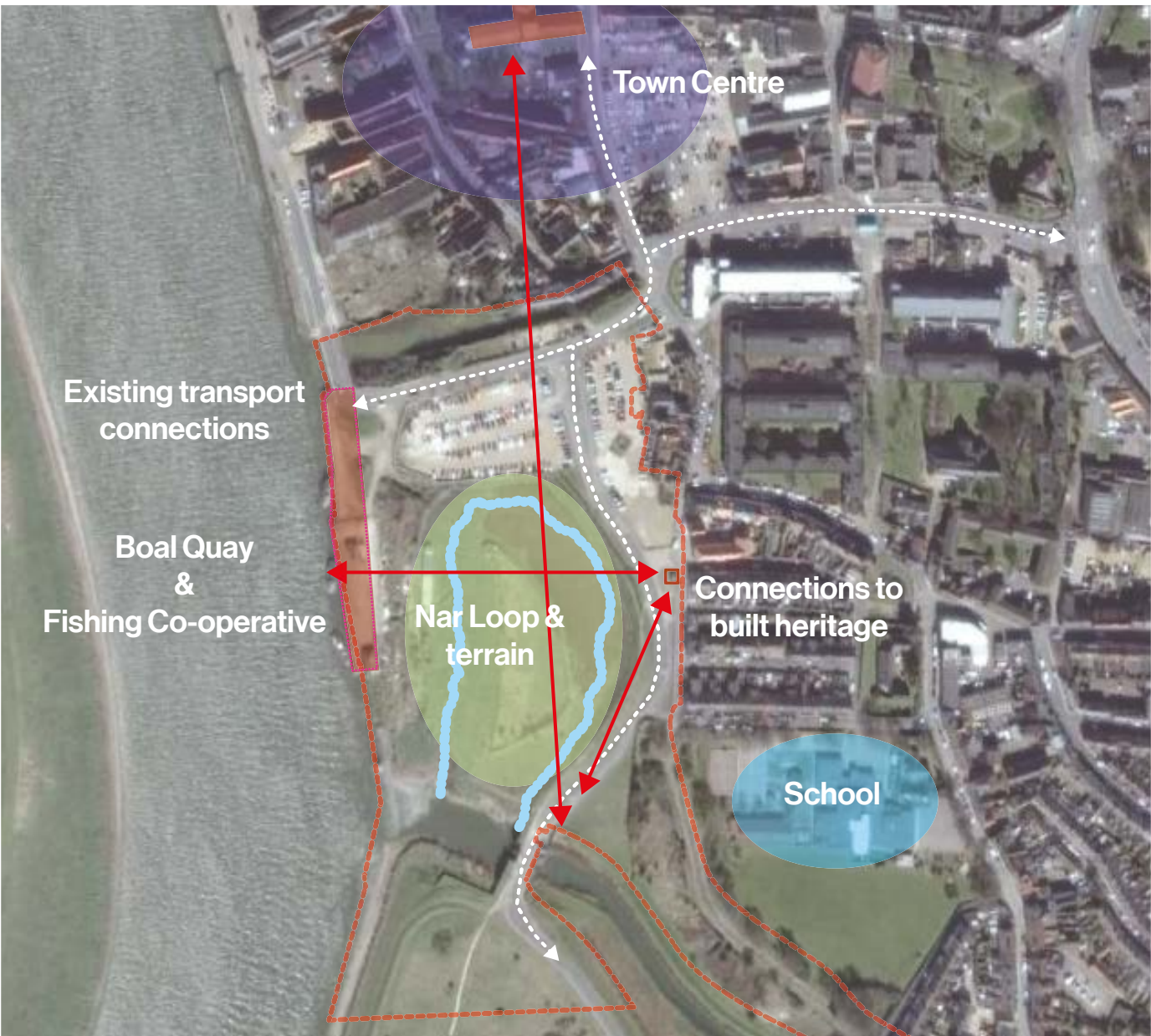
At present the site is occupied by car parking. The Fishing Cooperatives operate from Boal Quay. The quayside provides a place to berth the fishing vessels, handle the catch and undertake maintenance and repairs.



Whitefriars Gate

Opportunities and Considerations

The site is located at the mouth of the River Nar and adjacent to the Great River Ouse. The site is in a high flood risk zone (Zone 3) with the adjacent area to the east in flood zone 2. Flood defences are currently located along the western edge of Hardings Way and along Boal Street. Central to the site is the Nar Loop which is the footprint of the former river channel. The existing terrain is irregular and has accumulated a significant amount of silt formed of poor engineering grade material. The existing Nar Loop is a brackish wetland environment which is currently subject to tidal flooding. The extent and shape of the Nar Loop places both a constraint and an opportunity for the layout and use of the proposed development.



Opportunities

Hardings Way and Boal Street are two highway routes passing through the site. Hardings Way currently provides access to public car parking on the site, which is rarely full utilised, and caters for through movement by buses, pedestrians and cyclists only. The site location adjacent to the town centre and along an existing public transport route supports sustainable travel patterns. Utility apparatus are present below these corridors. The Fishing Cooperative fleet have rights of access and forms an important part of the site's cultural heritage. The site is situated within the Heritage Action Zone and any proposals need to be sensitive to the significance of the surrounding area where possible enhancing the setting.



Considerations