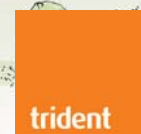


An architectural sketch of the King's Lynn Riverfront, showing a dense urban area with numerous buildings, streets, and green spaces. The sketch is rendered in a detailed, hand-drawn style with black lines and some color washes. The river is visible on the left side, with a bridge crossing it. The buildings are clustered together, with some taller structures and many smaller houses. Green spaces and trees are interspersed throughout the urban fabric. The overall impression is of a vibrant, historic town with a mix of old and new architecture.

urbandelivery

Levitate



BWB

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Development site options and areas schedules

Image note:

Some images contained in this report are for reference and information purposes only and cannot be re-produced or printed in the current form. If a public facing version of this report is required please request this from Urban Delivery.

1.0 Introduction



KEY

- Study Area
- ▨ Buildings excluded from specific options study

This report has been prepared by Levitate and forms the final report for the King's Lynn Riverfront Delivery Plan. The aim of the plan is to provide "a viable concept and implementation strategy for the redevelopment of key sites and vacant properties located on the historic quayside."

This Final Report sets out the preferred delivery plan determined as a result of our analysis of the King's Lynn riverfront and immediately surrounding area and is described in the Baseline and Options reports, and in response to public consultation feedback and reviews with the Borough Council of King's Lynn and West Norfolk (BCKLWN).

Our visions for the use and character of the riverfront are described, along with analysis of the urban context. The options that were considered in reaching the preferred development plan are summarised, along with the changes to the options that were consulted upon to arrive at the preferred plan. Connecting initiatives that suggest additional projects that would contribute to achieving the objectives of the Riverfront Delivery Plan are included to highlight the importance of considering the riverfront in the wider context of the town, as well as in its own right.

Design principles have been developed to guide the development and provide further detail on specific interventions recommended as part of the study.

A series of preliminary sketch views of the study area have been prepared to indicate the scale, context and character of development proposals that may be progressed in the future.

2.0 Urban design overview

Heritage



Top: houses on South Quay.



Above: King's Staithe Square.

Left: location of listed buildings, locally important unlisted buildings and conservation area boundaries.

Riverfront

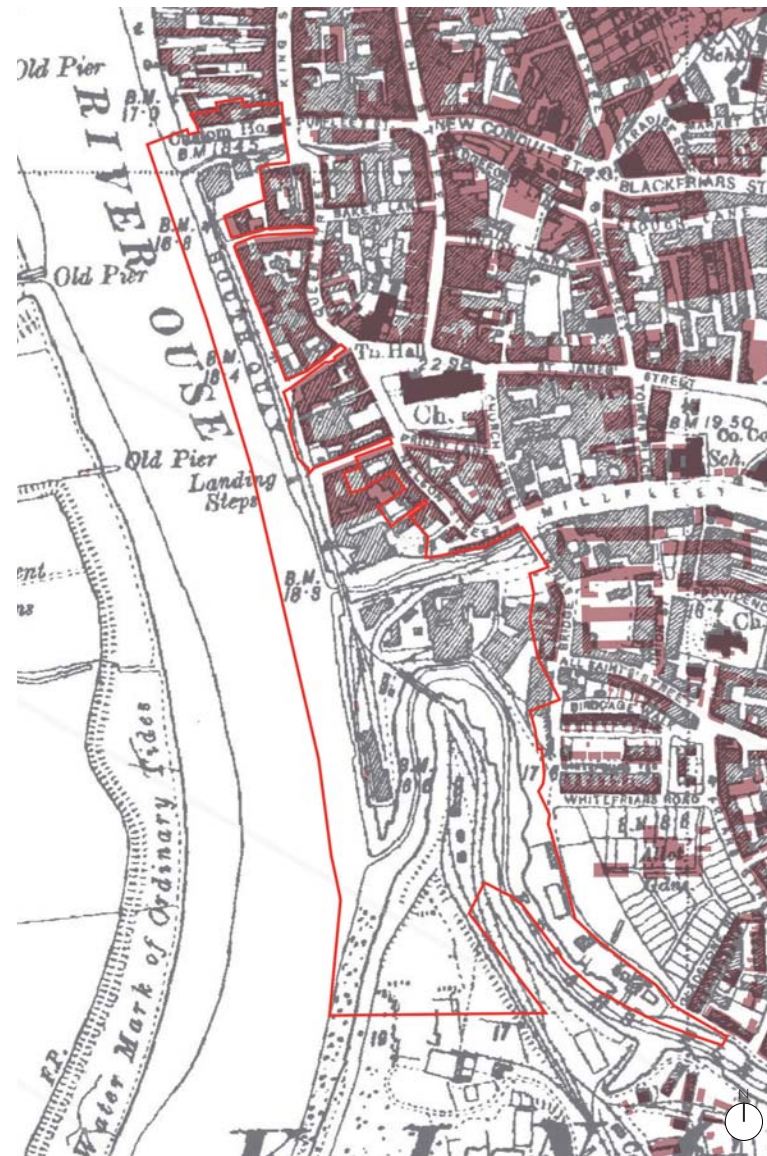
The flatness of the land throughout King's Lynn and the surrounding area means there appears to be little landscape context to the town, the River Great Ouse is therefore a major feature that underlines views of the town. It has defined the town's growth, geographical extents and industry. The tidal nature of the river meant that loading and unloading had to happen at the turn of high tide, suggesting a great flurry of activity once a day, with quiet periods otherwise.

The riverfront defines the western edge of King's Lynn, a line that has moved westwards over time that was followed by the quays and warehouses that depended on it. The line of river until about 1300 followed the line of Nelson Street and Queen Street, with the oldest buildings sitting on the east side of this street. As the riverbank moved further west in the following centuries, the reclaimed land was appropriated, with houses and offices fronting the street and ranges of warehouses and private courtyards extending towards the water behind. The formal entrance to these buildings was from the street, goods were loaded and unloaded onto ships from the rear. The line of the South Quay today was defined in the 1960s with its last reconstruction, which overlays the previous quayside. The riverfront has therefore always been the working face of King's Lynn, and only with the decline and removal of waterfront industry has it become a publicly accessible and more desirable place to visit.

Conservation areas

King's Lynn has a large conservation area that includes the historic centre and riverfront. This has been subdivided into five character areas, each now considered as a separate conservation area. The study area is predominantly located within the St Margaret's Conservation Area, which relates to St Margaret's church, King's Lynn Minster. The character of this area is defined by the dense urban development spreading towards the river from the east and narrow mediaeval streets twisting through it. Buildings are generally of two or three storeys and have pitched roofs. The predominant materials are brick with clay

Heritage



Left: 1930s Ordnance Survey maps with the buildings that exist in 2016 overlaid, showing the loss of a large number of riverfront buildings on Boal Quay and King's Staithe Square.

tilled or slated roofs, with some render on the street frontage buildings.

The conservation area is further subdivided into character areas. The study area sits predominantly within character area 1, Purfleet Place, King's Staithe Square and South Quay, with the rear of the Sommerfeld & Thomas warehouse site sitting within character area 5: Nelson Street and Priory Lane. The character of the former is defined by the open spaces of South Quay, the adjoining Purfleet Place and King's Staithe Square and the openness of the River Great Ouse, in combination with the narrow alleys leading away from the riverfront and views into the rear of the houses that line Queen Street and Nelson Street. Devil's Alley is one such lane, which has become eroded by the loss of the buildings that once defined its edges. The character of the Nelson Street and Priory Lane character area is predominantly residential, with individually designed and built houses lining the streets and sitting right on the pavement line. There are some particularly good examples of Georgian architecture, and the area is dense with listed buildings.

The Millfleet defines the southern boundary to the St Margaret's Conservation area and the edge of the whole of the King's Lynn conservation area. The Boal Quay and Friars sites are not located within conservation areas, but are partly bordered to the east by The Friars Conservation Area. This is an area that encompasses the earliest origins of King's Lynn, but which were superseded by the mediaeval development of the town further north. As the name suggests, this was the site of a Carmelite (Whitefriars) Friary, which sits generally in the area of the Whitefriars School playing field. The only remaining upstanding part of the Friary, the Whitefriars Gate, stands to the west of Carmelite Terrace. The character of this area is defined by its development from the turn of the 19th century around the construction of the new London Road. Developing at the same time, with the same building materials, buildings in this area are of similar designs and present a cohesive character.

The very north of the study area, Purfleet

Heritage



Top: the Sommerfeld and Thomas warehouse is in poor condition.

Above: the gantry that used to serve the silos site.

Quay, sits within the St Nicholas Conservation Area, an area that developed as a new town dating from around 1145. The character is defined as a dense urban development with a loosely gridded layout, where buildings are of individual design; there are no terraces of similarly designed buildings. Around Purfleet Quay the character is of grand merchants' houses and offices located on King Street, with ranges of warehouses and private accommodation behind. Purfleet Quay is an important open space in an otherwise densely developed area.

Listed Buildings

King's Lynn enjoys an unusually high concentration of listed buildings in the streets close to the study area. These include many at the higher grade II* and grade I listings, including contiguous runs of buildings along Nelson Street and Queen Street that back onto the study area.

Within the study area itself, the group of buildings to the north of the Purfleet are either listed at grade II or locally listed. The location of the tourist information office, the Custom House, sits on the edge of the Purfleet and is grade I listed. The Sea Scouts building and adjacent houses at 8-9 South Quay are listed at grade II. The Sommerfeld and Thomas Warehouse, which faces South Quay, is listed at grade II. The listing here refers to the mid-18th century warehouse, and a length of 16th century walling that bounds the garden of the adjacent Hampton Court, not the modern buildings that sit to the rear.

Of the listed buildings, only the Sommerfeld and Thomas building is currently empty and without a use. It is in a poor state of repair and should be considered to be 'at risk'.

20th century heritage

Very little of the 20th century heritage of King's Lynn remains along the riverfront. Buildings that used to sit on Boal Quay that related to industry along the river have been demolished. The grain silos that used to occupy the site adjacent to the Sommerfeld and Thomas warehouse have been demolished, leaving a very substantial concrete base. The crane that once

sat on South Quay that related to this same site, and which formed a prominent landmark, has also been lost.

Archaeology

The very beginnings of the town of King's Lynn were located in and close to the study area. A Saxon settlement was located between the Millfleet to the north and the River Nar to the south, around the present day site of All Saint's Church. At this time, the body of water to the west was the Wash, its silting up and subsequent diversion of the River Ouse following some centuries later. The mediaeval town's development was further north, towards the Minster.

Archaeological investigations were carried out on Boal Quay in 2009 in relation to the proposed marina development, excavating ten trenches. These uncovered evidence of the river edge moving naturally westwards, as well as mediaeval and post-mediaeval land reclamation. A number of timber wharves and building remains were found, including the post-mediaeval foundations of an oil mill and its railway, as well as the continuation of the Whitefriars boundary wall, west of the Whitefriars Gate.

Another archaeological investigation was undertaken in 2009 to the south west of the River Nar, the location of an historic whale oil factory. The findings revealed no conclusive evidence of the blubber house but did show evidence of the land being built up, partly in relation to the construction of the railway.

Large parts of the study area that might be considered for future development have not had any archaeological investigations carried out to date. This includes the Silos and Sommerfeld and Thomas sites, as well as large parts of Boal Quay, the Friars and Nar Loop.

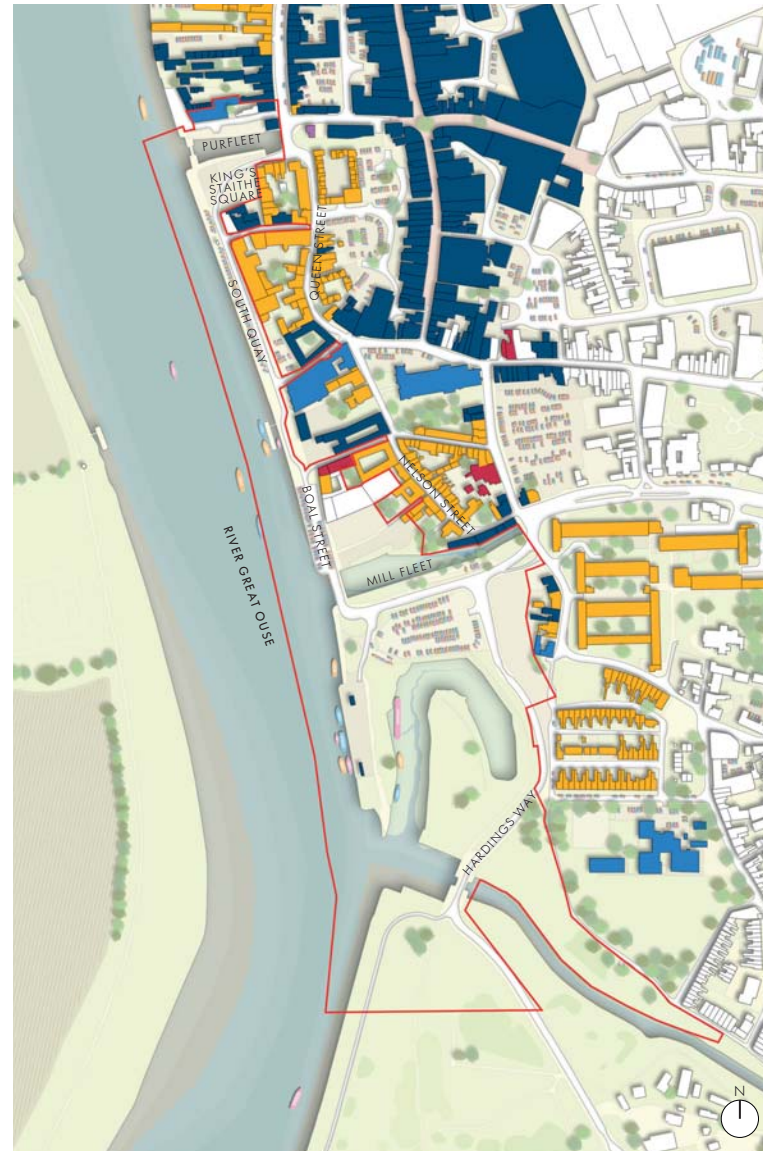
Given the nature of the area and its history, along with the finds previously uncovered, it should be assumed that archaeological finds are likely to exist across the study area and that investigations will be required on a site-by-site basis.

Ground conditions

The geology of the area is known to be tidal deposits of clay and silt above a mudstone of the Kimmeridge Clay formation. The level of the natural water table appears to sit at about basement level within the north of the study area. Basements that exist in this area are subject to inundation at times of very high tide and storm surges.

Some initial ground investigations have been carried out on the Silos site for the previous owners, and for BCKLWN at Boal Quay. It should also be noted that the ground conditions vary within the area and will need to be the subject of detailed studies to ensure there is clarity on the form and extent of foundations that will be required for any proposed development.

Town Life



Above: temporary events already take place on the bandstand at Purfleet Place.

Left: building uses in and adjacent to the study area.

Building uses

The majority of the study site is public realm or open space, there are few buildings that sit within the study area. To the north the buildings on the north side of Purfleet Quay are in office use, one by the Probation Service, the other an estate agent. The Custom House houses King's Lynn's tourist information office. At the south end of South Quay, T.S. Vancouver houses the Sea Scouts, adjacent are two private houses. The Sommerfeld and Thomas warehouse is empty.

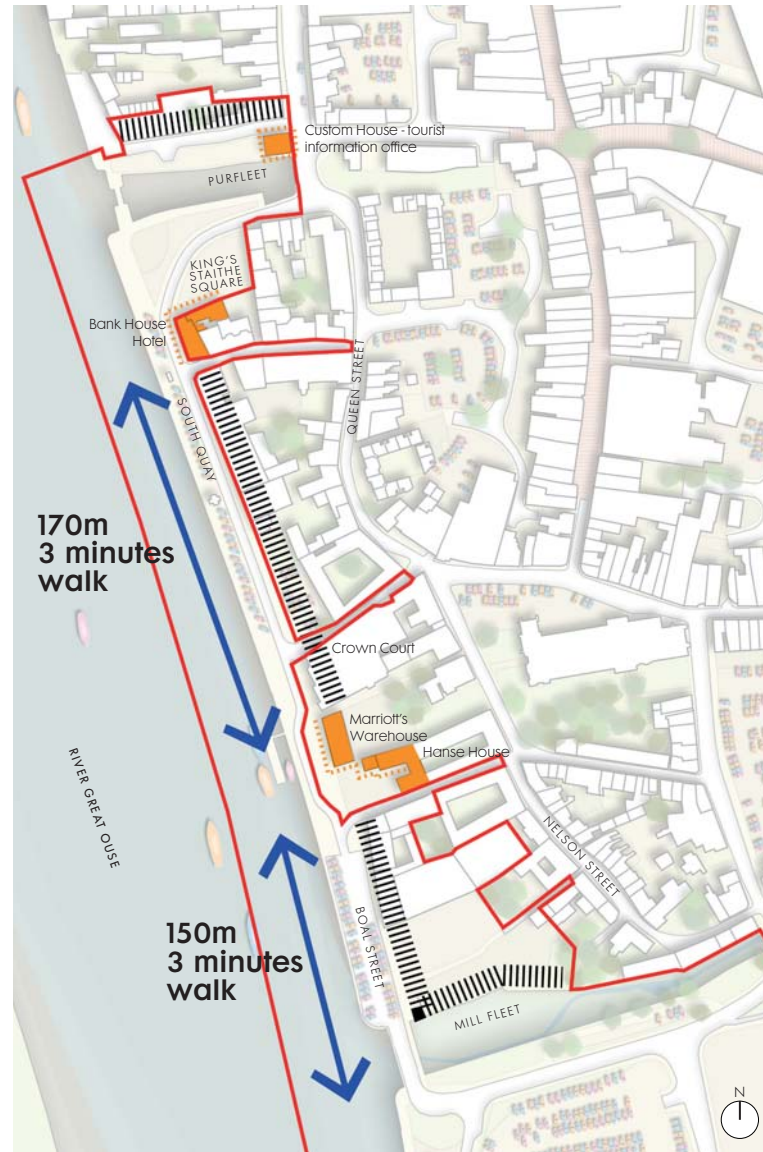
Bordering the study site are a range of building uses, with hotel and restaurant uses at the north and mid-way along South Quay (Bank House Hotel, Marriott's Warehouse, the Rathskeller). Between is, with the exception of the Court building, residential, with no public access. Thoresby College contains some meeting rooms used for community groups but there is no general access to these spaces.

This presents a long stretch with no interest to the casual visitor. With the Sommerfeld and Thomas warehouse and the silos site both empty the south of South Quay is without a use. At the south of the study site, Boat Quay is used by the fishing fleet, with some small storage buildings. There are also two surface car parks accessed from the north end of Hardings Way.

Seasonal events

A number of events are held within the study site through the year. In April the Grand East Anglia Run 10k is routed along the riverfront as part of a single loop around the town. The Hanse Festival takes place in May with events centred on the riverfront and a parade from the town centre. This event closes South Quay to through traffic. A new water ski racing event is held in July, for which the riverfront provides a grandstand view. The Bank House Hotel, on King's Staithe Square, hosts some events as part of the King's Lynn Festival, also in July. Festival Too, providing free entertainment, is hosted across three weekends in July. The opening night takes place at King's Staithe Square, with the other events taking place in the Tuesday Market Place. A number of buildings around the riverfront are open as part of the King's Lynn Heritage Open Days, held annually in September. During

Town Life



KEY

- ACTIVE BUILDINGS WITH PUBLIC ACCESS
- ||||| INACTIVE FRONTAGES, BUILDINGS WITH NO PUBLIC ACCESS



Above: between Marriott's Warehouse north to the Bank House restaurant there are no active frontages and no publicly accessible buildings.

Left: the extent of inactive frontage along South Quay.

some of these events, such as the waterskiing, temporary barriers are erected along the riverfront for safety reasons.

Temporary uses

The bandstand at King's Staithe Square is used for musical events as part of the above events, when a tent is often erected to provide temporary shelter.

Public Art

There are a number of pieces of public art situated along South Quay. These include 'Half Fathom Column' adjacent to the visitor pontoons, and 'Archilense' at the Purfleet. A pair of repainted disused channel markers sit on the pavement of the rear of Thoresby College.

Public facilities

The facilities along the riverfront are limited to parking, some seating and shelters and secure bike loops. There are no public WCs or facilities for children, such as play areas or equipment.

Edge protection

There is no edge protection along the riverfront. The public footpath is adjacent to the river edge on the western side of the road, as opposed to the eastern side, away from the river. The absence of a barrier may act as a deterrent (consciously or sub consciously) to people with young children from using the riverfront.

Street scene

South Quay is a long, broad street with a non-continuous range of buildings of 2-3 storeys set at the rear. There is a pavement to both sides, the wider one running adjacent to the river. The street is dominated by car parking. The street is fairly active, with people coming and going in cars and on foot.

Boal Quay and the sites to the south are much more open and have less activity, with the Boal Quay car park the greatest area of activity.

Environment

Right: diagram showing the factors affecting the environment of the riverfront.

KEY

- STUDY AREA
- SUN PATH
- PREVAILING WIND
- FLOOD DEFENCES
- FLOOD ZONE 2
- FLOOD ZONE 3



Tide

The River Great Ouse is tidal at King's Lynn, with a tidal variation of up to 7m. The river edge is marked by a low concrete wall, approximately 0.5m high, the river is generally a notable distance below here. The river is fast flowing, up to 7 knots on a spring tide. The river is heavily silt laden, which gives it its dark colour and makes channels and areas of slower water silt up quickly. The build-up of silt requires ongoing maintenance in the proximity of the temporary moorings.

Water edge

South Quay is an active quayside, comprising six active commercial berths, controlled by the King's Lynn Conservancy Board. This includes berth 6, which sits in front of the Sommerfeld & Thomas warehouse site, which is used as part of a safety plan to accommodate a vessel up to 85m long. The Conservancy Board controls approximately a 2m strip of land along the riverfront as active quayside.

Wind/shelter

The riverfront is very exposed to the prevailing weather, and can be cold and windy in comparison to other routes through the town. There are a small number of shelters along the riverfront, but these provide more shelter from rain than from wind. The possibilities for additional shelters may be limited by the requirements of the Environment Agency as the South Quay is part of the flood plain. The existing shelters use a transparent or plastic polycarbonate sheet to create screens which has become scratched and tarnished over time, which looks poor quality and actually restricts the view to the river.

Sunlight

The riverfront faces west, enjoying direct sunlight for part of the morning and all of the afternoon, as well as beautiful light and amazing sunsets. This means that when the weather conditions are favourable it is a very pleasant, sunny spot.

Flooding

South Quay is part of the floor plain, sitting at a level of nearly 2m above mean high water and 1m above mean high spring tide. The line of

flood defence along South Quay is the front of the buildings that face onto it. This is managed by building owners and the Environment Agency, who close a series of flood gates when a flood is forecast. From the Millfleet south, a flood wall extends around the Boal Quay car park to join with an embankment that protects the south of the town. Outfall from the Mill Fleet and the River Nar are controlled by sluices.

Disused sites and buildings

The southern end of South Quay is dominated by the derelict Sommerfeld and Thomas warehouse and the empty Silos site. These give a redundant and unloved air to the riverfront.

Dockside

King's Lynn's main commercial docks, Alexandra and Bentinck, are further to the north beyond the study area but there is some shipping activity on the river in this area, predominantly the Lynn fishing fleet that uses Boal Quay, using the high tide to arrive and leave. There are also pleasure craft that may use the visitor moorings and access the Fenland waterway system further to the south.

South Quay is regarded as an active dock, with the bay to the south of the visitor moorings, west of the Sommerfeld and Thomas warehouse, being a holding bay for 85m vessels.

Views and vistas

The whole of the riverfront enjoys long views to the west over West Lynn and the surrounding countryside. The landscape is relatively flat and featureless. The openness of South Quay means that views can be enjoyed north and south along the riverfront.

The Minster is visible from a number of points within the study area, mainly from areas in the south. The view is between buildings and only the tops of the towers are visible.

Lighting and safety

The riverfront within the study area north of Millfleet is largely adopted highway and is therefore lit accordingly, with freestanding 'heritage' style lampposts.

Environment



Top: a small number of shelters exist along South Quay.

Above: the water level of the Great Ouse varies by as much as 7m.



Top: The Sommerfeld and Thomas warehouse sits at the south end of South Quay and is derelict.

Above: the adjacent Silos site is also empty.

The cleared Silos site around Devil's Alley is less well-lit and is understood to attract some anti-social behaviour.

South of Millfleet, non-'heritage' style lampposts are used to light the roads, car parks and Boal Quay.

Materials

South Quay is surfaced with concrete setts, a change in colour and layout defines the boundary between roadway and parking spaces, green painted cast metal bollards define the riverside walkway from the parking spaces. The river edge is a low concrete wall. The eastern pavement is finished in a beige bonded gravel.

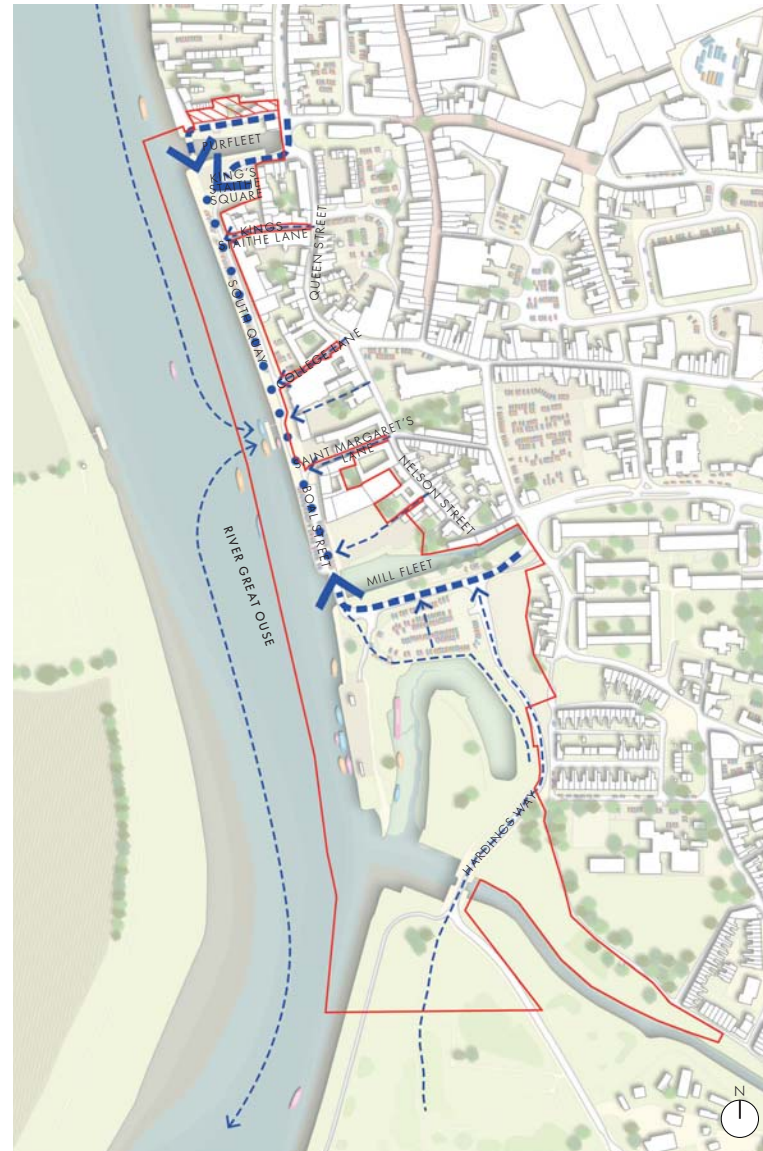
Purfleet Place and King's Staithe Square are finished in the same setts, with the bandstand being raised up five steps. The work to refinish this area was undertaken as a Millenium Project.

From number 8 South Quay south the pavement and roadway are blacktop, as they are for the rest of the south of the study area.

People, vehicles and parking

South Quay is accessible by vehicles and pedestrians, where vehicles are relatively slow moving. There is a 3-hour limit to car parking on South Quay, Boal Quay provides long stay parking, including weekly and monthly tickets used by local residents, the majority of whom do not have on or off-street car parking for their homes. Harding's Way is a bus-only route that is also used by cycles and pedestrians, particularly accessing Whitefriars Primary School from South Lynn.

Movement



KEY

- STUDY AREA
- ACCESS TO THE RIVERFRONT - MAJOR ACCESS POINT
- ACCESS TO THE RIVERFRONT - MINOR ACCESS POINT

Left: diagram showing the major and minor access points to the riverfront, along with where views to the river exist.

South Quay and Boal Street are not a natural or principal route across or into town, and are some distance from more active parts of the town centre. This, combined with limited attractions and uses means that apart from special event days the riverfront is rarely busy

Access points

The accessibility of the riverfront is fundamental to how frequently it is visited and used. Different user groups will access the riverfront in a variety of ways that will be influenced by many factors including the season, time of day, weather conditions, age and mobility as well as purpose of their visit.

Means of access

The riverfront is accessible on foot, by bike and by vehicle and is open to one way traffic flowing north along Boal Street and South Quay. Waterborne traffic can access the riverfront from the Wash or the inland waterways.

Public Transport

There are no public transport routes along the riverfront, with the nearest bus stop (routes 46, 55 and 505) being 400m away on Millfleet.

Points of access:

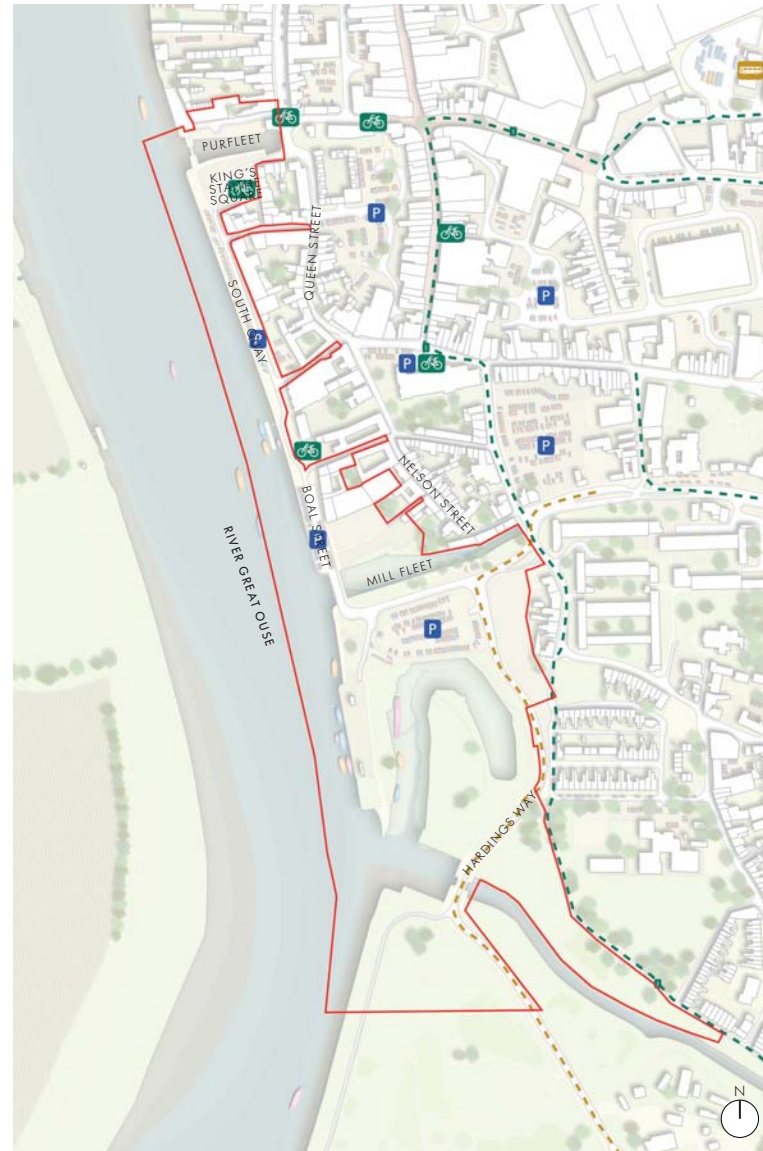
From the North

The riverfront is accessed from Purfleet Quay, at the intersection of King Street, Purfleet Place, Kings Staithe Square and adjacent to the prominent Customs House. There is no pedestrian access going north from Purfleet Quay, so this represents the northern end of the riverfront for both pedestrians and vehicles, after which the route north moves inland to King Street.

From the West

The riverfront is bounded on the west by the River Great Ouse. The only access point to the riverfront is from the visitors mooring on a floating pontoon. This pontoon provides eight visitor moorings available year round for craft with a maximum draft of 1.5m. The Lynn fishing co-operative has access to the southern section of the riverfront via the commercial quayside at Boal Quay.

Movement



KEY

- STUDY AREA
- P CAR PARKING
- 🚲 CYCLE PARKING
- CYCLE ROUTE
- 🚌 BUS STOP
- BUS ROUTE
- 🚢 FERRY CROSSING



Top: St Margaret's Lane.
Mid: College Lane.
Above: King's Staithe Lane.

Left: locations of cycle and car parking around and within the study area.

The only other access point from the west is via the West Lynn passenger ferry which lands north of the study area on Ferry Lane, leading through to Kings Street. The ferry carries approximately 93,454 journeys people a year (2008-2009), up from approximately 43,000 (2001), according to data in the Mott McDonald report entitled 'Lynn Ferry Access Improvement Study' dated 2009. The ferry business is currently for sale.

From the East

There are four access points to the riverfront between King Staithe Square and Millfleet/Boal Street.

The distance on foot between Purfleet and Millfleet is 400m, which is approximately a six minute walk. Between Kings Staithe Square and Millfleet there are four alleys that give access to the riverfront from the east. These are:

- Queen Street via Kings Staithe Lane (no entry from Queen Street to vehicles) - 80m
- Queen Street via College Lane (vehicle access) - 80m
- Margaret's Place/Nelson Street via St. Margaret's Lane (vehicle access) - 90m
- Nelson Street via Devil's Alley (pedestrian access, with car access into the alley from the west) - 110 m

These routes are characterised by views along narrow streets towards the riverfront framed by enclosing buildings. The dock edge wall is visible, as is the west bank at West Lynn. The open character of the riverfront is not necessarily apparent when viewed from the east. None of the routes noted above align with routes east of Queens Street, St. Margaret's Place or Nelson Street, so views to the riverfront only become apparent when visitors are already relatively close to it.

Traffic is one way southbound on Queen Street towards Saturday Market Place along a single lane carriageway with narrow footways either side. There are no pedestrian crossings between Purfleet and Bridge Street in the south of the study area. Crossing this carriageway towards the riverfront requires care as cars are sporadic, relatively fast moving, and not always

Movement



Top and above: Devil's Alley.

Left: Harding's Way.

visible due to the curvature of Queen Street.

Devil's Alley

Devil's Alley is a public right of way that crosses the Silos site, which is owned by BCKLWN. The alley is reached through an archway off Nelson Street, beyond which the alley opens out where buildings and structures on the Silo site have been demolished to the north and south of the alley. The alley joins Boal Street at the southern end close to Millfleet. At the present time this is an unkempt pathway, bounded by a wire mesh fence.

From the South

Boal Street is the point of access to the riverfront from the south for vehicles, pedestrians and cyclists. All traffic crosses the bridge at Millfleet. Access from the south is along the riverfront where clear views of the river and an open view along the river frontage of Kings Lynn give a clear visual marker to visitors arriving from the south.

Hardings Way is a bus only route from South Lynn which also allows for pedestrian and cycle access.

Car Parking

Within the study area car parking is provided along South Quay which is reached via Boal Street. There are a number of car parks at Boal Street and off Hardings Way.

Bicycle Parking

Bike parks are provided at Kings Staithe Square and on South Quay adjacent to Marriott's Warehouse within the study area.

Footpaths

It is proposed that the riverfront will be part of a new section for the England Coast Path running from Hunstanton to Sutton Bridge which is being developed by Natural England. The proposed route will be the subject of a report prepared by NE in 2016 following which there will be a public consultation.

3.0 Vision

King's Lynn Riverfront becomes a vibrant river-edge quarter threaded into the fabric of the existing town.

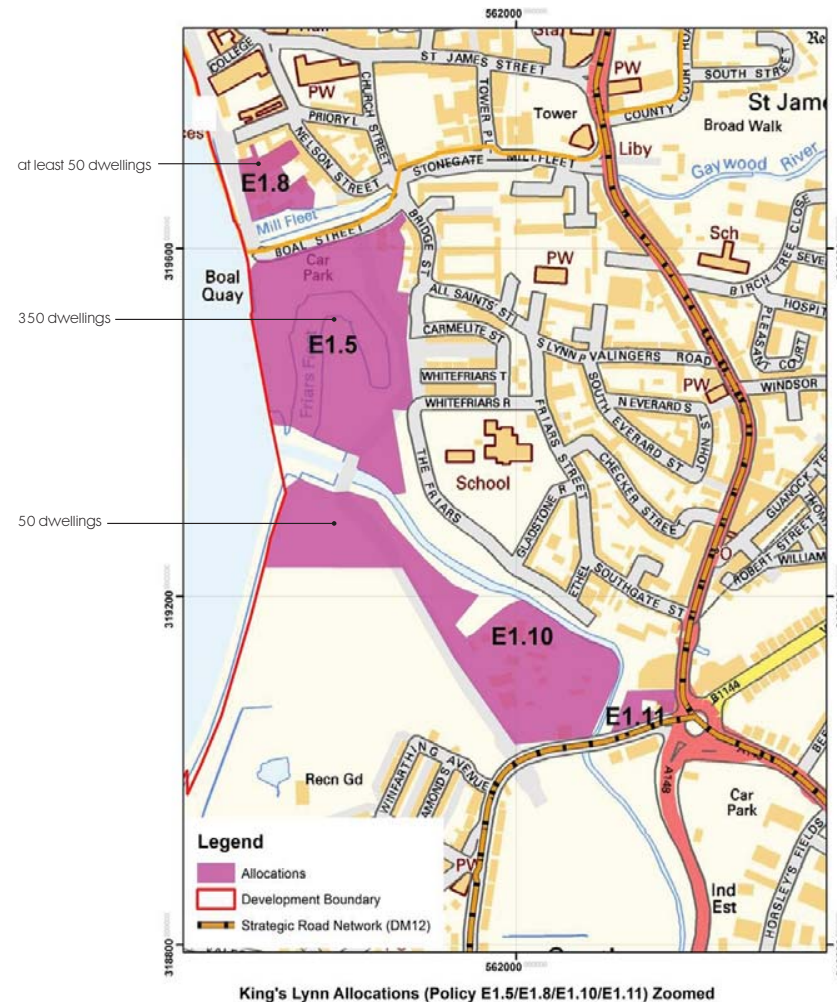


Right: Concept plan - the riverfront as an active, exciting place to visit with places of interest arranged along it, with a new mixed-use waterfront quarter around the Nar Loop

- A quarter in which listed buildings and gap sites are regenerated and new development creates activity at ground level along and facing towards the riverfront and fleets.
- Creating focal points of intensified activity around Boal Quay to encourage a flow of people along the riverfront from Purfleet in the north to Boal Quay and Nar Loop in the south and vice versa. Extending dwell time and footfall around visitor attractions.
- Promoting a range of building uses that will add diversity to the existing mix of uses along the river, including homes, workspace, retail and leisure uses.
- Where new development is formed along streets, lanes and alleys inspired by the type of scale of streets and routes that characterise the town today.
- Visitor numbers and activity to the riverfront and water increase due to an improvement of visual interest and tourist attractions. This might include visitor moorings, floating restaurants, watersports facilities and seasonal and promotional events.
- The ecological value of Nar Loop enhanced both for wildlife and people, as a focus and value generator for development on the southern edge of King's Lynn. New development connected to South Lynn through the new public space at Boal Quay and preserved green space of Harding's Pits.
- Promote access on foot and by bike on national and local paths along the riverfront whilst providing for car use and parking. All new buildings served by parking on site, and visitor provision located to focus activity and movement along the waterfront.
- Distinct, innovative and contemporary interventions for seating, shelter, play, viewing and contemplation, that will form points of distinction and interest along

the waterfront, encouraging exploration, understanding and prolonging dwell times and use of the riverfront through the seasons.

4.0 Options summary



An analysis of the urban context and delivery plan principles formed a framework within which three options were developed for the study area.

The starting point for the options is the BCKLWN Local Plan, which includes residential land allocations, three of which are partly or wholly within the study area. The three land allocations are E1.8, E1.5 and E1.10. These land allocations are all located at the southern end of the study area, with the southern end of allocation E1.10 being outside the study area. Other areas within the study area, to the north, do not have specific site allocations.

All three options considered the site in two parts. Firstly, the areas of public realm to the north of the study area, where the nature of the existing land-use means that development is limited to small scale interventions and public realm works. Secondly, the areas of brownfield development land in the south of the study area are considered for development in various forms.

The three options that were considered are summarised on the following pages.

Above: the housing allocations for site within the study area, set out within the adopted Local Plan

Option one



Right: option one, showing the scope of the proposed development and improvements

Option one

The starting point for option one is the BCKLWN Local Plan residential land allocations. New buildings proposed within this option are in wholly residential use. Land outside of the housing allocations, such as the land at The Friars, and that north of Boal Street, is not developed.

Public realm

Upgrade and improve the public realm along South Quay and at Purfleet Quay and King's Staithe Square. This includes encouraging an active use of the buildings to the north of Purfleet, mooring a restaurant ship in the Purfleet, installing new hard and soft landscaping at King's Staithe Square and replacing the seating and shelters along South Quay. The works to – and providing a backdrop to – the public realm are to encourage use of South Quay and increase numbers of people walking along and between the points of interest at either end.

Sommerfeld & Thomas building and Silos site

These two sites are considered together and provide a mix of houses and apartments. The non-listed warehouses to the rear of the Sommerfeld & Thomas building are replaced with new buildings. Devil's Alley is retained. New landscaping along the banks of the Millfleet provide amenity for residents. Habitable rooms, whether in new or existing buildings, will need to be provided above flood risk levels, since the site planning history has indicated that redevelopment in this location has to recognise the constraints of being in a flood zone and that there cannot be any ground floor residential accommodation.

Boal Quay

A residential scheme is proposed here that creates new streets orientated towards the river. The number of units proposed meets the residential land-allocation.

Land north of Harding's Pits

Land to the north of Harding's Pits forms part of a larger residential land allocation (El.10). It is proposed that 20 of the 50 homes allocated are provided on this site, with access from Hardings

Way. Greenspace is retained along the river edge.

Car parking

Car parking is provided on the site of the development sites. Parking is provided for the majority of the 2-bedroom and larger units.

The overall parking provision for option one would seek for between 0.75 and 1.5 vehicle parking space per dwelling, with consideration given to the location of development and the aims of the Riverfront Delivery Plan to encourage more pedestrian and cycle movements along the riverfront and towards the town centre.

Option two



Right: option two, showing the scope of the proposed development and improvements

Option two

Building on the successful provision of the residential allocation, option two introduces a mix of uses complementary to the residential development. The Sommerfeld & Thomas and adjacent Silos site are developed to provide a vibrant mix of uses in a landmark site at the south of South Quay. The loss of residential units on this site is compensated for by the intensification of development elsewhere, and the development of windfall sites north of Boal Street and at The Friars.

Public realm

Works proposed to the public realm are as set out in option one, namely to upgrade and improve the public realm along South Quay and at Purfleet Quay and King's Staithe Square.

An improvement to the public realm in front of the Sommerfeld & Thomas and Silos sites is proposed by means of new hard landscaping, benches and shelters, with a removable wind barrier, that can cater for any emergency operational requirements for moorings, along the quay edge.

Sommerfeld & Thomas building and Silos site

These two sites are considered together and provide non-residential uses, with a focus on a hotel and other visitor accommodation such as holiday-let apartments and complementary uses such as restaurants, coffee shops/deli, micro-brewery, cookery school and a business centre. Non-residential uses can be accommodated at ground floor without raising the floor levels, so that active street frontages can be created.

Boal Quay

Largely following the proposals in option one, a residential scheme is proposed here that creates new streets orientated towards the river. A mix of uses is proposed, including business units along Boal Quay. The number of residential units proposed exceeds the residential land-allocation.

Nar Loop

The spit of land projecting into the Loop is landscaped to provide car parking, integrated

into the surroundings with trees and soft landscaping. The Loop itself is enhanced by the creation of a wetlands-led habitat, making an attractive setting for the new homes and businesses surrounding.

Land north of Harding's Pits

As within option one, it is proposed that 20 homes are provided on this site, with access from Hardings Way. Greenspace is retained along the river edge.

Car parking

Car parking is provided on each of the development sites, including Boal Quay, at current ground level, with new building floor levels set above the car parking level, to required flood protection levels. A new public car park provided on the Nar Loop.

Parking across the scheme for option two is likely to seek a slightly lower parking provision per unit than option one, with consideration given to the overall increase in residential units and the knock-on effects on existing parking both on South Quay and within Boal Quay.

A provision of between 0.5 and 1 vehicle parking spaces per unit is therefore considered appropriate for encouraging sustainable travel whilst meeting the demand for existing parking provision.

Option three



Right: option three, showing the scope of the proposed development and improvements

Option three

This option makes improvements to the public realm, creating a new public square at Boal Quay, linked to a new Nar Loop island and onward to the existing greenspace of Harding's Pits via new pedestrian and cycle bridges. The density of the development is increased to fund these improvements.

Public realm

Works to the public realm are as set out in options one and two, namely to upgrade and improve the public realm along South Quay and at Purfleet Quay and King's Staithe Square.

As within option two, an improvement to the public realm in front of the Sommerfeld & Thomas and Silos sites is proposed by means of new hard landscaping, benches and shelters, with a wind barrier along the quay edge. This links to the new public square at Boal Quay, completing a sequence of high-quality public spaces extending from Harding's Pits to Purfleet Quay.

Sommerfeld & Thomas building and Silos site

Proposals for these two sites, considered together, are as option two, providing a mix of non-residential uses.

Boal Quay

Largely following the proposals in option two, a residential scheme is proposed here that creates new streets orientated towards the river. A wider mix of uses is proposed than in option two, including business units along Boal Quay and the provision of restaurants around the water's edge and the new Boal Quay public square. This strengthens the north/south axis along the waterfront and provides a beacon to attract people along the riverside. The number of residential units proposed exceeds the residential land-allocation.

Nar Loop

The Nar Loop is developed as a distinctive and regionally attractive wetland habitat. This enhances the setting of the surrounding new development and provides an attractor in its own right. An island is formed with the Nar Loop,

linked to the Boal Quay public square and the Nar Loop peninsular by new pedestrian and cycle bridges.

Land north of Harding's Pits

As within option one, it is proposed that 20 homes are provided on this site, with access from Hardings Way. Greenspace is retained along the river edge.

Car parking

Car parking is provided on each of the development sites, including Boal Quay, at current ground level, with new building floor levels set above the car parking level, to required flood protection levels.

The use of The Nar Loop for public parking with enhanced accessibility to South Lynn and the town centre promotes a more sustainable approach to the riverfront and helps to deliver a more pedestrian and cycle friendly environment.

The possibility of moving the position of the existing bus gates to allow access to windfall sites and the possibility of additional seasonal parking provision should be considered. This could allow Hardings Way to provide an occasional alternative route into the riverfront, potentially therefore reducing congestion to the town centre.

The delivery of residential parking within option three would be similar to that set out within option two.

5.0 Delivery Plan Principles

The aim of the development of a regeneration delivery plan is to use the **“unique opportunity to implement a transformational plan that will enable the development of long-term unutilised sites into a vibrant and economically active waterfront.”**

The delivery plan principles set out here were developed from the urban context analysis and documented within the Baseline and Options reports. These principles were the foundation of the three options and final illustrative delivery plan vision that has been developed.

These principles aim to enhance the existing valuable features, integrate new development into the town, and to create a lively, active waterfront as determined by the brief.



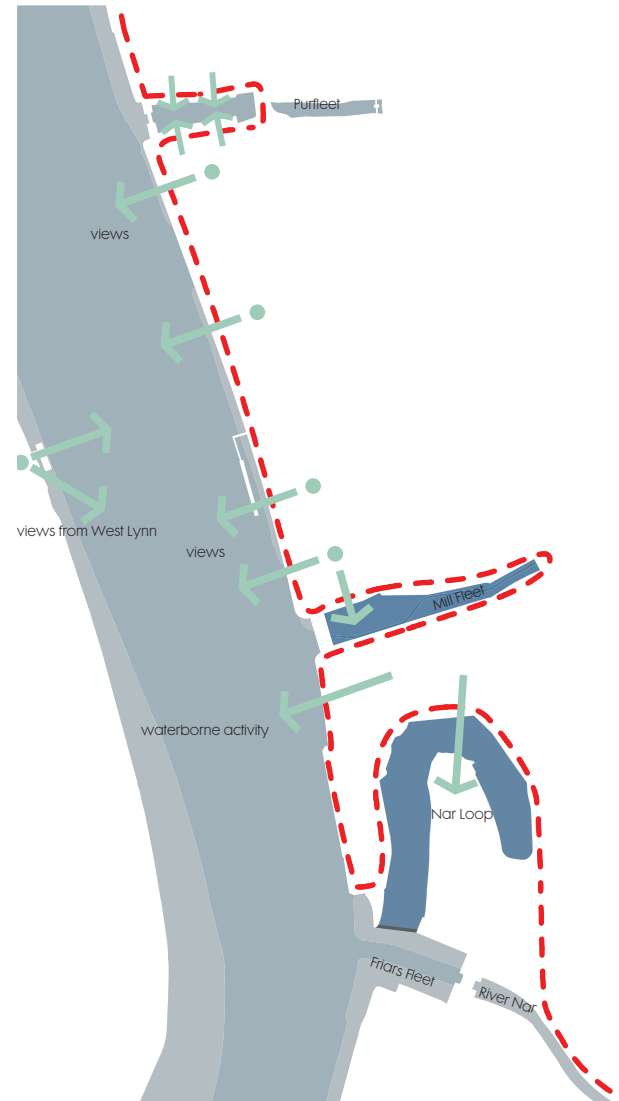
Our analysis of the content of King's Lynn riverfront, the client brief and consultation and findings from engagement with stakeholders has been distilled into eight key principles that should be manifest in the preferred development plan presented here and applied as the delivery plan vision is delivered.

It is considered that these principles should be used to 'test' emerging proposals for the wider site, or individual sites and opportunities in the next stages.

The eight principles which are expanded upon in the following pages are as follows:

1. Focus on the water.
2. Repair and extend the town's historic street pattern.
3. Create a network of public realm to link the waterfront quarter to the town.
4. Create proper streets, places, homes and workspaces.
5. The scale and height of development should be appropriate to its setting.
6. Create opportunities for different types of development and uses, each with their own qualities.
7. Ensure a developed masterplan can be completed in phases.
8. The location, close to town centre, should promote sustainable transport, including walking, cycling and use of public transport. The levels of car parking provision should reflect this.

1. Focus on the water



Focus on the water

The westerly aspect over the River Great Ouse is a key attraction along with Purfleet Quay, Millfleet, the Nar Loop and Friars Fleet. Proposals should maximise views to the water frontage, active uses facing the water and enhance the waterside ecology.

This may be achieved in the following ways:

1. Seek publicly accessible uses and activity within existing water/riverfront buildings at Purfleet, the Sommerfeld & Thomas warehouse and former grain silo site.
2. Orientate new buildings and development towards water, whether the River Great Ouse, Mill Fleet or Nar Loop.
3. Seek opportunities to build on riverfront activity or events to increase public usage and access.
4. Promote opportunities for the increased use of the quayside for river traffic in conjunction with the Conservancy Board.



Top: view across the River Great Ouse

Middle: the Mill Fleet provides an attractive outlook

Bottom: Purfleet provides a beautiful setting for the buildings around it



2. Repair and extend the town's historic street pattern



Repair and extend the town's historic street pattern

Parts of the riverfront are disused, in disrepair or are vacant brownfield land. Proposals should respect and extend the street pattern of the town, remaking the edges of urban blocks where these have been lost, and creating new urban blocks with a similar form that respect the existing street pattern, and makes new connections focused on the river and views to water and local landmarks.

This may be achieved in the following ways:

1. Devil's Alley should be reformed, with buildings either side, as a pedestrian right of way, perhaps with limited shared vehicle access along the westerly section accessed from South Quay.
2. New roads and routes should be lined with buildings to form streets, orientated where possible towards the river view, in keeping with the historic development of the town.
3. The massing of development blocks should be developed to allow for incidental views to taller landmarks in the historic town centre, such as the Minster, on approaching routes from the south. Specific priority views should be agreed ahead of development proposals.



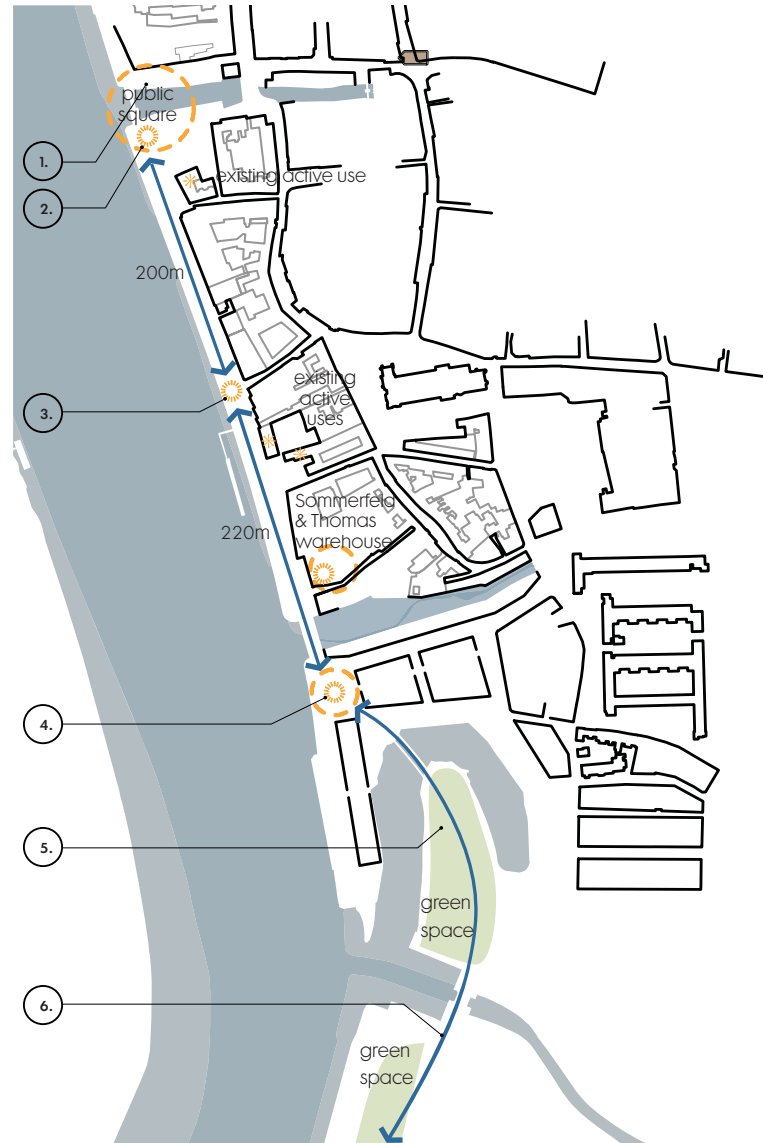
Narrow roads and alleys leading to the river are a key part of the character of the riverfront.

Top: College Lane
Above: Devil's Alley

Below: the land to the rear of Bridge Street provides no street edge, the urban street pattern has been eroded here



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



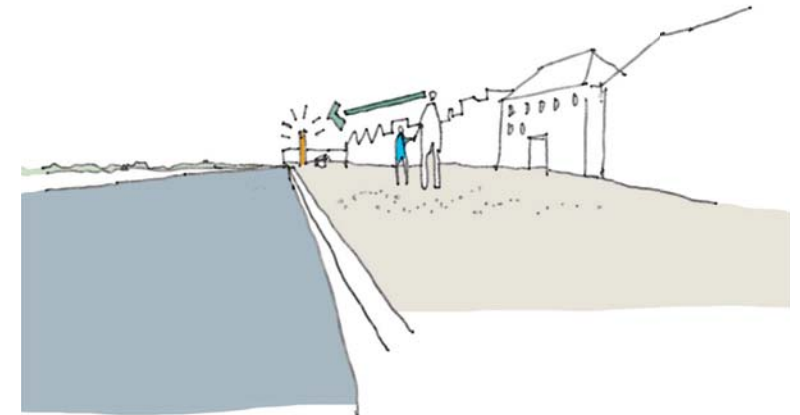
Above: South Quay is long and lacks clearly visible destinations along its length

Left: numbers relate to images on page 15

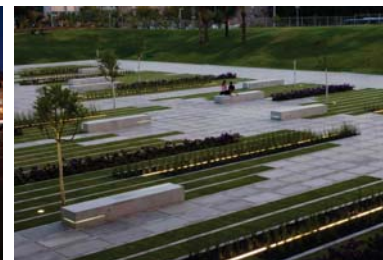
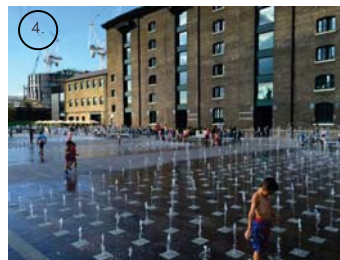
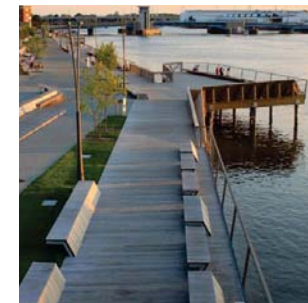
Create a network of public realm to link the waterfront quarter to the town

Create new public realm in the south that forms part of a network of physically and visually interconnected spaces along the waterfront, linking into existing pedestrian routes and to surrounding residential areas and vital green space at Harding's Pits.

Make several intermediate nodes that are visible between these to encourage movement between and interest in the riverfront.



VIEWS BETWEEN POINTS OF INTEREST
ALONG THE WATERFRONT



1. Encourage renewal of buildings at Purfleet Quay including use of the Purfleet itself and the south facing quayside for outdoor seating and active uses at ground level.
2. Consider opportunities for a permanent pavilion and facilities at King's Staithe Square for use as part of existing cultural events and to create a visual beacon visible along the riverfront.
3. Consider replacement of existing shelters with contemporary designs that create visual interest and add new functions and attractions such as power, wi-fi, solar, info, play etc.
4. Create a new modest public space to the south of Mill Fleet at the intersection of Boal Street and routes from South Lynn. This new space could contain a range of facilities that are harder to accommodate elsewhere along the riverfront due to restricted space, including:
 - a tall structure giving views over the town and wider landscape
 - areas for play and children
 - public WCs and boating facilities
 - bike parking facilities and storage
 - soft landscaping and trees
5. Enhance Nar Loop to create a visually stunning wet and green landscape environment with new pedestrianised routes towards the riverfront, including boardwalks, bridges and lighting, continuing south towards Harding's Pits and South Lynn.
6. Together these interventions draw people along the riverfront, and form an fascinating part of the England Coast Path.

4. Create streets, places, homes and workplaces

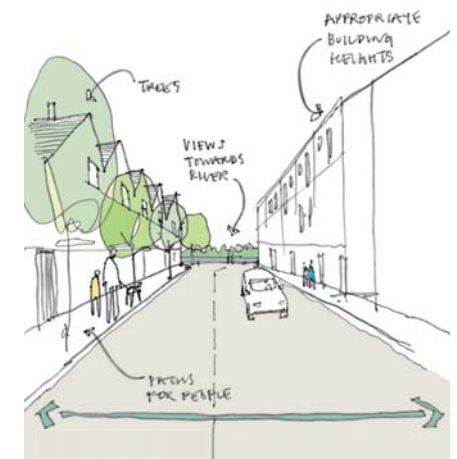


Above: King's Staithe Lane has clearly defined street edges that define the view along the street. This is a common feature that should be continued in new development.

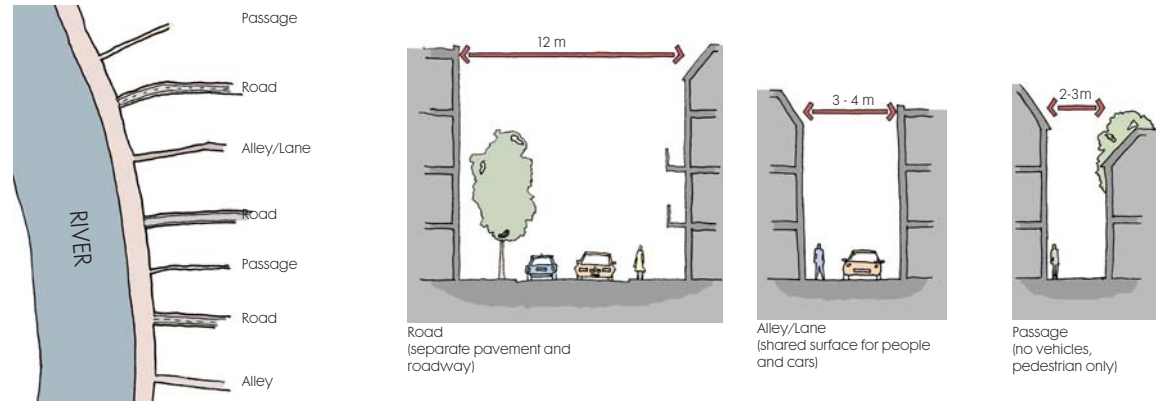
Create streets, places, homes and workplaces

Initial development sites should have manageable plot sizes, form streets with views to water and to the Minster. High quality streets with an appropriate mix of building materials and good quality, well designed buildings will create a strong sense of place and establish the new neighbourhood as an appropriate extension to the existing town.

1. The width and character of new streets and connections should be varied and in keeping with the pattern of the existing town.
2. King's Lynn has a rich mix of suitable building materials from which to draw upon as precedents for buildings and public realm.
3. Windows and doors onto street should be encouraged that bring light, life and activity to frontages, in particular on South Quay and Boal Quay.

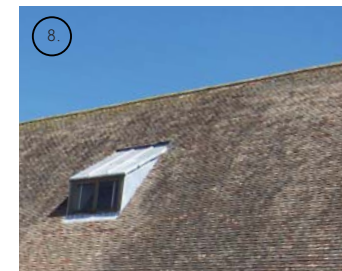
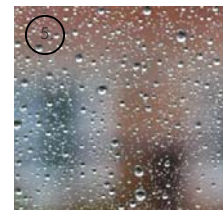


Right: King's Lynn riverfront has different scales of route leading to the river. For each of these there is an appropriate scale of building to bound it.



Right: the existing palette of traditional materials in the riverfront area of King's Lynn, which can be applied to new development

1. timber cladding
2. slate roofing
- 3 & 4. red brick
5. glazing
6. buff bricks
7. clay pantiles
8. plain clay tiles



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



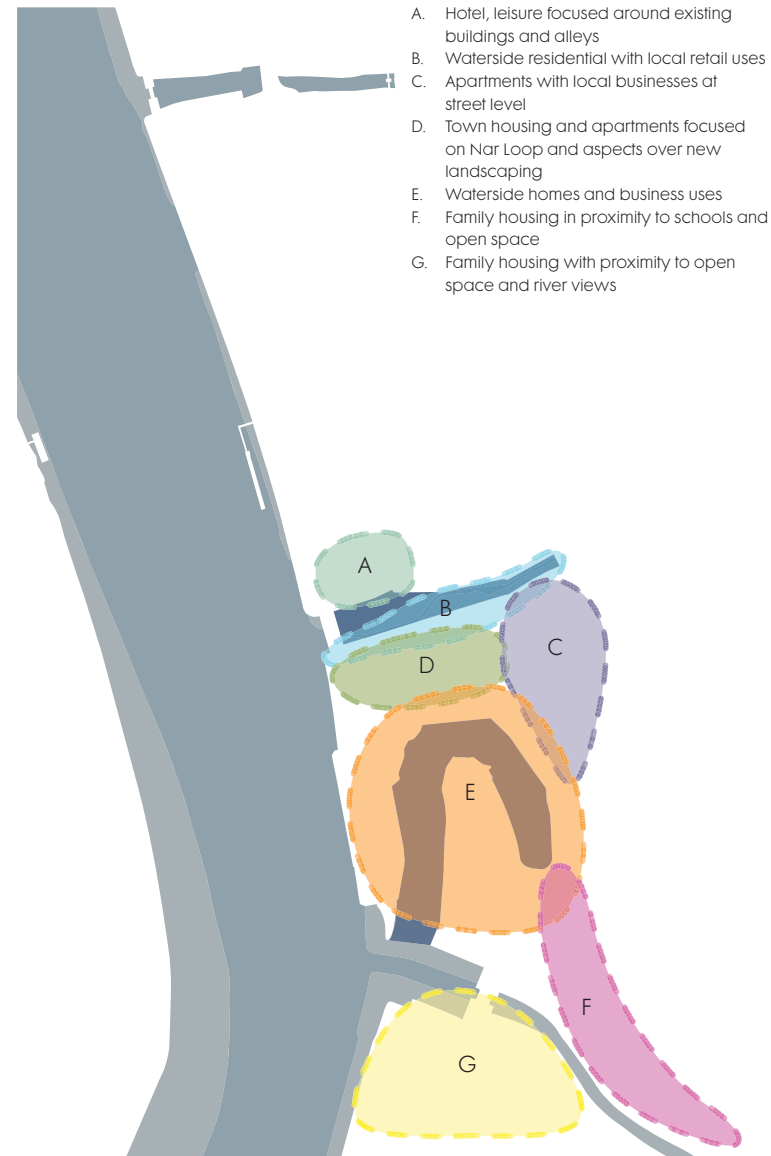
Scale and height of development should be appropriate to its setting

The scale of development will define the southern approach to King's Lynn and will also be seen in the context of the historic town centre when viewed from West Lynn. The scale and height of the new development should be appropriate to its setting and levels of future infrastructure provision.

Above: there are a small number of tall landmark buildings, the rest of the buildings are of a lower, more homogeneous height

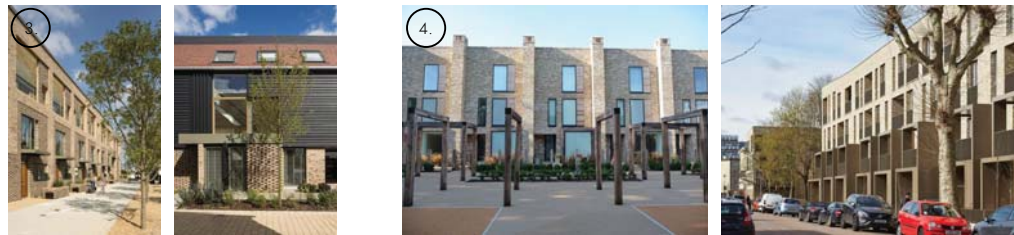
Left: new development may rise higher than the 2/3 storeys in the historic town but should be appropriate to its neighbours

6. Create opportunities for different types of development and uses, each with their own qualities



Create opportunities for different types of development and uses, each with their own qualities

It is important for there to be variations in architecture, scale, development and character within the development area, in the same way that there is in the adjacent neighbourhoods. The larger development site can be subdivided to create character areas, which may individually be defined by their mix of uses and building design. Accommodating residential uses as well as business, retail and catering offers will create an active and vibrant area.



1. Hotel, leisure focused around existing buildings and alleys
2. Waterside residential with local retail uses
3. Apartments with local businesses at street level
4. Town housing and apartments focused on Nar Loop and aspects over new landscaping
5. Waterside homes and business uses
6. Family housing in proximity to schools and open space
7. Family housing with proximity to open space and river views

7. Ensure a developed masterplan can be delivered in phases



Ensure that a developed masterplan can be delivered in phases

Phases can build outwards from the existing town edges, building towards the implementation of the whole delivery plan. Phasing will need to suit partnership and ownership agreements, allowing for the possibility of different developers undertaking projects on different sites.

It would be natural to promote development sites outwards from the existing town edge, following a pattern of gradual expansion encompassing existing brownfield sites and disused buildings, bounded by existing road infrastructure. However, the overall extent of development and the opportunity to enhance Nar Loop as a focal part of new development suggests an alternative approach to phasing.

The first phase (1) would be Nar Loop to create the wetlands habitat along with works to Millfleet walls. These works will set up surrounding development phases.

The second phase is anticipated to be the development plots (2) surrounding the wetlands habitat. We have assumed this would start along the River Great Ouse frontage and work around to the Hardings Way side on the east side of Nar Loop.

Phase three (3) would be the land east of Hardings Way/west of Bridge Street and phase four (4) the row of development north of Boal Street fronting Millfleet. Phases five (5) and six (6) would be the Friars and land north of Harding's Pits sites respectively.

The existing Boal Street car park will be the last phase/site (7) of the southern area to be developed in order to maintain parking in this location and give sufficient time for a long term solution to the replacement of this car park, which might involve the construction of a multi-storey car park elsewhere within the town.

Public realm improvements (B) should be implemented as soon as possible.

The public realm improvements to South Quay could be undertaken at any point in relation to the development of the sites further south.

The Sommerfeld & Thomas warehouse and Silos sites (A) could be delivered at any stage through the phased delivery. Recent developments suggest that the ownership of the Sommerfeld & Thomas site has changed and that it therefore may be developed separately to the Silos site. The Silos site may therefore need to be a self-contained development site. Both of these sites will benefit from significant development to the south (phases 1 -7) happening first.

Our assumption for the purposes of this analysis is that ideally these two sites would be delivered once the quality of the improvements to the wider location are being delivered or have been substantially delivered, particularly the public realm works to South Quay, thereby giving a new and much improved context for determining the most appropriate form and mix of development.

The actual timing of delivery may be influenced by the mix of ownership. For the purposes of this options assessment we have assumed these sites, Sommerfeld & Thomas warehouse and Silos sites, form the last phase of works.

8. Sustainable transport, including walking, cycling and use of public transport



1. Pedestrian and cycle access is proposed as an integral part of the delivery plan
2. New bus stops in comfortable shelters may encourage public transport use
3. Secure cycle parking for residents encourages cycling
4. Cycle parking can be integrated into car parks
- 5 & 6. Car parking can be integrated into the landscaping such that it does not dominate the development

The location, close to town centre, should promote sustainable transport, including walking, cycling and use of public transport. The levels of car parking provision should reflect this.

Pleasant and easy to use pedestrian and cycle paths should form a key part of the development, underlined by the provision of secure cycle parking for residential development and visitors. National Cycle Route 1 is already routed through the edge of the site.

The England Coastal Path is proposed to be routed through the study area, which will promote walking.

Re-routing of existing bus routes, or the addition of bus stops should be considered to encourage use of public transport to access the riverfront.

Car parking for residential development should be provided on each site should be integrated into the design of the development. It should not be the dominating feature. The proposed land use quantum seeks an average provision of 0.9 vehicle parking spaces per unit, with the majority of residential dwellings comprising two-bedroom apartments and houses. This provision is within the maximum parking standards set out by Norfolk and is considered to represent to location of the study area within the King's Lynn Town Centre catchment.

The Boal Street car park is assumed to remain as public parking and not be allocated to private residential parking associated with a development phase until the usage of this car park, an impact assessment and alternative provision can be assessed.

Preferred option proposal



A final delivery plan vision has been developed drawing the vision, delivery plan principles and feedback from public consultation together to create a transformational plan for the site. The plan sets out a character and form the development along the riverfront might take in response to the opportunities and existing features the site offers.

Right: development of option three, showing the preferred development plan

Connecting Initiatives

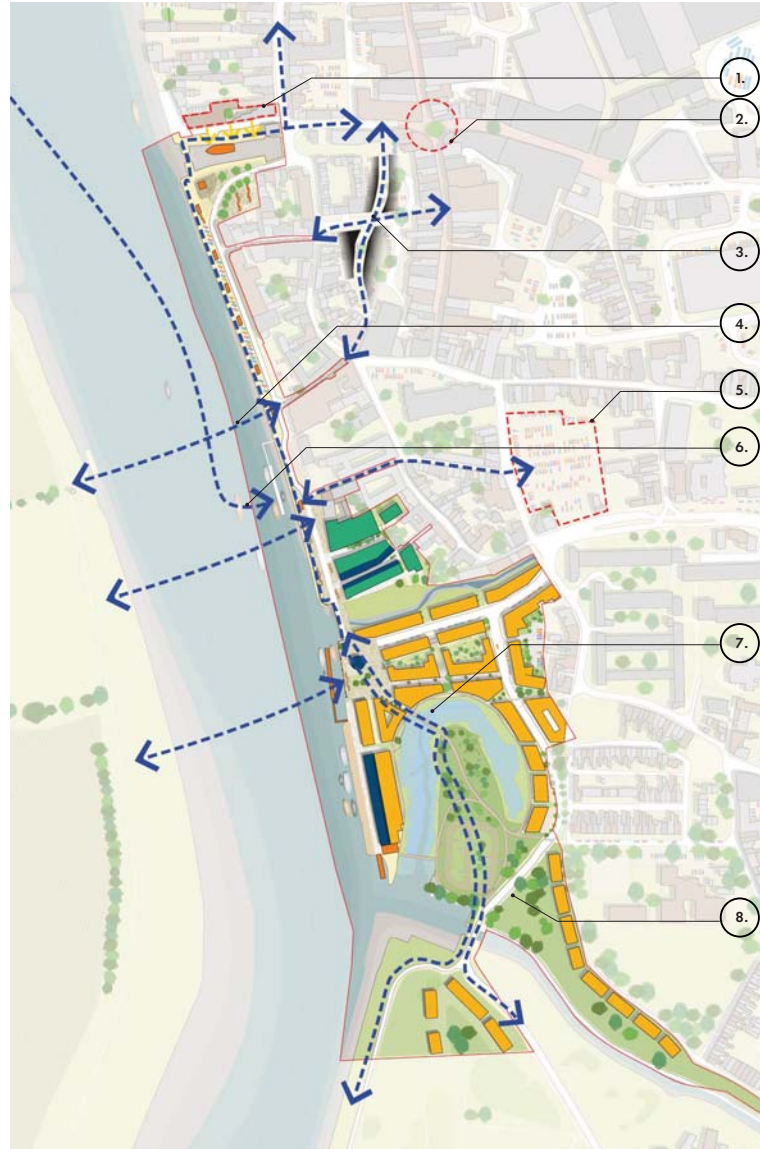
The Study Area lies to the south-west of the core of King's Lynn's historic town centre. It is in its own right an historic and significant part of the town and its heritage and is rightly protected.

It is clear that the riverfront is not on established or strong pedestrian and transport routes from the core of the retail centre, nor from surrounding residential locations such as South Lynn or West Lynn.

In order to create a basis for sustainable regeneration a number of Connecting Initiatives have been identified. These principally lie outside the Study Area boundary but are important considerations if the riverfront regeneration is to optimise its potential and generate enhanced footfall through the creation/enhancement of natural pedestrian/cycle and other forms of transport.

Some of the Connecting Initiatives are relatively simple to deliver, others suggest more radical intervention. All would require further work to assess viability and desirability.

Each of these projects will, individually or collectively, contribute to increasing the number of people that pass through, discover or set out to visit the riverfront and should therefore be seen as key recommendations, alongside the proposals within the study area Riverfront Delivery Plan, because although outside the study area, have the potential to increase the vibrancy and success of development and regeneration proposals.



1. Purfleet Quay and Coastal Path

Promote the coastal path through Purfleet Quay and along the riverfront to Boal Quay and beyond, including connections to new areas of development and regeneration via the new pedestrian/cycle bridge at Nar Loop. Encourage active use of buildings, frontages and forecourts facing Purfleet Quay.

2. High Street and Purfleet Street intersection and link

Consider improvements to building frontages, lighting and signage to promote awareness and connections to the riverfront from High Street and Purfleet Street intersection.

3. Granary Court

Potential for development within Granary Court that would draw visitors through from the retail core and connect to existing underused routes to the riverfront.

4. Pedestrian and cycle bridge to West Lynn

Consider a new bridge linking the two communities of King's Lynn and West Lynn over the River Great Ouse. The bridge would be for pedestrians and cyclists with the potential to bring tens of thousands of people directly to the riverfront from West Lynn. Consider overspill seasonal visitor car parking at West Lynn.

5. Church Street car park

Consolidate public car parking for the riverfront at the Church Street car park, with direct links past the Minster to the riverfront. This could complement phased development on and around Boal Quay.

6. West Lynn to South Quay Ferry

Consider expanding ferry connections to include a link to South Quay.

7. Nar Loop connections

Create new connections for pedestrians and cyclists through and across Nar Loop linking to the riverfront from Hardings Way and South Lynn from the south.

8. Hardings Way

Consider increasing the range of traffic permitted on Hardings Way to allow access to windfall site facilities and buildings south of Boal Street.

Sketch views

Aerial impression of how the completed development of the King's Lynn riverfront, Nar Loop and Boal Quay could look in the future.



Sketch views

A view south towards Boal Quay

The Sommerfeld & Thomas warehouse is refurbished, with the prominent doorway and shutters opened revealing the listed building and glimpsed views through to a new courtyard behind the warehouse.

The high quality surfacing of the riverfront is extended past the warehouse and through to a new square at the western end of Boal Street.

The centrepiece of the square is a viewing platform that gives spectacular views across the townscape of the town, along the river, to West Lynn and out to the Wash. Development along Boal Street and along Boal Quay encompass new workspace for the existing fishing co-operative as well as new facilities for visitors using the moorings and the watersports facilities.

Works to the public realm on South Quay should make the quayside more welcoming and more easily enjoyed, including new shelters, seating and lighting.



Above: view of South Quay looking south towards the new Waterside development at Boal Quay and Nar Loop

Sketch views

A view east along Devil's Alley

Contemporary buildings redefine the edges of Devil's Alley, which retains its historic alignment and connection through to Nelson Street from the riverfront.

This is a pedestrian route that links through to the historic heart of the town. Spaces for seating and street furniture make a calm but active route towards the river. Vehicle access is restricted to access/deliveries only.

The alley could be home to a wide variety of uses including small retail, leisure and food and beverage to serve visitors to the riverfront.



Above: view east along Devil's Alley towards Nelson Street

Appendix

Development site datasheets

Sommerfeld & Thomas site
Silos site
Boat Quay (including Nar Loop and active quayside)
Friars site
Land north of Harding's Pits
East of Hardings Way/west of Bridge Street

Development site plans and areas schedules

Development site datasheets

Sommerfeld & Thomas site



- Approximate site area (based on OS data provided by BCKLWN): 1,698 sqm
- Planning designation - E1.8 for at least 50 homes as part of adjacent Silos site
- Planning history - (previous appeal and consent).
- Ownership - privately owned
- Status - sold to new owners in February 2017

Information available:

- 1:1250 OS data (digital)
- Land registry title plans (title NK322916)
- Reproductions of hand drawn plan and elevation of frontage building provided by current owners (not to scale). Accuracy unchecked.
- Geo-environmental assessment

Information required:

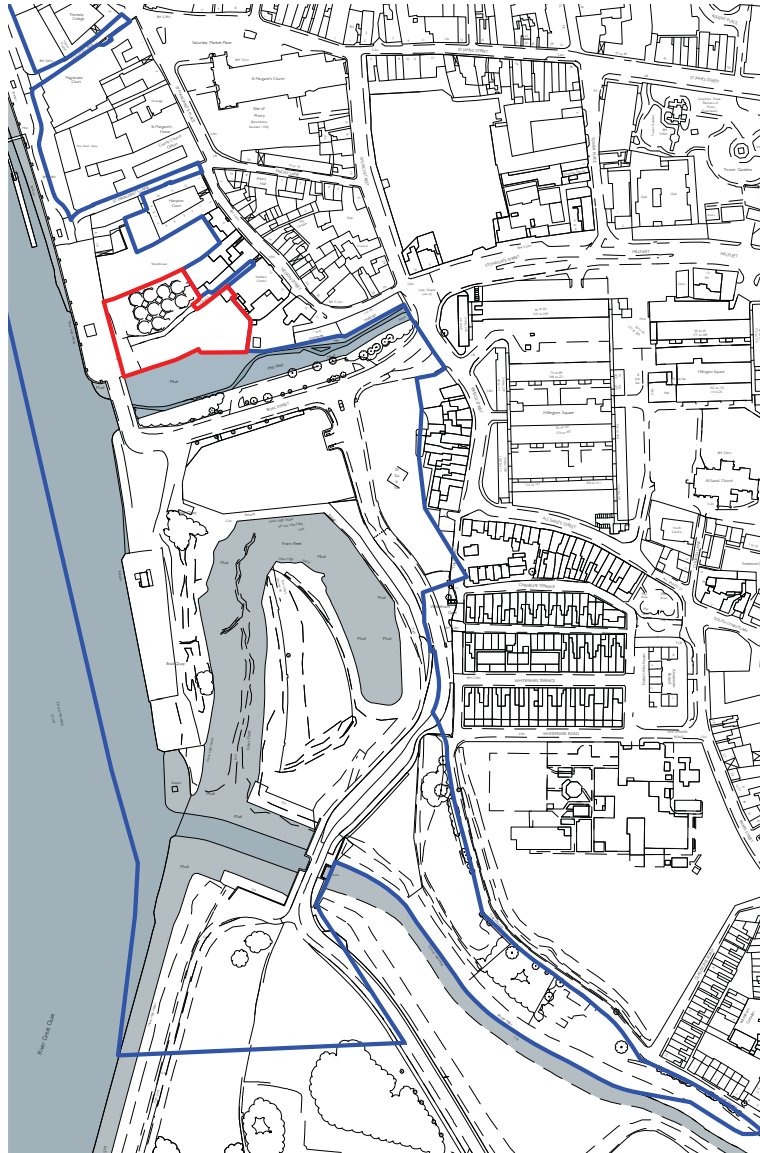
- Full measured survey of land and buildings including neighbouring buildings
- Drainage survey
- Utilities search
- Archaeological desk top survey
- Structural and condition survey of adjacent properties adjoining boundaries
- Clarification of boundary lines (legal)
- Ecological and Habitat survey
- Asbestos survey
- Contamination survey
- Structural survey
- Ground Investigations

Constraints:

- Flood risk
- Listed building on site and adjacent to site
- Conservation area setting
- Flood risk assessment required
- Drainage services from neighbouring buildings cross the site
- Legal rights to access from neighbouring properties
- Potential for below ground archaeology across site
- Poor and deteriorating condition of S&T warehouse (grade 2 listed)
- Grade 1 listed boundary walls to Hampton Court containing windows thought to be to habitable rooms (rights of light etc.)

Development site datasheets

Silos site



- Approximate site area (based on OS data provided by BCKLWN): 3,254sqm
- Planning designation - E1.8 for at least 50 No. homes as part of the adjacent Sommerfeld & Thomas warehouse site
- Planning history - granted permission at appeal for former owners (McCarthy and Stone) in 2014. Site sold with consent.
- Ownership - BCKLWN
- Status - development site

Information available:

- 1:1250 OS data (digital)
- Land registry title plans (title NK318519)
- Hand drawn plans of construction of Boal Quay. Accuracy unknown.
- Geo-environmental assessment

Information available via planning portal (reference 14/00534/FM) requiring verification:

Note: none of this information is known to be owned by BCKLWN and therefore the status and accuracy should be verified before use.

- Topographical ground survey prepared on behalf of the former owners (McCarthy and Stone). Data not verified and not thought to be in the ownership of BCKLWN. Data should be checked and verified before detailed use.
- Ecological survey
- Archaeological survey
- Flood risk assessment
- Ecology survey
- Arboricultural report

Information required:

- Full measured survey of land and buildings including neighbouring buildings
- Drainage survey
- Utilities search
- Archaeological desk top survey
- Structural and condition survey of adjacent properties adjoining boundaries, retaining structures to Millfleet south of the site, boundary walls and retained Silos bases (including options for their removal).
- Clarification of boundary lines (legal)
- Asbestos survey
- Structural survey
- Ground Investigations

- Flood risk assessment required specific to proposed new uses

Constraints:

- Flood risk
- Listed building on adjacent to sites
- Conservation area setting
- Public right of way through Devil's Alley
- Substantial concrete bases to former grain Silos
- Drainage services from neighbouring buildings cross the site
- Structural capacity of Millfleet wall
- Retention of Devil's Alley through site (may require temporary stopping up of right of way)
- Future vehicle access off Boal Quay (highways)
- Potential for below ground archaeology across site
- Difficult planning history including refusals and planning appeals

Development site datasheets

Boal Quay (including Nar Loop and active quayside)



- Approximate site area (based on OS data provided by BCKLWN): 24,738sqm
- Planning designation - E1.5 for 350 homes as part of a site that includes the land to the rear of Bridge Street and part of the Friars site
- Planning history - Formerly considered as part of marina development proposals
- Ownership - BCKLWN
- Status - development site

Information available:

- 1:1250 OS data (digital)
- Archaeological evaluation (trial pits) in locations across part of the site
- Soil investigation report relating to part of site
- Utilities information
- Geo-environmental assessment
- Surface water drainage strategy options assessment (part site)
- Arboricultural survey

Information available via planning portal requiring verification:

Note: none of this information is known to be owned by BCKLWN and therefore the status and accuracy should be verified before use.

- Partial topographical ground survey prepared on behalf of the former owners. Data not verified and not thought to be in the ownership of BCKLWN. Data should be checked and verified before detailed use.

Information required:

- Land registry title plans
- Details of any leases and impediments (fishing quay etc.)
- Full measured survey of land and structures including neighbouring buildings
- Drainage survey
- Archaeological desk top survey for whole site
- Structural and condition survey of retaining structures to Millfleet north of the site, retaining walls to Nar Loop and the riverfront quay
- Clarification of boundary lines (legal)
- Ecological and habitat survey
- Contamination survey for whole site
- Structural survey

- Ground Investigations to whole site
- Flood risk assessment required specific to proposed new uses
- Operational requirements analysis of the working fishing quay
- Details of parking lease on land north of Boal Street

Constraints (non exhaustive):

- Flood risk
- Listed building on adjacent to sites
- Adjacent to listed Whitefriars gateway
- Adjacent to Conservation Area
- Structural capacity of Mill Fleet, Nar Loop and riverfront
- Existing (privately owned) large barge grounded in Nar Loop
- Future vehicle access off Boal Quay (highways)
- Accessibility of southern parts of site via existing highways network (Hardings Way closed to cars)
- Potential for below ground archaeology across site
- No successful planning history
- Preference to retain the fishing co-operative
- Rights of way

Development site datasheets

Friars site



- Approximate site area (based on OS data provided by BCKLWN): 11,081sqm
- Planning designation - part of the site is included within land allocation E1.5 for 350 homes as part of a site that includes the land to the rear of Bridge Street and Boal Quay
- Planning history - permission for 20 residential units refused in 2006, construction of 20 dwellings permitted in 2007
- Ownership - BCKLWN (partially). Small disparate land parcels (micro plots), some believed to still be in private ownership.
- Status - development site

Information available:

- 1:1250 OS data (digital)
- Land registry title plans (titles TK446648 and TK309214)
- Planning portal documents for previous (refused) planning permission. Poor quality.
- Geo-environmental assessment
- Surface water drainage strategy options assessment (part site)

Information required:

- Details of any leases and impediments.
- Full measured survey of land and structures including neighbouring buildings
- Arboricultural survey
- Drainage survey
- Utilities search
- Archaeological desk top survey
- Structural and condition survey of boundary to the River Nar
- Clarification of boundary lines (legal)
- Ecological and habitat survey
- Ground Investigations
- Flood risk assessment required specific to proposed uses

Constraints (non exhaustive):

- Highways access (limited capacity and width of the Friars)
- Adjacent to conservation area
- Potential for below ground archaeology across site
- Flood risk assessment required
- Access to River Nar for Environment Agency

Development site datasheets

Land north of Harding's Pits



- Approximate site area (based on OS data provided by BCKLWN): 10,824sqm
- Planning designation - land allocation E1.10 for 50 homes combined with land to the south east
- Planning history - formally considered part of marina proposals
- Ownership - BCKLWN

Information available:

- 1:1250 OS data (digital)
- Geo-environmental assessment
- Surface water drainage strategy options assessment
- Arboricultural assessment

Information required:

- Land registry title plans
- Details of any leases and impediments.
- Full measured survey of land and structures
- Utilities search
- Archaeological desk top survey
- Structural and condition survey of boundary to the river Great Ouse
- Clarification of boundary lines (legal)
- Ecological and habitat survey
- Ground Investigations
- Flood risk assessment required specific to proposed uses

Constraints (non exhaustive):

- Flood risk
- Highways access (no access via Hardings Way)
- Ground conditions (former landfill?)
- Potential for below ground archaeology across site
- No successful planning history
- Environment Agency flood defences

Development site datasheets

East of Hardings Way/ west of
Bridge Street



- Approximate site area (based on OS data provided by BCKLWN): 3,258sqm
- Planning designation - E1.5 for 350 homes as part of a site that included the Boal Quay and part of the Friars site
- Planning history - formerly considered as part of marina development proposals
- Ownership - ownership of BCKLWN

Information available:

- 1:1250 OS data (digital)
- Geo-environmental assessment
- Surface water drainage strategy options assessment (part site)

Information required:

- Land registry title plans
- Details of any leases and impediments.
- Full measured survey of land and structures
- Clarification of boundary lines (legal)
- Utilities search
- Archaeological desk top survey
- Condition survey of adjacent properties
- Ecological and habitat survey
- Ground Investigations
- Flood risk assessment required

Constraints (non exhaustive):

- Setting of adjacent listed building - grade II* Greenland Fishery
- Flood risk
- Highways access (no access via Hardings Way)
- Ground conditions and contamination
- Potential for below ground archaeology across site
- No successful planning history
- Rights of light to adjacent properties
- Location of substation - Sub station lease with lift and shift provisions.

**Development site options
and areas schedules**

Preferred development option ground floor plan
Preferred development option typical upper floor plan

Preferred development option areas schedule



1. Scaling from a print of this drawing will only give approximate dimensions due to the use of different media. Where accurate dimensions are required please refer to the Architect.

2. Proposed works are based upon survey information provided by others. The Architect is not responsible for discrepancies in survey information.

3. All dimensions to be checked on site prior to commencement of any works, and/or preparation of any shop drawings.

4. All co-ordinates, levels, dimensions and discrepancies are to be reported to the architect.

5. All temporary works to be responsibility of the contractor.

6. This drawing to be read in conjunction with all relevant Architect's drawings, specifications and other Consultant's information.

NOTES :

All structural alteration to be in accordance with Structural Engineer's details and specifications. Where there is a discrepancy, the contractor to seek clarification before proceeding.

Contractor to notify Architect / Structural Engineer immediately if demolition process finds any load bearing walls or elements not previously identified on drawings and to await clarification before proceeding.

All demolition and construction works to be in accordance with articles of Party Wall Awards as appropriate.

M&E installation to be Contractor designed.

To include all electrical works, all heating and domestic water services works, all above and below ground drainage works.

KEY

- one bed apartment
- two bed apartment
- three bed apartment
- house
- circulation
- commercial

~ 17.03.17 for information
DRAWING ISSUE AND REVISION:

PROJECT:
**King's Lynn Riverfront
Delivery Plan**

DRAWING NUMBER:
1610_GA012_-

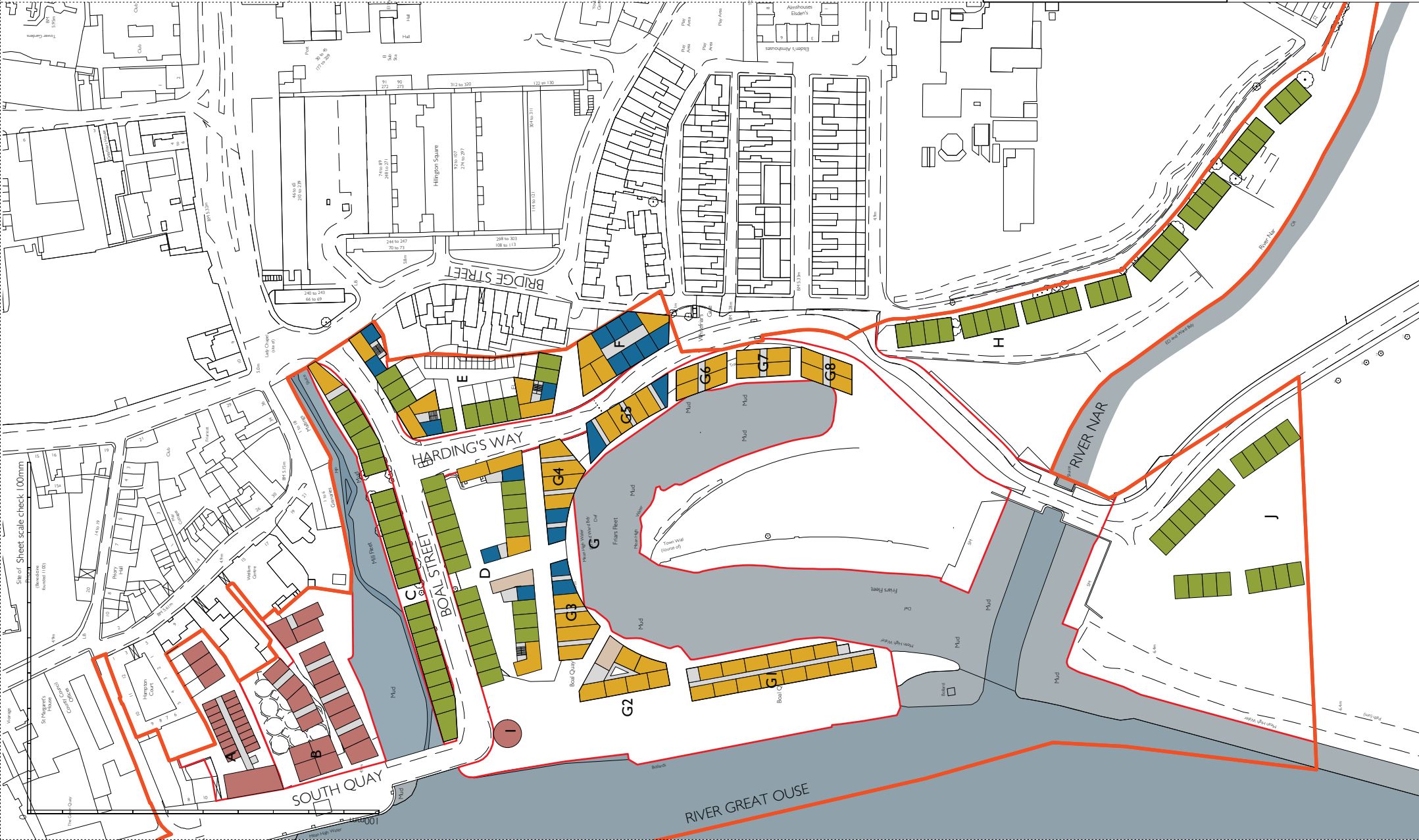
DRAWING TITLE:
**Preferred Development Plan
Ground Floor**

SCALE:
1:1500 @ A3

CLIENT:
**Borough Council of King's
Lynn & West Norfolk**

Levitare
26 LLOYD BAKER STREET
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LEVITARE ARCHITECTURE AND DESIGN STUDIO LIMITED. Registered in England, company number 3985247.
Registered office: No. 3 Acorn Business Park, Kettleby Road, Skepton, North Yorkshire, BD23 2UE
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KEY

- one bed apartment
- two bed apartment
- three bed apartment
- house
- circulation
- commercial

~ 17.03.17 for information
DRAWING ISSUE AND REVISION:

PROJECT:
**King's Lynn Riverfront
Delivery Plan**

DRAWING NUMBER:

1610_GA013_-

DRAWING TITLE:
**Preferred Development Plan
First Floor**

SCALE:
1:1500 @ A3

CLIENT:
**Borough Council of King's
Lynn & West Norfolk**

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King's Lynn Riverfront
Delivery Plan

Preferred development option -
areas schedule

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1610 Options Areas Schedule
Revision One
24 November 2016

OPTION THREE	Commercial (m ²)	Residential inc. circulation (m ²)	Total m ²	Hard Landscap- ing	Soft Landscaping	One Bed Apartment (45-60m ²)	Two Bed Apartment (60-80m ²)	Three Bed Apartment (80+m ²)	Houses	Total residential units	Parking Spaces (18 m ² for space only)
SITE A: SAT Site											
Ground	642.6	0.0	642.6	570.1	65.6	0	0	0	0	0	14
First	859.2	0.0	859.2			0	0	0	0	0	0
Second	859.2	0.0	859.2			0	0	0	0	0	0
Sub Total	2,361.0	0.0	2,361.0	570.1	65.6	0	0	0	0	0	14
SITE B: Silo Site											
Ground	902.7	0.0	902.7	2,213.7	143.2	0	0	0	0	0	41
First	1,481.4	0.0	1,481.4			0	0	0	0	0	0
Second	1,481.4	0.0	1,481.4			0	0	0	0	0	0
Sub Total	3,865.5	0.0	3,865.5	2,213.7	143.2	0	0	0	0	0	41
SITE C: Boat Street North											
Ground	0.0	1,083.5	1,083.5	638.2	190.9	0	1	0	22	23	22
First	0.0	1,481.6	1,481.6			0	1	0	0	1	0
Second	0.0	1,481.6	1,481.6			0	1	0	0	1	0
Sub Total	0.0	4,046.7	4,046.7	638.2	190.9	0	3	0	22	25	22
SITE D: Boat Street South											
Ground	0.0	1,367.6	1,367.6	2,619.5	0.0	2	5	0	21	28	64
First	0.0	1,968.7	1,968.7		1,087.3	3	4	1	0	8	0
Second	0.0	1,968.7	1,968.7			3	4	1	0	8	0
Third	0.0	1,338.2	1,338.2			3	4	1	0	8	0
Sub Total	0.0	6,643.2	6,643.2	2,619.5	1,087.3	8	17	3	21	52	64
SITE E: Hardings Way North											
Ground	0.0	1,093.4	1,093.4	641.6	547.4	2	5	0	10	17	27
First	0.0	1,273.4	1,273.4			4	5	0	0	9	0
Second	0.0	1,273.4	1,273.4			4	5	0	0	9	0
Sub Total	0.0	3,640.2	3,640.2	641.6	547.4	10	15	0	10	35	27
SITE F: Hardings Way South											
Ground	0.0	823.0	823.0	214.5		6	4	0	0	10	7
First	0.0	823.0	823.0			7	4	0	0	11	0
Second	0.0	823.0	823.0			7	4	0	0	11	0
Third											
Sub Total	0.0	2,469.0	2,469.0	214.5	0.0	20	12	0	0	32	7
SITE G: Boat Quay											
				6,084.0	8,727.4						
G1											
Ground	960.0	50.0	1,010.0			0	8	0	0	8	20
First	0.0	1,050.0	1,050.0			0	14	0	0	14	0
Second	0.0	1,050.0	1,050.0			0	14	0	0	14	0
Third	0.0	1,050.0	1,050.0			0	14	0	0	14	0
Fourth	0.0	1,050.0	1,050.0			0	14	0	0	14	0
Sub Total	960.0	4,250.0	5,210.0	0.0	0.0	0.0	64.0	0.0	0.0	64.0	20.0
G2											
Ground	234.0	280.0	514.0			0	5	1	0	6	12
First	0.0	590.0	590.0			0	6	1	0	7	0
Second	0.0	590.0	590.0			0	6	1	0	7	0
Third	0.0	590.0	590.0			0	6	1	0	7	0
Fourth	0.0	590.0	590.0			0	6	1	0	7	0
Sub Total	234.0	2,640.0	2,874.0	0.0	0.0	0.0	29.0	5.0	0.0	34.0	12.0
G3											
Ground	0.0	410.6	410.6			4	2	0	0	6	6
First	0.0	518.7	518.7			2	4	0	0	6	0
Second	0.0	518.7	518.7			2	4	0	0	6	0
Third	0.0	518.7	518.7			2	4	0	0	6	0
Fourth	0.0	518.7	518.7			2	4	0	0	6	0

Levitate

1610 Options Areas Schedule
Revision One
24 November 2016

OPTION THREE	Commercial (m ²)	Residential inc. circulation (m ²)	Total m ²	Hard Landscap- ing	Soft Landscaping	One Bed Apartment (45-60m ²)	Two Bed Apartment (60-80m ²)	Three Bed Apartment (80+m ²)	Houses	Total residential units	Parking Spaces (18 m ² for space only)
Sub Total	0.0	2,485.4	2,485.4	0.0	0.0	12.0	18.0	0.0	0.0	30.0	6.0
G4											
Ground	0.0	344.4	344.4			4	2	0	0	6	6
First	0.0	525.7	525.7			2	4	0	0	6	0
Second	0.0	525.7	525.7			2	4	0	0	6	0
Third	0.0	525.7	525.7			2	4	0	0	6	0
Fourth	0.0	525.7	525.7			2	4	0	0	6	0
Sub Total	0.0	2,447.2	2,447.2	0.0	0.0	12.0	18.0	0.0	0.0	30.0	6.0
G5											
Ground	0.0	494.0	494.0			2	4	0	0	6	0
First	0.0	494.0	494.0			2	4	0	0	6	0
Second	0.0	494.0	494.0			2	4	0	0	6	0
Third	0.0	494.0	494.0			2	4	0	0	6	0
Fourth	0.0	494.0	494.0			2	4	0	0	6	0
Sub Total	0.0	2,476.0	2,476.0	0.0	0.0	10.0	20.0	0.0	0.0	30.0	0.0
G6											
Ground	0.0	157.1	157.1			0	2	0	0	2	6
First	0.0	275.9	275.9			0	4	0	0	4	0
Second	0.0	275.9	275.9			0	4	0	0	4	0
Third	0.0	275.9	275.9			0	4	0	0	4	0
Fourth	0.0	275.9	275.9			0	4	0	0	4	0
Sub Total	0.0	1,260.7	1,260.7	0.0	0.0	0.0	18.0	0.0	0.0	18.0	6.0
G7											
Ground	0.0	155.6	155.6			0	2	0	0	2	6
First	0.0	275.3	275.3			0	4	0	0	4	0
Second	0.0	275.3	275.3			0	4	0	0	4	0
Third	0.0	275.3	275.3			0	4	0	0	4	0
Fourth	0.0	275.3	275.3			0	4	0	0	4	0
Sub Total	0.0	1,256.8	1,256.8	0.0	0.0	0.0	18.0	0.0	0.0	18.0	6.0
G8											
Ground	0.0	156.3	156.3			0	2	0	0	2	6
First	0.0	276.0	276.0			0	4	0	0	4	0
Second	0.0	276.0	276.0			0	4	0	0	4	0
Third	0.0	276.0	276.0			0	4	0	0	4	0
Fourth	0.0	276.0	276.0			0	4	0	0	4	0
Sub Total	0.0	1,260.3	1,260.3	0.0	0.0	0.0	18.0	0.0	0.0	18.0	6.0
SITE H: The Friars											
Ground	0.0	1,260.0	1,260.0	540.0	9,281.0	0	0	0	30	30	24
First	0.0	1,800.0	1,800.0			0	0	0	0	0	0
Second	0.0	1,800.0	1,800.0			0	0	0	0	0	0
Sub Total	0.0	4,860.0	4,860.0	540.0	9,281.0	0.0	0.0	0.0	30.0	30.0	24.0
SITE I: Boat Street West											
Ground	113.0	0.0	113.0	918.0		0	0	0	0	0	0
First	13.0	0.0	13.0			0	0	0	0	0	0
Second	113.0	0.0	113.0			0	0	0	0	0	0
Sub Total	239.0	0.0	239.0	918.0	0.0	0	0	0	0	0	0
SITE J: Hardings Pits											
Ground	0.0	1,200.0	1,200.0	2,313.7	6,919.8	0	0	0	20	20	40
First	0.0	1,200.0	1,200.0			0	0	0	0	0	0
Second	0.0	1,200.0	1,200.0			0	0	0	0	0	0
Sub Total	0.0	3,600.0	3,600.0	2,313.7	6,919.8	0	0	0	20	20	40
SITE K: Boat Quay Car Park											
Ground	0.0	0.0	0.0			0	0	0	0	0	18
TOTAL											
	7,659.5	43,329.5	50,989.0	10,669.3	18,335.2	75	250	8	103	436	412

King's Lynn Riverfront
Delivery Plan



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