

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



# **Regeneration and Development Panel**

## **Agenda**

**Monday, 2nd March, 2026**  
at 6.00 pm

in the

**Council Chamber, Town Hall, Saturday  
Market Place, King's Lynn and available to  
view on [WestNorfolkBC on You Tube](#)**



**Kings Court, Chapel Street, King's Lynn, Norfolk, PE30 1EX**  
**Telephone: 01553 616200**

Friday 20th February 2026

Dear Member

**Regeneration and Development Panel**

You are invited to attend a meeting of the above-mentioned Panel which will be held on **Monday, 2nd March, 2026 at 6.00 pm** in the **Council Chamber, Town Hall, Saturday Market Place, King's Lynn PE30 5DQ** to discuss the business shown below.

Yours sincerely

Chief Executive

**AGENDA**

**1. Apologies for absence**

To receive any apologies for absence.

**2. Minutes (Pages 5 - 7)**

To approve the minutes of the previous meeting.

**3. Declarations of Interest (Page 8)**

Please indicate if there are any interests which should be declared. A declaration of interest should indicate the nature of the interest (if not already declared on the Register of Interests) and the agenda item to which it relates. If a disclosable pecuniary interest is declared, the Member should withdraw from the room whilst the matter is discussed.

Those declarations apply to all Members present, whether the Member is part of the meeting, attending to speak as a local Member on an item or simply observing the meeting from the public seating area.

4. **Urgent Business**

To consider any business which, by reason of special circumstances, the Chair proposes to accept as urgent under Section 100(b)(4)(b) of the Local Government Act, 1972.

5. **Members Present Pursuant to Standing Order 34**

Members wishing to speak pursuant to Standing Order 34 should inform the Chair of their intention to do so and what items they wish to be heard before a decision on that item is taken.

6. **Chair's Correspondence**

If any.

7. **Cabinet Report - King's Lynn Transport Strategy** (Pages 9 - 39)

8. **Hunstanton Masterplan and Parking Strategy Update** (Pages 40 - 65)

9. **Tourism and Culture Update** (Pages 66 - 74)

10. **Cabinet Report - King's Lynn Enterprise Park** (Pages 75 - 138)

11. **Work Programme and Forward Decision List** (Pages 139 - 146)

12. **Date of the next meeting**

To note that the next meeting of the Regeneration & Development Panel is scheduled to take place on **31<sup>st</sup> March 2026** at **6pm** in the **Council Chamber, Town Hall**.

13. **Exclusion of Press and Public**

To consider passing the following resolution:

“That under Section 100(A)(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A to the Act”.

14. **Cabinet Report - King's Lynn Enterprise Park - Exempt Appendices**  
(Pages 147 - 155)

To:

**Regeneration and Development Panel:** B Anota, P Bland, R Blunt, F Bone, A Bubb, Mrs J Collingham, R Colwell, C J Crofts, P Hodson, J Osborne (Vice-Chair), T Parish (Chair) and J Ratcliffe

**Portfolio Holders:**

Councillor Lintern – Portfolio Holder for Culture and Events

Councillor Ring – Deputy Leader and Portfolio Holder for Business

**Officers**

Connor Smalls – Regeneration Programmes Officer

Jemma Curtis – Regeneration Programmes Manager

Phillip Eke – Senior Tourism Officer

**BOROUGH COUNCIL OF KING'S LYNN & WEST NORFOLK**

**REGENERATION AND DEVELOPMENT PANEL**

**Minutes from the Meeting of the Regeneration and Development Panel held on Tuesday, 10th February, 2026 at 6.00 pm in the Council Chamber, Town Hall, Saturday Market Place, King's Lynn PE30 5DQ**

**PRESENT:** Councillors Blunt, Bone (remotely), Bubb, Colwell, Crofts, Hodson, Osborne (Vice Chair), and Parish (Chair)

**PORTFOLIO HOLDERS:**

Councillor Lintern – Portfolio Holder for Culture and Events

Councillor Ring – Deputy Leader and Portfolio Holder for Business

**OFFICERS:**

Duncan Hall – Assistant Director for Regeneration, Housing and Place

Connor Smalls – Regeneration Programmes Officer

**RD67: APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Anota, Collingham and Ratcliffe.

**RD68: MINUTES**

**RESOLVED:** The minutes from the previous meeting were agreed as a correct record and signed by the Chair.

The Chair advised that there was a matter arising from the previous minutes. He reminded the Panel that at the last meeting, it had recommended an addition to the Adoption of Property Disposal Policy. He explained that the Policy had since been considered by Cabinet and the Corporate Performance Panel following the call-in, and that full details would be available in the Corporate Performance Panel minutes.

**RD69: DECLARATIONS OF INTEREST**

There were no declarations of interest.

**RD70: URGENT BUSINESS**

There was none.

**RD71: MEMBERS PRESENT PURSUANT TO STANDING ORDER 34**

There was none.

RD72: **CHAIR'S CORRESPONDENCE**

The Chair reported that there was no Chair's correspondence but clarified that the meeting time had reverted to 6.00pm as the planned reception at the Town Hall had been cancelled. He confirmed that all future meetings of the Regeneration and Development Panel were scheduled for 6.00pm.

RD73: **KING'S LYNN MASTERPLAN**

[Click here to view the recording of this item on YouTube](#)

The Regeneration Programmes Officer gave a presentation to the Panel on the King's Lynn Masterplan as included in the agenda.

The Regeneration Programmes Officer highlighted that the subsequent round of public consultation would be brought forward to April 2026.

The Chair, Councillor Parish thanked the Regeneration Programmes Officer for the presentation and invited questions and comments from the Panel as summarised below.

Councillor Colwell expressed concern about the low level of online engagement with the public consultation. Councillor Colwell reported that residents were disappointed by the limited number of evening sessions and suggested that the follow-up consultation scheduled for April 2026 be held in the evening.

Councillor Colwell referred to comments received through the public consultation and noted the desire for additional green spaces. Councillor Colwell commented that he would like to see green space introduced between the Town Hall and the Minster on the Saturday Market Place, given its role as a public realm area.

The Assistant Director for Regeneration, Housing and Place explained that the weather had affected the public consultations and confirmed that the points raised by Councillor Colwell would be taken forward.

Councillors Bubb and Bone expressed their disappointment at the low number of consultation responses and Councillor Bubb stated that it should have been better publicised.

Councillor Crofts stated that King's Lynn town was not promoted fully as it should be. Councillor Crofts suggested that coach companies should be encouraged to promote excursions and proposed using the Tuesday Market Place as a central coach parking area to attract visitors. He also believed that funding associated with the Shakespeare Barn had been intended to provide coach parking for visitors. In response, the Deputy Leader and Portfolio Holder for

Business confirmed that this was addressed within the King's Lynn Masterplan.

Councillor Colwell proposed several strategies to increase public engagement in future consultations, including hosting online video consultations to improve accessibility, engaging with community groups, and holding consultation stalls at local events and in supermarkets.

Councillor Colwell suggested that Borough Councillors be invited to future consultations to engage with residents.

The Chair, Councillor Parish, suggested holding an event in the new library and added that it would help to promote the facility.

Councillor Colwell emphasised the importance of improving transport links and highlighted the need for enhanced evening bus services, which he felt should be an aspiration within the King's Lynn Masterplan.

The Chair, Councillor Parish, thanked officers for their work.

**RESOLVED:** The Panel noted the presentation on the King's Lynn Masterplan.

RD74: **WORK PROGRAMME AND FORWARD DECISION LIST**

**RESOLVED:** The Panel's Work Programme and the Forward Decisions List was noted.

Councillor Colwell requested an item be added to the Panel's Work Programme to consider authorised stop-off sites for travellers, including available facilities and potential site options.

RD75: **DATE OF THE NEXT MEETING**

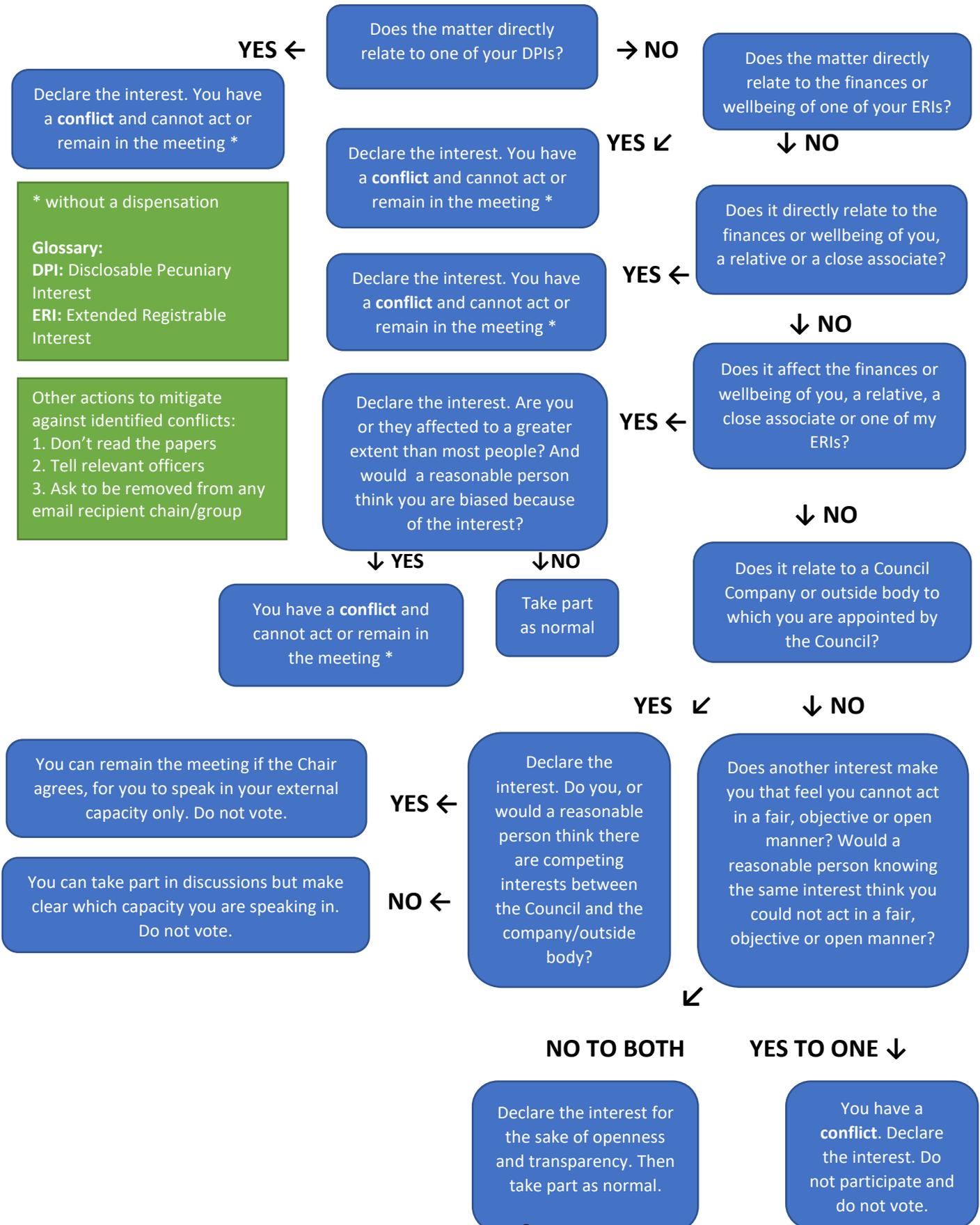
The next meeting of the Regeneration and Development Panel was scheduled to take place on 2<sup>nd</sup> March 2026 at 6.00pm in the Council Chamber, Town Hall, Saturday Market Place, King's Lynn.

**The meeting closed at 6.47 pm**

**DECLARING AN INTEREST AND MANAGING ANY CONFLICTS FLOWCHART**



**START**



Declare the interest. You have a **conflict** and cannot act or remain in the meeting \*

\* without a dispensation

**Glossary:**

**DPI:** Disclosable Pecuniary Interest  
**ERI:** Extended Registrable Interest

Other actions to mitigate against identified conflicts:

1. Don't read the papers
2. Tell relevant officers
3. Ask to be removed from any email recipient chain/group

**POLICY REVIEW AND DEVELOPMENT PANEL REPORT**

REPORT TO:	Regeneration and Development Panel		
DATE:	2 <sup>nd</sup> March 2026		
TITLE:	King's Lynn Transport Strategy		
TYPE OF REPORT:	Cabinet Report		
PORTFOLIO(S):	Cllr Simon Ring, Deputy Leader and Business		
REPORT AUTHOR:	Connor Smalls		
OPEN/EXEMPT	Open	WILL BE SUBJECT TO A FUTURE CABINET REPORT:	Yes

**REPORT SUMMARY/COVER PAGE**

PURPOSE OF REPORT/SUMMARY:
Members are directed to the attached reports for the purpose of the report and summary.
KEY ISSUES:
Members are directed to the attached report for full details of the key issues.
OPTIONS CONSIDERED:
Members are directed to the attached report for full details of the options.
RECOMMENDATIONS:
To consider the report and make any appropriate recommendations to Cabinet.
REASONS FOR RECOMMENDATIONS:
To scrutinise recommendations being made for an executive decision.

## REPORT TO CABINET

<b>Open</b>		Would any decisions proposed :			
<b>Any especially affected Wards</b>	<del>Mandatory</del>	Be entirely within Cabinet's powers to decide		YES	
	<del>Discretionary</del>	Need to be recommendations to Council		NO	
<b>All King's Lynn</b>	Operational	Is it a Key Decision		NO	
Lead Member: Cllr Simon Ring E-mail: <a href="mailto:cllr.Simon.Ring@West-Norfolk.gov.uk">cllr.Simon.Ring@West-Norfolk.gov.uk</a>			Other Cabinet Members consulted: Cllr Moriarty, Cllr De Whalley		
			Other Members consulted: Regeneration and Development Panel		
Lead Officer: Jemma Curtis E-mail: <a href="mailto:jemma.curtis@west-norfolk.gov.uk">jemma.curtis@west-norfolk.gov.uk</a> Connor Smalls E-mail: <a href="mailto:connor.smalls@west-norfolk.gov.uk">connor.smalls@west-norfolk.gov.uk</a>			Other Officers consulted: Duncan Hall, Alex Fradley, Henry Anthony, Micael Burton, Dave Robson, David Alford, Ian Parkes (NCC) and Claire Dollman (NCC)		
Financial Implications NO	Policy/ Personnel Implications YES	Statutory Implications NO	Equal Impact Assessment YES/NO If YES: Pre-screening/ Full Assessment	Risk Management Implications NO	Environmental Considerations YES

Date of meeting: 3 March 2026

### KING'S LYNN TRANSPORT STRATEGY

#### Summary

The King's Lynn Transport Strategy (KLTS) outlines the transport vision and infrastructure needs for King's Lynn and the surrounding area. It supports the Norfolk Local Transport Plan (LTP), adopted by Norfolk County Council in 2022, by providing a local context for its delivery and setting out how its objectives will be delivered locally. The development of the KLTS has been led by Norfolk County Council in partnership with the Borough Council. This report seeks endorsement of the KLTS on behalf of the Council, alongside adoption by Norfolk County Council at its own cabinet meeting planned for 2 March 2026.

With potential changes in the pipeline such as Devolution and Local Government Reorganisation, it is vital to clearly convey King's Lynn's transport priorities to both decision-makers and funding bodies. The KLTS will guide the transport interventions needed to support prosperity, stimulate economic growth, and help the town realise its full potential for residents and visitors.

#### Recommendation

1. That Cabinet adopt the King's Lynn Transport Strategy (KLTS) as outlined in Appendix A.

#### Reason for Decision

To allow the KLTS and Implementation Plan to be adopted at Borough level, inform wider place based strategies for King's Lynn and support its implementation. Endorsement of the KLTS aligns with the council's priority to support growth and prosperity and to protect our environment.

## **1. Background**

- 1.1. The King's Lynn Transport Strategy sets out a long-term vision for transport in King's Lynn and surrounding areas, identifying key challenges, opportunities, and the infrastructure needed to support sustainable growth and existing communities.
- 1.2. The Strategy looks ahead to 2035, focusing on the King's Lynn urban area, North and South Lynn, Gaywood, West Winch and North and South Wootton. It is supported by an Implementation Plan outlining potential projects for the short to medium term (five to ten years), with some longer-term aspirations identified beyond 2035.
- 1.3. The previous Strategy, adopted by Norfolk County Council and the Borough Council of King's Lynn and West Norfolk in 2020, now requires updating due to various national and local developments. These include changes in government policy, the impacts of the pandemic and the adoption of the King's Lynn Local Cycling and Walking Infrastructure Plan (LCWIP) in 2022.
- 1.4. The LCWIP highlights priority active travel routes and key improvement areas, particularly around the town centre, the Gyratory system, and Southgates. There have also been several policy documents and masterplans developed by the Borough Council since 2020, and more are in development including the King's Lynn Masterplan and King's Lynn Parking Strategy, which have significant transport dimensions that must be fully considered and informed by an up-to-date Transport Strategy.
- 1.5. Having an updated and current transport strategy also creates a stronger framework for delivery and enables more localised policy direction within King's Lynn. The strategy sets out projects that can advance the overall objectives when funding becomes available. Delivering measures in the Strategy and Implementation Plan will work towards addressing current challenges across the transport network but also help create the conditions for increased economic investment to the benefit of residents, businesses and visitors.
- 1.6. The updated Strategy's Vision and Objectives have been developed with stakeholders and subject to public consultation in late 2025. Consultants WSP have produced an Issues and Opportunities report and carried out a multi-criteria assessment of potential transport schemes. This process has informed a shortlist of projects for the Implementation Plan, ensuring alignment with local and national policy
- 1.7. **Strategic transport needs**
- 1.8. The Strategy acknowledges that strategic initiatives will require public funding as developer contributions alone are insufficient. Viability constraints often limit how much individual developments can contribute, and planning law restricts funding to only those transport measures directly linked to a development.
- 1.9. The adopted Local Plan for land use identifies the designated locations for housing and employment growth. The Strategy therefore outlines that the

implementation of several large-scale transport projects would benefit this planned growth.

1.10. Below are key projects that are included within the strategy and fall into this category.

- A10 West Winch Housing Access Road
- A17/A47 Pullover Roundabout improvement scheme
- A149 improvement
- A47 Tilney to East Winch to dual carriageway improvement
- Ely Area Capacity Enhancements (EACE) and investigation of other rail improvements

#### 1.11. **Localised transport needs**

1.12. To supplement the major schemes outlined above, a long list of potential transport interventions has been identified based on up-to-date evidence and stakeholder input. These interventions were assessed against the strategy's vision and objectives to create a short list, known as the Implementation Plan. Many of these measures focus on the town centre and surrounding built-up areas. Priority schemes from the short list are detailed below.

- Introduce a Micromobility scheme in King's Lynn
- Sustainable Transport and Regeneration Scheme (STARS) Gyratory and Baxter's Plain
- Southgates Regeneration Area
- Renewal of the West Lynn Ferry Infrastructure
- Active travel link between the West Winch Growth Area (WWGA) and King's Lynn town centre
- Continuation of development and implementation schemes in the Local Cycling and Walking Infrastructure Plan (LCWIP)

## 2. **Key Dates and Consultation**

2.1. The development of the KLTS has been through the following stages;

- Stage 1 - Issues & Opportunities Report - completed Autumn 2024
- Stage 2 - Option Appraisal - Spring 2025
- Public Consultation on Draft Strategy - 24 September to 4 November 2025.
- Final Strategy & Implementation Plan - Spring 2026

2.2. A Strategic Environmental Assessment and Habitats Regulations Assessment has also been produced for each strategy by the consultants for the Strategy. These were also part of the public consultation and sent to the statutory consultees for comment (Historic England, Environment Agency and Natural England).

2.3. 169 responses were received for the King's Lynn consultation. Results from the consultation show that the majority of respondents agreed or strongly agreed with the overall vision for the King's Lynn Transport Strategy. The most common comments were on issues with the roads in and around King's Lynn with particular focus on congestion, public transport and key highways schemes.

Support was highest for A17/A47 Pullover roundabout improvements, A149 improvements and Ely Area Capacity Enhancements. The connectivity objective was highly supported, with the growth objective being least supported. This is largely due to concerns that the current highway infrastructure cannot sustain further development without improvement.

- 2.4. As a result of the consultation, no changes have been made to the Vision or Objectives for the King's Lynn Transport Strategy.
- 2.5. Policy 1 of the King's Lynn Transport Strategy: Supporting Growth and New Development has been amended to include reference to economic growth. Policy 2 of the King's Lynn Transport Strategy: Strategic Connections has been amended to refer to the Southgates Regeneration Area. Policy 10 of the King's Lynn Transport Strategy: Supporting Culture, Heritage and Tourism has been strengthened by adding promotion and enhancement of the historic environment. Target 1 of the King's Lynn Transport Strategy: Growth has been enhanced by adding a reference to supporting economic growth and Target 7 of the King's Lynn Transport Strategy: Culture and heritage has been enhanced by adding a reference to placemaking.
- 2.6. A new section has been added to the Policy Context part of the Transport Strategy to reference that the Borough Council is developing a new masterplan for King's Lynn which is anticipated to be adopted in mid-2026 as well as references to car parking that have been updated to reflect the current status of the draft car parking strategy work.

### 3. Vision, Objectives and Policy

3.1. The KLTS as set out in appendix 1, contains a Vision, Objectives, Policies and Targets summarised below;

3.2. **Vision:** 'To support sustainable economic growth in King's Lynn by facilitating journey reliability and improved travel mode choice for all, whilst contributing to improved health, air quality, safety and protection of the built and natural environment.'

#### 3.3. Objectives

1. **Growth:** Support the delivery of planned housing growth and development in the Borough
2. **Connectivity:** Enhance connectivity and accessibility for all within King's Lynn
3. **Public Transport:** Promote greater use of public transport in King's Lynn
4. **Active Travel:** Improve the active travel infrastructure to create the right conditions to make it first choice for shorter journeys
5. **Environment:** Improve local air quality and King's Lynn's natural environment and reduce overall transport emissions
6. **Safety:** Improve road safety in King's Lynn
7. **Culture and Heritage:** Protect and enhance King's Lynn's heritage and cultural environment through place-making

#### 3.4. Policies

**Policy 1: Supporting Growth and New Development.** Norfolk County Council will work in partnership, including with developers, to ensure transport measures, including sustainable transport options, support economic growth, new housing developments and employment sites.

**Policy 2: Strategic Connections.** Norfolk County Council, working in partnership, seek to improve strategic connections between King's Lynn, the port, the surrounding villages, Norwich, Norfolk and the wider region. We will seek improvements to strategic connections including the A47, A149 and key roundabouts like the A17/A47 Pullover junction, Southgates Regeneration Area, the town centre gyratory as well as rail and bus connections.

**Policy 3: Parking.** Norfolk County Council will work with the BCKLWN to deliver the Parking Strategy that balances the needs of the town with supporting the promotion of public transport and active travel. We will seek improvements that acknowledge the importance of the NCC Electric Vehicles Strategy with regards to EV parking provision.

**Policy 4: Bus Services.** Norfolk County Council will support bus operators to deliver quicker, reliable, integrated, convenient and accessible journeys.

**Policy 5: Rail.** Norfolk County Council will work with partners to make improvements to King's Lynn Railway Station as set out in the Norfolk Rail Prospectus. We will seek improvements to the line for both the passengers and freight. This will include aiming to make them more reliable, accessible, integrated and provide faster more frequent journeys.

**Policy 6: Active Travel.** Norfolk County Council will work with partners to support and promote the use and benefits of active and sustainable modes of travel, including supporting schemes in the King's Lynn Local Cycling and Walking Infrastructure Plans to reduce dependency on cars.

**Policy 7: Climate Change Resilience.** Norfolk County Council, working with stakeholders and partners, will contribute to making the transport network zero emission by 2050 and resilient to the impacts of severe weather and climate change.

**Policy 8: Improved Air Quality.** Norfolk County Council, working with partners, will seek to reduce emissions from vehicles to improve air quality.

**Policy 9: Road Traffic Harm Reduction.** Norfolk County Council, working with partners, will endeavour to reduce road traffic collisions and casualty numbers through the safe systems approach. Improvement schemes will aim to address the fear of road traffic affecting vulnerable road users.

**Policy 10: Supporting Culture, Heritage and Tourism.** Norfolk County Council, working with partners, where possible will seek to protect, promote and enhance the historic environment including existing green infrastructure and enhance the public realm for the benefit of residents, visitors and tourists using a healthy streets approach to make streets attractive and work for all users of the network.

### 3.5. Targets

1. **Growth:** Secure transport network improvements to support economic growth including new housing and employment sites
2. **Connectivity:** Secure future improvements to the Strategic Road and Rail Network and at key gateway junctions
3. **Public transport:** Grow annual bus and rail patronage
4. **Active travel:** Increase in the number of people walking, wheeling and cycling as monitored as part of the King's Lynn Local Cycling and Walking Infrastructure Plan
5. **Environment:** Reduce the current number of, and ensure no new, Air Quality Management Areas (AQMA)
6. **Safety:** Reduce collision numbers from current levels
7. **Culture and heritage:** Number of transport projects with heritage and placemaking considered as part of delivery.

### 4. Policy Implications

4.1. There are various national policy implications which are discussed in detail within the Transport Strategy document. These include:

- Bus Services Act, Department for Transport, 2025
- Emerging Integrated National Transport Strategy, Department for Transport, 2025
- Emerging Transport Adaptation Strategy, Department for Transport, 2024
- National Planning Policy Framework, Ministry of Housing, Communities and Local Government, 2024 (emerging in 2026)
- Plan for Drivers, Department for Transport, 2023
- Decarbonising Transport: A Better, Greener Britain, Department for Transport, 2021
- Bus Back Better: A National Bus Strategy for England, Department for Transport, 2021
- Gear Change: A Bold Vision for Cycling and Walking, Department for Transport, 2020

4.2. At Local level, there are again various policies which have direct and relevant relationship with the transport strategy.

#### 4.3. Borough Council of King's Lynn and West Norfolk

4.4. BCKLWN Local Plan 2021-2040, Borough Council of King's Lynn and West Norfolk, 2025

The Local Plan outlines the vision, strategic objectives, and development strategy for the Borough through to 2040. It provides the planning policy framework for future growth, addressing housing, the economy, community facilities, infrastructure, and the protection of natural and historic assets. It also supports climate change mitigation, adaptation, and high-quality design.

The Local Plan identifies a number of housing and employment allocations. A major component is Site Allocation E2.1, the West Winch Growth Area

south-east of King's Lynn, designated for 4,000 new homes to form a sustainable new sustainable neighbourhood.

Together, the town centre policy, River Front Regeneration Area, and site allocations create a comprehensive policy framework that supports the economic, social, and environmental aims of sustainable development.

#### 4.5. King's Lynn Masterplan Emerging, Borough Council of King's Lynn and West Norfolk

The Borough Council is developing a new masterplan for King's Lynn which is anticipated to be adopted in Summer 2026. The King's Lynn masterplan will be developed to inform and be a part of the development of a new local plan. This will be prepared in accordance with the new plan-making system introduced by the Government. A new local plan will be required to respond to the increased local housing need. The ambition is for the King's Lynn Masterplan to work hand in hand with a new local plan to establish a level of consistency, a clear vision and ensure the projects within the masterplan are investable, viable, deliverable and align with planning policy.

The Masterplan will develop a long term plan for future uses of buildings, sites and public spaces, including the infrastructure that is needed to help people access and move around the town sustainably in King's Lynn. This will provide a spatial representation of the vision developed under the Borough Council's 10 Year vision for £20M government funding coming into King's Lynn under the Pride in Place Programme accompanied by clear plans to set out achievable routes to delivery. Alongside the proposals for areas which have already been developed to date, including the former Post Office site, Southgates and Baxter's Plain, the masterplan will focus on six other key areas in the town where improvements could make a big difference. These are the former Debenhams, St James Swimming Pool, Common Staithe Quay, Church Street Car Park, part of the Port and Timber Yard area, West Lynn (former Del Monte and dredging sites). The masterplan will also include opportunities at Boal Quay and public realm proposals for the riverfront, potentially connecting South Quay through Boal Quay to Southgates.

#### 4.6. Draft King's Lynn Car Parking Strategy, Borough Council of King's Lynn and West Norfolk, 2025

A study has been undertaken to inform the car parking strategy which is being developed with the scope to identify parking priorities and options which are informed by key stakeholder engagement and identify operational actions required to support delivery of wider strategic objectives. This work has been integrated with the development of the emerging King's Lynn Masterplan to ensure the draft parking strategy reflects the regeneration and development aims of the masterplan and each document supports a clear and shared vision for parking in the town centre. The objectives include:

- Support the vibrancy and vitality of King's Lynn town centre
- Inform effective land use to support wider regeneration objectives
- Provide a strategy which underpins and supports the delivery of the economic strategy, transport strategy and the local plan

- Sustain revenue income streams for the Council
- Reconcile the need for and continued use of car parking spaces with the council's net zero ambitions and the wider climate change agenda.

#### 4.7. West Norfolk Economic Strategy, Borough Council of King's Lynn and West Norfolk, 2025

The West Norfolk Economic Strategy will support the economic growth for all businesses, people and places. The Vision of the Strategy is that in 2045 King's Lynn and West Norfolk is a model for sustainable, active and inclusive rural communities, where the benefits of economic growth are shared widely, and natural and cultural heritage is preserved, enhanced and celebrated for future generation.

The strategy will serve as the anchor and guiding reference for our collective actions over the next 20 years. Working in partnership to design and implement a coordinated action plan aimed at enhancing King's Lynn and West Norfolk economic prosperity and improving the quality of life for all.

#### 4.8. King's Lynn: Culture & Heritage Strategy, Borough Council of King's Lynn and West Norfolk, 2025

This Strategy has been designed to identify key cultural investments and initiatives already underway and setting out how they interrelate, identify the cultural objectives for the Borough and set out the next steps required to develop this into a delivery plan. The development of this strategy shows that BCKLWN recognise the value of arts and culture to quality of life and appeal to younger people.

The Cultural Strategy aims to help King's Lynn through community engagement, better understanding, improved quality of life, increased funding, improved sustainability, increased innovation and improved wellbeing.

#### 4.9. Air Quality Action Plan 2024–2029, Borough Council of King's Lynn and West Norfolk, 2024

The Plan aims to reduce concentrations of air pollutants in the Borough Council of King's Lynn and West Norfolk (BCKLWN). There is one Air Quality Management Area (AQMA) designated in King's Lynn: Railway Road AQMA . As set out in the latest ASR (2025) on air quality, and due to the continued period of compliance in NO<sub>2</sub> annual means, the final AQMA (Railway Rd) is to be put forward for revocation in 2026. This will mean the AQAP will be replaced with an Air Quality Strategy to improve air quality. The AQAP measures are based on six priorities which are as follows:

1. To increase active travel
2. Bus service improvements including Zero Emission buses in King's Lynn
3. To review traffic management projects proposed in King's Lynn for air quality
4. Continue to review new developments for air quality
5. Improved public information
6. Air Quality Project on PM<sub>2.5</sub>

4.10. King's Lynn Local Cycling and Walking Infrastructure Plan (LCWIP), Norfolk County Council and Borough Council of King's Lynn and West Norfolk, 2022

The King's Lynn Local Cycling and Walking Infrastructure Plan has been produced to define the active travel networks and produce a prioritised list of improvement schemes. These schemes will help to deliver on the Government's Vision for Cycling and Walking, "Gear Change". As part of the LCWIP planning, access to public transport, key transport hubs and future transport hubs are used as a key attractor when developing the prioritised routes. The LCWIP for King's Lynn was adopted by both councils in February 2022, and a Norfolk-wide LCWIP covering the remaining areas including Downham Market and Hunstanton, was completed and adopted in spring 2024.

4.11. King's Lynn Town Investment Plan, Borough Council of King's Lynn and West Norfolk, 2021

The Plan sets out a clear plan of action and investment to secure recovery from Covid-19, shift towards a zero-carbon economy and secure the long-term success of the residents and businesses by delivering the following eight projects:

- Youth and Retraining Pledge
- St George's Guildhall and Creative Hub
- Multiuser Community Hub
- Active and Clean Connectivity
- Riverfront Regeneration

4.12. King's Lynn Public Realm Action Plan, Borough Council of King's Lynn and West Norfolk, 2021

King's Lynn has a wealth of historic assets and hidden gems waiting to be explored. Forming part of the Town Investment Plan the Public Realm Action Plan sets out the vision for a public realm that provides better connections across the town and creates high-quality public spaces for people to enjoy.

4.13. Climate Change Strategy (2021-2024), Borough Council of King's Lynn and West Norfolk, 2021 – updated strategy in preparation

The Borough Council of King's Lynn and West Norfolk is committed to tackling climate change, setting a net zero target to 2035. The strategy consists of two phases: Phase 1 constitutes establishing the reduction of the borough's corporate emissions, which this strategy and action plan will detail. Phase 2 focuses on the borough's role and scope of influence in aiding the reduction of district wide emissions.

4.14. **Norfolk County Council**

4.15. Norfolk Economic Strategy, Norfolk County Council, 2024

The Norfolk Economic Strategy aims to drive economic growth in Norfolk while also promoting inclusive and sustainable development. Themes of the Strategy are Local Business, People and Skills, Infrastructure and Placemaking and

Community. It focuses on improving productivity, attracting investment, developing a skilled workforce and addressing inequalities as well as emphasising the importance of the county's natural environment and heritage. It supports public realm through wider regeneration projects aiming for sustainable growth that benefits all residents and communities.

4.16. Norfolk Walking, Wheeling and Cycling Strategy, Norfolk County Council, 2024

This is a strategic document that supports Government's target for 50% of the journeys in towns and cities to be completed by walking, wheeling and cycling by 2030 to create a healthier and greener Norfolk. The strategy is mostly implemented through delivering the adopted Local Cycling and Walking Infrastructure Plans (LCWIP) and Norfolk Access Improvement Plan (NAIP), which relates to Public Rights of Way, as well as other adopted and emerging plans to ensure walking, wheeling and cycling.

4.17. Norfolk Climate Policy and Climate Strategy, Norfolk County Council, 2024

Norfolk County Council recognises the serious impact of climate change globally and the need for urgent action. The Climate Strategy outlines how the council will use its powers and influence to address climate change across seven focus areas:

1. Norfolk County Council estate
2. Indirect emissions (the organisation's wider carbon footprint)
3. County-wide emissions (transport, buildings and planning, commercial and industrial, energy, digital connectivity, waste)
4. Promoting a green economy
5. Adapting to climate change
6. Space for nature to recover and grow
7. Engage and collaborate

The Climate Policy ensures that the council's approach to climate change, as comprehensively set out in its Climate Strategy, is part of the Council's Policy Framework which guides how the Council is run.

4.18. Norfolk Bus Service Improvement Plan (BSIP), Norfolk County Council, 2024

The Norfolk BSIP secured £49.6m for improvements across the County, with additional funding secured in the most recent update. Some of this funding is allocated to implementing general county-wide initiatives and some is targeted at improving journey times, passenger experience and levels of service on key bus corridors.

4.19. Local Transport Plan 4, Norfolk County Council, 2022

NCC's LTP4, adopted in 2022, sets the strategic direction for the county's transport network up to 2036. It states that the 'priority for reducing emissions will be to support a shift to more sustainable modes and more efficient vehicles, including lower carbon technology and cleaner fuels', emphasising the need for

the facilitation of necessary infrastructure. It includes a target for net zero by 2050.

#### 4.20. Norfolk Electric Vehicle Strategy, Norfolk County Council, 2021

This strategy addresses one area where we can reduce carbon emissions and sets out six priorities that are being put in place to help support the uptake of electric vehicles in Norfolk, including suitable charging infrastructure. These are:

- Priority 1: Accelerate charge point deployment on our highway network
- Priority 2: Review our own fleet
- Priority 3: Collaborative working
- Priority 4: Update parking and design standards
- Priority 5: Exploration of wider measures including incentives
- Priority 6: Promotional and awareness raising

### **5. Financial Implications**

- 5.1. Funding to carry out included schemes within the strategy and implementation plan will need to be identified throughout the plan's lifetime from a variety of sources from both Norfolk County Council and the Borough Council of King's Lynn and West Norfolk. The preparation and adoption of the KLTS is critical to the strategic case of any funding that will be pursued to implement the identified priorities. Any future funding decisions would follow due process on a scheme by scheme basis.

### **6. Personnel Implications**

- 6.1. Officers have worked with County Council colleagues to develop the policy and strategy to this point. This work will continue with both BCKLWN Officers and County Officers on a scheme-by-scheme basis where personnel resources would also be further considered and reported back if necessary.

### **7. Environmental Considerations**

- 7.1. As outlined above, the current Air Quality Management Area (AQMA) designated for Railway Road is set to be put forward for revocation in 2026 due to the continued period of compliance in NO<sub>2</sub> annual means. This will mean the AQAP will be replaced with an Air Quality Strategy to improve air quality. The Transport Strategy will then have a place both to influence and to help support the aims and objectives of this new strategy.

- 7.2. Sustainable transport is a cross-cutting theme across the strategy, with most relevant policies (see above section for breakdown) focusing on improving public transport, encouraging active travel, and reducing environmental impacts. The Council aims to support bus operators in delivering quicker, more reliable and accessible services, while also promoting walking and cycling through initiatives through the King's Lynn Local Cycling and Walking Infrastructure Plan to reduce reliance on cars. Alongside this, the strategy commits to contributing towards building a transport network that is resilient to climate change and aligned with the goal of making the transport network zero emission by 2050. Improving air

quality is another priority, with efforts directed toward reducing vehicle emissions, this aligns with the opportunity identified above.

## **8. Statutory Considerations**

8.1. Where planning permission or traffic regulation order changes are required, these will follow due process.

## **9. Equality Impact Assessment (EIA)**

9.1. An EIA screening assessment has been completed and no issues were identified. Further design work will be required for each of the potential schemes. As part of the further detailed work, any potential impacts on each protected equality group will be considered and mitigated where required.

## **10. Risk Management Implications**

10.1. None identified at this time, though as each scheme is worked on in more detail issues may arise and these will then be mitigated or highlighted as required with reports brought back to the relevant panel and Cabinet as appropriate.

## **11. Background Papers**

Appendix A: [King's Lynn Transport Strategy and Implementation Plan](#)

Appendix B: [King's Lynn Transport Strategy Consultation Findings Report](#)

**Pre-Screening Equality Impact Assessment**

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



Name of policy/service/function	Regeneration, Housing & Place				
Is this a new or existing policy/ service/function?	New				
<p>Brief summary/description of the main aims of the policy/service/function being screened.</p> <p>Please state if this policy/service is rigidly constrained by statutory obligations</p>	<p>The King's Lynn Transport Strategy sets out the transport vision and infrastructure needs for King's Lynn and the surrounding area. It supports the Norfolk Local Transport Plan, adopted by Norfolk County Council in 2022, by providing a local context for its delivery.</p> <p>Amid potential changes such as Devolution and Local Government Reorganisation, it is crucial to highlight King's Lynn's needs to decision-makers. Implementing the identified transport measures will be key to driving prosperity, economic growth, and ensuring the town fulfils its full potential for residents and visitors alike.</p>				
<b>Question</b>	<b>Answer</b>				
<p><b>1. Is there any reason to believe that the policy/service/function could have a specific impact on people from one or more of the following groups <b>according to their different protected characteristic</b>, for example, because they have particular needs, experiences, issues or priorities or in terms of ability to access the service?</b></p> <p>Please tick the relevant box for each group.</p> <p>NB. Equality neutral means no negative impact on any group.</p>		Positive	Negative	Neutral	Unsure
	Age	X			
	Disability	X			
	Gender			X	
	Gender Re-assignment			X	
	Marriage/civil partnership			X	
	Pregnancy & maternity			X	
	Race			X	
	Religion or belief			X	
	Sexual orientation			X	
	Other (eg low income)	X			

Question	Answer	Comments
2. Is the proposed policy/service likely to affect relations between certain equality communities or to damage relations between the equality communities and the Council, for example because it is seen as favouring a particular community or denying opportunities to another?	Yes / No	
3. Could this policy/service be perceived as impacting on communities differently?	Yes / No	
4. Is the policy/service specifically designed to tackle evidence of disadvantage or potential discrimination?	Yes/ No	Schemes identified in the strategy aim to improve the accessibility and connectivity for residents to improve their ability to travel sustainably to place of education, employment and leisure. Individual schemes will need to consider EIA and compliance with DDA as they are developed in detailed design.
5. Are any impacts identified above minor and if so, can these be eliminated or reduced by minor actions?  If yes, please agree actions with a member of the Corporate Equalities Working Group and list agreed actions in the comments section	Yes / No	<b>Actions:</b>
		<b>Actions agreed by EWG member:</b> .....
<p><b>If 'yes' to questions 2 - 4 a full impact assessment will be required unless comments are provided to explain why this is not felt necessary:</b></p> <p>Full EIA not deemed necessary at this point, as stated these will be undertaken as each scheme comes forward.</p> <p><b>Decision agreed by EWG member:</b> L Gayton</p>		
<b>Assessment completed by:</b>	<b>C Smalls</b>	
<b>Job title</b>	<b>Regeneration Programmes Officer</b>	
<b>Date</b>	<b>22/01/2026</b>	

# King's Lynn Transport Strategy Consultation

24 Regeneration and Development Panel

Monday 2 March 2026

Claire Dollman



# Vision

“To support sustainable economic growth in King’s Lynn by facilitating journey reliability and improved travel mode choice for all, whilst contributing to improved health, air quality, safety and protection of the built and natural environment.”

25



# Public Consultation Summary

- KLTS public consultation (24 Sep - 5 Nov)
- 169 submissions via Citizens Space
- 12 submissions via other routes
- **181 submissions in total**
- Stakeholder Engagement Event – 25 September– 43 attendees

26

# Objectives

- 1. Growth:** Support the delivery of planned housing growth and development in the Borough
- 2. Connectivity:** Enhance connectivity and accessibility for all within King's Lynn
- 3. Public Transport:** Promote greater use of public transport in King's Lynn
- 4. Active Travel:** Improve the active travel infrastructure to create the right conditions to make it first choice for shorter journeys
- 27 5. Environment:** Improve local air quality and King's Lynn's natural environment and reduce overall transport emissions
- 6. Safety:** Improve road safety in King's Lynn
- 7. Culture and Heritage:** Protect and enhance King's Lynn's heritage and cultural environment through place-making

The Vision and Objectives have not been changed

# Policies

**Policy 1: Supporting Growth and New Development.** Norfolk County Council will work in partnership, including with developers, to ensure transport measures, including sustainable transport options, support **economic growth**, new housing developments and employment sites.

**Policy 2: Strategic Connections.** Norfolk County Council, working in partnership, seek to improve strategic connections between King's Lynn, the port, the surrounding villages, Norwich, Norfolk and the wider region. We will seek improvements to strategic connections including the A47, A149 and key roundabouts like the A17/A47 Pullover junction, **Southgates Regeneration Area**, the town centre gyratory as well as rail and bus connections.

28

**Policy 3: Parking.** Norfolk County Council will work with the BCKLWN to deliver the Parking Strategy that balances the needs of the town with supporting the promotion of public transport and active travel. We will seek improvements that acknowledge the importance of the NCC Electric Vehicles Strategy with regards to EV parking provision.

Minor changes have been made to Policy 1 and 2

# Policies

**Policy 4: Bus Services.** Norfolk County Council will support bus operators to deliver quicker, reliable, integrated, convenient and accessible journeys.

**Policy 5: Rail.** Norfolk County Council will work with partners to make improvements to King's Lynn Railway Station as set out in the Norfolk Rail Prospectus. We will seek improvements to the line for both the passengers and freight. This will include aiming to make them more reliable, accessible, integrated and provide faster more frequent journeys.

29 **Policy 6: Active Travel.** Norfolk County Council will work with partners to support and promote the use and benefits of active and sustainable modes of travel, including supporting schemes in the King's Lynn Local Cycling and Walking Infrastructure Plans to reduce dependency on cars.

**Policy 7: Climate Change Resilience.** Norfolk County Council, working with stakeholders and partners, will contribute to making the transport network zero emission by 2050 and resilient to the impacts of severe weather and climate change.

No changes made to Policies 4-7

# Policies

**Policy 8: Improved Air Quality.** Norfolk County Council, working with partners, will seek to reduce emissions from vehicles to improve air quality.

**Policy 9: Road Traffic Harm Reduction.** Norfolk County Council, working with partners, will endeavour to reduce road traffic collisions and casualty numbers through the safe systems approach. Improvement schemes will aim to address the fear of road traffic affecting vulnerable road users.

<sup>30</sup> **Policy 10: Supporting Culture, Heritage and Tourism.** Norfolk County Council, working with partners, where possible will seek to protect, **promote and enhance the historic environment including** existing green infrastructure and enhance the public realm for the benefit of residents, visitors and tourists using a healthy streets approach to make streets attractive and work for all users of the network.

Minor changes have been made to Policy 10

# Targets

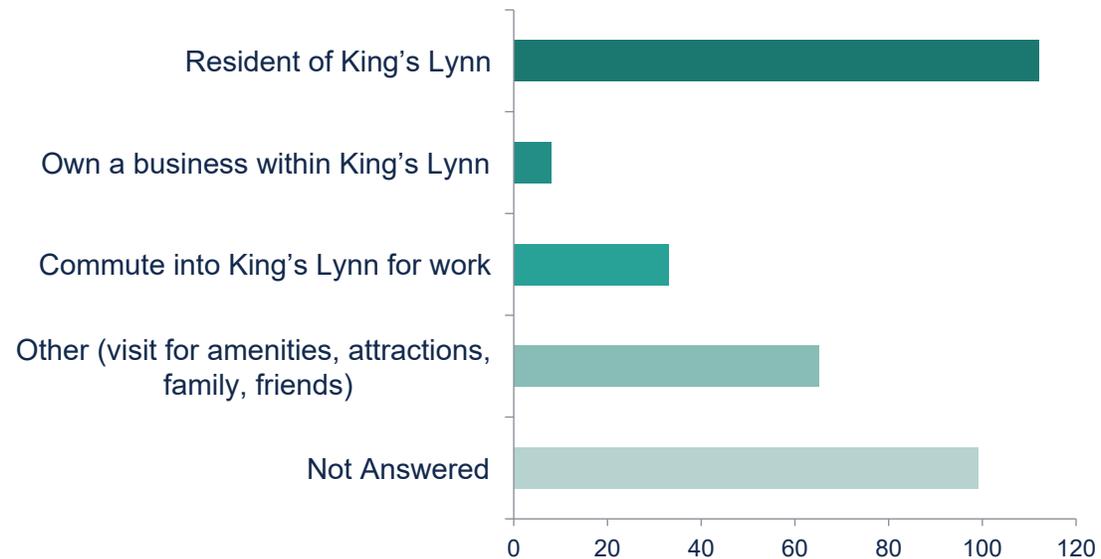
- 1. Growth:** Secure transport network improvements to support economic growth including new housing and employment sites
- 2. Connectivity:** Secure future improvements to the Strategic Road and Rail Network and at key gateway junctions
- 3. Public transport:** Grow annual bus and rail patronage
- 4. Active travel:** Increase in the number of people walking, wheeling and cycling as monitored as part of the King's Lynn Local Cycling and Walking Infrastructure Plan
- 5. Environment:** Reduce the current number of, and ensure no new, Air Quality Management Areas (AQMA)
- 6. Safety:** Reduce collision numbers from current levels
- 7. Culture and heritage:** Number of transport projects with heritage and placemaking considered as part of delivery.

Minor changes have been made to targets 1 and 7

# Public Consultation

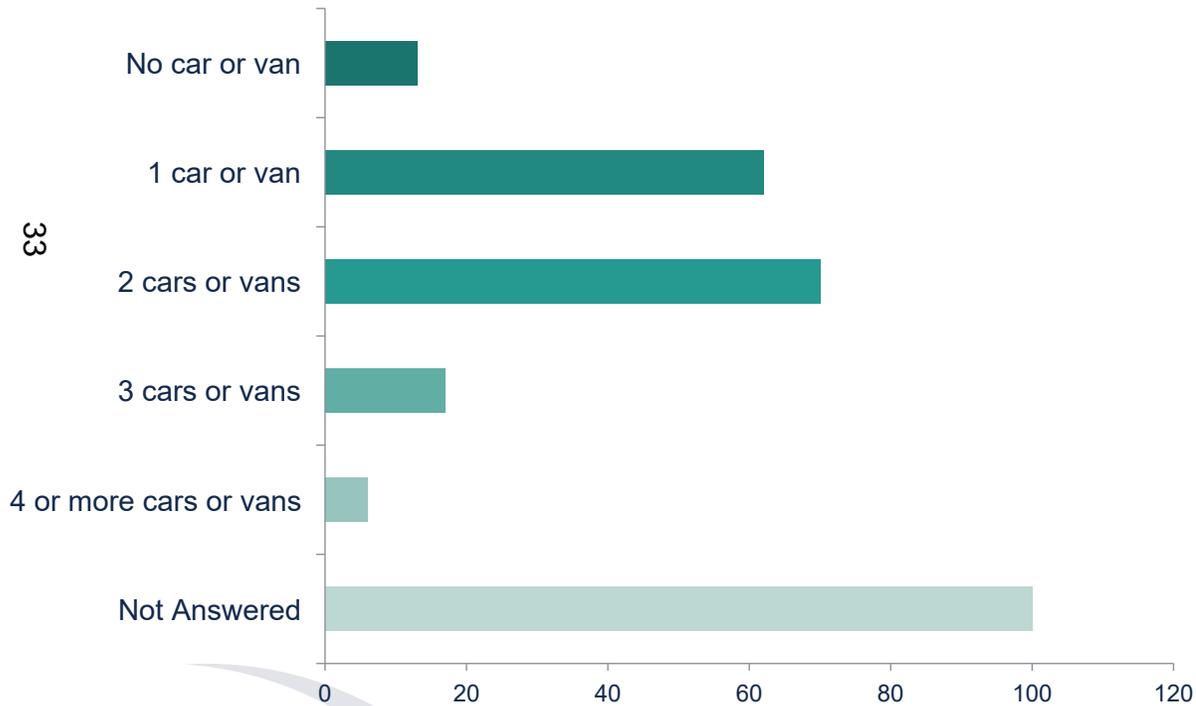
The next few slides cover those who answered via Citizens Space

- The majority responded as an individual resident of King's Lynn

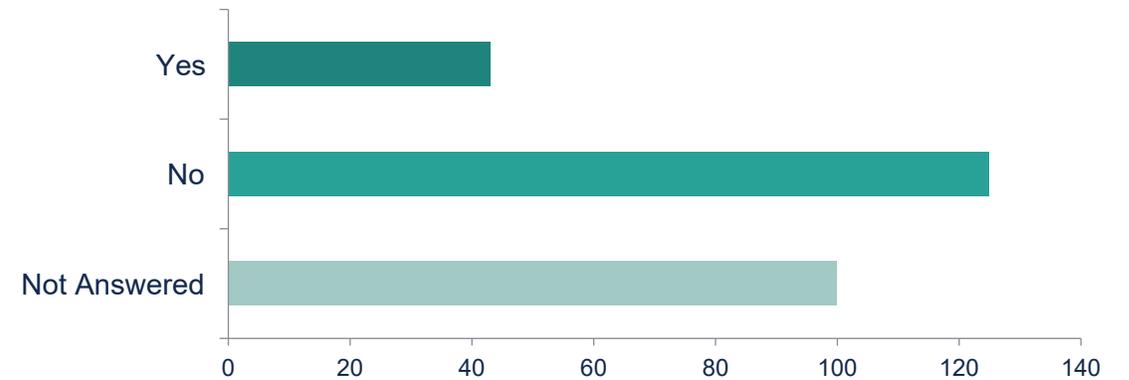


# Public Consultation

How many cars or vans, if any, are there in your household?



Are any vehicles in your household Electric or hybrid?



# Public Consultation

What is the **main way** that you travel for each of the following reasons? - **Travel to/from work**

Option	Total
<b>Car or van as driver</b>	68
Car or van as passenger	4
<b>Taxi</b>	<b>0</b>
Bus	6
Bicycle	7
On foot	8
<b>Motorbike or scooter</b>	<b>0</b>
Train	6
Not Applicable	58

# Public Consultation- Vision

To what extent do you agree or disagree with our overall **vision**?

Option	Total
Strongly agree	47
<b>Agree</b>	<b>57</b>
Neither agree nor disagree	41
Disagree	18
<b>Strongly disagree</b>	<b>5</b>
Don't know	1

# Public Consultation- Objectives

To what extent do you agree or disagree with the **objectives**?

Objective	Str/Agree	Str/Disagree
<b>1 Growth</b>	<b>120</b>	<b>30</b>
<b>2 Connectivity</b>	<b>145</b>	<b>15</b>
3 Public Transport	125	13
4 Active Travel	122	17
5 Environment	107	22
6 Safety	138	9
7 Culture and Heritage	131	6

Reasons for disagreeing with the Growth objective include comments on high levels of existing congestion, particularly on the A47 and the demand for a fly over at Pullover to alleviate build up of morning traffic without adding more traffic lights.

“Dual carriageway the A47, A10 and A149 wherever possible and stop building 1000’s of new houses without improving road access”

# Public Consultation- Policies

To what extent do you agree or disagree with the **Policy**?

Reasons for disagreeing with Climate Change Policy:

Policy	Str/Agree	Str/Disagree
Policy 1 Supporting Growth and New Development	113	28
Policy 2 Strategic Connections	141	14
Policy 3 Parking	97	31
Policy 4 Bus Services	135	8
<b>Policy 5 Rail</b>	<b>143</b>	<b>8</b>
Policy 6 Active Travel	102	26
<b>Policy 7 Climate Change Resilience</b>	<b>84</b>	<b>40</b>
Policy 8 Improved Air Quality	104	26
Policy 9 Road Traffic Harm Reduction	123	19
Policy 10 Supporting Culture, Heritage and Tourism	130	15

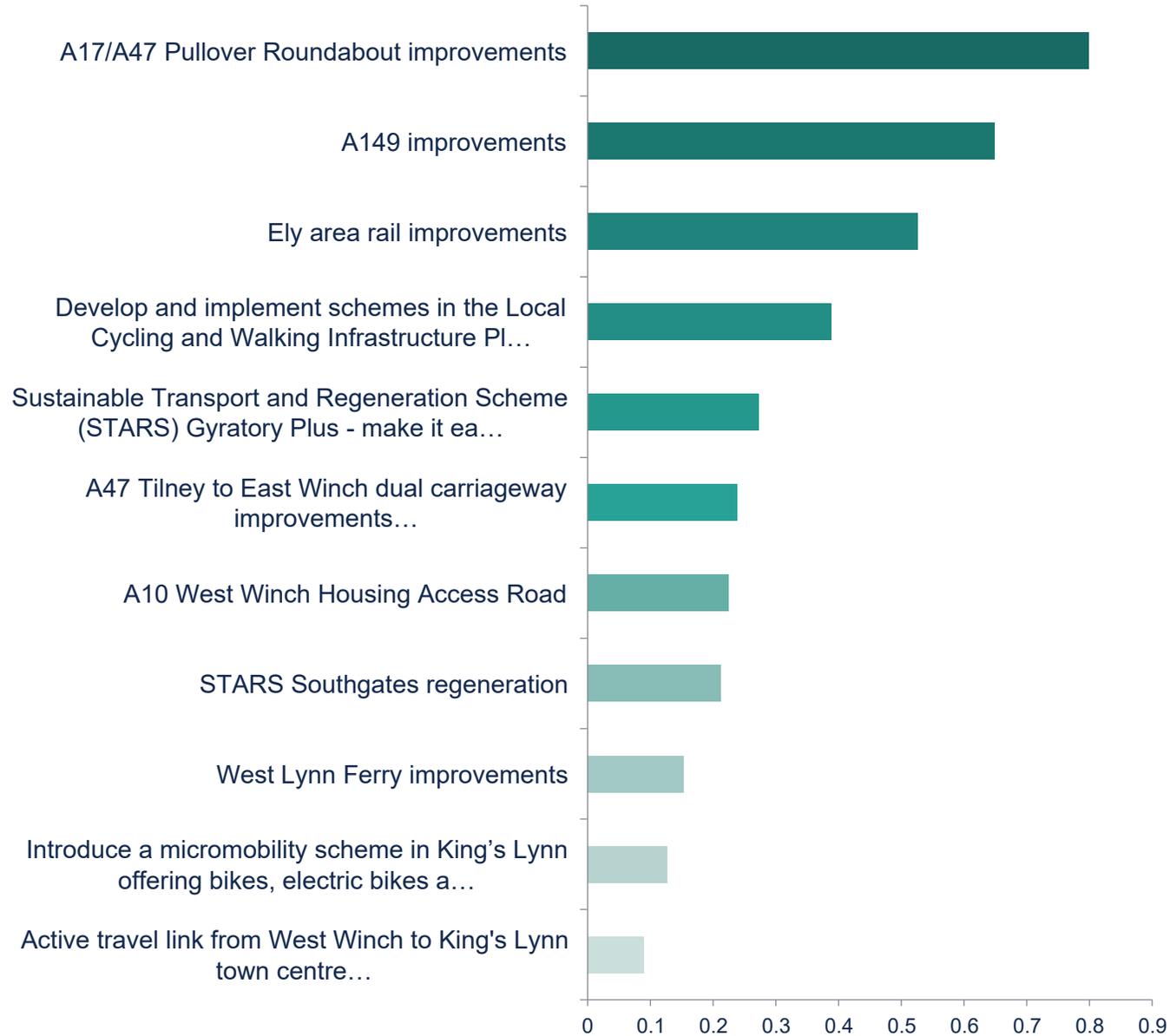
“Concentrate on living and working in the area access for shopping etc. No one goes shopping on a push bike! If you can afford an EV you don’t live in kings lynn and are very unlikely to shop in the town.”

“Regular bus services to the outlying villages needs to be improved, having a bus in and out once a day will not encourage people to give up using their cars.”

“Net zero is a fantasy and unworkable! Focus on what can be achieved and will make the greatest gains in terms of protecting the environment, inward investment, health of residents and commuters - such as improving the rail network and public transport connectivity with outlying villages.”

# Public Consultation- Priority Projects

Please select the three you think are most important in order of preference of the 9 suggested, with 1 being most important.



# Next Steps

- ✓ Dec/Jan - Comment on updated KLTS
- ✓ Jan-Feb – Updates to KLTS and the associated Strategic Environmental Assessment
- ✓ Draft KLTS document and consultation feedback shared with West Norfolk Transport and Infrastructure Steering Group on 6 February 2026
- ✓ 2 March - NCC Cabinet Meeting
- 3 March - BCKLWN Cabinet Meeting

**Thank you.**

# Hunstanton Masterplan

Regeneration and Development Panel  
2nd March 2026

40

Jemma Curits, Regeneration Programmes Manager  
Connor Smalls, Regeneration Programmes Officer



# Summary of Public Consultation

- Consultation Period 12<sup>th</sup> January – 6<sup>th</sup> February 2026
- 2 Drop-in events at Hunstanton Town Hall: 15<sup>th</sup> January and 2<sup>nd</sup> February.
- 41 • Over 240 attendees to the two public drop in sessions
- 109 responses to questionnaire both online and physical copies
- 1251 views for the Hunstanton Masterplan Webpage between 12<sup>th</sup> January – 6<sup>th</sup> February 2026
- 71% of responders were residents of the Borough with business, community groups, landowners and investors, Councillors and Council Officer also completing the survey.



Public Consultation 12 January – 6 February 2026

## HAVE YOUR SAY AND NEXT STEPS

These draft objectives and concept designs have directly responded to previous initiatives, further shaped by initial engagement with local stakeholders, businesses and interest groups.

We would now like you to have your say before refining the Masterplan. The public consultation on the Masterplan will run from **12 January to 6 February 2026**.

These exhibition boards can also be viewed online at  
[west-norfolk.gov.uk/hunstantonmasterplan](http://west-norfolk.gov.uk/hunstantonmasterplan)

Drop in events will be held at the Hunstanton Town Hall, with the opportunity to speak to the team developing the masterplan.

**Thursday 15 January 10am–7pm**  
**Monday 2 February 10am–7pm**



### How do I respond?

Please take the time to read the consultation material provided on the boards. Once you have done so, we invite you to tell us what you think by completing a short questionnaire, available at the link above or on paper at the in-person displays.

### What Next?

After this public consultation, the feedback received will be used to refine the Masterplan, to ensure it reflects comments made by people living and working in Hunstanton before it is updated, finalised and adopted by BCKLWN.

The final Masterplan will be used to guide future funding, investment and policy for both short-term improvements and long-term regeneration ambitions for Hunstanton over the next 10–20 years. It will set priorities for projects coming forward in the shorter and longer term, which are likely to be subject to further consultation either before or after submitting planning applications, before they are brought forward.

HUNSTANTON  
MASTERPLAN



# Summary of Public Consultation - How important are these issues?

1. Attracting more visitors to the town for a longer period of the year extending into winter.

- Very Important/Important: **79%**      Not so Important/Not At All Important: 21%

2. The creation of new high quality public spaces

- 42
- Very Important/Important: **74%**      Not so Important/Not At All Important: 26%

3. The improvement of public transport links.

- Very Important/Important: **89%**      Not so Important/Not At All Important: 11%



# Summary of Public Consultation - How important are these issues?

## 4. The improvement of walking and cycling links

- Very Important/Important: **65%**      Not so Important/Not At All Important: 35%

## <sup>43</sup>5. Better management of cars, and prioritising of pedestrians and cyclists

- Very Important/Important: **58%**      Not so Important/Not At All Important: 42%

## 6. The creation of better links between the seafront and promenade, and the town centre

- Very Important/Important: **57%**      Not so Important/Not At All Important: 43%



# Summary of Public Consultation - How important are these issues?

7. The improvement of the seafront and promenade to create a more attractive seaside destination

- Very Important/Important: **83%**      Not so Important/Not At All Important: 17%

8. The creation of better more usable and beautiful spaces on the promenade and seafront for people to feel good and enjoy using, and to stay and linger and enjoy the views out of the sea

44

- Very Important/Important: **78%**      Not so Important/Not At All Important: 22%

9. The provision of more shelter on the seafront to make it more useable for a longer period in the year.

- Very Important/Important: **61%**      Not so Important/Not At All Important: 39%



# Summary of Public Consultation - How important are these issues?

10. The opportunity for new and enhanced leisure at the wider Oasis site area, including potential uses such as a new cinema, sports facilities, bars and restaurants, snooker, darts and other leisure facilities

Very Important/Important: **73%**

Not so Important/Not At All Important: **27%**

Key themes from comments

## 1. Upgrade the Oasis

- Strongest Consensus
- **45** 25m modern pool, family-friendly depth, flumes, splash zone
- Larger gym, better studios, improved changing rooms
- Sauna/steam room, jacuzzi
- Indoor bowls, maintained for existing club
- Better disabled access (slope, automatic doors)

Keep the existing pool open until a new one is built.

## 2. Indoor Activities & All-Weather Facilities

Interest in:

- Soft play, climbing walls, trampolines, Ninja-style courses
- Youth club / teen creative space
- Internet café / digital hub
- Art gallery, craft centre, small museum
- Ice rink, outdoor lido, boating pool (multiple mentions)

## 3. Cinema

- Mixed Views
- Supporters: A cinema would be *"really important"* and fill a local gap.
- Opponents: Princess Theatre already shows films; streaming reduces demand.
- Several suggest using the Princess Theatre for more contemporary screenings.

## 4. Parking & Access

- Concern and opposition to removing or relocating central car parks.
- High Street businesses emphasise:
  - Elderly and mobility-impaired customers need close parking
  - Deliveries require vehicle access
  - Winter trade would suffer
- Requests for **resident parking passes** or discounted parking.

## 5. High Street & Town Centre

- Resistance to pedestrianisation: seen as harmful to trade.
- Desire for more independent shops; opposition to chains and more charity shops.
- Calls to support local businesses and fill long-vacant units.
- Need for better public toilets, lighting, and cleanliness.

## 6. Broader Town Improvements

- Rebuild the pier and boating lake.
- Improve traffic flow into town to reduce long queues.
- Restore bike hire and mobility hire.
- Maintain the relaxed, family-friendly feel of the seafront.

## 7. Youth & Teen Provision

- Skateboard facilities, indoor padel courts, youth drop-in centre.
- Affordable indoor activities for bad weather.



# Summary of Public Consultation - How important are these issues?

11. The provision of more hotel bedspaces to attract more year round-visitors

- Very Important/Important: 46%      Not so Important/Not At All Important: **54%**

12. The improved provision of uses for all generations, from young children to those retired .

- 49 • Very Important/Important: **79%**      Not so Important/Not At All Important: 21%

- Key themes from comments

- **Indoor, all-weather activities:** roller skating, discos, soft play, climbing, padel/pickleball, youth clubs, cultural/arts spaces, internet hub.
- **Upgrade the Oasis:** modern 25m pool, larger gym, studios, sauna/steam, flumes, creche, indoor play, accessible design.
- **Youth & family provision:** skate ramps, music events, teen spaces, donkey rides, boating lake revival, better cycle routes.
- **Food & retail:** seafood and world food on the prom, healthy cafés, higher-quality retail, support for existing businesses.
- **Accessibility & mobility:** improved beach access, mobility scooter hire, covered seating, safer cycle routes.
- **Outdoor & seasonal ideas:** lido/sea-water pool, pétanque, pitch & putt, open-air cinema/theatre, enhanced cliff gardens.
- **Education & visitor support:** geographical/learning centre for school groups, better transport links and parking.



# Summary of Public Consultation - How important are these issues?

## 13. The improvement of water sports and sea activities

- Very Important/Important: **58%**                      Not so Important/Not At All Important: 42%
  
- Key themes from comments
  - Loss of sand and dangerous boulders blocking safe access to the sea
  - Slipways too short; sailing, windsurfing, kayaking now difficult
  - Poor water quality reducing confidence in sea swimming
  - Underused facilities and limited access
  
- What People Want
  - Restore the beach
  - Safe, managed zones for swimmers, paddlers, surfers, jet skis
  - Environmentally responsible approach that protects wildlife in The Wash
  - Affordable, accessible water sports for residents and visitors
  - Better sea-swimming options: lagoon/sea pool, outdoor pool revival
  - Improved disabled access: floating pontoons, beach wheelchairs
  
- Overall Message - Hunstanton's water-based activities have huge potential, but the beach and safe access to the sea are considered essential.

47



# Summary of Public Consultation - How important are these issues?

14. The creation of inside and outside spaces which can be used by existing and future local businesses (e.g market spaces etc.)

- Very Important/Important: **62%**      Not so Important/Not At All Important: 38%

48

15. The setting up of a business incubator unit to help small business start-ups to develop and grow.

- Very Important/Important: **59%**      Not so Important/Not At All Important: 41%



# Summary of Public Consultation - How important are these issues?

16. The creation of spaces which could be used for off season/winter uses, e.g ice skating, Christmas markets etc

- Very Important/Important: **64%**      Not so Important/Not At All Important: 36%

- Key themes from comments

49

- Weather exposure: winter winds and cold make prom-side spaces less viable
- Support existing venues (Princess Theatre, Town Hall, Oasis, Searles) rather than replacing them
- Footfall challenges: winter visitor numbers are low; events must be realistic and sustainable
- Town-centre focus preferred over prom for winter activities
- Avoid harming existing businesses—markets shouldn't take trade away from shops
- Hunstanton needs sheltered, indoor or weather-proof spaces and high-quality, well-located winter events, building on what already works rather than creating exposed or underused new areas.

- What People Support

- Christmas markets (popular but must be well-located, sheltered, and high-quality)
- Ice skating / roller skating
- Indoor activities: cinema, theatre, sports hall, laser tag, climbing wall, covered play, warm spaces, pop-up events
- Regular markets: weekly, farmers, crafts, food & drink
- Family-friendly events: light switch-on, winter trails, music, festive films
- Better seafront hospitality: improved cafés, bars, restaurants



# Summary of Public Consultation - How important are these issues?

17. The creation of a flexible event space, e.g for music, performance etc

- Very Important/Important: **61%**      Not so Important/Not At All Important: 39%

50

18. The improvement of wayfinding and signage around the town, and between the town and the seafront/promenade as well as the recreation ground

- Very Important/Important: **61%**      Not so Important/Not At All Important: 39%



# Summary of Public Consultation - How important are these issues?

19. The celebration of the town's heritage and culture, and the reflection of this in any proposals

- Very Important/Important: **82%**      Not so Important/Not At All Important: 18%

20. The respect for the environment and making the most of the town's natural assets.

- Very Important/Important: **96%**      Not so Important/Not At All Important: 4%



# Summary of Public Consultation

21. Do you agree with the proposed Strategic Spatial Strategy for the improvements to the seafront and promenade, the new public spaces, and the improved connections between the town and the seafront/promenade

• Strongly Agree/Agree: **53%** Disagree: 32% Don't Know/Unsure: 15%

• Key themes from comments  
• What People Support

- Improving the promenade, Oasis site, and tired areas of the seafront
- Better connections between town and seafront (signage, walkability)
- More year-round activities, events and sheltered spaces
- Protecting heritage and enhancing the town's Victorian character
- Enhancing watersports, youth facilities, and public spaces

52

• Main Concerns

- Loss of parking – fear it will harm tourism, accessibility, residents
- Pedestrianisation seen as damaging to High Street businesses and older residents
- Insufficient public transport to offset reduced parking
- Lack of clarity on funfair, crazy golf, and other key existing attractions
- Worries about overdevelopment: too many flats, risk of losing charm
- Poor condition of beach, promenade, and sea defences

• Key Messages from Residents

- Improve what exists before adding new things
- Balance needs of residents and visitors
- Protect seafront views, character, and green spaces
- Ensure proposals are realistic, affordable, and delivered in phases
- Prioritise the beach, accessibility, and essential infrastructure

## STRATEGIC SPATIAL STRATEGY



**KEY ELEMENTS OF THE MASTERPLAN**

- Town centre improvement area** - the masterplan will look at high level opportunities to improve the town centre environment to make it more attractive and pedestrian friendly. The public consultation will try and ascertain where the local residents think the "Heart of Hunstanton" is to inform further design work.
- Seafront/promenade improvement area** - the masterplan will look at the seafront and promenade to look at what improvements are possible, in particular the possibility of creating some high quality placemaking using the works to be carried out as part of the flood defences work.
- Improved integration between town centre and seafront/promenade** by creating better quality more usable connections, and any high quality public realm improvements which make the journey between the town and the seafront a pleasing and attractive experience.
- Key seafront anchor sites** - we have identified that the two key sites for improvement on the promenade provide good opportunities to meet the key objectives of improving and expanding the sport and leisure facilities, and of creating a multi-function events space to draw visitors to the town out of the summer season.
- Other development opportunity sites** - these are sites which could be available for development, the uses of which will be subject to viability studies for market demand.
- Strategic car parking sites** - these are sites which could be improved to help with the other environmental improvements which the masterplan examines. The size of the car parks will require assessment and increased/decreased requirements to be ascertained in future more detailed design stages.
- Potential new/improved bus stops**
- Strategic walking and cycle routes**

# Summary of Public Consultation

22. Do you agree with the potential building types and potential uses identified in the Principle Masterplan Area

- Strongly Agree/Agree: **43%** Disagree: 30% Don't Know/Unsure: 27%
- Key themes from comments

53

- Broad support for regeneration if it protects Hunstanton's character and avoids overdevelopment.
- Overdevelopment Concerns: Strong opposition to more flats, chain hotels, or large-scale builds that risk losing Victorian seaside character.
- Azzam's Site: Widely seen as unattractive; support for demolition and redevelopment with small, attractive, mixed-use units.
- Location & Footfall: Preference for investment in the central and northern prom; southern prom considered too far from town centre for year-round use.
- Parking & Access: Concerns about loss of parking; town is car-dependent and needs accessible, affordable spaces.
- Leisure Centre: Strong support for a new or upgraded Oasis with modern facilities, good parking, and minimal disruption during construction.
- Design & Character: Buildings must fit local vernacular (carrstone, flint, Victorian references) and withstand harsh coastal weather.
- Facilities Wanted: Cinema, makers market, small venues, indoor activities, creative spaces—year-round attractions for all ages.
- Protect Existing Assets: Prioritise maintenance (gardens, cliffs, existing buildings) and reuse vacant properties.
- Other Concerns: Noise, light pollution, infrastructure capacity, sewage issues, and risk of losing the town's charm.



Public Consultation 12 January – 6 February 2026

## PRINCIPLE MASTERPLAN AREA



### KEY AREAS AND HIGH LEVEL THOUGHTS

**1. The Town Centre Improvement area** and well designed connections down to the seafront. A key parameter for all design work will be a respect and enhancement of the existing heritage assets.

**2. New gateway to The Promenade** - new high quality flexible public realm spaces with improved links and wayfinding up to the town centre, retaining parking provision, a new piazza space at the entrance to the promenade, and safe pedestrian and cycling priority spaces. All Public Realm works and improved connectivity to respect and enhance the existing Heritage Assets.

**3. New leisure facility** - utilising the opportunity for new and enhanced leisure at the wider Oasis area site, creating a very high quality multi-use building, including fitness and sport, cinema, hotel, amongst other uses. The exact composition of these uses would be subject to investor input and market testing.

**4. Promenade Park** - a new high quality public realm space, incorporating flood defence works, but designed to be excellent placemaking. This space would give a sense of place

to The Promenade, creating a beautiful place where people will want to rest and stay. These works may require the relocation of the cosy golf site currently in this area. The new park space will give the opportunity to enhance the setting of the existing Heritage Assets in this area. There is also the opportunity to improve the public realm spaces in the vicinity of the Sea Life Centre entrance.

**5. The Yard** - a multi use and very flexible events space, which would be a key element in attracting visitors off-season and throughout the year. This would be a simple lightweight sheltered structure (inside/outside space), but would allow many uses that could include:

- internal sheltered market place which could be used by local businesses
- weekend themed events to attract visitors from all over the country out of season
- European style longer period Christmas market to bring in customers in winter time over a period of 2-3 months
- mobile ice skating and other wintertime activities

**6. The Beach** - improvements to beach facilities, eg accessibility, new beach huts etc

HUNSTANTON  
MASTERPLAN



# Summary of Public Consultation

23. Do you agree with the proposal to create new high quality external public spaces, with priority given to walking, cycling and local business use, over cars.

- Strongly Agree/Agree: **50%** Disagree: 41% Don't Know/Unsure: 9%

- Key themes from comments

- Cars remain essential for visitors, elderly residents, disabled users, and rural communities due to poor public transport.
- Concern about reducing or relocating parking, especially seafront and central areas; fears of harming businesses and excluding vulnerable groups.
- Pedestrianisation views are split – some support safer, calmer streets; many fear loss of accessibility, impact on High Street trade, and comfort in poor weather.
- Cycling views are mixed – some want more and safer cycle lanes; others oppose any expansion, citing safety concerns.
- Support for health, wellbeing & new public spaces, but only if balanced with practical parking solutions.
- Tourism impact is a major worry – visitors arrive by car and need easy, reasonably priced parking.
- Key message: seek balance, not prioritisation of walking/cycling over cars; maintain access, affordability, and proximity.

54



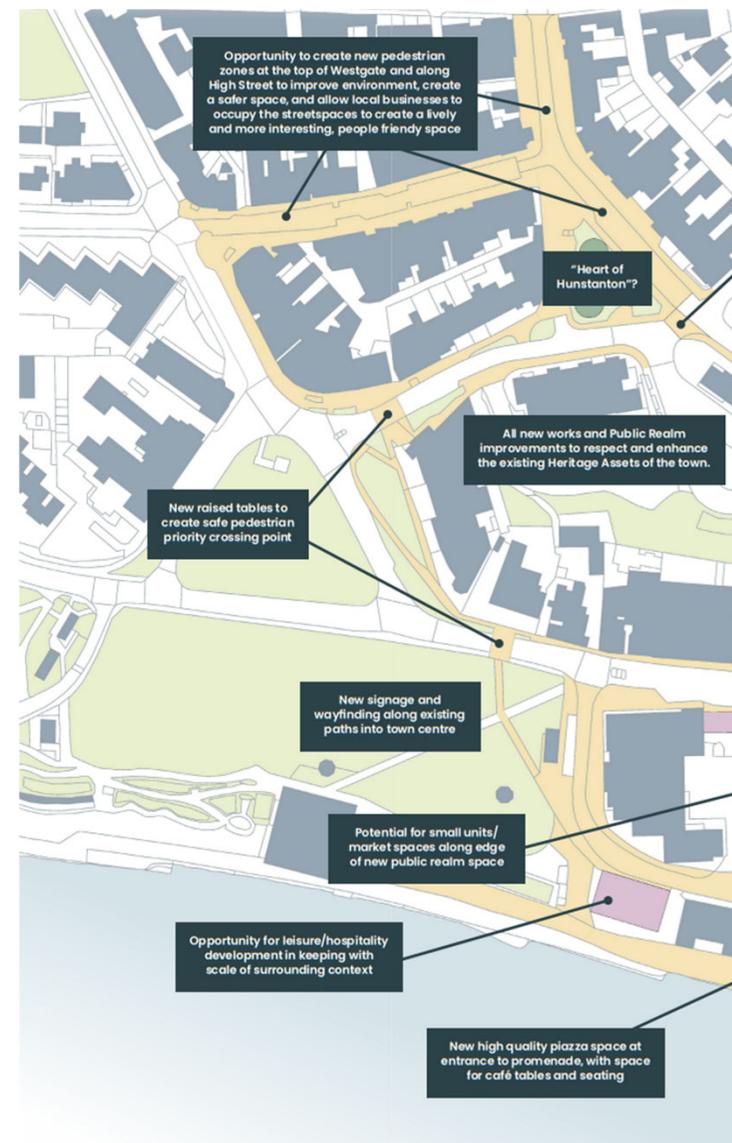


# Summary of Public Consultation

25. Where do you feel the "Heart of Hunstanton" is and how can the masterplan support creating a cohesive and joined up town around this

- Key themes from comments/overall answer?
  - Strong consensus: The Green (Upper & Lower Greens, bandstand, Golden Lion area)
  - Secondary centres: High Street and Seafront/Promenade
  - The Spinney was considered less of a focal point overall.
- Why The Green Matters
  - Historic and iconic setting
  - Natural gathering point for events
  - Connects seafront and High Street
  - Offers views, open space, and heritage character
- Key Improvement Priorities
  - Enhance The Green: more seating, shade, flowers, event facilities
  - Strengthen links between High Street and seafront
  - Improve signage and pedestrian flow
  - Tidy and update the seafront; reconsider pier building
  - Support small independent retail and indoor attractions.
  - Maintain High Street vehicle access; increase edge-of-town parking
  - Protect heritage and character
  - Avoid over-modernisation
  - Keep the town clean, traditional, and welcoming
  - Recognise importance of beach, watersports, and local identity

56



# Summary of Public Consultation

26. Do you agree with the potential to relocate some cars from Southend Car Park to make more flexible space to an improved and potentially expanded car park to the south of the promenade off Seagate Road

• Strongly Agree/Agree: 33% Disagree: **46%** Don't Know/Unsure: 21%

57

## • Key themes from comments

- Keep Central Parking: concerns that moving spaces south / away from town will deter visitors, harm shops, and disadvantage the elderly, disabled, and families.
- Car Parks Already Lost: concern over previous car parks turned into flats that remain largely unused/unoccupied. Resistance to further reductions.
- Need for More & Better Parking: Requests for resurfacing, dust control, better disabled provision, short-stay bays, and more campervan/motorhome spaces.
- Alternative Ideas: Multi-storey near The Honestyone; park & ride or shuttle/, cheaper council-run parking and resident permits.
- Distance Concerns: Many feel Seagate Road is too far from High Street and main attractions.
- Mixed Views on Public Realm: Some support more event space, others say the town green and prom will always be preferred so don't sacrifice parking.



# Summary of Public Consultation

27. Do you agree with the proposal to create new gateways at the north and south ends of the identified area of the promenade to improve access and create high quality pleasant spaces as the promenade is entered and exited.

- Strongly Agree/Agree: **65%** Disagree: 16% Don't Know/Unsure: 19%

## 58 • Key themes from comments

- Access & Connectivity - Access currently difficult in places; desire for improved, accessible routes.
- Mixed views: some say access is already fine; others want a better north–south connectivity.
- Gateway Proposals - Some support improved entrances to make the area more inviting. Some feel details are unclear; concerns about having two gateways; preference for focusing on Oasis site.
- Town Centre and Promenade - Strong concern about diverting visitors away from the High Street. Calls for investment in local shops through lower business rates and incentives.
- Promenade Improvements - Requests for better maintenance, repairs, planting, seating, and softening of concrete. Support for safer pedestrian and cycle routes; interest in tidying and enhancing existing spaces.
- Parking & Traffic - Divided views: some want reduced traffic; others say central parking is essential for high season. Concerns about where vehicles would go under new layouts.



# Summary of Public Consultation

28. Do you agree with the proposed locations and uses of the new gateways at the north and south ends of the identified area of the promenade.

- Strongly Agree/Agree: **42%** Disagree: 23% Don't Know/Unsure: 35%

59

- Key themes from comments
  - Existing routes preferred: Many believe current access—especially via The Green and the bollarded road by Azam's—already functions well.
  - Safety concerns: Issues raised about crossing Le Strange Terrace, narrow pavements, and ensuring gentle gradients.
  - Value for money: Strong feeling that investment should instead focus on improving the promenade, facilities, maintenance, and tidying outdated areas.
  - Town centre impact: Concern that new gateways could divert visitors away from the High Street.
  - South gateway doubts: Fear it will be underused / a “white elephant.”
  - Other points: Disagreement on coach parking location; some note the upcoming Wash Barrier may affect long-term visitor numbers.



# Summary of Public Consultation

29. Do you agree with the proposal to integrate the Norfolk County Council Countrywide Local Cycling and walking Infrastructure Plan into the masterplan

- Strongly Agree/Agree: **59%** Disagree: 24% Don't Know/Unsure: 17%
- Key themes from comments
- What People Support
  - Better, safer walking routes and off-road cycling paths.
  - A continuous, separated cycle route (especially parallel to the A149).
  - Improvements that boost health, tourism, and year-round access.
- Key Concerns
  - Opposition to cycling on the promenade; many cite safety issues.
  - Concerns about shared paths, some see cyclists as fast or unsafe.
  - Fear of losing parking or narrowing key roads. Local roads viewed as unsafe or too narrow for additional cycling infrastructure.
- Awareness & Clarity - Many people don't know about NCC's LCWIP plan.



# Summary of Public Consultation

30. Do you agree with the proposal to create a new Promenade Park space and consider re-locating the existing outdoor crazy golf to a nearby location to allow people to gather and meet in a beautiful environment to enjoy the seafront views and amenity.

• Strongly Agree/Agree: **48%** Disagree: 35% Don't Know/Unsure: 17%

61

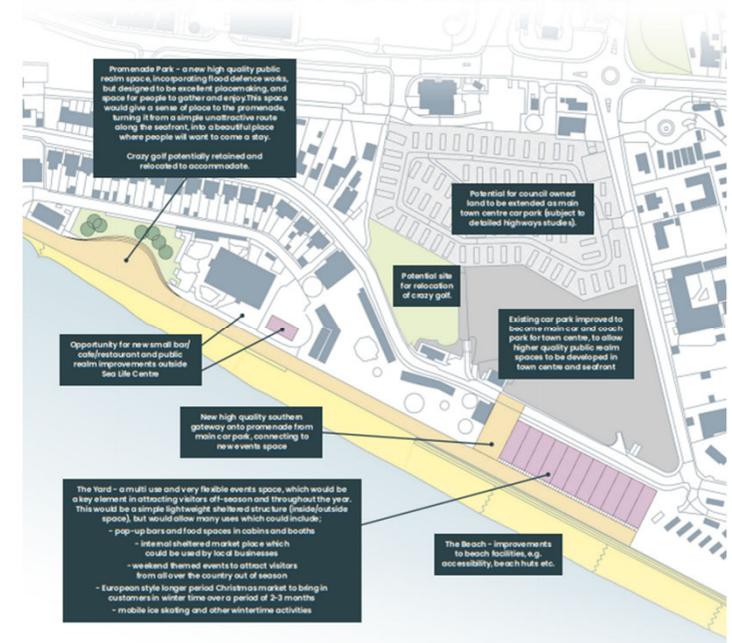
## Key themes from comments

- General Support for Improvements: People welcome better seating, greenery, shelters, and a more connected promenade experience.
- Concern/Resistance to Relocating Crazy Golf: Most feel it is popular, traditional, successful, and well-located; fear of harming the business if moved.
- Concerns About Proposed New Site: Seen as too close to housing, parking pressure, disconnected from promenade, loss of sea views, and less footfall.
- Preference for Improving Existing Spaces: Many suggest enhancing underused areas (Sea Life Centre frontage, greenspace near Seagate Rd, existing crazy golf footprint) rather than displacing attractions.
- Aesthetic & Maintenance Priorities: Desire for high-quality design, better upkeep, and avoiding unsightly surrounding buildings.
- Other Notes: Residents want more all-weather seating, green spaces, and a cohesive seafront plan; some fear anti-social behaviour if poorly designed.



Public Consultation 12 January – 6 February 2026

## SOUTHERN GATEWAY TO THE PROMENADE



HUNSTANTON  
MASTERPLAN

# Summary of Public Consultation

- 31. Do you agree with the design approach to the areas identified in the masterplan?

	Agree	Disagree	Don't Know
1 - Town Centre Improvement Area	<b>51%</b>	31%	18%
2 - Northern gateway onto the promenade, and improved public realm space and connections up to the town centre. Opportunity for bus stop and integration with Norfolk County Council Countywide Local Cycling and Walking Infrastructure Plan	<b>56%</b>	22%	22%
3 - New multi-use leisure complex.	<b>70%</b>	16%	14%
4 - The Promenade Park	<b>65%</b>	20%	15%
5 - The Yard - extremely flexible use space with an emphasis on community uses, a wide range of potential events, and informal pop-up eating and drinking.	<b>57%</b>	31%	12%
6 - The Beach			

# Summary of Public Consultation

- Key themes from Question 36. Do you have any other comments...
  - Low confidence in delivery due to past plans. Strong desire to fix what exists before introducing new development.
  - Maintenance first: Improve seafront, promenade, shelters, Pier building, beach quality, public spaces.
  - Protect the coast: Address erosion, groynes, receding sand; strong opposition to Wash barrier; improve water access for sailing/watersports.
  - Parking & transport: Protect parking spaces; consider permits/multi-storey; address overnight camping; improve bus routes (A149, medical centre, library); ensure disabled access.
  - Residents' needs: More focus on local services, infrastructure, green space and transport—not just tourism.
  - Character & identity: Preserve traditional Victorian seaside feel; concerns about modern overdevelopment.
  - Town centre & economy: Support local businesses; markets/pop-ups; tackle empty shops; address summer waste issues.
  - Key sites: Major opportunity at North Prom; protect Recreation Ground; support existing clubs and community facilities.
  - Community services: Youth spaces, medical drop-in options (e.g., Valentine Rd), retain Oasis and indoor bowls.
  - Tourism accommodation: Caravan owners value access and economic contribution year-round.
- Overall message: Mixed views—some welcome investment; others want minimal change—but most want realistic, deliverable improvements that protect Hunstanton's character and prioritise residents.



# Summary of Public Consultation

- General Agreement at a high level with a wide range of mixed views.
- Strongest support for Oasis site development.
- Some key issues around:
  - loss of parking
  - accessibility of parking/location
  - less support for new bed spaces
  - potential pedestrianisation of the High Street.

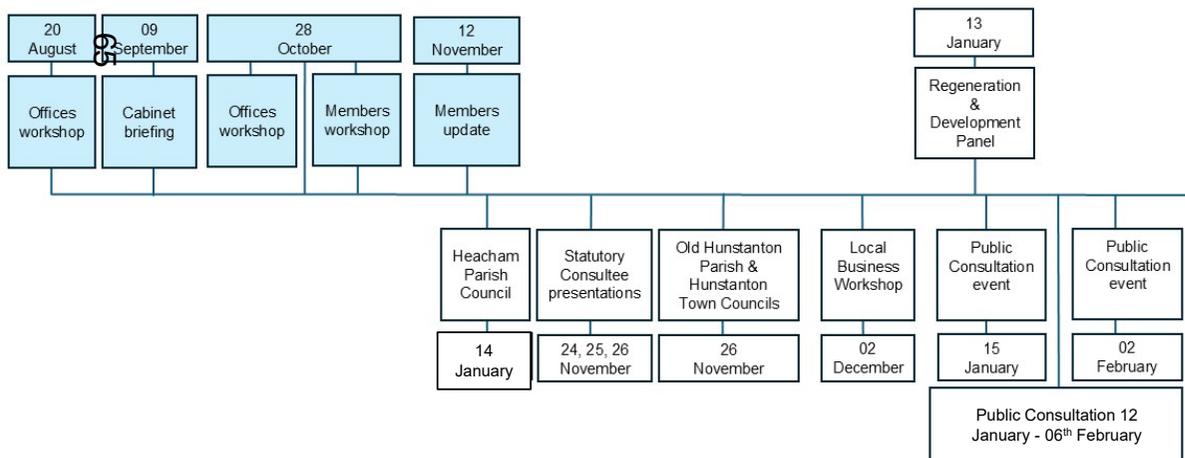
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# Engagement and Next Steps

## Engagement so far...

### INTERNAL ENGAGEMENT



### EXTERNAL ENGAGEMENT

## Next Steps...

- **Develop final Draft Masterplan following public consultation** - the final masterplan will seek to address issues raised (car parking, pedestrianisation etc), either as design or policy issues which may be subject to further studies.
- **Regeneration & Development Panel update – 02<sup>nd</sup> March**
- BCKLWN Officer briefing – March
- Public Consultation on final Draft Masterplan – April (subject to pre-election period)
- Final refinements to Masterplan
- BCKLWN R&D: 2<sup>nd</sup> June and Cabinet 9<sup>th</sup> June





Borough Council of  
King's Lynn &  
West Norfolk



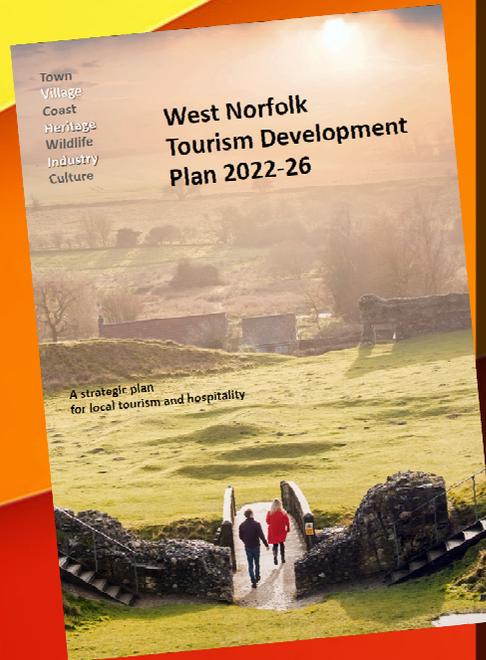
Agenda Item 9

# Tourism Informal Working Group: Action Plan

Brief Update  
March 2026



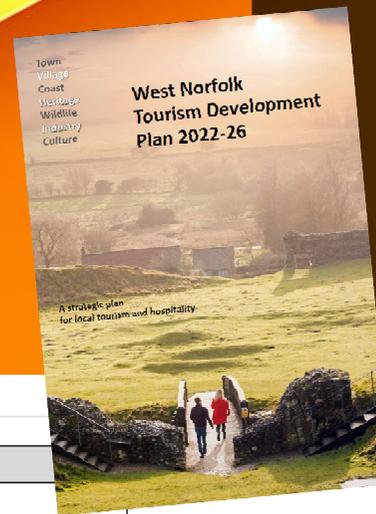
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# Six Workshops in 2023 for Six Strategic Aims

1. Employment, Skills & Training.
2. Sustainable Tourism.
3. Infrastructure: Travel, Connectivity & Parking..
4. Visitor Accessibility.
5. Innovation & Digitisation.
6. Experiential Tourism & Developing the Cultural Product.

34 actions formed a complete plan, with last update to R&D Panel Nov 2024



# 34 Actions for Six Strategic Aims

## Tourism Informal Working Group Action Plan 2024 to 2026

### Action Plan for IWG Themes

#### Employment, Skills and Training

EST 1: Create a digital Tourism Ambassadors Course

EST 2: Increase involvement in Job Fairs and careers support events

EST 3: Help boost work experience within the sector

EST 4: Support improvements to transport

EST 5: Support staff skills in tourism industry

#### Sustainable Tourism

ST 1: Explore tourism levy options

ST 2: Promote sustainable tourism schemes

ST 3: Survey councils re: all-year-round tourism

ST 4: Promote responsible travel

ST 5: influence Highways & Planning policies for sustainable tourism

ST 6: Encourage waterways tourism

#### Infrastructure - Travel, Connectivity and Parking

ITCP 1: Work to integrate tourism into other policies

ITCP 2: Seek to influence Car Parking Strategy

ITCP 3: Explore NORA Park & Ride idea/links with Active Travel Hub

ITCP 4: Improve cycling and walking infrastructure

ITCP 5: Support visitor behaviour change for sustainable travel

ITCP 6: Consider toilet-related improvements in KL

#### Visitor Accessibility

VA 1: Align with gov plans for accessible tourism

VA 2: Create an Accessibility section on [www.visitwestnorfolk.com](http://www.visitwestnorfolk.com)

VA 3: Encourage businesses to become more accessible

VA 4: Grow west Norfolk presence on AccessAble platform

VA 5: Promote existing disability awareness training to businesses

VA 6: Co-ordinate approach to Changing Places Toilets

VA 7: Progress other measures for increasing accessible landscapes and paths

#### Innovation and Digitisation

I&D 1: Consider free wifi provision in KL town centre

I&D 2: Utilise digital totems in towns to promote tourism

I&D 3: Explore using VR and AR for tourism/heritage content

I&D 4: Promote ongoing digital support for tourism businesses

#### Experiential Tourism and Developing the Cultural Product

ET & DCP 1: Enhance maritime content & promote KL as heritage destination

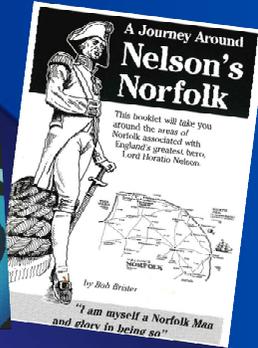
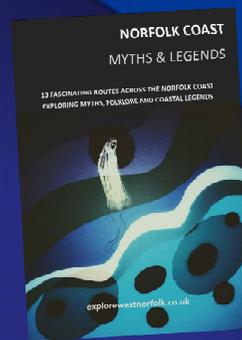
ET & DCP 2: Grow and promote Explore West Norfolk platform

ET & DCP 3: Support dev of interactive light & projection based installations (esp. out of season)

ET & DCP 4: Take holistic approach to promoting the Guildhall complex as unmissable experience

ET & DCP 5: Encourage growth of small-scale festivals and open air concerts

ET & DCP 6: Promote awareness of, and participation in, cultural/tourism business support/forums



## Examples of work on Actions from the Working Groups:

69

**E,S,T Action #1:** Reintroduce an Ambassador scheme as a certificated online course including training videos, focus on local stories/heritage/history/natural environment.

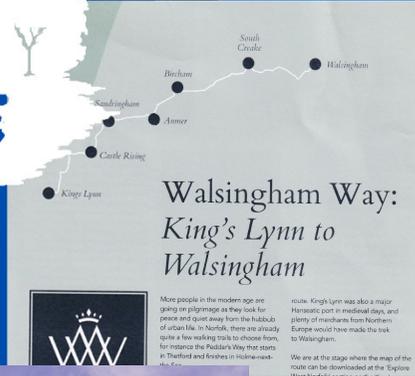
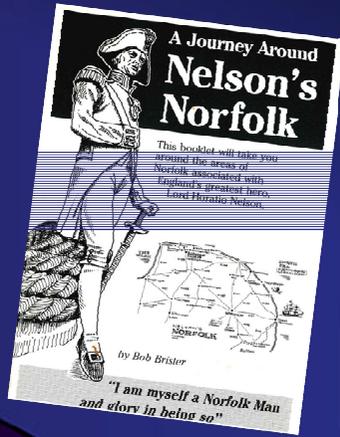
**ST Action #6:** Encourage waterways tourism: Hanse Festival, Sail the Wash and Pontoons Dryside Facilities.

**ITCP #2 & #5:** Seek to influence car parking strategies & support visitor behaviour change for sustainable travel.

**VA #1:** Align with gov plans for accessible tourism: New tourism website planned for 2026.

**I&D Action #3:** Explore using tech such as VR, AR and projections for tourism/heritage content.

**ET & DCP #1:** Enhance maritime tourism appeal through new campaign.

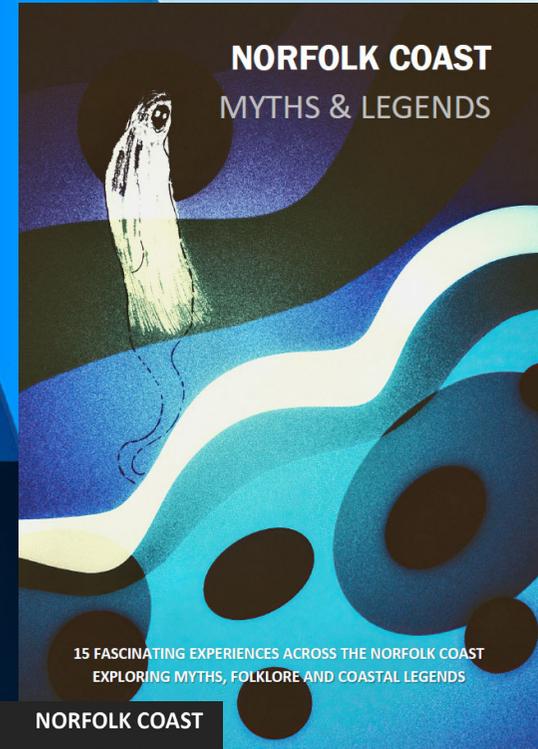


## Actions from the Working Groups:



### The West Norfolk Tourism Ambassadors Course

A totally free online course dedicated to the west Norfolk tourism industry. Test your knowledge of local tourism and gain a free certificate to add to your CV. [tourismcourse.co.uk](http://tourismcourse.co.uk)



### NORFOLK COAST MYTHS & LEGENDS

15 FASCINATING EXPERIENCES ACROSS THE NORFOLK COAST  
EXPLORING MYTHS, FOLKLORE AND COASTAL LEGENDS

**2025 Tour**

- Hunstanton Town Hall  
Friday 19 September
- King's Lynn Globe Theatre Function Room  
Sunday 26 October
- Wells Maitings (Klin Room)  
Friday 14 November

[explorewestnorfolk.co.uk](http://explorewestnorfolk.co.uk)



# Challenges and future work on Actions

71

The Tourism Department's limitations since November 2024

Opportunities for place promotion leading up to the 2028 completion of the Guildhall Regeneration Project including increased focus on strategy #6: *Developing the Cultural Product*

Visit West Norfolk – future existence of place promotion brand and boundaries uncertain under LGR changes

A West Norfolk Tourism Development Plan for 2027-31: subject to LGR and Devolution as well as needed resources



[www.visitwestnorfolk.com](http://www.visitwestnorfolk.com)  
[www.explorewestnorfolk.co.uk](http://www.explorewestnorfolk.co.uk)

# Thank You



## Tourism Informal Working Group Action Plan 2024 to 2026

<b>Action Plan for IWG Themes</b>	
<b>Employment, Skills and Training</b>	
EST 1: <i>Create a digital Tourism Ambassadors Course</i>	
EST 2: <i>Increase involvement in Job Fairs and careers support events</i>	
EST 3: <i>Help boost work experience within the sector</i>	
EST 4: <i>Support improvements to transport</i>	
EST 5: <i>Support staff skills in tourism industry</i>	
<b>Sustainable Tourism</b>	
ST 1: <i>Explore tourism levy options</i>	
73	ST 2: <i>Promote sustainable tourism schemes</i>
ST 3: <i>Survey councils re: all-year-round tourism</i>	
ST 4: <i>Promote responsible travel</i>	
ST 5: <i>influence Highways &amp; Planning policies for sustainable tourism</i>	
ST 6: <i>Encourage waterways tourism</i>	
<b>Infrastructure - Travel, Connectivity and Parking</b>	
ITCP 1: <i>Work to integrate tourism into other policies</i>	
ITCP 2: <i>Seek to influence Car Parking Strategy</i>	
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ITCP 6: <i>Consider toilet-related improvements in KL</i>	
<b>Visitor Accessibility</b>	
VA 1: <i>Align with gov plans for accessible tourism</i>	

VA 2: <i>Create an Accessibility section on <a href="http://www.visitwestnorfolk.com">www.visitwestnorfolk.com</a></i>
VA 3: <i>Encourage businesses to become more accessible</i>
VA 4: <i>Grow west Norfolk presence on AccessAble platform</i>
VA 5: <i>Promote existing disability awareness training to businesses</i>
VA 6: <i>Co-ordinate approach to Changing Places Toilets</i>
VA 7: <i>Progress other measures for increasing accessible landscapes and paths</i>
<b>Innovation and Digitisation</b>
I&D 1: <i>Consider free wifi provision in KL town centre</i>
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I&D 4: <i>Promote ongoing digital support for tourism businesses</i>
<b>Experiential Tourism and Developing the Cultural Product</b>
ET & DCP 1: <i>Enhance maritime content &amp; promote KL as heritage destination</i>
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ET & DCP 6: <i>Promote awareness of, and participation in, cultural/tourism business support/forums</i>

**POLICY REVIEW AND DEVELOPMENT PANEL REPORT**

REPORT TO:	Regeneration and Development Panel		
DATE:	2 <sup>nd</sup> March 2026		
TITLE:	King's Lynn Enterprise Park		
TYPE OF REPORT:	Cabinet Report		
PORTFOLIO(S):	Cllr Simon Ring, Deputy Leader and Business		
REPORT AUTHOR:	Jemma Curtis		
OPEN/EXEMPT	Part Exempt	WILL BE SUBJECT TO A FUTURE CABINET REPORT:	Yes

**REPORT SUMMARY/COVER PAGE**

PURPOSE OF REPORT/SUMMARY:
Members are directed to the attached reports for the purpose of the report and summary.
KEY ISSUES:
Members are directed to the attached report for full details of the key issues.
OPTIONS CONSIDERED:
Members are directed to the attached report for full details of the options.
RECOMMENDATIONS:
To consider the report and make any appropriate recommendations to Cabinet.
REASONS FOR RECOMMENDATIONS:
To scrutinise recommendations being made for an executive decision.

## REPORT TO CABINET

<b>Open/Exempt</b>		Would any decisions proposed :			
<b>Any especially affected Wards</b>	Mandatory/	Be entirely within Cabinet's powers to decide		YES/NO	
	Discretionary /	Need to be recommendations to Council		YES/NO	
	Operational	Is it a Key Decision		YES/NO	
Lead Member: Cllr Simon Ring E-mail: cllr.simon.ring@west-norfolk.gov.uk		Other Cabinet Members consulted: Cllr Morley			
Lead Officer: Jemma Curtis E-mail: jemma.curtis@west-norfolk.gov.uk Direct Dial:		Other Officers consulted: Michelle Drewery, Jason Birch, Duncan Hall, Carl Holland, James Arrandale, James Grant.			
Financial Implications YES/NO	Policy/ Personnel Implications YES/NO	Statutory Implications YES/NO	Equality Impact Assessment YES/NO If YES: Pre- screening/ Full Assessment	Risk Management Implications YES/NO	Environmental Considerations YES/NO
If not for publication, the paragraph(s) of Schedule 12A of the 1972 Local Government Act considered to justify that is (are) paragraph(s)					

Date of meeting: 3 March 2026

### KING'S LYNN ENTERPRISE PARK: WESTERN INFRASTRUCTURE

#### Summary

King's Lynn Enterprise Park is a designated Enterprise Zone, with the aim to provide 15 hectares of high-quality employment land and premises, setting the ambition for West Norfolk to be a premier location for business growth and expansion. This report sets out the current progress in delivery of the site infrastructure, plots and premises for the site, an update on the budget and financial strategy within the legal framework for Enterprise Zones and a decision required to progress with the site's western infrastructure to unlock the final plots and planned active travel hub.

#### Recommendation

##### Cabinet Resolves:

1. Reaffirm the King's Lynn Enterprise Park vision and objectives set out in section 1, in line with the priorities of the West Norfolk Economic Strategy.
2. Recommend progression of Option 3 as detailed in section 3 of the report to progress the remaining infrastructure works required at the King's Lynn Enterprise Park.
3. Provide delegated authority granted to the Assistant Director for Housing, Regeneration & Place to award the contract to Morgan Sindall to deliver Active Travel Hub works at Baker Lane and the King's Lynn Enterprise Zone, western access road and site levelling as detailed in section 2 & 5 of the report.

4. Approve the Enterprise Zone funding strategy as set out in section 5 to enable completion of outstanding works necessary to make the site fully available for plot sales and occupation.
5. Approve the amendment to the capital programme 2026/7 and Treasury Management Strategy to reflect the financial arrangements and timeframe set out in this report.

### **Reason for Decision**

To complete the delivery of the Enterprise Zone infrastructure in line with our corporate policy to promote growth & prosperity and priorities identified in the West Norfolk Economic Strategy to support growth in priority sectors.

## **1 Background**

1.1 The King's Lynn Enterprise Park is situated within the 48.5 ha (120 acre) Nar Ouse Regeneration Area (NORA) to the south of King's Lynn town centre. The NORA site received designated Millennium Communities status by the ODPM in 2001 to regenerate underutilised / vacant brown field land, bring investment into South Lynn and to integrate the new development with the existing community. This is one of the largest brownfield regeneration project in West Norfolk, and with a site history including a refuse tip, gas works and fertilizer works, significant remediation works have been necessary to ready heavily contaminated land for development.

1.2 King's Lynn's sector focus for the Enterprise Zone is manufacturing, advance engineering, agri tech and med tech. This is based on detailed analysis through the West Norfolk Economic Strategy that identifies the town's economic strengths and weaknesses, and opportunities where targeted intervention and support for key sectors will support the town's economic growth and prosperity, providing high quality employment opportunities for residents. West Norfolk's economy is characterised by strengths that stem from our industrial and cultural heritage, our location and our natural environment. Flowing originally from our agri-food and maritime economy, our businesses have developed significant inter-connected expertise in manufacturing and engineering. This includes locally owned SMEs and multinationals, altogether representing the highest gross valued added (GVA) of all our sectors (£530m, approximately a 28% share).

Whilst engineering and manufacturing are on a positive trajectory, too few of our other sectors are growing. For instance, our specialism in the agri-food sector is struggling, businesses have closed and whilst employment overall has not declined, it has not grown. At the same time, agri-food is growing elsewhere in the UK, which demonstrates that we are losing ground on our specialism.

Separately, we have a small but growing number of businesses in science and technological services representing a productivity compound annual growth rate (CAGR) of 3%; however our business base is significantly under-represented in these sectors that form a critical part of today's British service economy. Only 20% of employment, businesses, or GVA comes from growing sectors, while almost 50% of jobs are in declining sectors.

The Enterprise Zone is therefore critical in building capacity in high value, high growth sectors such as these, in order to form a greater part of our business base in the future, to support and enable growth.

## **2 Programme & Scope of Remaining Works**

The western side of the site, consisting of Plots E and F, was historically dominated by a fertilizer factory that produced phosphates from the 1930s through the 1960s. This industrial era left a significant footprint, including the use of large sludge beds that were eventually filled in by the mid-1980s. While the area has full consent for enterprise zone development, it is not currently in a developable state. Its current condition is scrubland, a portion of the land is used as a temporary stockpile for materials related to the Borough Council's nearby housing developments, known as Nar Valley Park, located to the northwest.

As a result of these past operations, there is widespread soil and groundwater contamination characterized by tar-based chemicals, ammonia, and heavy metals. A specific risk is the presence of phosphogypsum, a byproduct of the fertilizer manufacturing process. While deep clay layers provide a natural protective barrier for the deeper environment, the shallow ground and surface water require careful management to ensure the site is safe for its intended future use.

In order to complete the infrastructure required to unlock the full employment land of the Enterprise Zone on plot zone E & F (see site plan above), a series of works are required to the western side. These include;

### **2.1 Active Travel Hubs (ATH):**

This is a Towns Fund project which will provide transport infrastructure for the King's Lynn Enterprise Park and out of town facilities, to encourage multi-modal travel by commuters and those attending major events in the town centre. The ATH project forms part of a wider package of interventions to support regeneration, enterprise, skills and connectivity in the King's Lynn Town Investment Plan (2021), approved by the Council to secure the £25m Town Deal, of which £3.6m relates to the Active and Clean Connectivity (ACC) programme which includes the construction of 2 Active Travel Hubs at the Enterprise Park and Baker Lane. The Enterprise Park ATH project will include 50 pay and display parking initially (with provision to expand as demand requires), bus layby and shelters, provision for electric vehicle charging, cycling infrastructure to include secure storage, electric cycle charging, lockers and associated facilities.

The scheme is currently designed to RIBA 4 and has been submitted for planning approval, which is expected to be determined in Spring 2026.

### **2.2 Western Access Road:**

Construction of service road and 2 turning heads are required to enable access to the plots in zone E & F, including the full permanent access to the Active Travel Hub. The budget for 2025/6 detailed in the Cabinet report dated 04/02/2025 approved the proposed £1.6m Business Rates Reserve (BRR) funding to be

earmarked as a tier 3 in Capital Programme for completion of the Western Access Road, subject to completion of full Capital Appraisal Form and Cabinet approval which is now being sought in this report. Since the budget was earmarked in February 2025, the Corporate Projects team have progressed the procurement and detailed feasibility for the road construction as a complete works package with the ATHs. This has resulted in the project cost increasing, as detailed in appendix 2 [Exempt].

2.3 The full business case for this element of the project, to be included in the Morgan Sindall contract, is detailed in appendix 1.

#### 2.4 Spoil Heaps and Bridge

Other outstanding site works required to make available for marketing and development includes the removal of the spoil heaps on the plot zone F plot to the north west of the site and removal of the concrete bridge that remains from the former Muck Works but has been close to access for a number of years due to health and safety, and is of risk of potential collapse into the River Nar.

2.5 The Corporate Project team have undertaken market engagement through the Scape Framework to secure a main contractor to undertake and complete all of the above works, with the aim of achieving economies of scale and contract efficiency. However, each element of the works has different funding and finance arrangements to make up the budget for the full contract cost of £8.581m. These arrangements are set out in paragraph 5.3.1 of the report and appendix 2 paragraph 1.4 (exempt).

2.6 Recommendation 3 of the report therefore seeks delegated authority to award the contract that will enable the delivery of the following outputs;

- Release of 34,681sqm of brownfield land and plots on the Western enterprise zone for light industrial and office deployment.
- Plot infrastructure to provide the full access to phase one of the Active Travel Hub which includes 50 out of town parking spaces and 6 EV (electric vehicles) charging points, and parking and facilities for various forms of cycles and micro mobility.
- Full site access and delivery of two multi-modal Active Travel Hubs at the Enterprise Park and Baker Lane.
- Job creation and increased productivity in the manufacturing and advanced engineering sectors and related supply chains.

Delivery will enable the following outcomes;

- Stimulating inward investment, business growth and high-quality employment opportunities in a sustainable, high-quality purpose-built development zone.

- Future development of an Innovation & Collaboration Incubator on land adjacent to the existing King's Lynn Innovation Centre to provide high-quality start-up units and wrap around innovation and business support.
- Improving connectivity and opportunities for sustainable transport within the growing Nar Ouse Regeneration Area community, neighbouring urban areas, and the town centre, aligned with the principles of Marmot and emerging parking strategy for King's Lynn.

### 3. Options Considered

3.1 Options considered for the completion of remaining works required to open up the full development potential of the Enterprise Zone are as follows:

#### Option1: No Further Works

This is not a viable strategy as it leaves the Council with a significant "sunk cost" liability. Having already funded the eastern side infrastructure through internal borrowing, "doing nothing" prevents the development of Plots E and F, which are essential to generating the business rates growth needed to repay that existing costs incurred on infrastructure and achieve the economic objectives for the Enterprise Zone programme. Furthermore, this would risk the £3.63m Towns Fund allocation and leave the Council with an ongoing health and safety liability regarding the deteriorating concrete bridge and unremediated contamination. Prior to the EZ designation, it was clear that private sector investment/development would be dependent on the public sector providing the infrastructure given the level of abnormal costs associated with the site (as experienced elsewhere on NORA).

#### Option 2: Deliver the Active Travel Hub only

This approach focuses exclusively on fulfilling the Towns Fund grant requirements. While it secures the external funding, it provides limited economic benefit in isolation. Developing the ATH without the Western Access Road would leave the surrounding employment land inaccessible for commercial development and impact on the ability to achieve the Business Rates and wider economic objectives as part of the Enterprise Zone programme. This phased approach would also forgo the economies of scale offered by a single, integrated contract, likely leading to higher mobilization costs for future works and a slower return on the Council's overall investment in the Enterprise Zone.

#### Option 3: Delivery of all remaining infrastructure as set out in section 2

This comprehensive approach is recommended as it provides the most efficient route to site completion and future income generation from plot sales and business rates. By awarding an integrated contract to Morgan Sindall, the Council can address the contamination remediation, bridge removal, and road construction alongside the ATH. This makes the entire 34,681sqm of western land "market-ready," enabling the Council to realize land sales and business rate growth as quickly as possible. This option minimizes long-term financial risk and ensures the project fully meets the objectives set out in the West Norfolk Economic Strategy.

## **Recommendation: Option 3**

### **4. Policy Implications**

#### **4.1 Corporate Strategy & Annual Plan**

The Enterprise Park and the wider NORA regeneration are not only standalone projects, but they are also central pillars of how the BCKLWN envisages delivering its own strategic priorities. They support:

- Economic growth (jobs, investment, high value sectors)
- Environmental responsibility (brownfield reuse, sustainable transport)
- Community benefits (regeneration of South Lynn, improved local services)
- Financial resilience (business rates retention and long-term income generation)

The Annual Plan turns the Corporate Strategy's priorities into real-world delivery. Key projects such as the Enterprise Park and NORA feature as important regeneration workstreams.

#### **4.2 West Norfolk Economic Strategy**

The West Norfolk Economic Strategy provides a long-term framework focusing on sustainable, inclusive, high-value economic growth. The King's Lynn Enterprise Park are on the ground projects that deliver those priorities. They support the Strategy by:

- Expanding high-value employment land
- Growing priority sectors
- Delivering new jobs and skills opportunities
- Regenerating a key part of King's Lynn
- Improving sustainable transport and environmental performance
- Strengthening communities and place identity

#### **4.3 Norfolk Growth Plan**

The Norfolk Growth Plan sets out the county's overarching approach to future economic development. It focuses on:

- Local business growth and sector strengths
- People and skills
- Infrastructure
- Placemaking and communities
- Cross-cutting themes of decarbonisation, sustainability and reducing inequality

It also positions Norfolk as a county with strong capabilities in clean energy, agri-food, engineering, advanced manufacturing and digital technology, framing them as future drivers of UK economic competitiveness.

### **5. Financial Implications**

5.1 The Council has a legal agreement with NCC relating to Enterprise Zones for ring fencing investment in infrastructure at the Enterprise Park site through the business rates generated by the site up until 2041. This is referred to in the report as 'Pot B.'

5.2 An updated cash flow forecast for the works and costs to date, and forecast for the remaining, are detailed at Appendix 2 [Exempt]. The budget for site infrastructure is based on a forecast estimate of business rates that are anticipated to be generated by the whole site until 2041. Achieving this is dependent on both macros and micro economic circumstances and levers. The Council, as landowner and accountable body for the King's Lynn EZ programme can influence and encourage the pace of development on the site to generate business rates through;

- a) Developing out premises on the site for occupation; as undertaken to date with plots A1 & A2.
- b) Provide infrastructure (i.e. roads, levelled and services) to make plots accessible and ready for development; as completed to date on the eastern side of the site (plots A-D).
- c) Leveraging additional investment where possible to accelerate the infrastructure development.
- d) Undertake proactive marketing to generate site enquiries and leads; as we have done recently through the rebranding and appointment of Brown & Co.

The site is therefore at a pivotal stage in being able to encourage the future generation of business rates on the western side.

### 5.3 Western Infrastructure Costs

5.3.1 The RIBA 4 Cost Estimate for the scope of works set out in section 2 is £8.581m (breakdown provided in appendix 2 paragraph 1.4). The unsecured funding element at present which this report is seeking approval for is £3.4m, in addition to the £1.6m that was agreed in principle with Cabinet in last year's capital programme.

### 5.4 Western Infrastructure Funding

5.4.1 As set out in appendix 2, the current business rate forecast is £12.519m, of which 85% of business rates is forecasted to be generated by 2041, and is currently estimated to be £10.6m, based on a phased build out and current rateable values. This will provide the income to partially repay the infrastructure costs to date.

5.4.2 A summary of the infrastructure forecasts costs (in accordance with legal agreement) and forecast income to recover costs that are currently being funded through internal borrowing.

<b>Pot B EZ Infrastructure Costs</b>	<b>£000's</b>	<b>Note</b>
Costs to date	£12.6m	App 2 (Exempt para 1.1)
Forecasts Costs 2026/7	£4.4m (£3.4m unsecured)	App 2 (Exempt para 1.4)
<b>Total Estimated Cost</b>	<b>£17.0m</b>	
<b>Funded by:</b>		
Forecast Business Rates Income up until 2041	(£10.6m)	
<b>Net Forecast Deficit (2041)</b>	<b>£6.4m</b>	
Capital Receipt Received to date	(£0.45m) (NHS Health Hub)	
Estimated Plot Sale Capital receipts	(£7.632m)	Para 5.4.3
<b>Estimated Surplus by 2041</b>	<b>(£1.7m)</b>	

5.4.3 An independent red book valuation has been undertaken to understand the estimated level of capital receipts, based on current land values, if all of the remaining land is made available for development plots (as set out in site plan in section 1 plots A-F) and sold to end users. The independent valuation received estimates this to be £7.632m, based on current land values (appendix 3).

## **6 Personnel Implications - None**

6.1 The delivery of the King's Lynn Enterprise Park is led through a multidisciplinary officer team coordinated by Regeneration & Economic Development with support from Property, Corporate Projects, Property and Finance. External project management support of project delivery is provided by Pulse Consult.

## **7 Environmental Considerations**

7.1 The ethos around the wider Nar Ouse Regeneration Area is centred around developing a sustainable urban community on brownfield land. Works to date has been required to comply with all statutory requirements relating to the development of brownfield land in accordance with the agreed Remediation Strategy for the site.

7.2 The next phase of works outlined in the report to the western side of King's Lynn Enterprise Park will be in accordance with the latest statutory requirements for development on brownfield land. The contractor will also be required to demonstrate and evidence how environmental impacts of the works are minimised.

7.3 As part of the contractor's obligations, Morgan Sindall will be required to identify the most cost-effective and sustainable methods for managing the spoil heaps.

This includes exploring options for on-site reuse, relocating material to areas of the wider NORA site that require land raising, or utilising other innovative remediation solutions.

## 8 Statutory Considerations

### 8.1 Space to Innovate Enterprise Zone Agreement

The Space to Innovate Enterprise Zone Agreement agreed between the Borough Council and NCC (formally New Anglia LEP) provides the legal, financial and policy framework that underpins the King's Lynn Enterprise Park. It sets out:

- What sectors the site is meant to support;
- What incentives must be offered to investors
- What long-term economic outputs the site must contribute to;
- How KLEP must link with regional innovation infrastructure and;
- How the BCKLWN must work with county-level partners to manage the EZ.
- How the future Business Rates generated will be apportioned between partners and 'Pots' (section 5.1)
- Eligible costs for Infrastructure Works to be charged to 'Pot B.'

The policy and works outlined in this report is aligned with the legal agreement.

## 9 Equality Impact Assessment (EIA)

(Pre screening report template attached)

## 10 Risk Management Implications

Risk Category	Risk Description	Mitigation Measure(s)
<b>Ground Conditions</b>	Discovery of unforeseen contamination (phosphogypsum/tar) or poor load-bearing capacity during excavation.	Extensive site investigations and RIBA 4 designs completed. Contract includes a 12% contingency and specific provision for on-site material management.
<b>Displacement</b>	Risk that the EZ attracts existing local businesses that are relocating out of desirability of site rather than for business growth needs or "new" inward investment, neutralizing net economic growth. There is a particular risk to the town centre with displacement.	Marketing strategy via Brown & Co targets specific high-growth sectors not currently prevalent in the local area to ensure "additionality." Enquiry form assesses business against criteria of sector and business growth potential (productivity and jobs).
<b>Macro-Economic / National Policy</b>	Changes in interest rates, tax policies or shifts in national policy or business appetite to grow/invest.	EZ status is legally secured until 2041 to enable a longer term approach and risk management. The project

		focuses on diverse sectors to remain resilient against specific industry downturns.
<b>Construction Cost Increases</b>	Inflationary pressures on materials and labor leading to contract price overruns.	Use of the Scape Framework provides rigorous, pre-competed cost benchmarking and performance KPIs to ensure value for money. The Council is partnering with Morgan Sindall, a Tier 1 contractor, utilizing an "open book" pricing model. This ensures full transparency of all sub-contractor costs and allows for real-time audit of project expenditures. This collaborative approach enables proactive value engineering and the identification of cost-saving opportunities throughout the construction phase, providing a high level of fiscal oversight for the Council.
<b>Plot Sales</b>	Slower than anticipated uptake of land, leading to delays in capital receipts and business rate accumulation; resulting in widening deficit.	Site is being made "market-ready" with full services to lower barriers to entry. Independent valuations and proactive marketing pipeline are already in place.
<b>Local Government Reorganisation (LGR)</b>	Potential changes to Norfolk's governance (Mayoral Combined Authority) impacting funding or accountability.	Project is "shovel-ready" with a Concept Initiation Document prepared. Close engagement with Norfolk County Council ensures the scheme remains a priority in the Devolution Investment Fund.

## 11 Declarations of Interest / Dispensations Granted

None

## 12 Background Papers

(A copy of all background papers must be supplied to Democratic Services with the report for publishing with the agenda)

NORA Enterprise Zone Implementation Cabinet Report, December 2016

MMPB Highlight Reports

ACC Business Case & Cabinet Report, September 2022

Appendix 1: Western Access Road Full Business Case  
Appendix 2: King's Lynn Enterprise Park Budget Cashflow Forecast EXEMPT  
Appendix 3: King's Lynn Enterprise Park, Red Book Land Valuation, February 2026  
Appendix 4: King's Lynn Enterprise Park Programme Progress 2016-2026

## Stage 1 - Pre-Screening Equality Impact Assessment

For equalities profile information please visit [Norfolk Insight - Demographics and Statistics - Data Observatory](#)

Name of policy/service/function	Regeneration & Economic Development				
Is this a new or existing policy/service/function? ( <i>tick as appropriate</i> )	New		Existing	✓	
Brief summary/description of the main aims of the policy/service/function being screened.  Please state if this policy/service is rigidly constrained by statutory obligations, and identify relevant legislation.	The King's Lynn Enterprise Park (Enterprise Zone) is an economic development led programme aimed to achieve specific outputs and outcomes that support economic growth in WN. However in delivery of the programme, wider policy decisions and principles are required in order to support the financial and property related areas of work that support the delivery of the programme to achieve its aims and objectives.				
Who has been consulted as part of the development of the policy/service/function? – new only ( <i>identify stakeholders consulted with</i> )	Internal - Property Services, Corporate Projects, Legal Services.  External – NCC, Brown & Co (property agents), Businesses and existing tenants.				
<b>Question</b>	<b>Answer</b>				
<p><b>1.</b> Is there any reason to believe that the policy/service/function could have a specific impact on people from one or more of the following groups, for example, because they have particular needs, experiences, issues or priorities or in terms of ability to access the service?</p> <p>Please tick the relevant box for each group. NB. Equality neutral means no negative impact on any group.</p> <p><b><i>If potential adverse impacts are identified, then a full Equality Impact Assessment (Stage 2) will be required.</i></b></p> <p><i>*For more information on health inequalities please visit <a href="#">The King's Fund</a></i></p>		Positive	Negative	Neutral	Unsure
	Age			✓	
	Disability			✓	
	Sex			✓	
	Gender Re-assignment			✓	
	Marriage/civil partnership			✓	
	Pregnancy & maternity			✓	
	Race			✓	
	Religion or belief			✓	
	Sexual orientation			✓	
Armed forces community			✓		

	Care leavers			✓	
	Health inequalities*	✓			
	Other (eg low income, caring responsibilities)	✓			

**Please provide a brief explanation of the answers above:**

The King's Lynn Enterprise Park will provide future employment opportunities in close proximity to areas identified as the most deprived in King's Lynn (South & West Lynn, St Margarets & St Nicholas). Creating fair employment and good work for all is one of the key principles set out in Marmot.' Therefore the programme will contribute to supporting the wider objectives of improving the health outcomes and inequalities in King's Lynn. The Enterprise Park aims to provide high quality employment that will also provide opportunities for people to improve their income raising opportunities.

Question	Answer	Comments		
2. Is the proposed policy/service likely to affect relations between certain equality communities or to damage relations between the equality communities and the Council, for example because it is seen as favouring a particular community or denying opportunities to another?	Yes / No			
3. Could this policy/service be perceived as impacting on communities differently?	Yes / No			
<p><b>If 'yes' to questions 2 - 3 a full impact assessment will be required unless comments are provided to explain why this is not felt necessary:</b></p> <p><b>Decision agreed by EWG member: .....</b></p>				
<p>4. Are any impacts identified above minor and if so, can these be eliminated or reduced by minor actions? If yes, please agree actions with a member of the Corporate Equalities Working Group and list agreed actions in the comments section</p>	Yes / No	<p><b>Actions:</b></p> <p><b>Actions agreed by EWG member:</b> .....</p>		
5. Is the policy/service specifically designed to tackle evidence of disadvantage or potential discrimination?	Yes / No	<p><b>Please provide brief summary:</b> The Enterprise Zone is designed to support growing businesses, creating new job opportunities in high wage/higher skilled employment. This will enable a greater range of employment opportunities for local residents to improve their earning capability and improve their quality of life.</p>		
<b>Assessment completed by:</b> <b>Name</b>	<b>Jemma Curtis</b>			
<b>Job title</b>	<b>Regeneration Programmes Manager</b>			
<b>Date completed</b>	<b>22/01/26</b>			
<b>Reviewed by EWG member</b>	<b>J Stanton</b>	<table border="1"> <tr> <td data-bbox="1110 1597 1257 1673"><b>Date</b></td> <td data-bbox="1257 1597 1492 1673"><b>31/01/26</b></td> </tr> </table>	<b>Date</b>	<b>31/01/26</b>
<b>Date</b>	<b>31/01/26</b>			

Please tick to confirm completed EIA Pre-screening Form has been shared with Corporate Policy ([corporate.policy@west-norfolk.gov.uk](mailto:corporate.policy@west-norfolk.gov.uk))

## Valuation Report and Appraisal

### Property

Development Land at King's Lynn  
Enterprise Zone  
Nar Ouse Way  
King's Lynn  
Norfolk  
PE30 5BY

### Prepared for

Borough Council of King's Lynn and  
West Norfolk

### Date

16 February 2026

### Our Reference

KLA/CP29780/122



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**APPENDIX I Valuation Details**

**APPENDIX II Location Plan**

**APPENDIX III Site Plan**

**APPENDIX IV Copy of Letters of Instruction and Conditions of Engagement**

**APPENDIX V Definitions of Bases of Valuation**

**APPENDIX VI Assumptions and Caveats**

**APPENDIX VII Copy of Planning Permission**

## 1.0 EXECUTIVE SUMMARY

**Property:** Development Land At King's Lynn Enterprise Zone, Nar Ouse Way, King's Lynn PE30 5BY

**Location:** King's Lynn is a port and market town in the Borough of West Norfolk located approximately 45 miles west of Norwich and 35 miles northeast of Peterborough. Road connections are via the A47, A10 and A17 acting as a gateway to Norfolk, Cambridge and the Midlands. The site is situated within the Nar Ouse Regeneration Area, approximately one mile south of the town centre. Nar Ouse Way has recently been constructed and links the site to the A47 and the town centre.

**Description:** The Enterprise Park forms part of the Nar Ouse Regeneration Area and comprises approximately 37 acres (15 hectares) of employment land. The site has partially been developed but is largely grassland with the spine road and estate roads to the eastern plots already built. Various plots are available ranging from 0.32 acres (0.130 hectares) to 2.34 acres (0.949 hectares) with the ability to combine plots to suit occupier requirements.

**Tenure:** Freehold subject to Vacant Possession

**General Remarks:** The Nar Ouse Regeneration Area is a 120-acre strategic redevelopment project transforming former brownfield land into a mixed-use scheme comprising an Enterprise Park, residential development, and public infrastructure.

The Enterprise Park benefits from Enterprise Zone status and has good connectivity to the A47 and A10 trunk roads in addition to direct access to the town centre. The development of a Travel Hub will support sustainable modes of transport, such as cycling, EV charging points and public transport.

Development is underway, with key occupiers already established including the Kings Lynn Innovation Centre, Kings Lynn Waterboard and a new Health Hub. The 4 no. units that were speculatively developed are partially let and achieved market leading rents including a letting to Merxin.

Whilst the majority of the site remains available for development, there is a limited amount of Grade A office and industrial space in the town and most major requirements can only be met on a design and build basis. Recent sales should encourage further development in a 'domino' effect.

The planning consent defines the use for each individual plot and restricts the use of permitted development for alternative uses, which we consider to be a positive to encourage an efficient scheme with high quality occupiers.

We are advised that there was previous contamination on the site, however this has been remediated. We have assumed there is no further contamination that would impact our valuation, but should this be established otherwise this may impact our valuation.

Development Land At King's Lynn Enterprise Zone, Nar Ouse Way,  
King's Lynn, PE30 5BY  
Valuation for Borough Council of King's Lynn and West Norfolk  
16 February 2026

**Market Value:** £7,635,000 (Seven Million Six Hundred and Thirty Five Thousand) Pounds

**Valuer:** Kevin Atkins MRICS, RICS Registered Valuer

**Valuation Date:** 12 February 2026

## **2.0 INTRODUCTION**

- 2.1 We are instructed by Borough Council of Kings Lynn and West Norfolk to carry out a valuation of freehold interest in the Property known as Development Land At Kings Lynn Enterprise Zone, Nar Ouse Way, Kings Lynn PE30 5BY. A copy of the letter of instruction is attached at Appendix IV.
- 2.2 The valuation is required to assist with internal decision making and has been carried out in accordance with the RICS Valuation – Global Standards 2025 (the 'Red Book') by Kevin Atkins MRICS of Arnolds Keys LLP, 25 King Street, Norwich, NR1 1PD who is an external valuer and has the knowledge skills and understanding to undertake the valuation competently. The valuer is a member of the RICS Valuer Registration Scheme.
- 2.3 We are instructed to provide our opinion of the Market Value and Market Rent which are defined at Appendix IV. All amounts expressing value are quoted in pounds sterling.
- 2.4 We understand the Property is held freehold with Vacant Possession.
- 2.5 The valuation date is 12 February 2026.
- 2.6 We confirm that we do not consider there to be a conflict of interest in providing this valuation report as Arnolds Keys have had no previous involvement with the Property or your customer.
- 2.7 We confirm that this firm carries professional indemnity cover up to £10,000,000 per claim which we consider sufficient to enable us to undertake this work.
- 2.8 The site areas have been provided by Brown and Co, which we assume to be correct. Conveyancers should check that this aligns with the description of the Property and if there are any doubts the details need to be referred back to the Valuer.
- 2.9 The assumptions and caveats to which this valuation is subject are outlined in Appendix VI and should be read in conjunction with this report.
- 2.10 For the purpose of our valuation, we have relied upon information provided by Kings Lynn Borough Council and West Norfolk and Alex Brown at Brown and Co. We have only attempted to obtain verification where there appeared to be a risk of doubt. Further investigation could prove such information provided to be erroneous which would have the effect of nullifying our valuation. We have stated the source of information relied upon under the relevant headings.
- 2.11 This valuation may be subject to monitoring under the RICS conduct and disciplinary regulations to ensure compliance with the RICS standards.

### 3.0 THE PROPERTY

#### 3.1 Location

- 3.1.1 King's Lynn is a port and market town in the Borough of West Norfolk serving a population of c.48,000 in the built-up area and has a significant rural catchment area. It is located approximately 45 miles west of Norwich and 35 miles northeast of Peterborough.
- 3.1.2 The town is well connected to strategic transport corridors such as the A47, A10 and A17 acting as a gateway to Norfolk, Cambridge and the Midlands. There is a mainline train station providing a direct train to Cambridge within 50 minutes and London within 110 minutes.
- 3.1.3 The site is situated within the Nar Ouse Regeneration Area, approximately one mile south of the town centre. Nar Ouse Way has recently been constructed and links the site to the A47 and the town centre.
- 3.1.4 The location is shown for identification purposes only on the extract from the Ordnance Survey plan attached at Appendix II.
- 3.1.5 The site is shown for identification purposes only on the plan edged red at a scale of 1:1250 attached at Appendix III.

#### 3.2 Description

- 3.2.1 The Enterprise Park forms part of the Nar Ouse Regeneration Area and comprises approximately 37 acres (15 hectares) of employment land with planning consent for up to 56 units for innovative, high growth and high impact businesses.
- 3.2.2 The site has partially been developed but is largely grassland with the road spine road and estate roads to the eastern plots already built. Various plots are available ranging from 0.32 acres (0.130 hectares) to 2.34 acres (0.949 hectares) with the ability to combine plots to suit occupier requirements.

#### 3.3 Site Area

- 3.3.1 9.017 hectares (22.280 acres).

#### 3.4 Accommodation

- 3.4.1 The premises have been measured by scaling floor plans provided to us, in accordance with RICS Code of Measuring Practice and report the following Gross Internal Areas (GIA).

Plot	Planning Use	Acres	Hectares
A/3	Class E and B2	1.387	0.453
A/4	Class E and B2	1.439	0.482
B/1	Class E	1.331	0.539
B/2	Class E B2 and B8	1.323	0.535
B/3 4 and 5	Class E	1.580	0.639
C/1	Class E	1.208	0.489
C/2	B8	1.120	0.453
C/3	B8	1.191	0.482
C/4	B8	2.345	0.949

Plot	Planning Use	Acres	Hectares
D/1	Class E	1.454	0.588
D/2	Class E	1.067	0.432
D/3	Class E	1.416	0.573
D/4	Class E	0.756	0.306
E/4	Class E	0.536	0.217
E/5	Class E	0.658	0.266
F/1	Class E and B2	0.926	0.375
F/2	Class E	0.533	0.216
F/3	Class E	0.478	0.193
F/4	Class E	0.490	0.198
F/5	Class E	0.320	0.130
F/6	Class E	0.622	0.252
<b>Total:</b>		<b>22.3</b>	<b>9</b>

### 3.5 Services

3.5.1 We understand that all mains services including electric, water and drainage is available on site with suitable connection points at the boundaries.

### 3.6 Plant & Machinery and Fixtures & Fittings

3.6.1 All items that are in the nature of "landlord's fixtures" are included for the purposes of this report. Such items include fixed partitions in offices, and the usual permanent heating, lighting and electrical installations in the Property.

3.6.2 Any specialist equipment used for the purpose of the business carried out in the Property has been ignored.

### 3.7 General State of Repair

3.7.1 The property comprises bare land and therefore no buildings have been inspected. We have not carried out a building survey, nor have we tested any of the services, nor have we inspected those parts of the Property which are covered, unexposed or inaccessible and such parts have been assumed to be in reasonable repair and condition. However, from our brief inspection for valuation purposes only, the Property appears generally to be in a reasonable state of repair commensurate with its age, use and construction.

### 3.8 Flooding

3.8.1 We have undertaken a postcode search using the Environment Agency website which helped us determine the following:

3.8.2 For planning purposes, the Property lies in an area registered as being within Flood Zone 3 with defences for river or sea flooding. We are not aware of any recent flooding affecting the property.

3.8.3 For insurance purposes, the Property is situated in an area deemed a High risk from rivers and sea flooding. We are not aware of any recent flooding affecting the property.

3.8.4 For insurance purposes, the Property is situated in an area deemed a High risk from surface water flooding. We are not aware of any recent flooding affecting the property.

3.8.5 Clients seeking further information should search on the Environment Agency website ([www.environment-agency.gov.uk](http://www.environment-agency.gov.uk)).

### 3.9 **Energy Performance Certificates**

3.9.1 The 2011 Energy Act required the government to set minimum energy performance standards (MEPS) for both domestic and non-domestic privately rented property. Commercial property landlords in England will be legally required to upgrade the energy efficiency of their properties to at least band 'E' standard by 2018 before they can be leased to new or renewing tenants, the UK government has confirmed as at 6 February 2015. The new rules will be extended to cover all leases by 2023, according to the government's response to its consultation on the changes. They will require landlords to improve the energy efficiency of their properties unless it would not be cost effective for them to do so.

3.9.2 An EPC is not required for development sites, however we understand the scheme will be built to environmentally friendly standards and is expected to achieve an A or B rating.

### 3.10 **Land Contamination**

3.10.1 We have not carried out any investigation into past or present uses, either of the Property or of any neighbouring land, to establish whether there is any potential for contamination from these uses or sites to the Property and therefore have assumed none exist. However, should it be established subsequently that contamination exists at the Property or on any neighbouring land or that the premises have been or are being put to any contaminative use, this might reduce the values now reported.

#### 4.0 LEGAL AND OTHER MATTERS

##### 4.1 Rating Assessment

4.1.1 We have made informal online enquiries of the Valuation Office Agency Valuation Entry and cannot locate any entries relevant to the Property.

4.1.2 The Enterprise Park previously benefited from business rate relief however we understand this incentive has now expired.

##### 4.2 Town Planning

4.2.1 The Property is not situated in a Conservation Area.

4.2.2 We have researched Borough Council of Kings Lynn and West Norfolk Planning Portal for the Property, and have found the following planning applications:

Property	Reference	Decision Date	Proposal	Decision
The Nar Ouse Regeneration Area (NORA) Wisbech Road King's Lynn Norfolk	19/00351/NMAM_3	30 Sep 2024	NON-MATERIAL AMENDMENT TO PLANNING PERMISSION : RESERVED MATTERS: Erection of mixed use units - Enterprise Zone	Application Permitted
The Nar Ouse Regeneration Area (NORA) Wisbech Road King's Lynn Norfolk	19/00351/NMAM_2	14 Dec 2022	NON MATERIAL AMENDMENT TO PLANNING APPLICATION 19/00351/RMM - RESERVED MATTERS: Erection of mixed use units - Enterprise Zone	Application Permitted
The Nar Ouse Regeneration Area (NORA) Wisbech Road King's Lynn Norfolk	19/00351/RMM	06 Feb 2020	RESERVED MATTERS: Erection of mixed use units - Enterprise Zone	Application Permitted

Property	Reference	Decision Date	Proposal	Decision
The Nar Ouse Regeneration Area (NORA) Wisbech Road King's Lynn Norfolk	18/01333/RMM	06 Nov 2018	Reserved Matters Major Application: Details of layout, scale and external appearance of buildings, means of access thereto and the landscaping of the site. Access and site infrastructure for the entire Enterprise Zone and buildings for the first phase.	Application Permitted
The Nar Ouse Regeneration Area (nora) Wisbech Road King's Lynn Norfolk	11/00406/RMM	10 Oct 2011	Reserved Matters Application - Mixed Use Development	Application Permitted

#### 4.3 Heritage

- 4.3.1 We have made online enquiries on Historic England of The National Heritage List (The List) to determine whether there are any listed buildings, scheduled monuments, world heritage sites or parks & gardens on the site.
- 4.3.2 As far as we can establish, nothing on the site with the postcode PE30 5BY appears in The List.

#### 4.4 Development/Change of Use

- 4.4.1 The Property forms part of the Kings Lynn Enterprise Park and benefits from planning consent for Class E, B2 and B8 use. We have reviewed the planning consent and do not consider there to be any material restrictions that would impact our valuation.
- 4.4.2 We do however observe that the buildings should only be used for the use classes specified for individual plots stated on the Nar Ouse Enterprise Zone Masterplan and contains an express restriction on permitted development rights to alter the use.

#### 4.5 Highways and Rights of Access

- 4.5.1 We understand Nar Ouse Way and Peterborough Road are not formally adopted but will be constructed to adoptable standards. We understand there will be estate service charges and sinking funds for road infrastructure repairs and maintenance.
- 4.5.2 There do not appear to be any rights enjoyed by others over the Property.

#### 4.6 Licences and HMOs

- 4.6.1 The property is not subject to a HMO, therefore licensing is not required under the Housing Act 2004.

#### **4.7 The Fire Regulatory Reform (Fire Safety) Order 2005**

4.7.1 Not applicable.

#### **4.8 Control of Asbestos Regulations 2012**

4.8.1 The Control of Asbestos Regulations 2012 (CAR) requires every 'dutyholder' of non-domestic premises to assess whether asbestos is, or is liable to be, present; to prepare and implement a plan for managing any risks arising; and to review and revise the plan as necessary. A 'dutyholder' is any person with any extent of responsibility for the maintenance or control of the whole or part of the premises.

4.8.2 We have made verbal enquiries on site during the course of the inspection regarding the assessment of the Property in accordance with the CAR. The occupier was not able to confirm that an asbestos register or similar document is available, therefore, the commissioning of such a report in accordance with the regulations, from a suitably qualified and insured professional individual or company, and the implementation of its recommendations should be made a condition of the advance.

#### **4.9 Equality Act 2010 (Disability Discrimination Acts 1995 And 2005)**

4.9.1 This Act bans unfair treatment and helps achieve equal opportunities in the workplace and in wider society. The Act replaced previous anti-discrimination laws (such as the Disability Discrimination Act) to make the law simpler and remove inconsistencies. The Act imposes obligations on service providers and employers to make reasonable provision for people with 'protected characteristics'. Service providers are required to make changes to the way things are done. However, where a service is delivered from a building that cannot be made accessible through reasonable adjustment, it may be reasonable to provide the service at a different venue.

4.9.2 Reasonable changes are required wherever disabled customers or potential customers would otherwise be at a substantial disadvantage compared with non-disabled people. We have not carried out an access audit and therefore we do not speculate as to whether any alterations/adaptations would be required by a service provider or employer.

4.9.3 This Act particularly applies where fifteen or more people are employed or where customers or service users may require access to business premises. The occupier should consider the extent to which this is relevant to his business and, if in any doubt, should commission advice from a suitably qualified insured individual or company. Costly alterations/adaptations to physical features of the building, car parking, grounds etc. may be necessary as a result and this could impact on the value of the Property.

**5.0 TENURE/TITLE**

5.1.1 We understand that the Property is held Freehold with Vacant Possession.

**5.2 Tenancies**

5.2.1 We have not been advised of any tenancies relating to the Property and none were apparent during the course of our inspection. Our valuation therefore assumes that vacant possession is available.

**5.3 Report on Title**

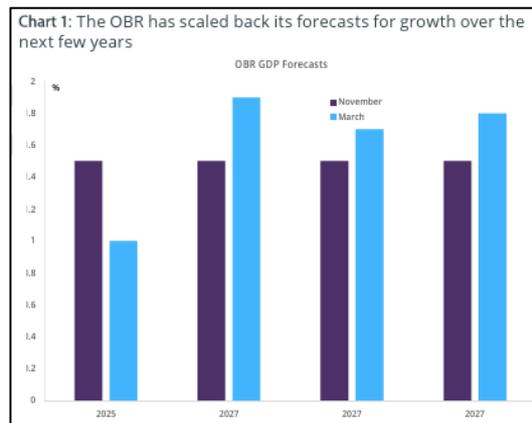
5.3.1 We have not been provided with a report on title and cannot therefore provide any comment. Our valuation assumes that there are no unusual or onerous restrictions, covenants or encumbrances which would adversely affect the value of the Property and that good title can be shown. For the avoidance of doubt, these items should be ascertained by the client's legal representatives.

**6.0 ANALYSIS**

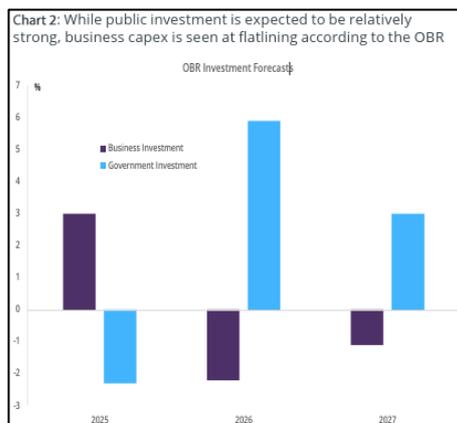
**6.1 Market Commentary**

**RICS Economy & Property Market Update  
 Economy**

6.1.1 As was widely trailed, the Office for Budget Responsibility (OBR) lowered its assessment of trend productivity for the UK economy and accompanied this announcement with a scaling back in growth expectations for the next few years in the November Budget. However, on a slightly more positive note it did revise upwards this years number to reflect a stronger than anticipated first six months (Chart 1).

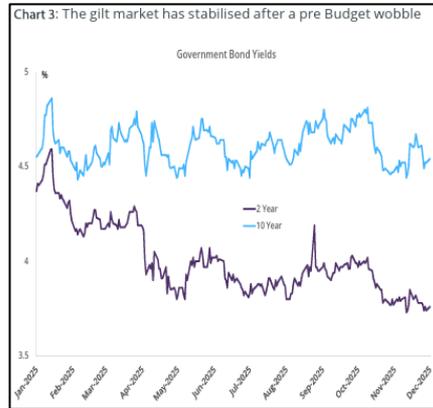


6.1.2 Alongside the focus on the economic outlook, much attention in the Budget was directed towards the fiscal numbers and the increase in the tax burden which, when measured as a share of GDP, is anticipated to climb above 38% by the end of this parliament. If it were to get to this level, it would represent the highest tax take since the 1940s. Whether this is consistent with the growth mantra that has formed a central pillar of the government's rhetoric ('number one mission') remains to be seen. Significantly, business investment is viewed (according to the OBR) as being fairly flat throughout the forecast period dropping 0.4% next year before edging up in 2027 (by a meagre 0.6%). This will be partly offset by a stronger commitment from the government to boost public sector capital outlays which are projected to rise by 7.8% next year followed by 5.4% in the subsequent twelve months (Chart 2).



6.1.3 Interestingly, even with public sector net debt seen as holding in the 95% to 97% of GDP range through the time horizon of the report, the gilt market has responded to the various measures announced in the Budget with a degree of equanimity. Although much of the spending was front-end loaded and the tax changes back-end focused, the Chancellors commitment to sticking with the fiscal rules enabled bond investors to breathe a sigh of relief. Chart 3

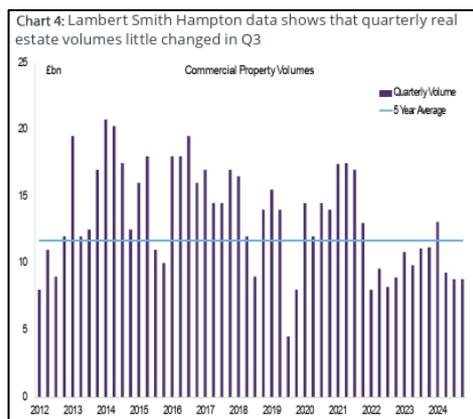
demonstrates this point by tracking the recent performance of the two and ten year gilts. That said, it is worth bearing in mind that the British government is still having to pay considerably more than comparable countries to fund its borrowing; the 10 year German yield stands at just to 2.75% while in France the equivalent rate is 3.48%.



6.1.4 Money markets are now a little more confident that further base rate cuts are in the pipeline even though neither the OBR nor the Bank of England anticipate an early return of the inflation rate to the 2% target. Critically, the looser labour market which is manifesting itself in an increase in the unemployment rate is likely, over time, to exert downward pressure on pay settlements embedding a lower rate of core inflation beyond 2026. Alongside this, the rail fares freeze and measures to reduce households' energy bills should also help to push inflation lower. That said, money markets are currently doubting that the Monetary Policy Committee will lower the base rate much beyond the 3.5% area.

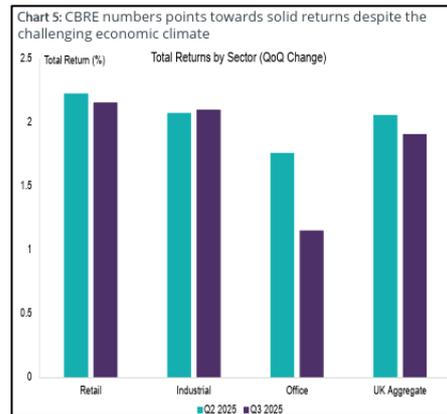
**Commercial Property**

6.1.5 Transaction activity in the commercial property market was little changed in Q3 from the previous quarter according to the latest data from Lambert Smith Hampton. As shown in Chart 4, around £8.8bn of assets changed hands in the latest three-month period which is more than a quarter down on the average over the past five years. Within this, office activity slipped to a five-year low at just £1.5bn.

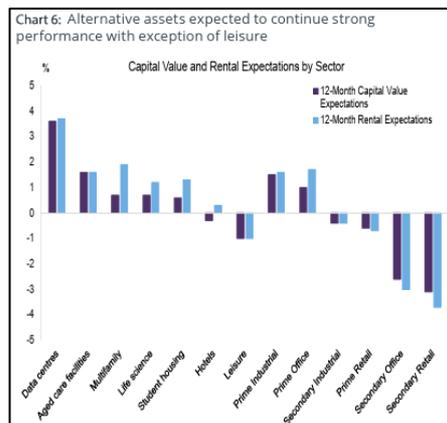


6.1.6 Consistent with this picture, sentiment from the Q3 2025 RICS UK Commercial Property Monitor also points towards depressed appetite to take up space within the office sector as evidenced by the net balance for the occupier demand series falling to -4% from an already flat +2%. Indeed, this weak sentiment extends beyond offices with industrials moving into the negative zone from +4% to -6% and retail spaces being noticeably more downbeat at -21% compared to last quarter's -13% when measured in net balance terms. On the investment side of the market, the headline enquiries metric has slipped into the negative zone (0 in Q2 to -11%

in Q3) with noticeable declines across all three recorded categories: offices (-3% to -13%), industrials (10% to 0) and retails (-11% to -23%). Interestingly, London stands out at the bright spot with regards to both investment and occupier demand in comparison to the national average. This is further corroborated by recent data from CBRE which indicates stronger total returns on Central London offices (2.2%) against all offices (1.1%). Elsewhere, at a sectoral level the latest CBRE data also points to firmer returns in both the retail and industrial sectors. (Chart 5).



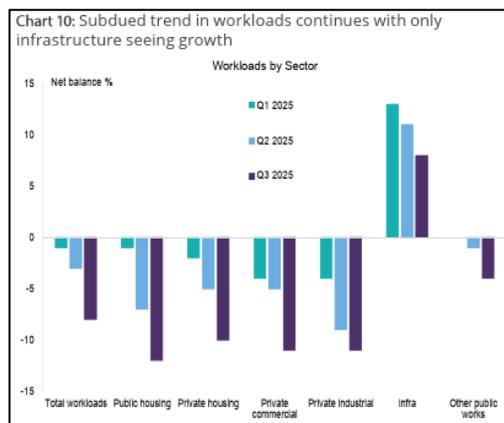
6.1.7 Twelve-month point estimates indicate a clear divergence in performance across sectors (Chart 6). In the rental market, prime office (+1.7%) and prime industrial (+1.6%) are the only segments expected to register meaningful growth, while secondary office (-3.0%) and secondary retail (-3.7%) are forecast to continue to underperform. A similar pattern is evident in capital values, with modest gains anticipated for prime office (+1.0%) and prime industrial (+1.5%), contrasted by ongoing declines across secondary assets and retail, most notably secondary retail at -3.1%. This reinforces the persistent prime-versus-secondary divide across the commercial property market.



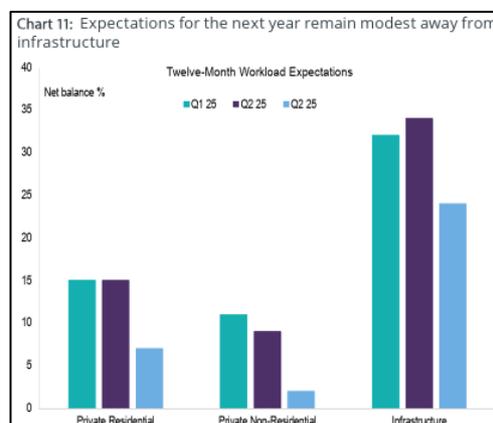
6.1.8 Turning to alternative asset classes, sentiment is markedly stronger across most segments. Data centres stand out as the clear outperformer, with rental expectations point estimates sitting at +3.7% and capital values at +3.6%, reflecting sustained structural demand. This strength is underpinned by projections that the number of data centres will increase by almost a fifth by 2030, alongside the government's designation of these facilities as critical national infrastructure and a key driver of future economic growth. More modest positive growth is anticipated for multifamily (rents +1.9%, capital values +0.7%), aged care (both +1.6%), student housing (+1.3% rents; +0.6% capital values) and life sciences (+1.2% rents; +0.7% capital values). By contrast, leisure assets are expected to remain under pressure, with both rental and capital values projected to fall by 1.0%, while hotels show flat to slightly negative capital value expectations (-0.3%) despite marginal rental growth (+0.3%).

## Construction

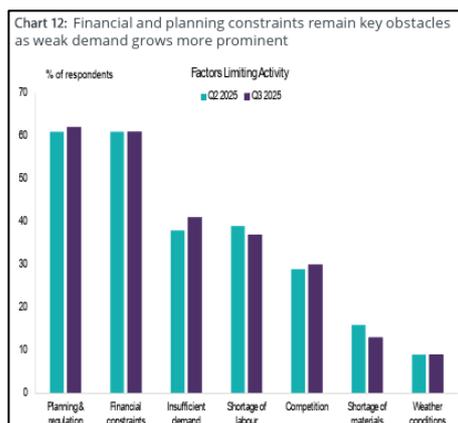
6.1.9 The latest ONS data shows construction activity edged up by 0.1% in Q3 compared with the previous quarter. While the validity of this data has been questioned in recent months, the feedback broadly aligns with the latest RICS UK Construction Monitor. At the aggregate level, total workloads remain flat, with sentiment softening slightly from Q2 (net balance -3%) to Q3 (net balance -8%). Compared with Q2 2025, workloads at the sectoral level (Chart 10) weakened further in Q3, with public housing falling from -7% to -12%, private housing from -5% to -10%, private commercial from -5% to -11%, and private industrial from -9% to -11%. The net balance for infrastructure also eased back, from +11% to +8%, while other public works slipped from -1% to -4%. New work also saw a sharper deterioration in Q3, slipping from -5% to -13%. In contrast, repair and maintenance activity showed more resilience, easing only slightly from +5% to +2%.



6.1.10 Although current conditions remain flat, expectations for the year ahead are a little more upbeat, albeit less so than earlier in the year, with a net balance of +9% of contributors now anticipating growth compared with +17% in both Q1 and Q2. This is consistent with the latest CPA forecast, which projects construction output to rise by 2.8% in 2026 and 3.6% in 2027, supported by easing global economic and geopolitical tensions and a significant uplift in private housebuilding and infrastructure. While respondents to the latest UK Construction Monitor still expect an increase in private residential development activity over the coming year (net balance +7%, down from +15% in Q2), infrastructure is set to lead the expansion, with a net balance of +24% pointing to the strongest growth outlook (Chart 11). With respect to employment projections, the net balance eased from +16% to +10%, while profit margin expectations fell more sharply from -11% to -19%, with financial pressures seen as intensifying partly because of the rise in the minimum wage.



6.1.11 Looking at factors impeding activity within the construction space (Chart 12), insufficient demand edged up from 38% to 41%, while labour shortages eased slightly (39% to 37%), a trend that appears consistent with the generally subdued level of activity across the sector. Financial constraints remained elevated at 61% across both periods, while planning and regulation pressures edged up slightly from 61% to 62%. However, the introduction of the Planning and Infrastructure Bill, which aims to streamline planning processes, could help to ease this constraint over the coming quarters. Alongside these structural challenges, anecdotal feedback suggests business confidence has also been dampened by uncertainty surrounding the impending Budget, with many firms adopting a cautious stance until greater clarity emerges.



6.1.12 Delving deeper into infrastructure reveals a clear divide in expectations across subsectors. Energy stands out strongly, with a net balance of +58% of respondents anticipating growth - a reflection of the UK's strategic push to expand domestic energy capacity through projects such as Sizewell C, planned SMRs, and wider investment in grid upgrades and renewables. Water and sewage expectations are also firmly positive at +19%, while roads (+8%), communications (+9%), and rail (+5%) indicate more modest expansion over the coming year.

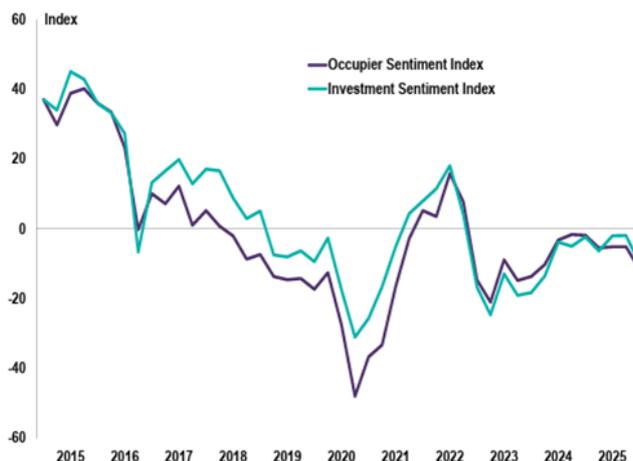
### RICS Commercial Property Monitor

6.1.13 "The latest RICS UK Commercial Property Monitor results point to a deterioration in market activity during Q3. The challenging macroeconomic environment, most notably rising inflation and elevated bond yields, are weighing on the outlook. In keeping with this narrative, both the Occupier and Investment Sentiment Indices (composite indicators of market conditions, shown in Chart 1) fell deeper into negative territory during the latest survey period. In aggregate, only 22% of respondents now feel conditions are consistent with the early stages of an upturn across the market, down from 35% in each of the two previous quarterly reports.

6.1.14 For the Occupier Sentiment Index, the latest reading of -12 is down from -5 previously and represents the weakest figure since the end of 2023. Driving this, tenant demand reportedly fell during Q3, posting a net balance of -10% at the all-property level. Within this, retail demand saw the steepest decline (in net balance terms), registering a figure of -21%. Meanwhile, the corresponding readings for the office and industrial sectors were -4% and -6% respectively. Crucially, excluding the first quarter of Covid lockdown restrictions, this marks the first negative return for the industrial occupier demand series since 2012.

6.1.15 At the same time, availability (vacancies) are seen rising in each mainstream market segment, with respondents also citing an increase in the value of landlord incentive packages offered to entice occupiers. Unsurprisingly, this has led to a downward adjustment in near-term rental expectations, albeit the Q3 reading is signalling a flatter picture ahead, rather than an outright decline, at least at the aggregate level.

Chart 1 - Occupier and Investment Sentiment Indices



- 6.1.16 Looking at rental projections for the coming twelve months, all sectors exhibit some degree of downgrading in expectations relative to the previous iteration of the survey. Even so, the outlook remains positive for prime office and industrial rents, with respondents pencilling in growth of just under 2%. Conversely, all other traditional sectors now display flat or negative twelve-month rental growth projections, with secondary office and retail space anticipated to see an especially noticeable downward adjustment.
- 6.1.17 Focussing on the Investment market backdrop, the headline Sentiment Index returned a figure of -10 in Q3, slipping from -2 beforehand. Beneath the headline figure, investor enquiries declined for office and retail assets, and stagnated across the industrial sector. Coming through as an unfavourable development for the market, the credit conditions indicators fell to a net balance of -12%, breaking a run of two successive positive reading prior to this, and suggesting the lending environment became more restrictive in Q3.
- 6.1.18 Echoing the overall more cautious tone to the latest data, capital value projections were pared back across all categories. Still displaying slightly positive expectations however, prime office and industrial values are seen moving marginally higher. All other traditional sectors are expected to see some degree of decline in capital values over the coming year, with secondary office and retail once again anticipated to bear the brunt of any downward pressure.
- 6.1.19 From a regional perspective, despite seeing a slight softening in Q3, the London office and retail sectors show greater resilience in terms of both occupier and investor demand readings (compared to the national average). As such, across prime tiers of these markets in London, rental and capital value growth is anticipated to outperform the UK-wide trend over the year ahead.
- 6.1.20 Also standing in contrast to the broader picture, alternative sectors offer a slightly brighter outlook. Optimism around data centres remains undiminished, while aged care facilities, multifamily residential, student housing, and life sciences are all expected to see growth in both rental and capital values over the next year.”

## 6.2 Marketability and General Remarks

- 6.2.1 The Nar Ouse Regeneration Area comprises a site of approximately 120 acres and is a strategic regeneration project to transform former derelict and brownfield land with an Enterprise Park, residential accommodation and public infrastructure.
- 6.2.2 The Enterprise Park is intended to attract innovative high growth and high impact businesses with the Enterprise Zone status providing strong regional connections via the A47 and A10

trunk roads, superfast broadband and sustainability initiatives to help occupiers reach Net-Zero. Development is well underway with the Kings Lynn Innovation Centre (KLIC) situated to the southwest of the park and was the first occupant of the site in 2016, providing a modern business centre for startups and entrepreneurs.

- 6.2.3 Kings Lynn Waterboard has constructed an office to the north of the site and a new Health Hub has been constructed and opened off Nar Ouse Way, providing an outpatient service to the Queen Elizabeth Hospital. You constructed 4 no. speculative units providing office and industrial space to a high specification. We understand these are partly occupied with a recent letting to Merxin, a pharmaceutical company specialising in the development of inhalers.
- 6.2.4 A Travel Hub with sustainable modes of transport such as cycling stores, EV charging points and public transport stops will be completed in 2027, improving connectivity to the site and supporting greener travel options.
- 6.2.5 The site is otherwise largely undeveloped, with a mix of plots available that can be combined to suit occupier requirements. The planning uses vary between Class E, B2 and B8 uses and we observe that the planning consent restricts the plots to their specified use whilst also prohibiting permitted development for alternative uses. Whilst this may deter some occupiers, we do not consider there to be any material difference in values between with the specified uses. These are all suitable business park uses and encourages an efficient scheme for high quality businesses without being overly concentrated to a single sector.
- 6.2.6 The site is former brownfield land, and we understand parts were previously used for industrial purposes. We are advised that there was previous contamination, however this has been remediated. We have assumed there is no further contamination that would impact our valuation, but should this be established otherwise this may impact our valuation.
- 6.2.7 More generally, the Bank of England recently held interest rates at 3.75% which is a gradual easing from the peak of 5.25% to control inflation. Further cuts are on the horizon, which reduces the cost of borrowing and fuels positive sentiment in commercial markets.

### 6.3 Valuation Commentary

- 6.3.1 In arriving at our valuation we have had regard to a number of comparable property transactions including:-

Property	Date	Rent/Sale Price	Analysis
Plot B1, Kings Lynn Enterprise Park	Under Offer	£335,000 per acre	A recent sale has been agreed for 1.33 acres at £335,000 per acre. This is accessed from Peterborough Road via Horsleys Fields or Nar Ouse Way.
Plot 1, Campbells Meadow Business Park, Kings Lynn	August 2025	£200,000	Employment land extending to 0.54 acres with partial visibility from the A47. Positioned next to Tesco and in a retail warehousing business park. Services available on site. Devalues to c. £370,000 per acre. Arguably a better location with a retail profile.

Property	Date	Rent/Sale Price	Analysis
Plot 5, Campbells Meadow Business Park, Kings Lynn	Sold STC	£235,000	Employment land extending to 0.50 acres with partial visibility from the A47. Positioned next to Tesco and in a retail warehousing business park. Services available on site. Devalues to £470,000 per acre, although we understand a premium was secured for open storage use.
125 Holt Road, Fakenham	July 2025	£1,150,000	Employment land situated next to Lidl, comprising 1.54 acres. Services available on site. Guided at £700,000 and sold to McDonalds in excess of the asking at £1,150,000. Devalues to £746,000 per acre. Different profile to the subject property.
Plot 302 Lancaster Business Park, Ely	February 2024	£2,400,000	Employment land on Lancaster Business Park extending to 4.05 Acres. The park benefits from enterprise zone status and has strong road connections to the A10 and A14 corridors. Devalues to £592,500 per acre.
Plot D5, D6 and D7, Kings Lynn Enterprise Park	October 2023	£450,000	3 plots extending to 1.37 acres on Kings Lynn Enterprise Park with road frontage onto Nar Ouse Way, the spine road for the estate. Off market transaction was agreed in a sale to the NHS to provide an outpatient service to Queens Elizabeth Hospital. Devalues to £328,000 per acre.
Plot 401, Lancaster Business Park, Ely	June 2023	£2,059,355	Employment land on Lancaster Business Park extending to 4.31 Acres. The park benefits from enterprise zone status and has strong road connections to the A10 and A14 corridors. Devalues to £477,000 per acre.
Internal Drainage Board, Kings Lynn Enterprise Park	February 2022	£325,000	Employment land extending to 1.23 acres on Kings Lynn Enterprise Park. Accessed from Horsleys Fields or via the new estate road connecting to Nar Ouse Way. Sold to the Internal Drainage Board to construct new offices. Devalues to £265,000 per acre.
Wisbech Gateway, Cromwell Road	See comments	See comments	8.5 acres of employment land with planning consent for a mixed-use scheme including industrial units, retail kiosk, drive thru, hotel and a petrol filling station. Situated on the Cromwell Road/A47 roundabout benefitting from a strong roadside position. Sold in 2020 for £2,580,000 and a further sale has been agreed as a receivership sale. We have been unable to confirm the sale price before exchange of contracts, however we are informed it is in excess of £2,000,000. Devalues to £235,000 - £303,000 per acre.

Property	Date	Rent/Sale Price	Analysis
Food Enterprise Park, Norwich	See comments	See comments	100-acre development site within the Greater Norwich Food Enterprise Zone. The first 46 acres benefits from a Local Development Order (LDO) to support sustainable growth of the agri-food, agri-tech and food and drink processing sectors. Various sites have to occupiers such as Colman's Mustard, Broadland Innovation Centre and Fischer Farms for between £328,000 and £450,000 per acre.
Broadway Enterprise Park, Norwich	See comments	See comments	An Enterprise Park extending to 100 acres allocated for employment purposes on the outskirts of Norwich with direct access to the A47. Phase one comprises of circa 20 acres with a spine road having already been constructed and benefits from a power supply to 100 kVa per acre. We are aware of a number of plots between 4-5 acres have sold subject to contract at £500,000 per acre.
Energy Park, Great Yarmouth	See comments	See comments	An Energy Park benefitting from Enterprise Zone status for the offshore energy sectors. Most recent sale has been agreed for a 0.5-acre site at £185,000 reflecting £370,000 per acre.
Imperial Park, Norwich	See comments	See comments	A site situated in proximity to Norwich Airport Industrial Estate has been allocated for employment purposes and aviation uses. These sites have not yet been sold but are aware the vendors are seeking £475,000 per acre.

## 6.4 Conclusion

- 6.4.1 Kings Lynn Enterprise Park is relatively new to the market and is partially developed with the majority of plots being available and guided at starting prices of £375,000 per acre. There is little by way of open market transactional evidence on the park, however, there has been off market transactions to the Internal Drainage Board and NHS for between £265,000 and £328,000 per acre with a further open market transaction agreed at £335,000 per acre.
- 6.4.2 The sale to the Internal Drainage Board at £265,000 per acre is c. 4 years old and initially had access from Horsleys Fields. It was the first sale on the park, so we expect this to be lower than other sales to encourage further development. The sale to the NHS for a health hub benefits from road frontage to Nar Ouse Way and is in a prominent position, albeit this is now c. 2 years old. The sale of plot B1 is recent and helps set the tone for future sales at £335,000 per acre, however this does not benefit from road frontage onto Nar Ouse Way, which in our opinion should be a benefit for occupiers.

- 6.4.3 We have naturally applied the most weight to these transactions as they are identical to the sites being valued, however we have benchmarked these sales against other sites in Kings Lynn and West Norfolk in addition to Enterprise Zones in Norwich, Ely and Great Yarmouth where evidence is available and employment land at Wisbech.
- 6.4.4 Campbells Meadow in Kings Lynn has recently achieved £370,000 and £470,000 per acre which exceeds the current sales on the Enterprise Park, however Campbells Meadow is an established retail park with national occupiers, and the subject comparables has frontage on to the A47, so we expect values to be higher. The site on Cromwell Road in Wisbech previously achieved more than £300,000 per acre and benefits from a strong roadside position, however Wisbech is an inferior location in our view so we expect higher sales values on the Enterprise Park.
- 6.4.5 Further afield in Ely other sales range between £328,000 and £746,000 per acre, with the upper end of this being achieved on roadside locations and for a retail/drive thru type occupier. We are of the view the sites value is closer to Enterprise Zones at the Great Yarmouth Energy Park at £370,000 per acre and Norwich Food Enterprise Park between £328,000 and £450,000 per acre. The Enterprise Zones in Norwich and Ely are superior to the subject Enterprise Zone so we do not anticipate sales can be achieved as high as this.
- 6.4.6 In arriving at our opinion of Market Value, we have applied the most weight to the transactions in Kings Lynn, specifically those on the Enterprise Park. We have adopted a tone of £360,000 per acre to the road frontage plots of A/3, A4, D/3, D4, F/1, F/2 and F/3 reflecting their increased prominence over the remaining plots. We have further adopted a tone of £335,000 per acre to the remaining plots arriving at a Market Value of £7,635,000 for the sites. This reflects an average rate of £343,333 per developable acre.
- 6.4.7 The Market Value reported is on the assumption the sites are sold individually, however should the site be sold as a whole, we would expect a discount of approximately 5% for quantum. A breakdown of the individual plot values can be found at Appendix I.

**7.0 VALUATION**

**7.1 Market Value**

7.1.1 We are of the opinion that the Market Value of the freehold interest in the Property as at the valuation date, assuming an unencumbered freehold title with the benefit of vacant possession is:-

**£7,635,000**

(Seven Million Six Hundred and Thirty Five Thousand Pounds)

**7.2 Publication**

7.2.1 This report is for the private and confidential use of the client to whom it is addressed and should not be reproduced as a whole or in part or be relied upon by any third party without the prior written consent of Arnolds Keys.



Signed.....  
Kevin Atkins MRICS  
Associate  
RICS Registered Valuer  
**For and on behalf of Arnolds Keys LLP**

16 February 2026



Countersigned.....  
Guy Gowing MRICS  
Senior Partner  
RICS Registered Valuer  
**For and on behalf of Arnolds Keys LLP**

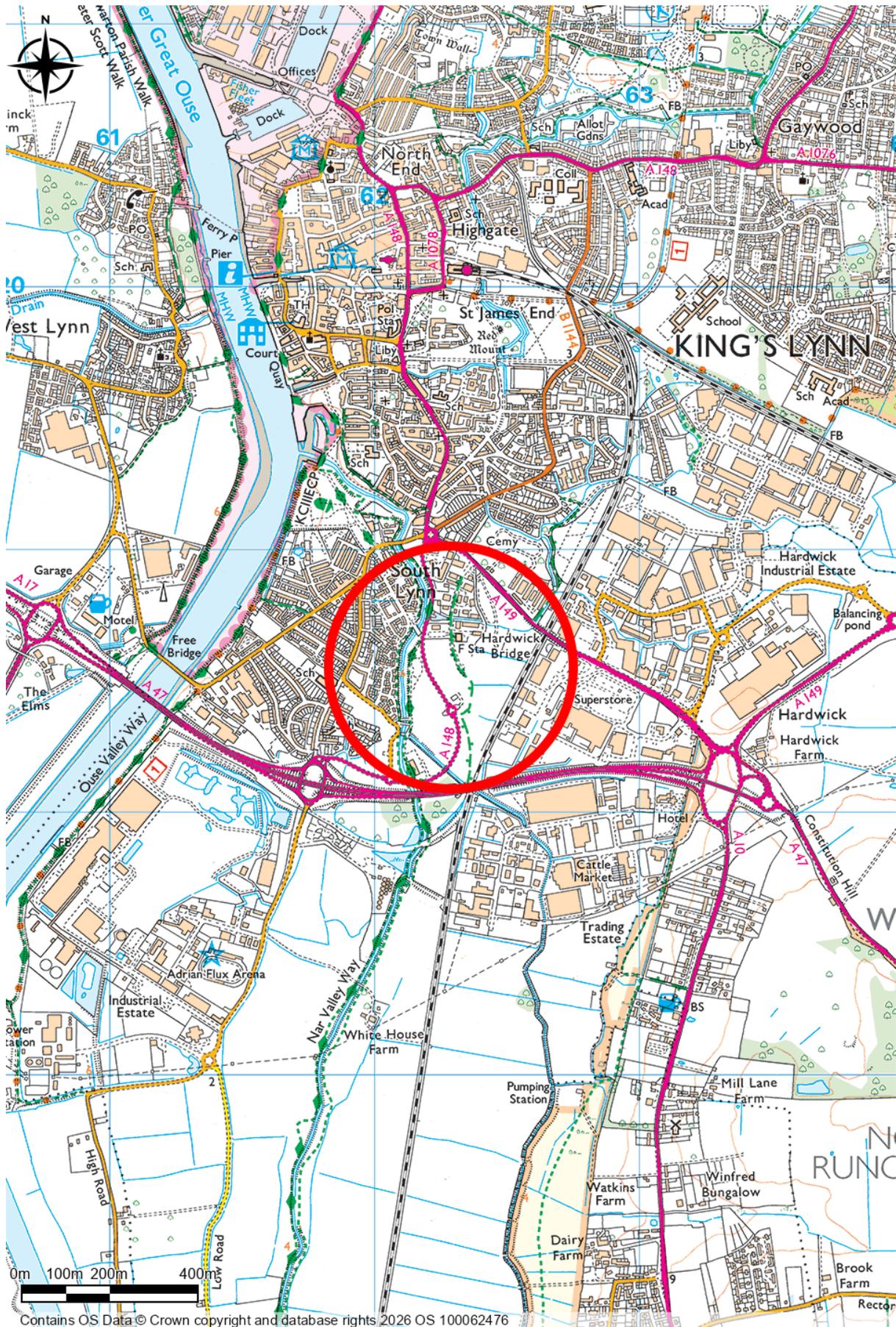
16 February 2026

# **APPENDIX I VALUATION DETAILS**

## Grid view

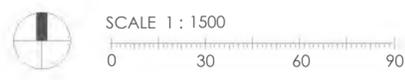
#	Plot Number	Planning Use	Acres	Rate per Acre	Market Value	Plot Value Summary
1	A/3	Class E B2	1.387	£360,000	£500,000	Narouse Way frontage plot
2	A/4	Class E B2	1.539	£360,000	£555,000	Narouse Way frontage plot
3	B/1	Class E	1.331	£335,000	£445,000	No frontage, access from Horsey Fields or via Peterborough Road from the A47
4	B/2	Class E B2 B8	1.323	£335,000	£445,000	No frontage, access from Horsey Fields or via Peterborough Road from the A47
5	B/3, 4 and 5	Class E	1.580	£335,000	£530,000	No frontage, access from Horsey Fields or via Peterborough Road from the A47
6	C/1	Class E	1.208	£335,000	£405,000	No frontage, access from Horsey Fields or via Peterborough Road from the A47
7	C/2	B8	1.120	£335,000	£375,000	No frontage, access from Horsey Fields or via Peterborough Road from the A47
8	C/3	B8	1.191	£335,000	£400,000	No frontage, access from estate road
9	C/4	B8	2.345	£335,000	£785,000	No frontage, access from estate road
10	D/1	Class E	1.454	£335,000	£485,000	Partial visibility from narouse way, access via estate road
11	D/2	Class E	1.067	£335,000	£355,000	Partial visibility from narouse way, access via estate road
12	D/3	Class E	1.416	£360,000	£510,000	Narouse Way frontage plot
13	D/4	Class E	0.756	£360,000	£270,000	Narouse Way frontage plot
14	E/4	Class E	0.536	£335,000	£180,000	No frontage, access from estate road
15	E/5	Class E	0.658	£335,000	£220,000	No frontage, access from estate road
16	F/1	Class E B2	0.926	£360,000	£335,000	Narouse Way frontage plot
17	F/2	Class E	0.533	£360,000	£190,000	Narouse Way frontage plot
18	F/3	Class E	0.478	£360,000	£170,000	Narouse Way frontage plot
19	F/4	Class E	0.490	£335,000	£165,000	No frontage, access from estate road
20	F/5	Class E	0.320	£335,000	£105,000	No frontage, access from estate road
21	F/6	Class E	0.622	£335,000	£210,000	No frontage, access from estate road
			SUM 22.280	AVG £343,333	SUM £7,635,000	

## **APPENDIX II LOCATION PLAN**



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## **APPENDIX III SITE PLAN**



NOTES:  
REFER TO RESERVE MATTERS APPLICATION 18/01333/RMM FOR INFORMATION ON PHASE 01.  
REFER TO DRAWINGS NOE-AHR-XX-XX-DR-L-90-003 and NOE-AHR-XX-XX-DR-L-90-004 FOR LANDSCAPE DETAILS.

7	Use Classes amended	21.01.2020	AL	MW
6	Plot A1 Added	18.12.2019	CL	MR
5	Revised Planning Application	31.05.2019	CW	MW
4	Planning Application	18.04.2019	CW	MW
3	Planning Application	21.02.2019	CW	MW
2	For Co-ordination	07.02.2019	CW	MW
1	For Co-ordination	25.01.2019	CW	MW
Rev	Description	Date	Dr by	App by
original by		date created		approved by
CW		01/12/19		MW

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client name	
Borough Council of King's Lynn & West Norfolk	
project	
Nar Ouse Enterprise Zone	
drawing	
Masterplan (Reserved Matters)	
computer file	plot date
C:\Users\ajohns\Documents\NOE-AHR-22-03-A-50	24/01/19
Masterplan\A148\1	
project number	scale
2017.00261.000	As indicated @A2
drawing number	rev issue status
NOE-AHR-XX-XX-DR-A-10-003	7 P
This drawing is to be read in conjunction with all related drawings. All dimensions must be checked and verified on site before commencing any work or producing shop drawings. The originator should be notified immediately of any discrepancy. This drawing is copyright and remains the property of AHR.	

## **APPENDIX IV COPY OF LETTERS OF INSTRUCTION AND CONDITIONS OF ENGAGEMENT**

To find out about our available commercial property or sites please visit <https://www.west-norfolk.gov.uk/commercial>

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**From:** Christian Wilson  
**Sent:** 21 January 2026 17:23  
**To:** [kevin.atkins@arnoldskeys.com](mailto:kevin.atkins@arnoldskeys.com)  
**Subject:** FW: Red Book - Outline Instruction for Kevin Atkins

Hi Kevin

Please see requirement summarised below where although it's for internal purposes we require Red Book valuation(s) a few days before a 19<sup>th</sup> February cabinet date.

For plot location and availability see [Plot Availability - King's Lynn Enterprise Park](#) .

With regard to the plots we need valuing these exclude the site shown as Active Travel Hub and plot E3 which is now planned to form part of that hub. Plots A1 and A2 have been built so do not need valuing and nor does the NHS medical centre site. We also do not need KLIC and the site next to it called Innovation and Collaboration Incubator valued under this instruction

Most of the road infrastructure has been built for the A B C and D plots. The E and F plots roads are yet to be built. I do not have plot areas for E4, E5, F1, F2, F3, F4, F5, F6 and shall try and get these to you asap.

Alex Brown at Brown & Co. is marketing the eastern plots at present.

If you need further info. I can liaise with colleagues here to provide.

I hope you can work within this timescale and quote for this. Apologies for short notice as I received this request this afternoon.

Regards

**Christian Wilson BSc (Hons) MRICS, Senior Valuer**  
Tel: 01553 616363 | Mob: 07546 762008



To find out about our available commercial property or sites please visit <https://www.west-norfolk.gov.uk/commercial>

## REQUIREMENT

### Purpose and Basis of Valuation

- **Purpose:** To inform internal decision-making.
- **Basis of Value:** RICS Red Book Valuation.
- **Valuation Date:** The date of the report.

## 2. Property Description & Proposed Use

- **Location:** Plots A3, A4, B1, B2, B3, B4, B5, C1, C2, C3, C4, D1, D2, D3, D4, E4, E5, F1, F2, F3, F4, F5, F6, King's Lynn Enterprise Park.
- **Proposed Use:** A mix of **Light Industrial** and **High-Quality Office** space.
- **Site Areas:** Final acreage to be confirmed via Alex Brown (William H Brown).
- **Mapping:** A site plan showing the red-line boundaries for these specific plots will be provided separately.

## 3. Planning & Strategic Context

- **Planning Consent:** The principal of development has been secured under reference **09/02010/F** with approval for all reserved matters
- **Enterprise Zone (EZ) Status:** The plots are within a designated Enterprise Zone. (But rate relief benefit has ceased). The valuation should reflect the benefits of this, i.e. its ability to attract innovative, high-growth companies.
- **Active Travel Hub:** The site is adjacent to a new **Active Travel Hub** (includes plot E3). This enhancement to sustainable transport and connectivity should be factored into the marketability of the plots. (Active Travel Hub has not yet been built but project work to deliver has commenced).
- **BCKLWN Commitment:** The Borough Council is committed to developing this as a premier, high-quality enterprise hub, providing long-term site confidence.

## 4. Key Assumptions

- **Tenure:** Freehold with Vacant Possession.
- **Title:** Please assume a clean, marketable title without onerous restrictions.
- **Access & Utilities:** Access to eastern plots is via a new road. No utilities are on-site; assume these will be installed by purchasers, with the Council having provided suitable connection routes to the boundary. (Morgan Sindal will be undertaking works to deliver access on the western plots (E &F)).
- **Contamination:** Brownfield land; assume "standard" light contamination levels typical for this asset class. The eastern plots are on brownfield land that has already been remediated.
- **Estate Management:** Assume industry-standard service charges and sinking funds for road and infrastructure maintenance.

\*\*\*\*\*

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## **APPENDIX V**

# **DEFINITIONS OF BASES OF VALUATION**

## DEFINITIONS OF BASES OF VALUATION

### 1. **Market Value**

"The estimated amount for which an asset should exchange on the valuation date between a willing buyer and a willing seller in an arm's length transaction after proper marketing and where the parties had acted knowledgeably, prudently and without compulsion – assuming that the buyer is granted vacant possession of all parts of the asset required by the business, and disregarding potential alternative uses and any other characteristics of the asset that would cause its market value to differ from that needed to replace the remaining service potential at least cost."

## **APPENDIX VI ASSUMPTIONS AND CAVEATS**

1. In preparing the report, unless otherwise stated by the valuer the following assumptions will be made which the valuer shall be under no duty to verify:
  - i) that no deleterious or hazardous materials or techniques were used in the construction of the Property or has since been incorporated;
  - ii) that good title can be shown that the Property is not subject to any unusual or special onerous restrictions, encumbrances or outgoings;
  - iii) that the Property and its value are unaffected by any matters which would be revealed by a local search and replies to the usual enquiries, or by any statutory notice, that neither the Property, nor its condition, or its use, or its intended use, is or will be unlawful, and;
  - iv) that inspection of those parts which have not been inspected would neither reveal material defects nor cause the valuer to alter the valuation materially;
  - v) unless otherwise stated that no contaminative or potentially contaminative uses have ever been carried out on the Property and that there is no potential of contamination of the Property from past or present uses of that property or from any neighbouring property.
  - vi) that the information provided to us is correct and complete.
2. We have assumed the Property complies with all relevant statutory requirements, unless otherwise stated.
3. Our enquiries have not revealed any contamination affecting the Property or neighbouring property which would affect our valuation. However, should it be established subsequently that contamination exists at the Property or on any neighbouring land or that the premises have been or are being put to any contaminative use this might reduce the values now reported.
4. We have not carried out a building survey nor have we tested any of the service installations. Our valuation has had regard only to the general condition of the premises evident from our inspection and to those defects which are specifically referred to in the report.
5. In arriving at our opinion of value, no allowance has been made for costs of acquisition or realisation, nor any VAT, Capital Gains Tax nor any other tax, nor similar liability or claimable allowances which might arise on the sale of the Property.
6. Neither the whole nor any part of this report nor any reference thereto may be included in any published document, circular, or statement, or published in any way, without the prior written approval of Arnolds Keys of the form and context in which it may appear.
7. This valuation report is provided for the stated purpose and for the sole use of the named Client. It is confidential to the Client and his professional advisors and Arnolds Keys accept no responsibility whatsoever to any other person.
8. We have not carried out or commissioned a site investigation and therefore can give no opinion on the suitability of the load bearing strength of the ground to support the existing buildings, or any that may be constructed in the future.
9. We have not undertaken any tests to confirm that deleterious, hazardous, inherently dangerous or unsuitable materials or techniques were used in the construction of the Property or have since been incorporated.
10. Many modern commercial buildings have been constructed with composite external panels that sandwich insulating material between inner and outer plastic-coated steel sheeting. Panels containing polystyrene (EPS and XPS) have been shown to increase the risk of fire spreading whilst giving off toxic smoke. Similar panels containing polyurethane type products (PUR and PIR) can have a similar effect. Due to the health risk, some insurers state that these structures are more vulnerable to serious damage and require higher insurance premiums or refuse to provide insurance cover at all. In the event of encountering difficulties in insuring premises, significant expenditure could be necessary which could, in turn, impact upon Market Value. For the purpose of our valuation, we assume that the Property is not constructed with any materials that will affect the insurance.

## **APPENDIX VII COPY OF PLANNING PERMISSION**

**ENVIRONMENT AND PLANNING**

King's Court, Chapel Street, King's Lynn, Norfolk PE30 1EX  
Tel: (01553) 616200  
Fax: (01553) 616652  
DX: 57825 KING'S LYNN  
e-mail: borough.planning@west-norfolk.gov.uk

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

**NOTICE OF DECISION - APPROVAL OF RESERVED MATTERS**

BCKLWN  
c/o AHR Architects  
Mr Michael Walters  
Hardwick Street  
London  
EC1R 4RG

Reference No: 19/00351/RMM  
Application  
Registered: 5 March 2019  
Parish: King's Lynn

Details: **RESERVED MATTERS: Erection of mixed use units - Enterprise Zone at The Nar Ouse Regeneration Area (NORA) Wisbech Road King's Lynn Norfolk**

The Town and Country Planning Act 1990 (as amended)  
*The Town and Country Planning (Development Management Procedure) (England) Order 2015)*

**Approval is granted** for the reserved matters specified above and in plans submitted in accordance with the grant of outline permission Reference No. 09/02010/F  
**subject to compliance with the following conditions:**

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

NOE-AHR-XX-XX-DR-A-10-003 Rev 7 Issue Status P - Masterplan (Reserved Matters)  
NOE-AHR-A1-XX-DR-A-20-100 Rev 4 – Plot A1 Site Plan  
NOE-AHR-A1-XX-DR-L-90-002 Rev P05 Issue Status P1 – Plot A1 Planting Plan  
NOE-AHR-A2-XX-DR-A-20-100 REV 3 Plot A2 Site Plan  
NOE-AHR-A2-XX-DR-L-90-002-P01 Site Planting Plan A2  
NOE-AHR-A3-XX-DR-A-20-100 Rev 2 Issue Status P – Plot A3 Site Plan  
NOE-AHR-A3-XX-DR-L-90-001 Rev P01 Issue Status P1 – Site Planting Plan 1 – Plot A3  
NOE-AHR-A4-XX-DR-A-20-100 Rev 2 Issue Status P – Plot A4 Site Plan  
NOE-AHR-A4-XX-DR-L-90-001 Rev P01 Issue Status P1 – Site Planting Plan 2 – Plot A4

NOE-AHR-B1-XX-DR-A-20-100 Rev 4 Issue Status P – Plot B1 Site Plan  
NOE-AHR-B1-XX-DR-L-90-001 Rev P04 Issue Status P1 – Site Planting Plan 3 – Plot B1  
190811/10/01 Rev B – Plot B2 Proposed Site Plan  
190811/10/02 Rev B – Plot B2 Proposed Elevations, Floorplans and Section  
NOE-AHR-B"-XX-DR-L-90-001 Rev P04 Issue Status 1 – Site Planting Plan 4 – Plot B2  
NOE-AHR-B3-XX-DR-A-20-100 Rev 3 Issue Status P – Plot B3 B4 Site Plan  
NOE-AHR-B3-XX-DR-L-90-002 Rev P01 Issue Status P1 – Site Planting Plan 5 – Plot B3 & B4  
NOE-AHR-B5-XX-DR-A-20-100 Rev 2 Issue Status P – Plot B5 Site Plan  
NOE-AHR-B5-XX-DR-L-90-001 Rev P01 Issue Status P1 – Site Planting Plan 6 – Plot B5

NOE-AHR-C1-XX-DR-A-20-100 Rev 2 Issue Status P – Plot C1 Site Plan  
NOE-AHR-C1-XX-DR-L-90-001 Rev P01 Issue Status P1 – Site Planting Plan 7 – Plot C1  
NOE-AHR-C2-XX-DR-A-20-100 Rev 2 Issue Status P – Plot C2 Site Plan  
NOE-AHR-C2-XX-DR-L-90-001 Rev P01 Issue Status P1 – Site Planting Plan 8 – Plot C2  
NOE-AHR-C3-XX-DR-A-20-100 – Rev 2 Issue Status P – Plot C3 Site Plan  
NOE-AHR-C3-XX-DR-L-90-001 Rev P01 Issue Status P1 – Site Planting Plan 9 – Plot C3  
NOE-AHR-C4-XX-DR-A-20-100 Rev 2 Issue Status P – Plot C4 Site Plan  
NOE-AHR-C4-XX-DR-L-90-001 Rev P01 Issue Status P1 – Site Planting Plan 10 – Plot C4

NOE-AHR-D1-XX-DR-A-20-100 Rev 2 Issue Status P – Plot D1 Site Plan  
NOE-AHR-D1-XX-DR-L-90-001 Rev P01 Issue Status P1 – Site Planting Plan 11 – Plot D1  
NOE-AHR-D2-XX-DR-A-20-100 Rev 2 Issue Status P – Plot D2 Site Plan  
NOE-AHR-D2-XX-DR-L-90-001 Rev P01 Issue Status P1 – Site Planting Plan 12 – Plot D2  
NOE-AHR-D3-XX-DR-A-20-100 Rev 2 Issue Status P – Plot D3 Site Plan  
NOE-AHR-D3-XX-DR-L-90-001 Rev P01 Issue Status P1 – Site Planting Plan 13 – Plot D3  
NOE-AHR-D4-XX-DR-A-20-100 Rev 2 Issue Status P – Plot D4 Site Plan

NOE-AHR-D4-XX-DR-L-90-001 Rev P01 Issue Status P1 – Site Planting Plan 14 – Plot D4  
NOE-AHR-D5-XX-DR-A-20-100 Rev 2 Issue Status P – Plot D5 Site Plan  
NOE-AHR-D5-XX-DR-L-90-001 Rev P01 Issue Status P1 – Site Planting Plan 15 – Plot D5  
NOE-AHR-D6-XX-DR-A-20-100 Rev 2 Issues Status P – Plot D6 D7 Site Plan  
NOE-AHR-D6-XX-DR-L-90-001 Rev P01 Issue Status P1 – Site Planting Plan 16 – Plot D6 & D7

NOE-AHR-E1-XX-DR-A-20-100 Rev 2 Issue Status P – Plot E1 Site Plan  
NOE-AHR-E1-XX-DR-L-90-001 Rev P01 Issue Status P1 – Site Planting Plan 17 – Plot E1  
NOE-AHR-E2-XX-DR-A-20-100 Rev 2 Issue Status P – Plot E2 E3 Site Plan  
NOE-AHR-E2-XX-DR-L-90-001 Rev P01 Issue Status P1 – Site Planting Plan 18 – Plot E2  
NOE-AHR-E3-XX-DR-L-90-001 Rev P01 Issue Status P1 – Site Planting Plan 19 – Plot E3  
NOE-AHR-E4-XX-DR-A-20-100 Rev 2 Issue Status P – Plot E4 E5 Site Plan  
NOE-AHR-E4-XX-DR-L-90-001 Rev P01 Issue Status P1 – Site Planting Plan 20 – Plot E4 & E5

NOE-AHR-F1-XX-DR-A-20-100 REV 3 Plot F1 Site Plan  
NOE-AHR-F1-XX-DR-L-90-002-P01 Site Planting Plan F1  
NOE-AHR-F2-XX-DR-A-20-100 Rev 2 Issue Status P – Plot F2 F3 F4 Site Plan  
NOE-AHR-F2-XX-DR-L-90-001 Rev P01 Issue Status P1 – Site Planting Plan 21 – Plot F2 & F3  
NOE-AHR-F4-XX-DR-L-90-001 Rev P01 Issue Status P1 – Site Planting Plan 22 – Plot F4 & F5  
NOE-AHR-F5-XX-DR-A-20-100 Rev 2 Issue Status P – Plot F5 F6 Site Plan  
NOE-AHR-F6-XX-DR-L-90-001 Rev P01 Issue Status P1 – Site Planting Plan 23 – Plot F6

NOE-AHR-T1.0-XX-DR-A-20-100 Rev 02 Issue Status P – Type 1.0 Elevations  
NOE-AHR-T1.0-00-DR-A-20-001 Rev 01 Issue Status P – Type 1.0 Building Plans Ground Floor  
NOE-AHR-T1.0-01-DR-A-20-001 Rev 01 Issue Status P – Type 1.0 Building Plans First Floor  
NOE-AHR-T1.0-02-DR-A-20-002 Rev 01 Issue Status P – Type 1.0 Roof Plan  
NOE-AHR-T1.0-XX-DR-A-20-200 Rev 01 Issue Status P – Type 1.0 Sections

NOE-AHR-T1.1-00-DR-A-20-001 Rev 01 Issue Status P – Type 1.1 Building Plans  
NOE-AHR-T1.1-02-DR-A-20-002 Rev 01 Issue Status P – Type 1.1 Roof Plan  
NOE-AHR-T1.1-XX-DR-A-20-1 Rev 01 Issue Status P – Type 1.1 Elevations  
NOE-AHR-T1.1-XX-DR-A-20-200 Rev 01 Issue Status P – Type 1.1 Sections

NOE-AHR-T1.2-00-DR-A-20-001 Rev 01 Issue Status P – Type 1.2 Building Plans Ground Floor  
NOE-AHR-T1.2-01-DR-A-20-001 Rev 01 Issue Status P – Type 1.2 Building Plans First Floor  
NOE-AHR-T1.2-02-DR-A-20-002 Rev 01 Issue Status P – Type 1.2 Roof Plan  
NOE-AHR-T1.2-XX-DR-A-20-100 Rev 01 Issue Status P – Type 1.2 Elevations  
NOE-AHR-T1.2-XX-DR-A-20-200 Rev 01 Issue Status P – Type 1.2 Sections

NOE-AHR-T2.0-00-DR-A-20-001 Rev 01 Issue Status P – Type 2.0 Building Plan Ground Floor  
NOE-AHR-T2.0-01-DR-A-20-001 Rev 01 Issue Status P – Type 2.0 Building Plan First Floor  
NOE-AHR-T2.0-02-DR-A-20-002 Rev 01 Issue Status P – Type 2.0 Roof Plan  
NOE-AHR-T2.0-XX-DR-A-20-100 Rev 01 Issue Status P – Type 2.0 Elevations  
NOE-AHR-T2.0-XX-DR-A-20-200 Rev 01 Issue Status P – Type 2.0 Sections

NOE-AHR-T2.1-00-DR-A-20-001 Rev 01 Issue Status P – Type 2.1 Building Plan Ground Floor  
NOE-AHR-T2.1-01-DR-A-20-001 Rev 01 Issues Status P – Type 2.1 Building Plan First Floor  
NOE-AHR-T2.1-02-DR-A-20-002 Rev 01 Issues Status P – Type 2.1 Roof Plan  
NOE-AHR-T2.1-XX-DR-A-20-100 Rev 01 Issue Status P – Type 2.1 Elevations  
NOE-AHR-T2.1-XX-DR-A-20-200 Rev 01 Issue Status P – Type 2.1 Sections

NOE-AHR-T3.0-00-DR-A-20-001 Rev 01 Issue Status P – Type 3.0 Building Plan  
NOE-AHR-T3.0-00-DR-A-20-002 Rev 01 Issue Status P – Type 3.0 Roof Plan  
NOE-AHR-T3.0-XX-DR-A-20-100 Rev 01 Issue Status P – type 3.0 Elevations  
NOE-AHR-T3.0-XX-DR-A-20-200 Rev 01 Issue Status P – Type 3.0 Sections

NOE-AHR-T4.0-00-DR-A-20-001 Rev 01 Issue Status P – Type 4.0 Building Plans  
NOE-AHR-T4.0-XX-DR-A-20-002 Rev 01 Issue Status P – Type 4.0 Roof Plan  
NOE-AHR-T4.0-XX-DR-A-20-100 Rev 01 Issue Status P – Type 4.0 Elevations  
NOE-AHR-T4.0-XX-DR-A-20-200 Rev 01 Issue Status P – Type 4.0 Sections

NOE-AHR-T4.1-00-DR-A-20-001 Rev 01 Issue Status P – Type 4.1 Building Plans  
NOE-AHR-T4.1-XX-DR-A-20-100 Rev 01 Issue Status P – Type 4.1 Elevations  
NOE-AHR-T4.1-XX-DR-A-20-200 Rev 01 Issue Status P – Type 4.1 Sections

NOE-AHR-T4.2-00-DR-A-20-001 Rev 01 Issue Status P – Type 4.2 Building Plans  
NOE-AHR-T4.2-XX-DR-A-20-100 Rev 01 Issue Status P – Type 4.2 Elevations

NOE-AHR-T4.2-XX-DR-A-20-200 Rev 01 Issue Status P – Type 4.2 Sections  
NOE-AHR-T4.3-00-DR-A-20-001 Rev 01 Issue Status P – Type 4.3 Building Plans  
NOE-AHR-T4.3-XX-DR-A-20-002 Rev 01 Issue Status P – Type 4.3 Roof Plan  
NOE-AHR-T4.3-XX-DR-A-20-100 Rev 01 Issue Status P – Type 4.3 Elevations  
NOE-AHR-T4.3-XX-DR-A-20-200 Rev 01 Issue Status P – Type 4.3 Sections

NOE-AHR-XX-XX-DR-L-90-003 Rev P05 Issue Status P1 – Planting Schedule and Key Plan  
NOE-AHR-XX-XX-DR-L-90-004 Rev P05 Issue Status P1 – Landscape Masterplan

320 Rev P2 – Drainage Strategy Drawing Sheet 1 of 4, Option 2  
321 Rev P4 - Drainage Strategy Drawing Sheet 2 of 4, Option 2  
322 Rev P2 - Drainage Strategy Drawing Sheet 3 of 4, Option 2  
323 Rev P2 - Drainage Strategy Drawing Sheet 4 of 4, Option 2

Highways General Arrangement 600 rev F

2. Notwithstanding the approved plans, prior to the occupation of any building within the Enterprise Zone full details of the proposed landscape buffer along the northern boundary of the site shall be submitted to and approved in writing by the local planning authority. The details shall include planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment) and schedules of plants noting species, plant sizes and proposed numbers and densities.
3. Other than the landscape buffer along the northern boundary of the site dealt with by Condition 2, the landscaping for the site shall be carried out in accordance with the approved landscape masterplan; planting schedule and key plan; and individual site planting plans referred to in condition 1. The landscape buffer along the northern boundary of the site shall be implemented prior to the first occupation of any building within the Enterprise Zone. All other landscape works shall be carried out prior to the occupation of the building(s) on the plot to which it relates or in accordance with a programme to be agreed in writing with the Local Planning Authority prior to the first occupation of any building on the Enterprise Zone. Any trees or plants that within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species as those originally planted, unless the Local Planning Authority gives written approval to any variation.
4. A landscape management plan including long-term design objectives, management responsibilities, management and maintenance schedules for all landscape areas shall be submitted to and approved by the Local Planning Authority prior to the occupation of any building within the Enterprise Zone. The landscape management plan shall be carried out as approved.
5. Development shall not commence until a scheme detailing provision for on-site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.
6. Prior to the commencement of any works a Construction Traffic Management Plan and Access Route which shall incorporate adequate provision for addressing any abnormal wear and tear to the highway together with wheel cleaning facilities shall be submitted to and approved in writing by the Local Planning Authority together with proposals to control and manage construction traffic using the 'Construction Traffic Access Route' and to ensure no other local roads are used by construction traffic.
7. For the duration of the construction period all traffic associated with (the construction of) the development will comply with the Construction Traffic Management Plan and use only the 'Construction Traffic Access Route' and no other local roads unless approved in writing with the Local Planning Authority.
8. Prior to the occupation of each building a detailed scheme showing the siting of all external plant and machinery for that specific plot shall be submitted to and approved in writing by the local planning authority. This shall include an assessment of noise and vibration, any mechanical extract or ventilation systems, air conditioning units, air source heat pumps etc, and the insulation of the building(s) against the transmission of noise and vibration. The scheme shall be implemented as approved prior to the first occupation of the building it relates to and shall thereafter be maintained as such.

9. Prior to the occupation of the buildings on Plots B2, B3 and C4 a scheme detailing noise attenuation from the car parks and loading bay for that respective plot shall have first been submitted to and approved in writing by the local planning authority. The scheme shall be implemented as approved prior to the first occupation of the building it relates to and shall thereafter be maintained as such.
10. Prior to the first occupation of any building within the Enterprise Zone, details of the method of lighting and extent of illumination to the access roads, footpaths, parking and circulation areas shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of the phasing and timetable for implementation, type of lights, the orientation/angle of the luminaries, the spacing and height of the lighting columns, the extent/levels of illumination over the site and on adjacent land and the measures to contain light within the curtilage of the site. The lighting scheme shall be implemented in accordance with the approved details and thereafter be maintained and retained as approved unless otherwise agreed in writing by the local planning authority.
11. Prior to the installation of any external lighting on buildings details shall have first been submitted to and approved in writing by the local planning authority. This shall include details of the type of lights, the orientation/angle of the luminaries, the spacing and height of the lighting columns, the extent/levels of illumination over the site and on adjacent land and the measures to contain light within the curtilage of the building. The lighting scheme shall be implemented in accordance with the approved details prior to the first occupation of the building to which it relates and shall thereafter be maintained and retained as approved unless otherwise agreed in writing by the local planning authority.
12. Notwithstanding the details that accompanied the application hereby permitted, no development shall take place on any external surface of a building(s) until the type, colour and texture of all materials to be used for the external surfaces of the building(s) on that respective plot have been submitted to and approved in writing by the Local Planning Authority. The materials to be used shall accord with the 'Materials Principles' set out in Section 5 of the submitted Design and Access Statement. The development shall be carried out in accordance with the approved details.
13. The buildings hereby approved shall only be used for the use class(es) specified for each individual plot in the submitted 'Nar Ouse Enterprise Zone – Masterplan Indicative Areas Schedule, Issue O dated 21.01.20' (as defined within the Town and Country Planning (Use Classes) Order 1987, as amended, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) and shall not be used for any other purpose, including any use permitted under Schedule 2, Part 3 'Changes of Use' of the Town and Country Planning (General Permitted Development) Order 2015, as amended, or any order revoking and re-enacting that Order with or without modification.
14. Unless otherwise agreed in writing by the local planning authority the development hereby permitted shall be carried out in accordance with the approved surface water drainage strategy set out in Section 5.0 of the 'Nar Ouse Enterprise Zone Flood Risk Assessment Addendum A102901' dated Feb 2019 and prepared by WYG Engineering Limited and the following approved plans:  
  
320 Rev P2 – Drainage Strategy Drawing Sheet 1 of 4, Option 2  
321 Rev P4 - Drainage Strategy Drawing Sheet 2 of 4, Option 2  
322 Rev P2 - Drainage Strategy Drawing Sheet 3 of 4, Option 2  
323 Rev P2 - Drainage Strategy Drawing Sheet 4 of 4, Option 2
15. Prior to the first occupation of any building on the Enterprise Zone a surface water drainage management and maintenance plan for the lifetime of the development shall be submitted to and approved in writing by the local planning authority. The management and maintenance plan shall be carried out as approved unless otherwise agreed in writing by the local planning authority.
16. Prior to the occupation of any building hereby permitted, facilities shall be provided within the curtilage of the respective plot for the storage of recycling, refuse and waste materials in accordance with details to be submitted to and approved by the Local Planning Authority

The Reasons being:

1. For the avoidance of doubt and in the interests of proper planning.
2. To ensure that the development is properly landscaped in the interests of the visual amenities of the locality in accordance with the NPPF.
3. To ensure that the work is carried out within a reasonable period in accordance with the NPPF.
4. To ensure that the landscaping is properly maintained in accordance with the NPPF.
5. To ensure adequate off-street parking during construction in the interests of highway safety. This needs to be a pre-commencement condition as it deals with the construction period of the development.
6. In the interests of maintaining highway efficiency and safety. This needs to be a pre-commencement condition as it deals with safeguards associated with the construction period of the development.
7. In the interests of maintaining highway efficiency and safety.
8. In the interests of the amenities of the locality in accordance with the principles of the NPPF.
9. In the interests of the amenities of the locality in accordance with the provisions of the NPPF.
10. In the interests of minimising light pollution and to safeguard the amenities of the locality in accordance with the NPPF.
11. In the interests of minimising light pollution and to safeguard the amenities of the locality in accordance with the NPPF.
12. To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.
13. In order that the Local Planning Authority may retain control over the use of the premises where an alternative use otherwise permitted by the above mentioned Order would be detrimental to the amenities of the locality or would be contrary to the development mix permitted under condition 8 of outline planning permission 09/02010/F.
14. To ensure that there is a satisfactory means of drainage in accordance with the NPPF.
15. To ensure that there is a satisfactory means of drainage for the lifetime of the development in accordance with the NPPF.
16. In the interests of the amenities of the locality and to accord with the provisions of the NPPF.



Executive Director, Environment and Planning  
On behalf of the Council  
5 February 2020

**NOTE: The applicant is reminded of the need to adhere to the relevant remaining conditions attached to outline planning permission Reference No. 09/02010/F.**

1. This approval does not allow for the provision of any building signage which will require advertisement consent.
2. **Environmental Protection Act 1990**  
Under the Environmental Protection Act 1990, the Local Authority has a duty to investigate complaints of nuisance and should a complaint be received, irrespective of planning consent, the Local Authority may (on determination of a Statutory Nuisance) serve a legal notice requiring any said nuisance to be abated and failure to comply may result in prosecution. Further advice may be sought from the Community Safety and Neighbourhood Nuisance Team on this matter where necessary.
3. **Noise, Dust and Smoke from Clearing and Construction Work**  
Attention is drawn to Sections 60 and 61 of the Control of Pollution Act 1974 and to the British Code of Practice BS5228:2009 which set down requirements for the control of noise during construction and demolition works. The contractor should also be made aware of the requirements of the Clean Air Act and Control of Pollution Act regarding the prohibition of site bonfires. The Council's Community Safety and Neighbourhood Nuisance Team can provide advice and assistance in this regard.

Please note that any conditions that may be attached to this decision notice form an integral part of the permission. Failure to comply with any conditions could lead to enforcement action or the need to submit a further formal application.

In accordance with the NPPF, in determining this application for planning permission, the Borough Council has approached it in a positive and proactive way, and where possible has sought solutions to problems to achieve the aim of approving sustainable development. As such the development hereby approved is considered to represent sustainable development.

Section 33 and 34 for the Environmental Protection Act 1990 place a duty on developers to ensure that they manage and dispose of waste appropriately, this includes preventing the escape of waste by storing it in containers that are; clearly and correctly labelled, suitable for the waste and designed to prevent leakage or waste being wind blown off site. You should also ensure that you keep waste transfer records and only transfer waste to an authorised person.

For further information and to ensure that you have appropriate permits or exemptions in place visit:

<https://www.gov.uk/government/publications/waste-duty-of-care-code-of-practice>  
<https://www.gov.uk/government/collections/waste-exemptions-treating-waste>

In addition, further information is available on <https://www.ccscheme.org.uk/>

The case officer who dealt with this application was Mrs H Morris, telephone number 01553 616481.

## Notes relating to decisions on planning applications:

1. This permission refers only to that under the Town and Country Planning Acts and does not include any consent or approval under any other enactment, byelaw order or regulation.
2. If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, he may appeal to The Planning Inspectorate in accordance with Section 78 of the Town and Country Planning Act 1990. Appeals must be made within 6 months unless subject to an enforcement notice (see below). (Appeals must be made on a form which is available from The Planning Inspectorate, Customer Support Unit, Room 3/15 Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN, telephone 0303 444 50 00). The Secretary of State has power to allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him that permission for the proposed development could not have been granted by the local planning authority, or could not have been so granted otherwise than subject to the conditions imposed by them, having regard to the statutory requirements (\*), to the provisions of the development order, and to any directions given under the order. He does not in practice refuse to entertain appeals solely because the decision of the local planning authority is based on a decision given by him.

Appeal time limits where the same development is subject to an enforcement notice

- 28 days from the date of the refusal or the expiry of the period which the local planning authority (LPA) had to determine the application, where the enforcement notice is served before the application is submitted;
  - 28 days from the date of the refusal or the expiry of the period which the LPA had to determine the application, where the enforcement notice is served before the decision on the application is reached or the determination period has expired; or
  - 28 days from the date the enforcement notice is served, where the enforcement notice is served after the decision or expiry of the period which the LPA has to reach a decision on the application, unless the effect would be to extend the period beyond the usual time limit for cases not involving an enforcement notice.
  - These time limits apply where an enforcement notice has been served no more than two years before the date of the application or where it is served on or after the date of the application, regardless of whether an appeal was lodged against the enforcement notice and provided the notice is not withdrawn prior to the expiry of the time limits outlined above.
3. If permission to develop land is refused or granted subject to conditions, whether by the local authority or by the Secretary of State of the Environment, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has or would be permitted, he may serve on the Council or the county district in which the land is situated a purchase notice requiring that council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.
  4. In certain circumstances, a claim may be made against the local planning authority for compensation where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

(\*) The Statutory requirements are those set out in Section 76(6) of the Town and Country Planning Act 1990 namely section 70 and 72(1) of the Act.

### 5. Time Limits for Appeals

Householder planning applications against refusal or to remove/amend conditions = 12 weeks  
Minor Commercial and Advertisement Consent Appeals = 12 weeks  
All other appeals = 6 months

For more information please see website: <http://www.planningportal.gov.uk/planning/appeals>

Our ref: 19/00351/RMM  
Planning Officer: Mrs H Morris  
Council Information Centre: 01553 616200 Option 3  
E-mail: borough.planning@west-norfolk.gov.uk

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



BCKLWN  
c/o AHR Architects  
Mr Michael Walters  
Hardwick Street  
London  
EC1R 4RG

**Geoff Hall**  
Executive Director

**Stuart Ashworth**  
Assistant Director Environment and Planning

6 February 2020

Dear Sir / Madam

**Decision Date:** 5 February 2020  
**Development :** RESERVED MATTERS: Erection of mixed use units - Enterprise Zone  
**Location:** The Nar Ouse Regeneration Area (NORA) Wisbech Road King's Lynn Norfolk  
**Applicant:** BCKLWN

#### Town & Country Planning Act 1990

**PLEASE FIND ATTACHED A COPY OF YOUR PLANNING PERMISSION FOR THE ABOVE PROPOSED DEVELOPMENT. HOWEVER, YOU SHOULD READ THE NOTES BELOW AS FAILURE TO COMPLY WITH CONDITIONS IMPOSED ON THE ATTACHED PLANNING PERMISSION COULD RENDER THE DEVELOPMENT UNAUTHORISED OR REQUIRE THE SUBMISSION OF A FURTHER FORMAL APPLICATION**

1. This planning permission is granted in strict accordance with the approved plans. It should be noted that:
  - a) Any variation from the approved plans following commencement of the development may constitute unauthorised development and may be liable to enforcement action.
  - b) You or your agent or any other person responsible for implementing this permission should inform the Development Control Section immediately of any proposed variation from the approved plans and ask to be advised as to the best method of resolving the matter. This may require the submission of a new formal application.
2. We have a formal process for discharging conditions which involves completing a form or writing to us with sufficient information to allow us to fully assess the information, and submitting an appropriate fee.  
The form can be downloaded from our website at [https://www.west-norfolk.gov.uk/info/20077/planning\\_applications/144/make\\_a\\_planning\\_application](https://www.west-norfolk.gov.uk/info/20077/planning_applications/144/make_a_planning_application) or you can request a form to be sent to you. Although there is a national target of 8 weeks to deal with these requests we will endeavour to deal with these sooner, particularly the more straightforward requests.
3. This permission is granted subject to conditions and it is the site owner and the person responsible for the implementation of the development who will be fully responsible for their compliance throughout the development and beyond.
4. If there is a condition that requires work to be carried out or details to be approved prior to the commencement of the development, this is called a "condition precedent". If a condition precedent is not complied with, this may render the whole of the development unauthorised and you may be liable to enforcement action or need to submit a further formal application.
5. If this development involves any works of a building or engineering nature, please note that before any such works are commenced it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consent under the Building Regulations is also obtained. Advice in respect of Building Regulations can be obtained from CNC Building Control who provide the Building Control service for the Borough of Kings Lynn & West Norfolk. Their telephone number is 0808 168 5041 or [enquiries@cncbuildingcontrol.gov.uk](mailto:enquiries@cncbuildingcontrol.gov.uk) and their website is [www.cncbuildingcontrol.gov.uk](http://www.cncbuildingcontrol.gov.uk).
6. If your development results in the need to have a new address then you are advised to do this as soon as the development commences. The application form and fee schedule is available on [https://www.west-norfolk.gov.uk/info/20083/address\\_management/493/new\\_or\\_changing\\_your\\_property\\_address](https://www.west-norfolk.gov.uk/info/20083/address_management/493/new_or_changing_your_property_address). Alternatively, you can email the Address Management Team at [ann@west-norfolk.gov.uk](mailto:ann@west-norfolk.gov.uk) for more information.

Yours faithfully

Executive Director  
Environment and Planning

King's Court, Chapel Street, King's Lynn, Norfolk PE30 1EX  
Tel: (01553) 616200  
DX 57825 KING'S LYNN

**Arnolds | Keys**

Trusted Property Experts

# Values

## COMMITMENT TO THE CUSTOMER

We continuously create positive customer relationships; we are proactive, polite, patient and professional.

## INTEGRITY

Sound moral judgement is the foundation upon which our customer service is built.

## TEAMWORK

We commit to working towards a common goal using open and honest communication and mutual support.

## INNOVATION

We embrace improved working practices and learn from our mistakes but we are not afraid to take risks and think creatively to build a better business for tomorrow.

## EXPERTISE

We are experts in our fields. We continuously improve and train to remain at the forefront of our industry.



### City

25 King Street  
Norwich NR1 1PD  
01603 620551  
[city@arnoldskeys.com](mailto:city@arnoldskeys.com)

### County

8 Market Place  
Aylsham NR11 6EH  
01263 738444  
[county@arnoldskeys.com](mailto:county@arnoldskeys.com)

### Coastal

11 Station Road  
Sheringham NR26 8RE  
01263 822373  
[coastal@arnoldskeys.com](mailto:coastal@arnoldskeys.com)

## Appendix 4: King's Lynn Enterprise Park Programme Progress 2016-2026

### 1. Background: What is an Enterprise Zone

1.1. Enterprise Zones is an initiative launched under the previous Government but remain aligned with the current government Industrial Strategy to businesses in priority sectors and enable local economic growth. The employment land at the Nar Ouse Regeneration Area received wave 2 'Space to Innovate Enterprise Zone' (EZ) designation by Government in April 2016, as part of a multi-site submission by the New Anglia Local Enterprise Partnership (NALEP). 'Space to Innovate EZ's' are multi-sector but have a particular focus on higher growth, higher value sectors including ICT digital, clean energy, engineering, agri-tech with an aim to support the clustering of innovative companies. The King's Lynn EZ designated site is 15 hectares (37 acres) and has full planning consent to accommodate 48,000 sqm of employment floor space.

Enterprise Zones are a 25-year designation (2016-2041), which offer the following benefits;

- Ability for Local Authorities to borrow against future business rates generated by businesses moving to the park, to pay for site infrastructure required to bring EZ's forward.
- Up to 100% business rate discount worth up to £275k per business in first 5 years (expired 2021).

1.2 Development of the site to generate business rates growth and achieve its economic strategy objectives is dependent on investment in the infrastructure to unlock the sites. In 2016 the Council approved the inclusion of a budget provision in its capital programme for the infrastructure costs required to unlock the Enterprise Park for development. The Enterprise Zone designation provides the financial legislation for the uplift in business rates specifically to fund site development costs. To date, the upfront capital costs for the infrastructure have been funded through grants and internal borrowing, on the assumption that this borrowing will be repaid by future business rates following the full build-out of the development.

### 2. Progress to Date 2016-2026

Following EZ designation in 2016, progress in delivery of the programme has included;

- Completion of the King's Lynn Innovation Centre (2016)
- Diversion of the High-Pressure Gas Main that dissected the eastern site (2017)
- Full planning consent granted for the infrastructure and premises across the 15Ha site.
- Initial feasibility for further Incubator development adjacent KLIC.
- Construction of the eastern side access roads (completed 2024)
- Construction of two 10,000 sq ft light industrial units and four 2,500sq ft offices by the Borough Council, co funded by the New Anglia Growth Hub (2024).

Offices are now fully occupied, and Heads of Terms are agreed with occupiers for the light industrial units.

- Plot sale and construction of a NHS Health Hub (2025)
- Re branding and marketing launch of the site as the 'King's Lynn Enterprise Park' (2025)
- Appointment of commercial agent, Brown & Co to market plots and premises (2025). Positive pipeline of enquiries are being received with Heads of Terms anticipated to be agreed shortly on units A2 and plot A3.
- Planning application submitted for an Active Travel Hub, due to determined spring 2026.



King's Lynn Enterprise Park Site Plan. Note plot E3 earmarked for parking expansion in future.

## REGENERATION AND DEVELOPMENT PANEL WORK PROGRAMME 2025/2026

DATE OF MEETING	TITLE	TYPE OF REPORT	LEAD OFFICER/ ATTENDEE	OBJECTIVES AND DESIRED OUTCOMES
<b>4<sup>th</sup> June 2025 at 6pm</b>	Appointment of Vice Chair for the Municipal Year	Operational	Democratic Services Officer	
	Appointments to Task Groups and Informal Working Groups	Operational	Democratic Services Officer	To review and select Members to sit on groups established by the Panel
	Work Programme and Cabinet Forward Decisions List	Standing Item		
	Report from Transport Informal Working Group	Update Report	Duncan Hall	To receive feedback from the Transport Informal Working Group
<b>1<sup>st</sup> July 2025 at 6pm ADDITIONAL MEETING</b>	Cabinet Report – The Guildhall and Creative Hub	Cabinet Report		To consider the report and make any appropriate recommendations to Cabinet.
<b>9<sup>th</sup> July 2025 at 6pm</b>	EXEMPT Cabinet Report – Sale of Land	Cabinet Report	Jason Birch	To consider the report and make any appropriate recommendations to Cabinet.
	Work Programme and Cabinet Forward Decisions List	Standing Item		
	Custom and Self Build Policy Development Task Group	Operational	Duncan Hall	As requested by the Panel at the meeting in June a report to decide if the Task Group should be disbanded.
<b>9<sup>th</sup> September 2025 at 6pm</b>	Cabinet Reports which fall within the remit of the Panel – to be confirmed			

	Work Programme and Cabinet Forward Decisions List	Standing Item		
	Draft King's Lynn Transport Strategy	Cabinet Report	Jemma Curtis	To consider the report and make any appropriate recommendations to Cabinet.
	King's Lynn Enterprise Park	Cabinet Report	Duncan Hall	To consider the report and make any appropriate recommendations to Cabinet.
	CIL Governance	Cabinet Report	Amanda Driver Hannah Wood-Handy	To consider the report and make any appropriate recommendations to Cabinet.
	STARS Gyratory Plus scheme	Update	Ian Parkes	To provide an update to the Panel
	Hardwick Road Bus Lane	Update	Ian Parkes Niki Parks	To provide an update to the Panel
<b>23rd October 2025 at 6pm</b>	Cabinet Reports which fall within the remit of the Panel – to be confirmed			
	King's Lynn Masterplan		Duncan Hall	
	Anglian Water		Stuart Ashworth/ Anglian Water Representative	As requested by the Chair
	Work Programme and Cabinet Forward Decisions List	Standing Item		
<b>13th January 2026 at 6pm</b>	Cabinet Reports which fall within the remit of the Panel – to be confirmed			
	Property Disposal Policy	Cabinet Report	Jason Birch	To consider the report and make any appropriate recommendations to Cabinet.
	Draft Hunstanton Masterplan	Update	Duncan Hall	To consider the report and

				make any appropriate recommendations to the Masterplan
	Emerging Draft Housing Delivery Strategy	Exempt Presentation	Duncan Hall Nikki Patton	For members to input into the Strategy.
	Work Programme and Cabinet Forward Decisions List	Standing Item		
<b>10<sup>th</sup> February 2026 at 6pm</b>				
	Cabinet Reports which fall within the remit of the Panel – to be confirmed			
	King's Lynn Masterplan and Parking Strategy	Update following Consultation	Duncan Hall Jemma Curtis Connor Smalls	To provide an update to the Panel
<b>2<sup>nd</sup> March at 2026 at 6pm</b>				
	Cabinet Reports which fall within the remit of the Panel – to be confirmed			
	King's Lynn Enterprise Park	Cabinet Report	Nicola Cooper Jemma Curtis	To consider the report and make any appropriate recommendations to Cabinet.
	King's Lynn Transport Strategy	Cabinet Report	Duncan Hall Jemma Curtis Ian Parkes	To consider the report and make any appropriate recommendations to Cabinet.
	Tourism and Culture Update	Update	Phillip Eke	To provide an update to the Panel
	Hunstanton Masterplan and Parking Strategy	Update following Consultation	Duncan Hall Jemma Curtis Connor Smalls	To provide an update to the Panel
	Work Programme and Cabinet Forward Decisions List	Standing Item		
<b>31<sup>st</sup> March 2026 at 6pm</b>				
	Cabinet Reports which fall within the remit of the Panel – to be confirmed			
	Guildhall Project Progress Update	Update		

	Styleman Court – Post Project Evaluation	Presentation		
	High Street Rental Auctions	Cabinet Report	Duncan Hall	To consider the report and make any appropriate recommendations to Cabinet.
	Riverfront Regeneration, Custom House Contract and Business plan.	Cabinet Report	Duncan Hall Abigail Rawlings	To consider the report and make any appropriate recommendations to Cabinet.
	Work Programme and Cabinet Forward Decisions List	Standing Item		

### **To be scheduled**

- Heacham Beach Development opportunities
- Update on Section 106 Agreements – request from Councillor Bubb.
- Downham Market Railway Station and use of Council Owned Land for additional parking.
- Hunstanton Masterplan and Parking Strategy – June 2026
- King’s Lynn Masterplan and Parking Strategy – June 2026
- Lynnsport Proposals – June 2026
- Review of lapsed planning permissions/conditions
- Update on Railway
- Toilets – Strategy for the Borough including Downham Market, King’s Lynn and Brancaster
- Port – overview and future plans
- Short Term improvements to the Southgates
- Consider authorised stop-off sites for travellers, including available facilities and potential site options

**FORWARD DECISIONS LIST**

<b>Date of meeting</b>	<b>Report title</b>	<b>Key or Non Key Decision</b>	<b>Decision Maker</b>	<b>Cabinet Member and Lead Officer</b>	<b>List of Background Papers</b>	<b>Public or Private Meeting</b>
3 <sup>rd</sup> March 2026	Q3 2025-2026 Performance Management	Non	Cabinet	Leader Chief Executive		Public
	King's Lynn Transport Strategy	Key	Council	Planning and Licensing Asst Dir D Hall		Public
	Housing Policies: Temporary Accommodation; Private Rented Sector	Non	Council	People and Communities Asst Dir – D Hall		Public
	King's Lynn Enterprise Park	Non	Cabinet	Business and Culture Asst Dir – D Hall		Public

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<b><u>Date of meeting</u></b>	<b><u>Report title</u></b>	<b><u>Key or Non Key Decision</u></b>	<b><u>Decision Maker</u></b>	<b><u>Cabinet Member and Lead Officer</u></b>	<b><u>List of Background Papers</u></b>	<b><u>Public or Private Meeting</u></b>
23 <sup>rd</sup> April 2026	South Lynn Community Centre	Key	Cabinet	Business and Culture. Assistant Director – Property and Projects		Public
	Climate Change Policy and Strategy Review	Key	Council	Climate Change and Biodiversity Assistant Director – Planning		Public
	Air Quality Action Plan	Non	Council	Climate Change and Biodiversity Assistant Director – Planning		Public
	High Street Rental Auction	Non	Cabinet	Business and Culture Assistant Director – Regeneration, Housing and Place		Public
	Creation of Dedicated Empty Property Service and Post	Non	Cabinet	People and Communities Assistant Director – Health, Wellbeing and Public Protection		Public

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	Riverfront Regeneration, Custom House Contract and Business plan	Non	Cabinet	Business Assistant Director – Regeneration, Housing and Place		Public
	Local Plan Task Group Terms of Reference Review	Non	Cabinet	Planning & Licensing Assistant Director – Planning		Public
	Audit Committee Annual Report from the Chair	Non Key	Council	Finance Asst Dir Finance and Deputy S151		Public
	Adoption of a revised Statement of Principles relating to civil penalties and offences under the Renters Rights Act 2025	Non	Council	People and Communities Asst Dir – D Hall		Public

<u>Date of meeting</u>	<u>Report title</u>	<u>Key or Non Key Decision</u>	<u>Decision Maker</u>	<u>Cabinet Member and Lead Officer</u>	<u>List of Background Papers</u>	<u>Public or Private Meeting</u>
9 <sup>th</sup> June 2026	King's Lynn Masterplan and Parking Strategy	Key	Council	Business Assistant Director – Regeneration, Housing and Place		Public
	Hunstanton Masterplan and Parking Strategy	Key	Council	Business Assistant Director – Regeneration, Housing and Place		Public
	Lynnsport Proposals	Key	Council	Business and Culture Assistant Director, Transformation and Change		Public

<u>Date of meeting</u>	<u>Report title</u>	<u>Key or Non Key Decision</u>	<u>Decision Maker</u>	<u>Cabinet Member and Lead Officer</u>	<u>List of Background Papers</u>	<u>Public or Private Meeting</u>
14th July 2026						

20-Feb-26

<u>Date of meeting</u>	<u>Report title</u>	<u>Key or Non Key Decision</u>	<u>Decision Maker</u>	<u>Cabinet Member and Lead Officer</u>	<u>List of Background Papers</u>	<u>Public or Private Meeting</u>
8 <sup>th</sup> September 2026						

<u>Date of meeting</u>	<u>Report title</u>	<u>Key or Non Key Decision</u>	<u>Decision Maker</u>	<u>Cabinet Member and Lead Officer</u>	<u>List of Background Papers</u>	<u>Public or Private Meeting</u>
13 <sup>th</sup> October 2026						

**Items to be scheduled**

145	Custom and Self Build Site – Stoke Ferry	Non	Cabinet	Regeneration and Development Assistant Director – Regeneration, Housing and Place		Public
	Overnight Campervan parking in Hunstanton	Non	Cabinet	Leader Asst Director – Commercial Services		Public
	Article 4 Direction	Non	Cabinet	Regeneration and Development Assistant Director – Environment and Planning		Public
	Empty Homes Strategy Review	Key	Council	People and Communities Assistant Director – Regeneration, Housing and Place		Public
	King’s Lynn Town Football Club	Non	Cabinet	Property		Private- Contains exempt Information under para 3 – information relating to the business affairs of any person (including the authority)

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	Housing Assurance Strategy	Non	Council	People and Communities Assistant Director – Health, Wellbeing and Public Protection		Public
	Domestic Abuse Tenants/Residents Policy and Domestic Abuse Intersectionality Policy	Non	Council	People and Communities Assistant Director – Health, Wellbeing and Public Protection		Public
	IT Hardware Refresh	Key	Cabinet	Finance Assistant Director - Corporate Services		Private
	Local Government Reorganisation Consultation Response	Key	Council	Leader Chief Executive		Public
	Heacham Beach Huts	Key	Cabinet	Business Asst Director – Property		Exempt

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of the Local Government Act 1972.

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