

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

**REGENERATION AND DEVELOPMENT PANEL**

**Minutes from the Meeting of the Regeneration and Development Panel held  
on Wednesday, 22nd July, 2026 at 6.00 pm in the Council Chamber,  
Town Hall, Saturday Market Place, King's Lynn PE30 5DQ**

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

**PORTFOLIO HOLDERS:**

Councillor Ring – Deputy Leader and Portfolio Holder for Business

**MEMBERS PRESENT UNDER STANDING ORDER 34:**

Councillor Ratcliffe (remotely)

**OFFICERS:**

Alex Fradley – Planning Policy Manager

James Grant – Principal Project Manager

Stuart Ashworth – Assistant Director for Planning and Environment

Walton Mabuto – Economic Growth Officer

**EXTERNAL ATTENDEE:**

Vicky Etheridge – BID Manager at Discover King's Lynn

**RD13: APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Collingham and Portfolio Holders Councillors Beales and Moriarty.

**RD14: MINUTES**

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

**RD15: DECLARATIONS OF INTEREST**

There were no declarations of interest.

**RD16: URGENT BUSINESS**

There was none.

**RD17: MEMBERS PRESENT PURSUANT TO STANDING ORDER 34**

Councillor Ratcliffe was present remotely under Standing Order 34B.

RD18: **CHAIR'S CORRESPONDENCE (IF ANY)**

There was none.

RD19: **SIGNING OF THE SCRUTINY AND AUDIT RELATIONSHIP PROTOCOL**

**RESOLVED:** The Chair signed the Scrutiny and Audit Relationship Protocol.

RD20: **BUSINESS IMPROVEMENT DISTRICT - BUSINESS PLAN**

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

The External Representative from Discover King's Lynn presented the Business Improvement District (BID) Business Plan outlining the BID's achievements, proposed changes for the next term and the process for the upcoming ballot.

The Chair thanked the External Representative from Discover King's Lynn for the report and presentation and invited questions and comments from Members, as summarised below.

The Chair asked a question about the service level agreement's continuity with future councils and the External Representative from Discover King's Lynn confirmed the service agreements were reviewed annually.

Councillor Bone thanked the External Representative from Discover King's Lynn for the presentation and for all their work.

Councillor Bubb queried the visibility of the Town Rangers, adding that he had not seen them in the town centre for over a year. The External Representative from Discover King's Lynn advised that the Rangers were regularly on duty, generally working from Tuesday to Saturday. She explained that they spent the majority of their time out in the community, including visiting local businesses and addressing issues directly, and were therefore not always visible on the streets. She confirmed that the Rangers had been on patrol that afternoon.

In response to comments from Councillor Bubb, the External Representative from Discover King's Lynn advised they could investigate the feasibility of implementing self-funded town centre business maps at car park exits, similar to the Penrith model.

Councillor Hodson asked why footfall had increased. The External Representative from Discover King's Lynn explained that King's Lynn benefited from a number of factors which supported town centre activity. These included its role as an important service centre with a

large catchment area, a strong programme of events throughout the year, and a good mix of national retailers and independent businesses. It was also noted that the town retained a number of banks, which distinguished it from many other towns and contributed to its ongoing attractiveness and footfall.

The Vice Chair, Councillor Osborne thanked the External Representative from Discover King's Lynn for their work. In response to a question from the Vice Chair, the External Representative from Discover King's Lynn clarified that a voluntary fee of around £150 per year would grant access to subsidised training, market stalls, and continued use of BID services, with details to be finalised.

The Deputy Leader and Portfolio Holder for Business commended the work of the Business Improvement District (BID), highlighting its significant contribution to the vibrancy and safety of King's Lynn town centre. He added that the services provided represented good value, including through access to discounted training opportunities. The Deputy Leader and Portfolio Holder for Business welcomed the reported retail crime detection rates and suggested that this achievement should be more widely promoted.

**RESOLVED:** That the Regeneration and Development Panel support the Business Improvement District Business Plan.

RD21: **CABINET REPORT - LOCAL PLAN SCOPING CONSULTATION**

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

The Planning Policy Manager presented the report on the Local Plan Scoping Consultation and outlined the new legislative framework and consultation process.

Members were advised that the new local plan system, introduced through the Levelling Up and Regeneration Act 2023 and Local Plan Regulations 2026, required plans to be prepared within a 30-month period. This process incorporated three stages of consultation (scoping, draft plan, and submission) alongside three gateway assessments to ensure progress remained on track. It was noted that the Council had published its Notice of Intention and timetable, formally commencing the four-month plan preparation period.

The Chair thanked the Planning Policy Manager for the report and invited questions and comments from Members, as summarised below.

Members of the Panel highlighted the importance of providing member briefings to ensure all councillors were fully informed and able to support the consultation process.

Councillor Blunt also emphasised the need for strong engagement with parish councils.

In response to questions from Councillor Bone, the Planning Policy Manager highlighted that particular emphasis was being placed on engaging groups that had historically been underrepresented in planning consultations, including young people, economically active residents and those experiencing deprivation. The Planning Policy Manager explained officers had worked with colleagues in Communications to develop a programme of engagement activities including events at educational establishments, food banks and community venues, to maximise participation. The Planning Policy Manager confirmed they would be engaging with community organisations as well.

In response to comments from the Chair, the Planning Policy Manager confirmed that officers were continuing to engage with Anglian Water regarding water infrastructure requirements, that a local housing needs assessment had been commissioned, and that the Council would continue to respond to emerging national planning policy and legislative changes as the Local Plan progressed.

**RESOLVED:** That the Regeneration and Development Panel support the recommendations to Cabinet, as set out below.

Cabinet resolves to:

- 1) Agree that the Local Plan Scoping Consultation takes place for 4 weeks, from 1 to 29 September 2026 (inclusive), to comply with the legislation, Government direction, and the Borough Council's Local Plan Timetable.
- 2) The final Scoping Consultation material be agreed by the Assistant Director for Planning under delegated powers in consultation with the Portfolio Holder for Planning and Licensing.

RD22: **KING'S LYNN ENTERPRISE ZONE - ACTIVE TRAVEL HUB UPDATE**

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

The Deputy Leader and Portfolio Holder for Business introduced the item and reminded Members that it had previously considered the matter on two occasions, most recently in March 2026 when the recommendations were approved. The Deputy Leader and Portfolio Holder for Business explained that, during its consideration of the application, the Planning Committee had raised questions relating to operational matters and requested that the item be referred back to the Panel for further scrutiny. It was explained that this additional review had been undertaken in the interests of openness and transparency

and provided the Panel with a further opportunity to examine the proposals before progressing the matter.

The Principal Project Manager presented an update on the Kings Lynn Enterprise Zone Active Travel Hub which addressed planning committee concerns about usage, design, safety, and operations.

The Principal Project Manager advised Members that the presentation being delivered was substantially the same as the version published with the agenda. It was noted that only minor amendments had been made to the circulated presentation, and Members were informed that the final version would be included with the minutes.

The Chair thanked the Principal Project Manager and the Deputy Leader and Portfolio Holder for Business for the report and presentation and invited questions and comments from Members, as summarised below.

Councillor Heneghan asked whether it was possible to expand the site and raised concerns around antisocial behaviour and additionally asked whether CCTV would be installed. The Principal Project Manager confirmed that the initial phase of the Active Travel Hub would provide 43 parking spaces, with capacity for additional spaces to be delivered in the future should demand increase. Comprehensive CCTV coverage, secure access controls and automatic entry systems would be installed to deter anti-social behaviour and protect users' property.

The Assistant Director for Environment and Planning reminded those members of the Regeneration and Development Panel sitting on the Planning Committee, to remember the rules around predetermination, and to take care in any comments made. In addition in response to a question from Councillor Blunt, he also advised that if there was a vote on the matter, his view was that they ought to err on the side of caution, and not take part in any vote.

Members raised concerns about the impact of parking charges on hub usage and the Principal Project Manager confirmed that charging and membership models, were still under development.

Councillor Heneghan expressed the need for integrated bus services.

In response to questions and comments from Members, the Principal Project Manager explained the project was designed to be well-positioned for future funding opportunities, with flexibility for expansion, coach parking, and integration with bus and cycle hire schemes.

In response to questions and comments from Councillor Bubb, the Principal Project Manager confirmed that operational details such as cleaning regimes, car park dimensions and provision for larger vehicles were still under development.

Councillor Colwell expressed support for the application. Councillor Colwell suggested that further engagement be undertaken with bus operators to explore opportunities for accommodating standard bicycles on bus services.

Councillor Ratcliffe addressed the Panel under Standing Order 34B and expressed support for the application. Councillor Ratcliffe suggested a review of the spacing and design of cycle parking (including two-tier racks and Sheffield stands) in the Active Travel Hub to ensure accessibility and consult with local cycling organisations for best practice advice.

Councillor Heneghan expressed support for the application and thanked the Principal Project Manager for their enthusiasm towards the scheme.

The Chair expressed support for the application but highlighted the need to consider the potential impact of parking charges on future hub usage.

The Deputy Leader and Portfolio Holder for Business thanked Members for their comments.

**RESOLVED:** That the Regeneration and Development Panel expressed general support for the King's Lynn Enterprise Park Active Travel Hub.

RD23: **WORK PROGRAMME AND FORWARD DECISIONS LIST**

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

RD24: **DATE OF THE NEXT MEETING**

The next meeting of the Regeneration and Development Panel was scheduled to take place on 30<sup>th</sup> September 2026 at 6.00pm in the Council Chamber, Town Hall, Saturday Market Place, King's Lynn.

**The meeting closed at 7.54 pm**

# King's Lynn Enterprise Park Active Travel Hub

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Regeneration and Development Panel - 22<sup>nd</sup> July 2026

James Grant

Borough Council of  
King's Lynn &  
West Norfolk



# Kings Lynn Enterprise Park - Active Travel Hub



# Vision

*“To make it easier for people to get around King’s Lynn without relying on the car. Our Active Travel Hubs will provide safe, convenient places to park bikes, connect to walking, cycling and public transport routes, and make everyday journeys simpler and healthier. By linking the Enterprise Park with the town centre and surrounding communities, the hubs will help reduce congestion on Nar Ouse Way, support local businesses, and create a greener, more attractive place to live, work and visit.”*

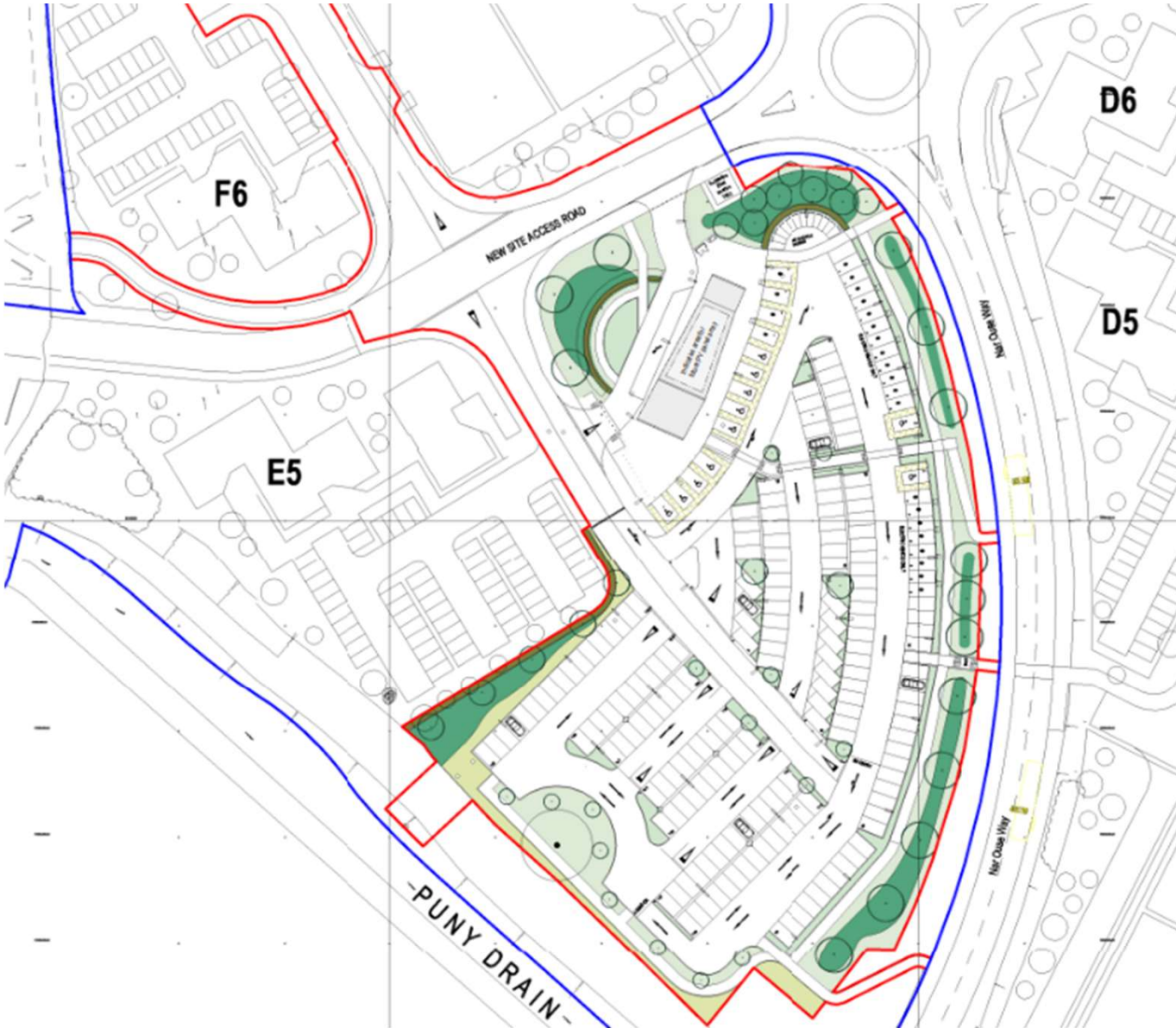


# Outcomes

- Reduces Congestion: Relieves the heavily congested Nar Ouse Way by encouraging drivers to switch to walking, cycling, or public transport.
- 97 - Improves Connectivity: Serves the King's Lynn Enterprise Park and provides seamless infrastructure for onward, inward travel into the town centre.
- Provides Essential Facilities: Delivers secure cycle parking, cycling facilities, and associated green infrastructure.
- Supports Economic Growth: Provides sustainable, accessible commute options for expanding businesses and employees within the Enterprise Zone.







# The Project

## Project Overview

The **Active Travel Hub (ATH)** is a sustainable transport project in King's Lynn designed to promote active and coordinated travel. It links with other Active Travel proposals and the King's Lynn Enterprise Park (KLEP) to provide highly visible, practical support for cycling, walking, and public transport integration.

## Phase 1 Deliverables

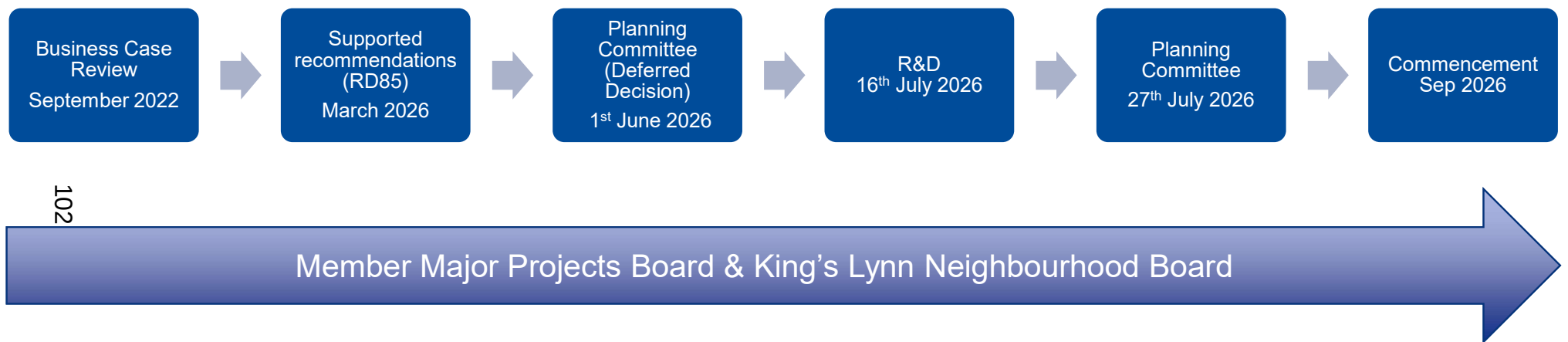
The initial phase of the site's development will deliver the following key infrastructure:

- 100• **The Cycle Hub:** A modern, energy-efficient building featuring secure, covered cycle parking, lockers, a repair stand, WCs, and shower/changing facilities.
- **Public & Transport Access:** New bus stops on Nar Ouse Way, an accessible footpath link, and a new access road off the Nar Ouse Way roundabout with biodiverse planting.
- **Initial Parking Provisions:** 43 total vehicle spaces, specifically broken down into:
  - 33 standard parking bays
  - 4 accessible parking bays
  - 3 standard electric vehicle (EV) charging bays
  - 3 accessible EV charging bays





# History



\*RD85 - Progress infrastructure works at the Enterprise Park, including the delegation of delivery contracts for the Western infrastructure and Active Travel Hub.

# Feedback

## Feedback from Planning Committee

**User Demand:** Uncertainty over how many people will use the hub and whether demand will be sustained over time.

**Route Safety:** Concerns about the safety of walking and cycling routes.

**Facility Design:** Issues with the proposed layout, including impractical two-tier cycle racks and insufficient space for scooters and coaches.

**Operations & Security:** Questions about how the site will be managed, maintained and kept secure.

**Flood Risk & Drainage:** Concerns about flooding and whether drainage is adequate.



# King's Lynn Masterplan and Parking Strategy

## Relationship with emerging King's Lynn Masterplan

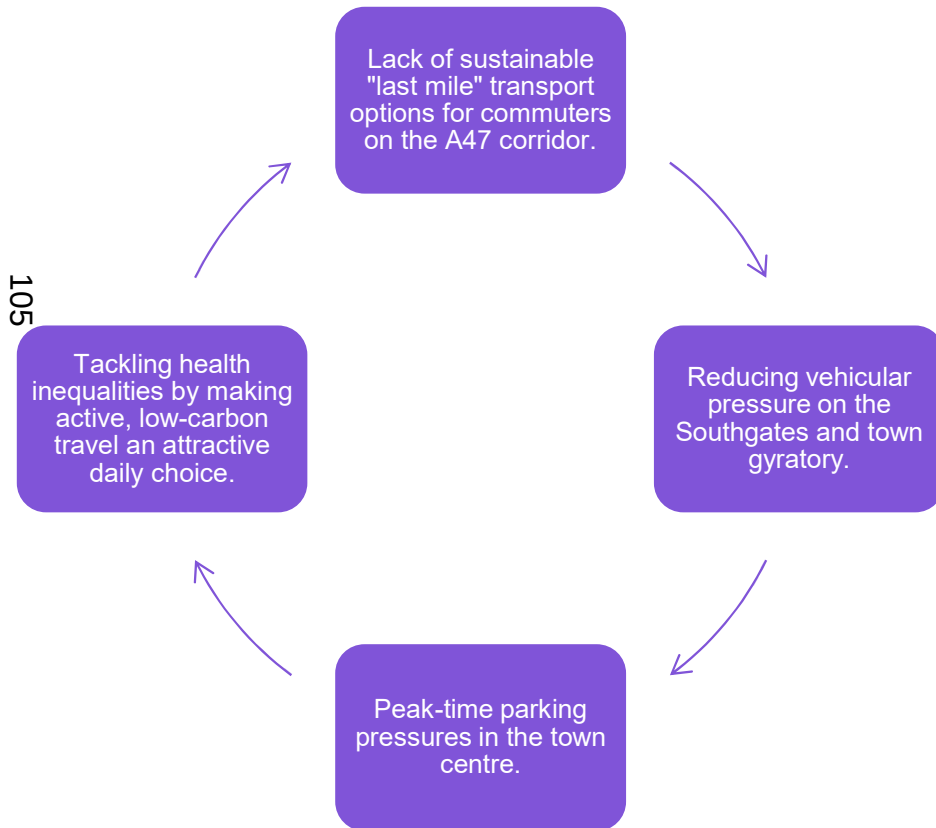
- Masterplan is reviewing transport and parking as part of wider town centre and connectivity strategies.
- Several opportunity sites are on BCKLWN owned car parks.
- 104 • Opportunity to address inefficient use of land as surface car parks and rationalise and consolidate car parking, reducing redundant vehicle trips in historic core of town whilst still providing connectivity.

## Consolidation Approach:

- Consolidated car parking
- Active Travel Hub at King's Lynn Enterprise Park – informal park and ride function.
- Potential of ferry for a park and sail function.



# Location- Why?



## King's Lynn Transport Strategy 2025-2035

### **Objective 2: Enhance connectivity and accessibility for all within King's Lynn**

Consider transport interventions that improve access to the King's Lynn Enterprise Park

### **Objective 4: Encourage modal shift from private car to active travel in King's Lynn**

Deliver the schemes in the King's Lynn Local Cycling and Walking Infrastructure Plan (LCWIP)

**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.

### **Gear Change: A Bold Vision for Cycling and Walking, Department for Transport, 2020**

Published in July 2020 provides a new standard for making provision for, and encouraging journeys by, active travel modes. Proposals for cycling, walking and buses can work best where they are fully integrated to work hand in hand along travel corridors, and come together at hubs to facilitate onward travel and first/last mile access.



# User Demand - Who



# WHO

## The Enterprise Park Employee:

Cycles from (for example) South Lynn or takes the Excel bus, using the hub's secure lockers and racks

## Why

KLEP is where they work, and the ATH is the safest space for their cycling equipment.



# WHO

## The Cross-District Commuter:

Drives/buses from the A47 (e.g., Wisbech), leaves their private bike in the hub's overnight secure storage, and cycles the final mile to local industrial estates.

## Why

They don't drive and have no immediate access to public transport close to their work, but cycling helps them stay healthy and get to work.



# WHO

## The Time-Critical Town Centre Worker:

601 Avoids the 14-minute peak-hour drive into the town centre by parking at the hub and taking a highly predictable 7-minute cycle ride via the LCWIP Blue/Orange corridors.

## Why

Cycling is more reliable than driving for getting to work on time for their shift.



# WHO

## The Thrifty Driver

Park at the Enterprise Zone and take the bus to avoid expensive town centre parking and fuel-wasting traffic.

OTT

## Why

A cost-conscious driver seeking a more affordable alternative to town centre parking.



# WHO

## The Event Attendee / Visitor:

Functions as an informal "Park & Ride" overflow node during major local events (e.g., GEAR, Hanseatic Ski Race).

## Why

Parking in the town centre is not possible.

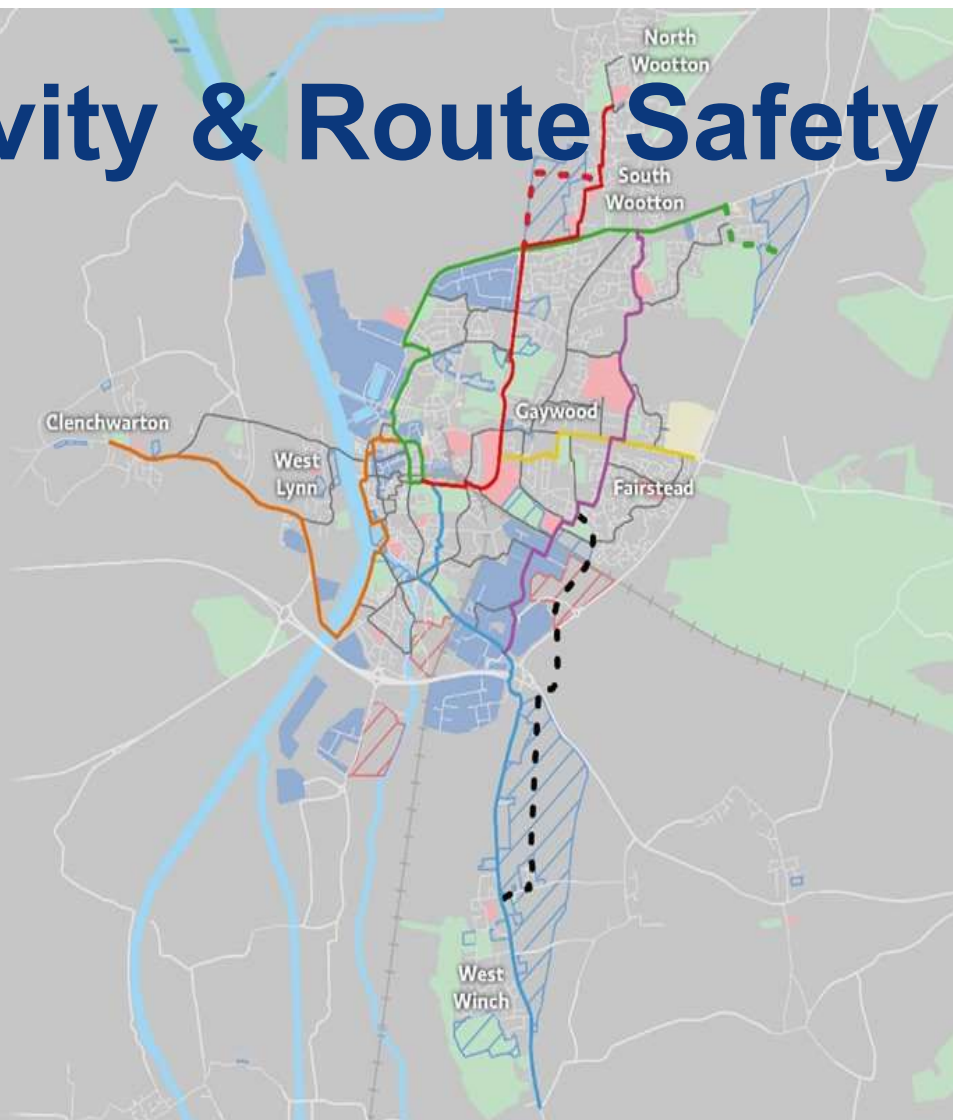


# Route Safety



# Connectivity & Route Safety

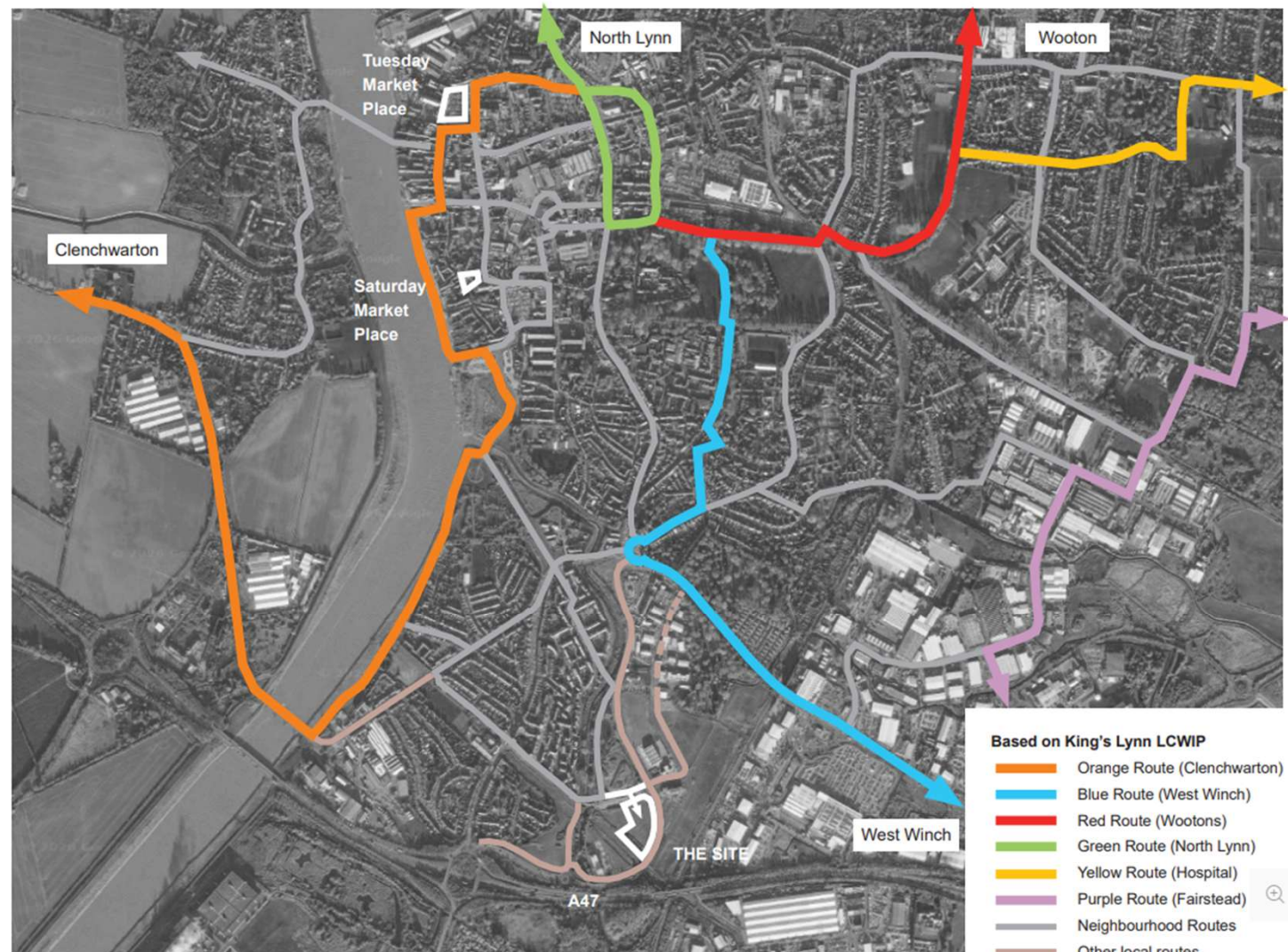
- Clenchwarton
- West Winch
- Woottons
- North Lynn
- Hospital
- Fairstead
- West Winch Future Corridor
- Neighbourhood route
- Proposed housing development
- Proposed industrial development
- Education site
- Employment site
- Healthcare site
- Greenspace



## KLEP ACTIVE TRAVEL HUB : STRATEGIC CYCLE NETWORK

This diagram shows the proposed KLEP Active Travel hub and the town centre with the Saturday and Tuesday marketplaces shown. The most direct route from the KLEP ATH to the town centre will be via the Orange (Clenchwharton) Route.

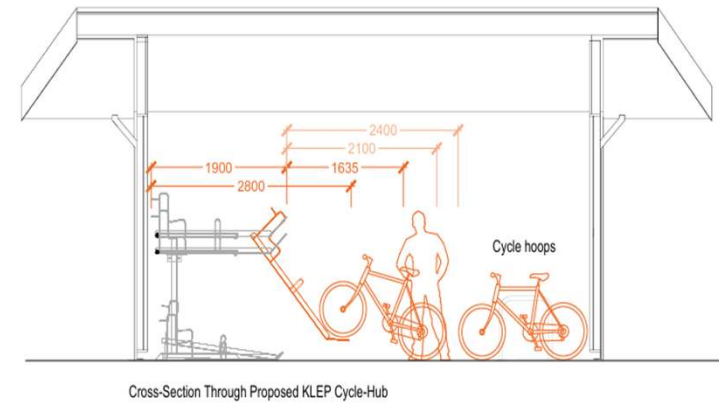
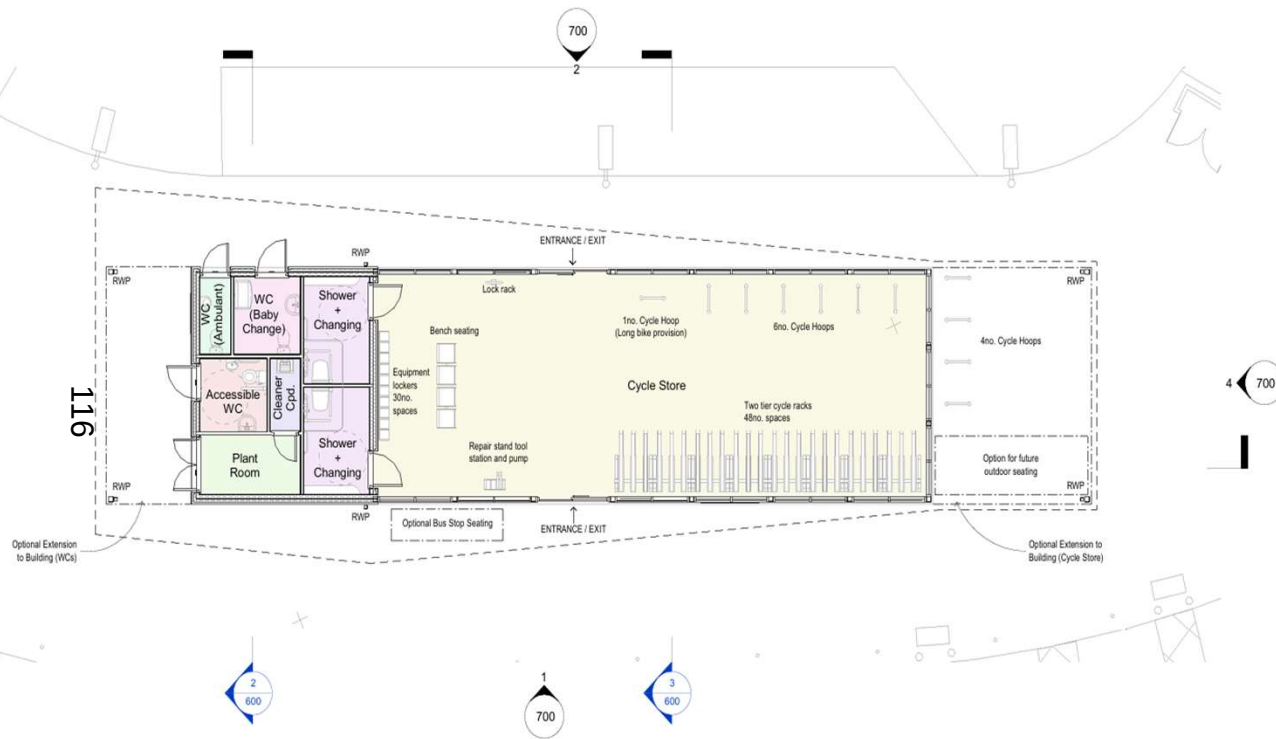
It shows information from the LCWIP plan, with additional more recently completed cycle-paths in the vicinity of the site added.



# Facility Design



# Facility Design & Usability



Ground Floor Plan





# Operations & Security



# Operations & Security

- Operations & Maintenance: Managed day-to-day by the Council's Business Operations team, with asset maintenance handled by Property Services.
- Operating costs will initially be marginal during the project's establishment phase, as we are utilising existing operational staff. Furthermore, because the building is under warranty, maintenance costs will remain low.
- External funding may be sought to help support behaviour changes.
- Detailed operational plans and pricing structures are currently under review.



# Flood Risk and Drainage



# Flood Risk and Drainage

- Comprehensive consultations held across the wider planning process with all key statutory bodies, including the Lead Local Flood Authority (LLFA), Internal Drainage Board, and the Environment Agency (EA).
- 122 Alignment achieved with all stakeholders; zero outstanding technical objections remain, and the LLFA has formally withdrawn all previous objections.
- Storage and exceedance routing are optimised to contain flows within the network, eliminating residual risk to adjacent roads or footpaths.



# Conclusion



# Conclusion

- The King's Lynn Neighbourhood Board provides strategic oversight of the project, receiving regular reports on progress, risks and delivery. The Board offers independent challenge and scrutiny, ensuring the project is subject to governance oversight beyond the Council's Regeneration and Development processes.
- The Regeneration and Development Panel was previously consulted on the proposals. This included a meeting in March 2026, where the Panel supported recommendations (RD85) to progress the project, advance infrastructure works at the Enterprise Park, and delegate approval to enter delivery contracts related to the Active Travel Hub.
- Concerns raised by the Planning Committee have been carefully considered by the project team and additional information provided to clarify points.
- Town Deal and Business Rates Pool funding is time-limited. Consequently, any significant delay or rejection would risk the loss of this funding, increase overall delivery costs, and undermine the wider Enterprise Park development.
- Once planning approval is secured, contracts will be signed and works start in Sept. 26 , and further operational planning will progress further in advance of planned 2027 openings.

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**Thank You**

**Any Questions?**

