

POLICY REVIEW AND DEVELOPMENT PANEL REPORT

REPORT TO:	Regeneration & Development Panel		
DATE:	28 th June 2017		
TITLE:	King's Lynn Riverfront Delivery Plan		
TYPE OF REPORT:	Update		
PORTFOLIO(S):	Cllr Beales, Corporate Projects & Assets		
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OPEN/EXEMPT	Open	WILL BE SUBJECT TO A FUTURE CABINET REPORT:	Yes

REPORT SUMMARY/COVER PAGE

PURPOSE OF REPORT/SUMMARY:
This report updates members on progress and development of the final masterplan for the King's Lynn Riverfront area. This follows on from the update provided to R&D Panel in March 2017 with the results of the public consultation on options for the site.
KEY ISSUES:
To consider the preferred masterplan that has been developed based on option 3 as a result of the public consultation and stakeholder feedback.
OPTIONS CONSIDERED:
3 options for the site were developed for public consultation in November 2016. Over 250 people attended the public consultation. The table below provides a breakdown of the 3 options components;

	Option 1	Option 2	Option 3
Residential Units	32,293sqm / 404 units	43,931sq / 435 units	43,329sq m / 436 units
Commercial Space	0sqm	7420sqm	7659sqm
Nar Loop	Retained as existing	Retained as existing	Enhanced, permanently watery, pedestrian footbridges to South Quay
Public Realm	Improved public realm at Purfleet & South Quay	Improved public realm at Purfleet & South Quay	Improved public realm at Purfleet & South Quay. New public square at Boal Quay
Car Parking	Provided for development sites only	Provided for development sites. 'National Trust' style public car park on Nar loop 'island'	Provided for development sites. 'National Trust' style public car park on Nar loop 'island'
Waterside facilities	Additional Mooring and watersport facilities	Additional Mooring and watersport facilities	Additional Mooring and watersport facilities
Harding's Way	Access only to development sites	Access only to development sites	Road opened to all traffic

RECOMMENDATIONS:

The panel is recommended to endorse the preferred masterplan which has been developed from option 3.

REASONS FOR RECOMMENDATIONS:

To enable the riverfront scheme to be developed and tested further in line with the vision and principles set out in the masterplan in line with the corporate priority to drive local economic and housing growth.

REPORT DETAIL

1. Introduction

Lead consultancy Urban Delivery was appointed in July 2016 to prepare a Delivery Plan and masterplan for the Riverfront covering the areas of the Outer Purfleet, South Quay and Boal Quay in King's Lynn. The Delivery Plan will form a key component of the Council's regeneration plans and future posterity of King's Lynn by providing a viable concept and implementation strategy for the redevelopment of key sites and vacant properties located on the historic quayside.

2. Proposal

The preferred masterplan has been developed following detailed site analysis and a series of stakeholder and public consultation which resulted in option 3 being identified as the preferred option. The masterplan sets out a visions, design principals and schematic layout of uses for the site.

The Vision;

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

The 8 design. principles set out in the masterplan should be used to 'test' emerging proposals for the sites within the riverfront area;

- Focus on the water
- Improve and extend the town's historic street pattern
- Create a network of public realm to link the waterfront quarter to the town
- Create proper streets, places, homes and workspaces
- Scale and height of development should be appropriate to its setting
- Create opportunities for different types of development and uses each with their own qualities.
- Ensure any masterplan can be delivered in phases
- Sustainable transport including walking, cycling and use of public transport

The components of the preferred masterplan envisage;

- Public realm improvements at Purfleet & Outer Purfleet
- Mixed use redevelopment of the Sommerfeld and Thomas and Grain Silo site
- Residential development (ability to deliver up to 400 units) at Boal Street, Boal Quay, land at the Friars and land north of Harding's Pits
- Commercial development adjacent a retained Fishing Cooperative
- Enhanced Nar loop to provide a focal point and attractive setting for the residential development at Boal Quay
- Further expansion of water based facilities including potential for pontoon expansion and slipway.
- Consider greater use if Harding's Way with the potential to allow access only traffic to the development sites.

3. Issues for the Panel to Consider

The Panel are invited to consider endorsement of the vision, design principles and preferred masterplan.

4. Corporate Priorities

The corporate business plan sets the priorities to drive up economic growth, and a prosperous future for the people that live and work here, whilst ensuring that the quality of life and natural assets of the area are preserved. One of the six priority areas includes driving local economic and housing growth.

5. Financial Implications

A Delivery and Viability Appraisal (private and confidential) has been prepared by Urban Delivery setting out the scheme costs at this early stage and potential delivery models for the scheme. The preferred option is estimated to have a gross development value of £120m.

At this stage, the following infrastructure works have been identified to enable the development including;

- Strengthening of the Millfleet retaining walls
- Flood defence improvements at Boal Quay
- Enhancement of the Nar Loop
- Public realm enhancements and waterside facilities

Subject to endorsement of the masterplan, the next stage of work to progress the scheme will include exploring potential external funding and partnering arrangements to support delivery of the scheme including;

- Department for Investment and Trade – Creation of a national investment portfolio for regeneration and infrastructure schemes over £100m
- HCA Housing Infrastructure Fund (new programme to be announced shortly).
- Local Enterprise Partnership – Growth Deal
- Coastal Community Fund (next funding round expected to be announced in autumn 2017).

6. Any other Implications/Risks

The riverfront site is a brownfield site located in flood zone 3 incorporating part of the historic core and conservation area. Therefore development of these sites is complex. The key risks identified with the project which will need to be considered and addressed to take the scheme forward include;

- Flood/Drainage/Ground water
- Ecology
- Archaeology
- Ground Conditions
- Utilities
- Sales Values
- Build Costs
- Developer/investor interest and commitment
- Funding for infrastructure
- Additional land requirements
- Phasing
- Connecting Initiatives – role of Riverfront as part of wider town centre

- Partner/stakeholder engagement and arrangements

8. Consultation

An extensive public consultation was held in November 2016 which was available at a 2 day exhibition and on line. Over 250 attended the exhibition and we received over 185 responses to the consultation. The Panel received a report on the consultation results earlier in the year. In summary the results were;

- 69% supported the vision
- 76% agreed with the design principles
- 55% preferred Option 3
- 41% supported the Nar Loop being turned into an enhanced green/wet space

In addition key stakeholders including Environment Agency, Natural England and Norfolk County Council were consulted. The results and feedback received during the consultation is available in the Options Consultation Report published in March 2017.

9. Conclusion

The preferred masterplan sets out the vision and design principles which have secured wide stakeholder buy-in, underpinned by a comprehensive delivery plan setting out potential delivery options for the scheme. The masterplan therefore provides a robust basis to develop and test the scheme further.

Subject to endorsement of the masterplan the next phase of work is recommended to include testing developer and investor interest in the scheme, exploring funding support for the infrastructure and undertaking further detailed design and survey work to address the risks identified in section 7.

10. Background Papers

King's Lynn Riverfront Public Consultation report, March 2017