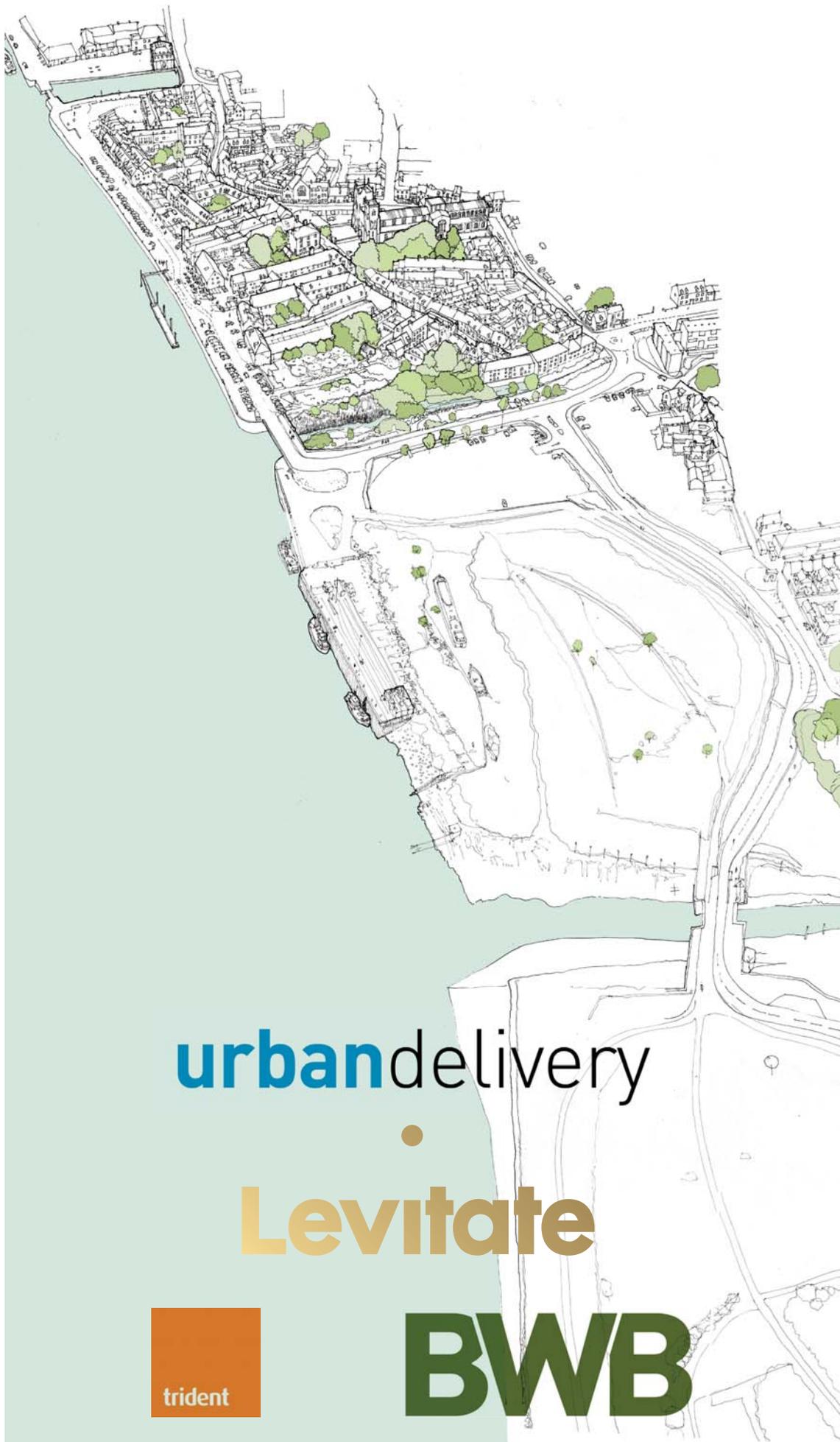


King's Lynn Riverfront  
Delivery Plan

Public Consultation Report

March 2017



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Levitate



BWB

***The main objective of the Riverfront Regeneration Delivery Plan is to achieve a deliverable and commercially viable scheme(s) to ensure the comprehensive regeneration and sustainable economic growth for the King's Lynn historic riverfront.***

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with



•  
Levitate

**BWB**  
CONSULTANCY | ENVIRONMENT  
INFRASTRUCTURE | BUILDINGS

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## 1. INTRODUCTION

- 1.1** Urban Delivery and its professional consultant team consisting Levitate Architects, BWB consulting engineers and Trident Building Consultancy are commissioned to provide to the Borough Council of King’s Lynn & West Norfolk (BCKLWN) a Riverfront Delivery Plan.
- 1.2** In November 2016 members of the public were able to visit a public consultation exhibition setting out three possible options for the Riverfront Delivery Plan. Over 250 people visited the exhibition trailer located in Tuesday Market Place in the centre of King’s Lynn, met Borough Council regeneration officers and members of the consultant design team, studied the plans and an explanatory model over the course of two days (Tuesday 15 and Wednesday 16 November 2016). The design principles, master plan options, plans and proposals were also available to study on the Council’s website with comments requested by Thursday 24<sup>th</sup> November 2016 (this was subsequently extended to Monday 28<sup>th</sup> November 2016.)



The strategic placement of a number of information posters and publicity boards within the town centre. These informed the public of the exhibition and the availability of the consultants’ analysis and proposals on the Council’s website.

- 1.3** The consultant design team and officers were very pleased by the level of interest and engagement displayed by the local community and this followed a targeted publicity campaign, on the Council’s website, in the local media and through the strategic placement of a number of information posters and publicity boards within the study area, the town centre, and at the railway and bus stations. These informed the public of the exhibition and the availability of the consultants’ information analysis and proposals on the Council’s website. BBC Radio Norfolk interviewed the Council’s Regeneration Officer about the Riverfront plans on display and we understand this was broadcast on the afternoon drive time show on the Tuesday 15 November 2016.
- 1.4** The Borough Council’s SNAP survey software was utilised to generate the survey and collate responses. Both completed online responses and handwritten responses (on Borough Council question sheets available to visitors at the exhibition trailer) have been collated to create the data sets which have been used to analyse respondents’ views.



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- 1.5** It must be noted that the report can only provide the broadest interpretation of the public’s views at a point in time. The respondents’ sample size is relatively small and the period of consultation relatively short. However, it is considered robust as the material and opportunity to comment on it was well and reasonably publicised and therefore the trends and responses from the public can usefully be reflected in the delivery plan preparation exercise and final recommendations to the Council.



**Over 250 people visited the exhibition trailer located in Tuesday Market Place in the centre of King’s Lynn**

- 1.6** Key stakeholders, statutory consultees and civic societies previously consulted at the baseline stage earlier in 2016 were invited to attend and make comments.



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Study Area

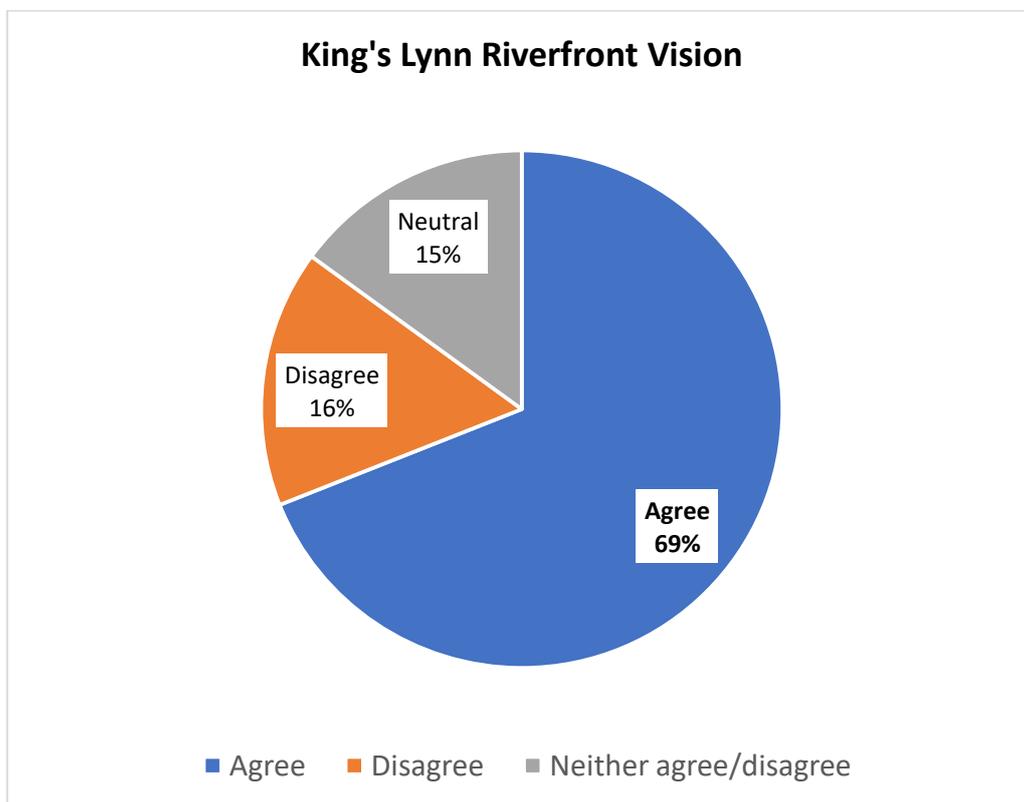
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## 2. VISION AND DESIGN PRINCIPLES

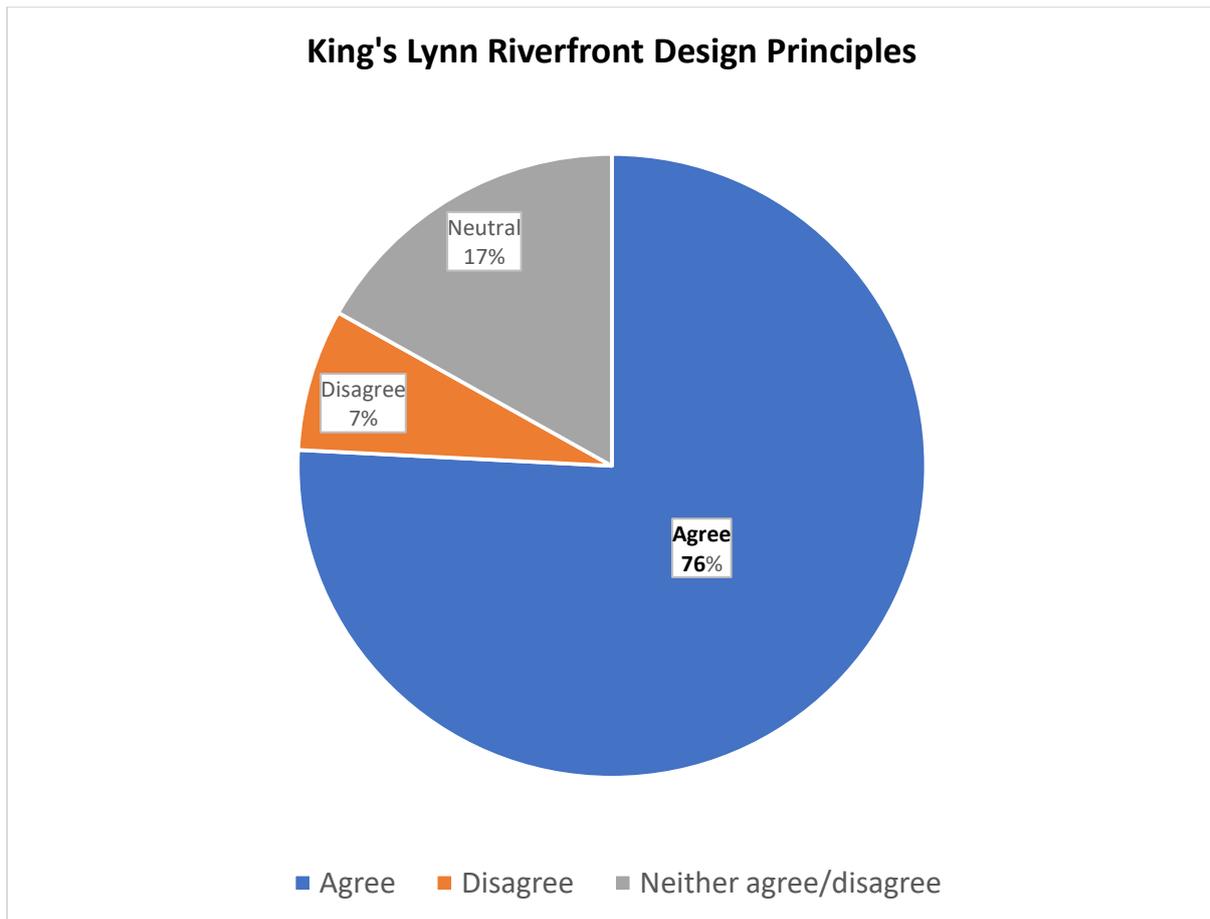
**2.1** To help gauge the public’s reaction to the proposals and the options, the vision and design principles were set out together with some specific questions. Views were sought on whether visitors agreed, disagreed or were neutral in their feelings and asked for further comments as appropriate. Over 185 people responded to this part of the consultation and an analysis has been undertaken on the key questions.

**2.2** Nearly 70% of the respondents agreed with the vision as set out below:

*“Our vision for King’s Lynn riverfront is a vibrant river edge quarter threaded into the fabric of the existing town”*



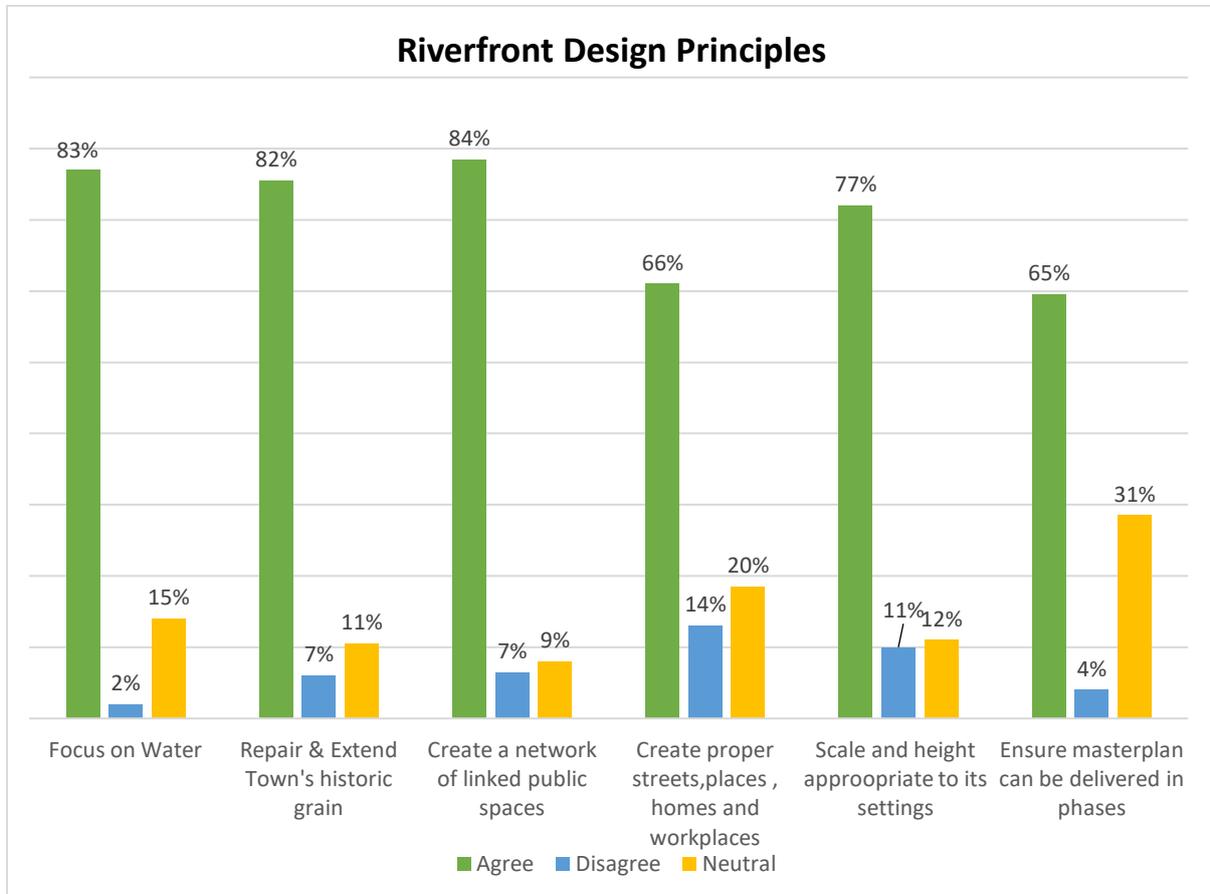
**2.3** Some 76% of respondents supported the design principles, with a majority in favour of each of the six principles, (see also following table and graph.)



**2.4** The highest response in favour to a principle was some 157 (from a total of 186) agreeing to the principle of creating a network of public spaces linking the waterfront quarter to the town and encouraging people to visit the area and walk along the river by a linked series of public squares and other uses along the riverfront. The next highest response was to the principle of the masterplan focussing on the unique water features i.e. The River Great Ouse, the Purfleet, River Nar and Mill Fleet being the key attractions and maximising these assets.

**2.5** Patterns and urban form of the historic town was the next most supported principle and respondents agreed that this should be carried through into the new proposals for the study area. Respondents strongly recognised next (over 77 %) that the scale of development in this location will define the southern approach to King’s Lynn and that any new development would need to be appropriate to its setting.

**2.6** The highest number of neutral respondents were for the principle of masterplan phasing and “creating a proper street, place, home and work place” principles respectively. A majority still in favour, some 65 %, but just over 25% of the combined respondents for these two principles were neutral (see chart below).



### Respondent Profile

**2.7** The age profile of those respondents that provided a response to details about themselves generally fell into the forty-five years and over category, with the highest percentage (30%) being in the fifty-six to sixty-five years’ category. Some two thirds of the respondents wished to be kept up to date on the project and a similar number were happy to receive updates via email. All contact details provided by survey respondents have been compiled to a project contact list to provide respondents with updates on the project (if requested).

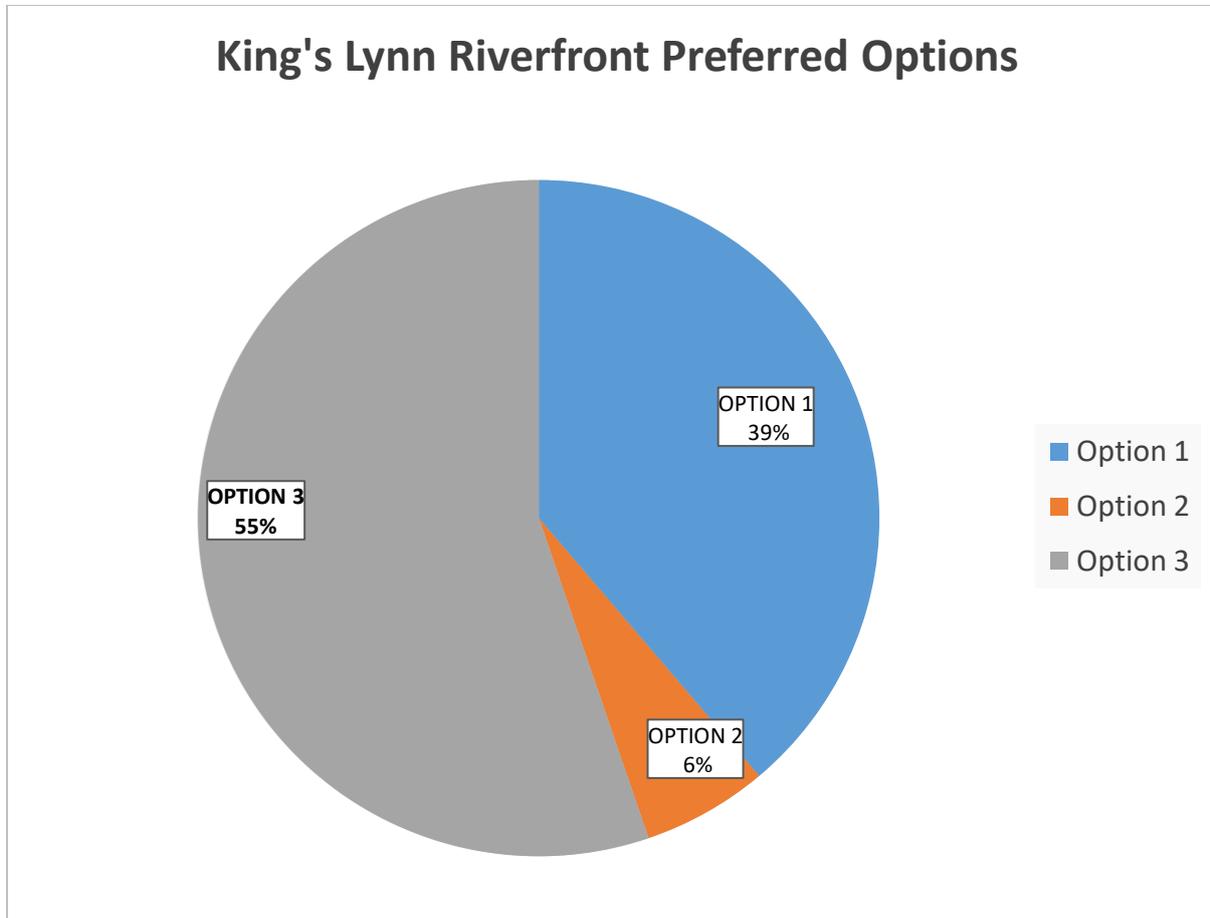
Counts Respondents		Counts Respondents	
Base	87	Base	12
Under 16	-	Under 16	-
16-24	1	16-24	-
25-35	11	25-35	-
36-45	12	36-45	-
46-55	19	46-55	10
56-65	26	56-65	2
66-75	14	66-75	-
75+	4	75+	-



The age profile of those respondents that provided a response to details about themselves generally fell into the forty-five years and over category.

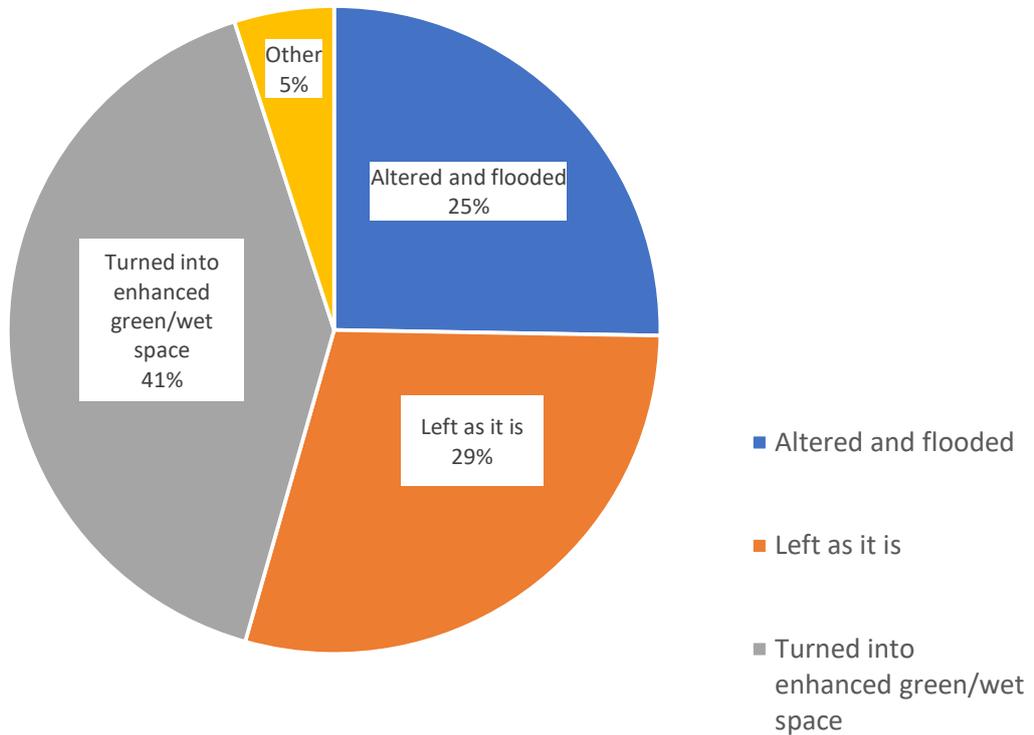
### 3. OPTIONS.

3.1 Although a smaller number of respondents responded as to which of the three options they preferred, of those that did, 55% preferred Option 3 with 39% favouring Option 1 and a minority Option 2. Dislike of the Nar Loop proposed car park and use of Hardings Way to access it seems to have featured strongly in respondents’ preferences.



3.2 The public consultation exercise has, not surprisingly, highlighted that the long-term treatment of Nar Loop is an important issue to the local community. However, 66% of all respondents on this matter agreed with some form of alteration to the Loop (either altered and flooded or turned into an enhanced green / wet space). 29% of the respondents considered that the feature should be left as it.

## Nar Loop Preferences



The long-term treatment of Nar Loop is an important issue to the local community.

## 4. STAKEHOLDERS COMMENTS

### Hardings Pits Community Association (HPCA)

**4.1** In general, HPCA, supportive of the plans to regenerate the waterfront and especially Boal Quay which they feel is a ‘*neglected asset*’.

#### Harding’s Way

**4.2** The Association strongly reject the proposal to open Harding’s Way to taxi’s and / or other traffic. Reiterating previously stated objections to any proposals to introduce general traffic on the route they highlight:

- Path besides Harding’s Way is a principal cycle and pedestrian route from South Lynn to King’s Lynn forming an established part of the national cycle path route for National Cycle Route 1.
- Harding’s Way currently used by a significant number of people including children accessing local schools (including Whitefriars School) and King’s Lynn town centre
- Major concern regarding the undermining of safety.
- Reference to previous commitments the route would be Bus only.
- ‘Pinch Point’ hazard remains even under current arrangements causing it to be sub optimal design.
- BCKLWN Air Quality Action Plan seeks to improve cycling & walking routes and HPCA concerned introduction of general traffic defeats this goal.
- Supports the introduction of a Park & Ride with buses only utilising existing route establishing a more integrated approach to local traffic management for the town.
- Concern over increased disturbance at Harding’s Pits Doorstep Green

#### Dwellings on land north of Harding’s Pits

**4.3** The Association consider the site is unsuitable for residential development and highlight the site access via Harding’s Way is constrained (and HPCA strongly reject opening Harding’s Way to traffic.

**4.4** HPCA consider

- Retention of open space is the priority particularly with new housing completed or under construction in the vicinity the need for such space has increased.

- Previous negotiations concerning the boundary of the Doorstep Green highlighted notwithstanding that the area had been used as informal public open space it was required for flood risk management purposes. However, a recent EA flood basin has now been constructed elsewhere.
- The site in any event is a former Landfill making any proposed development “complicated”.
- Harding’s Pits Doorstep Green serves the local community and provides a rare ‘natural’ environment close to the town centre.
- Supports the introduction of formal public open space / active children’s play area or multi-use games area.
- Important to continue to sustain and enhance safe non-vehicular routes to the location.

**4.5** Members of the project team will ensure close dialogue with HPCA representatives to ensure the above comments are incorporated into further definition of the option proposals and delivery plan as the commission progresses.

#### **King’s Lynn St Margaret’s with St Nicholas’ Ward Forum**

**4.6** The ward forum is encouraged by the proposals consulted on as part of the Riverfront Development Plan.

**4.7** Regarding the South Quay, the ward forum supports a mixture of residential, light commercial, light industrial, craft-based and river-related enterprises, and some leisure facilities such as cafés, bars and restaurants. To the south of the South Quay at the former Silo Site and Sommerfeld & Thomas warehouse site the ward forum also supports the development of this area with a mixture of residential, light-industrial and commercial enterprises.

Specifically:

#### Shelters on South Quay

**4.8** The forum is supportive of the proposals for new shelters recommending something “*constructed from more traditional materials*” and referenced the wooden shelters along the promenades at Great Yarmouth and Scarborough.

New lighting schemes

- 4.9 The forum is neutral without design details and technical information, however recommends that the sensitivity of the siting of any new lighting, and its illuminative strength, should take into account the proximity of residents' premises (and ensure no conflict with residents' first and second floor bedrooms) concluding that a *'distilled lighting ambience, especially along St Margaret's Lane, would be preferred, utilising the King's Lynn lantern-style globe lighting.'*

Seating

- 4.10 The ward forum supports seating proposals, recommending that they be *'designed in such a way as to blend with the listed buildings along the South Quay'* yet be resilient to anti-social behaviour and referenced the reproduction historic benches in The Walks.

Nar Loop

- 4.11 The ward forum considers it is essential that Nar Loop retains its 'form and shape' for both historic and environmental reasons. It highlights that much of its original quay-side wooden walling, albeit currently camouflaged by the reed-beds remains in situ. It considers *'the bold re-irrigation of the Nar Loop, excluding the car park, is an incentive for light industry, employment and consequent wealth-creation and well-designed residential development.'*

- 4.12 The forum:

**Supports the proposal under Option 1, to retain it as existing, though the ward forum would urge some environmental improvements.**

**Is opposed to the proposal in Option 2 to site public car parking within the loop.**

**This is a maritime environment, not an area for siting vehicles not associated with maritime activity.**

**Supports flooding and extending the water area in Option 3 but would prefer a greater area of water and a much smaller area of parking (the size of each as pictured in Option 3 to be reversed.)**

Fishing Fleet

- 4.13 The ward forum supports the proposed retention of the Fishing Fleet proposals under all three options and would like to see the idea of facilities in Option 2 and 3 extended to Option 1. The ward forum also suggests provision of a retail unit for wet fish.

Windfall sites along the Millfleet.

- 4.14 Option1 has this area as green open space, to the ward forum’s mind a valuable resource in what will be a greatly redeveloped area of the town if these plans are enacted. Green spaces and green lungs are vital elements for urban townscapes. The ward forum is therefore opposed to the proposals as shown in Option 2 and 3.

Harding’s Way

- 4.15 The ward forum is completely opposed to any changes to the Harding’s Way bus, cycle and pedestrian route to allow access to all vehicles.

Residential units on land north of Harding’s Pits.

- 4.16 The ward forum is opposed to the size and scale of the proposed units.
- 4.17 Members of the project team continue to have close dialogue with the Ward Forum and their representatives to ensure the above comments are incorporated into further definition of the option proposals and final delivery plan as the commission progresses.

**Bridge Street Residents Group**

- 4.18 In general, the group consider the ‘total concept’ is promising and support action to find an acceptable way for the future use of dormant sites in the Riverfront area. Their comments are limited to cursory viewing of public exhibition boards and subject to further comment on detailed examination and receipt of further information. Wider concerns re construction access arrangements and effects on Bridge Street.

4.19 Overview

- Concern regarding underestimation of traffic movement and parking provision & related infrastructure
- Intensity / density / amount of proposed development and consequent bulk / height issues raises issues with setting and juxtaposition of Conservation Areas & Listed Buildings.
- Five storeys ‘seemingly too high’. Reference to town generally having two / three with some four storeys. Seeking ‘public buildings’ of contrasting bulk & uses to provide variety.
- Indicative concept does not show an integration with ‘*inevitable future sustainable regeneration of River Great Ouse for the wealth of the town*’ e.g. *river crossings, flood relief, renewable energy.*

- Concern about degradation of river vistas and visual enjoyment by barrier, additional shelters, wind breaks etc. Robust bench seating ‘might be acceptable’.
- Enclosed proposals for Boal Street approach “to the excitement of the River” not liked if it denies visual / sensitive integration of the river environment and its vistas.

#### Options

- 4.20** The group not entirely supportive of 1 or 2 and with regard to 3 qualified with concerns about the cost liabilities with regard to silt removal, tidal barrier, “watery ideas” management and maintenance issues and any impact on vistas and riverscape. Appropriate design guidance and ethos should be prepared for Sommerfeld & Thomas site, e.g. facades, materials, avoiding excessive height and “avoidance of sameness, repetitions and monotony facing the riverfront streets. Suggestion of a single tall ‘landmark’ building helping the architectural composition of the whole.

#### Harding’s Way

- 4.21** The group does not support opening Harding’s Way to all traffic. Should remain Bus only and group considers more buses in near future as a result of proposed development. The route is heavily used pedestrian route from South Lynn, The Friars and Hillington Square. Reference to pedestrian junction (outside study area) between Bridge Street and Millfleet requiring attention if development proposals associated with Riverfront proceed. Consider a material planning consultation point for Bridge Street Group.

#### **4.22** Additional Comments

- Historic properties in Bridge Street fragile and significant concern from construction activities e.g. vibration
- King’s Staithe Square & South Quay should remain clear open spaces for public assembly and must not lose car parking
- Riverfront celebrations undoubtedly bring many to the river front
- Waterfront currently functional – new proposals must not add a burden
- Need to ‘future proof’ long term legacy e.g. dedicating and protecting a potential river crossing point for the future.
- More detailed assessment required to guide future developers and Council planning department.

- 4.23** Members of the project team continue to have close dialogue with the residents group to ensure the above comments are incorporated into further definition of the option proposals and final delivery plan as the commission progresses.

### The Kings Lynn Conservancy Board

- 4.24** The King's Lynn Conservancy Board (KLCB), the Statutory Port and Harbour Authority for King's Lynn, responsible for the safe navigation of all the users of the river Great Ouse and approaches were specifically informed of the consultation event.
- 4.25** Members of the project team continue to have close dialogue with KLCB representatives to ensure relevant land ownership information, and operational requirements were incorporated into the option proposals and are included in the delivery plan.

### King's Lynn Coastal Rowing Club (KLCRC)

- 4.26** Members of the King's Lynn Coastal Rowing Club (KLCRC) visited the exhibition and re-emphasised (as it followed an earlier meeting with Council Officers on their specific requirements and the facilities and infrastructure required to optimise the use of the river) their particular interest in this opportunity and explained more about the club and membership, their activities and the unique opportunities for all age groups and members of the local community whether it be assisting in boat building, participating in the active sports and cultural activities or generally to support water sports in the vicinity of the study area.
- 4.27** Members of the project team continue to have close dialogue with KLCRC representatives to ensure relevant operational requirements are incorporated into the option proposals and delivery plan.

### KL Bicycle Users Group (KLBUG)

- 4.28** A member of the King's Lynn & West Norfolk Bike Users Group felt very strongly about the proposals and petitioned the local County Councillor and the Local MP. The group rejected all three options because in their opinion "*they would all add cars to a car-free section of National Cycle Route .1*"
- 4.29** The group felt that the 2-week consultation period was too short and therefore 're-linked' the information from the Council's website to their own membership website at [www.klwnbug.co.uk](http://www.klwnbug.co.uk)
- 4.30** The group highlighted that Harding's Way is the only car free route into King's Lynn from South Lynn; identifying the east / north east having the Sandringham Railway Path and the Walks, and the North access having the Bawsey Drain Path.

- 4.31** The group highlights that the original cycle track was built with Sustrans “Safe Routes To School” funding and opened in 2003. In 2009 it opened to buses with assurances, some provided at Council meetings, that “*it would never become a general through route for motorists*”.
- 4.32** KLBUG state that cycling is on the increase in King’s Lynn and with electric bikes and tricycles opening up further opportunities for the less abled this is likely to increase and the proposals from their perspective are “*ill-founded and misconceived leading to discouragement of cycling and encouragement of motoring, a double whammy that would increase pressure on the town centre car parking and waste economic potential*”.
- 4.33** The Group urged its membership to reject the plans and directed members to the history of the problem at [www.klwnbug.co.uk/2016/11/21/please-defend-national-route-1-hardings-way/](http://www.klwnbug.co.uk/2016/11/21/please-defend-national-route-1-hardings-way/)
- 4.34** Members of the project team will engage with KLBUG and its representatives as directed to ensure relevant cycle requirements and the views expressed are noted and incorporated where possible into the option proposals and delivery plan. It is worth highlighting that design principles already promote the creation of a network of public spaces linking the waterfront quarter to the town and linking a series of public squares and other uses along the riverfront to encourage people to visit the area and travel along the river. The safe incorporation of bicycling facilities with pedestrian facilities will be an important detailed consideration to be agreed during further future consultations.

### King’s Lynn Civic Society

- 4.35** The King’s Lynn Civic Society a member of the Civic Voice and a registered charity have also made a formal response.
- 4.36** The Civic Society highlight the specific need for improved road infrastructure in order to improve issues of traffic flow and residents’ parking issues. Any further development without the necessary improvements to infrastructure would lead to Gridlock. This includes the construction effects of potentially introducing large numbers of construction vehicles and the Society ask that “*serious consideration be given to the delivery of construction materials by barge on the River Great Ouse.*”

- 4.37 A number of very helpful comments are made by the society, some of indirect relevance to the study and specifically outside the study area. We confine this summary of the response to the comments directly affecting the study area and the published proposals.

Working Lock Gates & Restaurant boat

- 4.38 The Civic Society think it is essential and fundamental to the future success of the Purfleet to have working lock gates although it is recognised these could be expensive. They also believe the restaurant boat is a good idea and will enhance the view of the Purfleet and the nearby buildings. However, they raise a warning that all waste storage related to the boat must be carefully planned and integrated within existing quayside facilities so as not to detract from the quality of the unique surroundings.

King’s Staithe Square

- 4.39 The Civic Society believe that the square does not require more ‘furniture’ as the space needs to be flexible for different usage and seating or ‘art’ and in their opinion the “*system works well and the square needs no further ‘enhancement’*”.

Shelters on Quayside

- 4.40 The Society have specifically discussed and considered the proposals for shelters in the context of the existing shelters and that the South Quay is still a working quay and should therefore remain relatively uncluttered. However, attractive well designed “benches” might be all that is required as they consider the existing shelters are too basic in their current format ( not actually providing any meaningful shelter ) and have also been cited in connection with anti-social behaviour.

Improved lighting on the lanes

- 4.41 This is considered a good idea by the Civic Society but they emphasise that details will have to be very sensitively done to ensure there is no detriment to the heritage buildings nor the nuisance to residents.

Shower and toilet facilities for pontoon users

- 4.42 A question is raised by the society as to whether the shower and toilet facilities for the pontoon users are really needed. However, if required the recommendation is that they are “*discreetly positioned within the planned or existing buildings*” and not as a stand-alone ‘sanitation block’ on the quay causing potential further clutter and also potential management and maintenance issues.

Silo Building & Sommerfeld & Thomas warehouse

- 4.43 The Civic Society strongly support the mixed-use option for the buildings on the former silo site and recommend that the warehouse should be compulsorily purchased, with the rear pre-fabricated building dismantled allowing the south wall of the grade 1 listed Hampton Court to be open to view. Furthermore, the incorporation and optimisation of Devil’s Alley as an inviting an attractive public right of way is supported.

Millfleet

- 4.44 The Civic Society make a specific request that if the walls of the Millfleet require repair or renovation this should be done with brick and stone and not concrete and sheet piling.

Housing on north side of Boal Street

- 4.45 The Society states they have “*no objection in principle to the development*” in this location but feel that the height should be limited to 2-3 storeys. Parking is expected to be undercroft and as they consider ‘*the structural stability of the Millfleet walls to be problematic*’ question whether it would be more cost effective to envisage the area as an enhanced public open space / garden overlooking the Millfleet, ‘*particularly if Boal Quay area is to be a fairly intensive new built environment*’.

Boal Quay development

- 4.46 The response directly raises concerns over the loss of parking from Boal Quay but on the understanding that any new development accommodates parking requirements the Civic Society broadly supports the development of Boal Quay area for a mixed use development (assuming a high proportion would be residential) and makes reference to previous separate comments made in 2015 to BCKLWN concerning the consultation of the of the Site Allocations and Development Management Policies for this site.

- 4.47 In response to the proposed plans the Civic Society made the following comments:

Nar Loop

- 4.48 The Civic Society consider the Nar Loop is “*a major open water asset for townspeople and visitors*”. They feel it should probably be a water asset i.e. the siltation removed and an open water body should be created and maintained. A clean basin might also have potential for other uses ...“*We feel it could be a very exciting destination and new waterfront focal point that would draw visitors south from Purfleet and benefit the whole South Quay. As a tourist attraction it could perhaps have a potential to sustain a café / bistro / restaurant / and or small shops – as well as a water related activity centre.*”

- 4.49** The Civic Society further state that they are strongly opposed to the proposed use of the Nar Loop area as a Car Park. If viability or cost issues were to create deliverability challenges then in order to remove the sense of dereliction and lack of maintenance it has potential to become a ‘wetland garden’ perhaps including *“boardwalks, sitting areas and further development of the existing wetland habitats.”*

Fishing Fleet

- 4.50** The Civic Society agree with the proposal to retain the Fishing Fleet at the Quay but highlight the remaining operational issue of security and heavy goods vehicle (HGV) movements needing to be carefully planned and integrated with the new land use proposals, visitor facilities and access arrangements.

Carmelite Arch

- 4.51** The Civic Society make reference to the archway and its historic setting and emphasise that the setting of the scheduled ancient monument should be recognised (notwithstanding that it may fall outside the study area) in any detailed plans coming forward and particularly with regard to its individual setting and views from the study area.

Harding’s Way

- 4.52** The Civic Society strongly objects to the proposed opening up of Harding’s Way to all traffic. They highlight that this route is part of National Route 1 cyclepath and is also a well-used pedestrian pathway from South Lynn to Whitefriars School and the town centre. They made the following comments:

*“As a bus and bicycle only route it sends a very strong message that one does not need to bring a car into the town centre. This must be retained. We feel strongly that this route should be safeguarded and utilised as part of a comprehensive plan to reduce traffic in the town centre by being one part of a quick public transport route between a park-and-ride site (we suggest could be located at Saddlebrow or on the NORA site) and the town.”*

Dwellings on Harding’s Pits

- 4.53** For the reasons set out (Harding’s Way) they consider the access constraints for dwellings on land north of Harding’s Pits site to be unsuitable for further residential development. Moreover, the Society consider due to the considerable amount of residential development already proposed, under construction or completed in the vicinity of King’s Lynn “*the need for more public open space has become a priority.*” It suggests that “*the triangle of land should be developed as public open space – perhaps providing for more active recreation – a children’s play and/or a multi-use games area.*”

Use of River Great Ouse by construction organisations

- 4.54** Lastly the Civic Society ask that the use of the River Great Ouse and the current Quay-side for site access and construction deliveries be given ‘special consideration’ “*especially if works are likely to include the export and import of large amounts of bulk materials.*”
- 4.55** Members of the project team will engage and have close dialogue with the King’s Lynn Civic Society and their representatives, as directed, to ensure the above comments and views are incorporated into the further definition of the proposals and final delivery plan as the commission progresses.
- 4.56** It is worth highlighting that many of the design principles such as ‘*Focussing on the water*’, ‘*Creating proper streets, places, homes and workplaces*’ and that the ‘*Scale of and height of development should be appropriate to its setting*’ are already promoted – so we consider the design team is aligned with the Civic Society’s vision of uses and activities along the riverfront encouraging people to visit the area and travel along the river. The specific arrangements and further design iterations will be important detailed considerations to be agreed during further future and ongoing consultations.

## 5. SUMMARY OF RESPONDENTS VIEWS AND COMMENTS

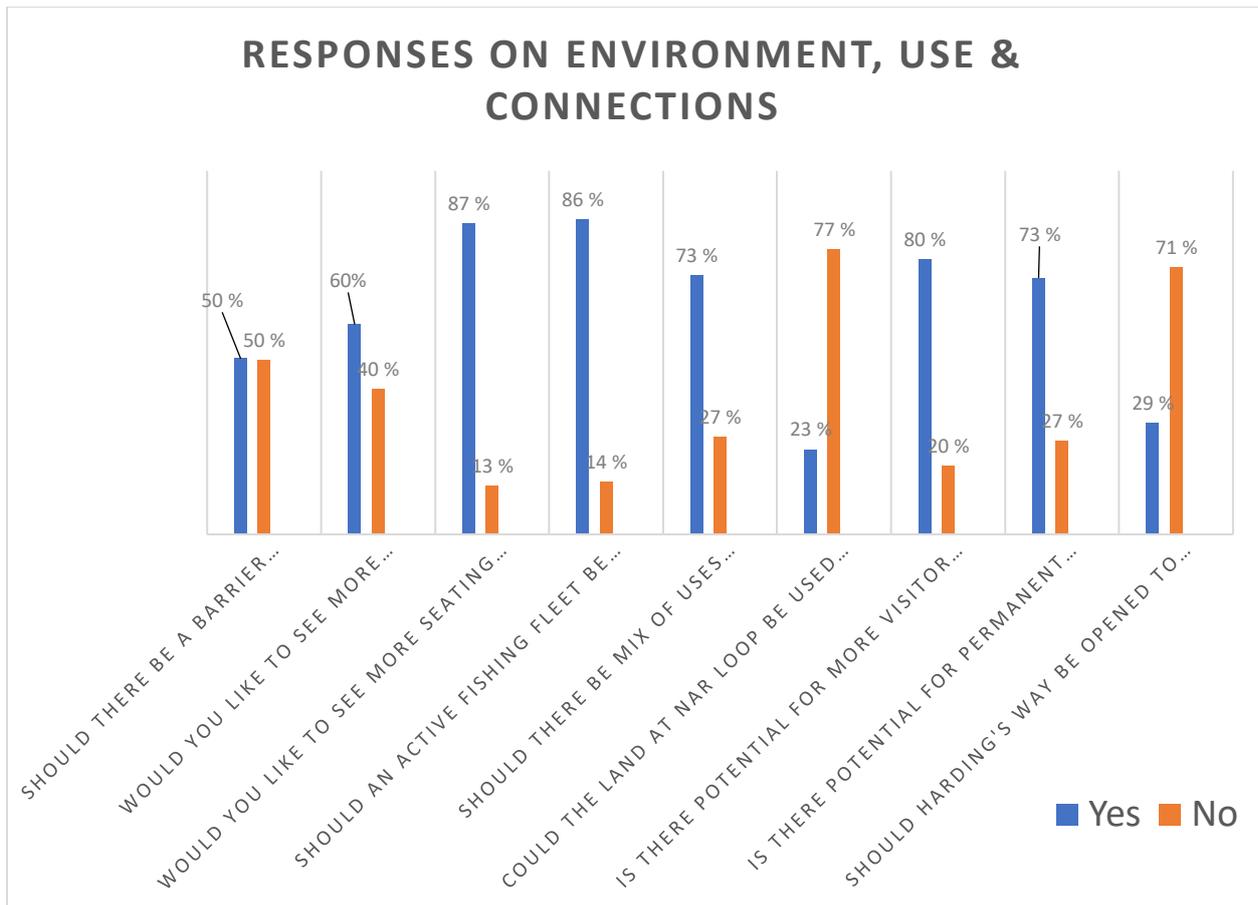
**5.1** In the following paragraphs we have summarised the headlines points of the responses, issues and ideas that have been highlighted at the exhibition and in the additional comments and responses received. Some matters and issues raised have repercussions wider than the study area and this commission, the consultant team have therefore raised these separately with the Council.



Members of the public met Borough Council regeneration officers and members of the consultant design team, studied the plans and an explanatory model constructed by the architects Levitate.



Recognition of the particular function and therefore need for suitable replacement car parking for Boal Quay / Boal Street Car Parking and assurances that Harding's Way is not to be opened to general traffic and should remain as a bus, cycle and pedestrian route remain a consistent concern of respondents.



**5.2** The following is a summary of views and comments raised by the consultation in no order of significance:

- Overwhelming support for the Study Area Vision and Design Principles as set out by Levitate in the public consultation proposals for the riverfront.
- Endorsement of the strategy of having attractions at either end of the Study Area and appropriate additional shelter and seating so long as they are robust and enhance views and the ability to host events are not impeded.
- Respondents split 50/50 on the proposal for a barrier along the riverfront.
- A variety of commentators highlighting that the concepts do not show an integration with ‘*inevitable future sustainable regeneration of River Great Ouse for the wealth of the town*’ e.g. river crossings, flood relief, renewable energy. [Team comment is that the study boundary prevents a holistic view of the River Great Ouse and its environs but the observations are well made and noted.]

- Overwhelming endorsement of the ideas featuring high quality hospitality, hotel, food and beverage and leisure uses for Sommerfeld and Thomas warehouse and the former Silos site and retention of Devil's Alley public right of way whilst respecting the effects of increase massing and visitor activity on the surrounding unique historic environment and residential areas.
- Acceptance of the need to improve the quality, connectivity and appearance of the southern area of the study area particularly utilising the routing of the *English Coastal Path National Trail (Hunstanton to Sutton Bridge)* programmed for 2018 and making a reconnection with a pedestrian crossing to the Nar Loop Island and South Lynn (following the alignment of the old railway.)
- Endorsement of the idea of making the most of the Fishing Fleet and Boal Quay with some other light industrial / workshop uses as well as possible leisure and restaurant uses (perhaps related to fishing / seafood etc.) Over 85 % of respondents supported that the Fishing Fleet be retained at Boal Quay with the Civic Society noting the important consideration of heavy goods vehicle (HGV) access arrangements and security with possible desire for public access and general permeability of this part of the study area.
- Assurance to an appropriate scale, quality (and quantity) and appearance of housing in the south of the study area and an overwhelming recognition of the unique juxtaposition with the Nar Loop (and Great River Ouse) and the edge of the historic environment of King's Lynn. Over 2/3 of respondents responded for the Nar Loop to be altered or flooded or turned into enhance green 'wet space'.
- Recognition of the particular function and therefore need for suitable replacement car parking for Boal Quay / Boal Street Car Parking if that facility is lost even for a temporary period. Overwhelming dissatisfaction for any form of proposed car park on the Nar Loop. Over 75% of respondents clearly against any proposals for a car park on Nar Loop and the use of Harding's way to access it.
- Assurance that Harding's Way is not to be opened to general traffic and should remain as a bus, cycle and pedestrian route. Nearly 70% of respondents clearly against opening Harding's Way to other traffic and concern for its use to access land north of Harding's Pits.

- Confirmation that issues related to flooding and flood protection have been fully considered and integrated into the plans with more protection built into proposals where appropriate.
- Endorsement of the public realm proposals and lighting suggestions in South Quay, Purfleet, King's Staithe Square, King's Staithe Lane, College Lane, Saint Margaret's Lane and Devil's Alley whilst respecting the unique historic environment, the possible nuisance effect on occupiers and views into and out of the study area.
- Nearly 80% of respondents supported extra visitor mooring at Boal Quay (with just over 70 % supporting the potential for permanent mooring) combined with the Civic Society's recognition that support facilities require to be sympathetically integrated into the quayside or existing built environment.
- A clear preference for one of masterplan options proposed. The majority was in favour of Option 3, Option 1 being the second most popular. Dislike of the proposed car park on the Nar Loop and the use of Harding's Way to access it seems to have featured strongly in respondents' preferences.
- Recognition that the treatment of Nar Loop is important to the local community. 65% of all respondents agreed with some form of alteration to the Loop (either altered and flooded or turned into an enhanced green / wet space). Confirmation by the King's Lynn Civic Society that the Nar Loop could be "*a very exciting destination and new waterfront focal point...*"



Nearly 70% of respondents against opening Harding's Way to other traffic.

## APPENDIX A

Consultation material available to members of the public at the town centre exhibition and on the “Have your Say” page on the Council’s website.

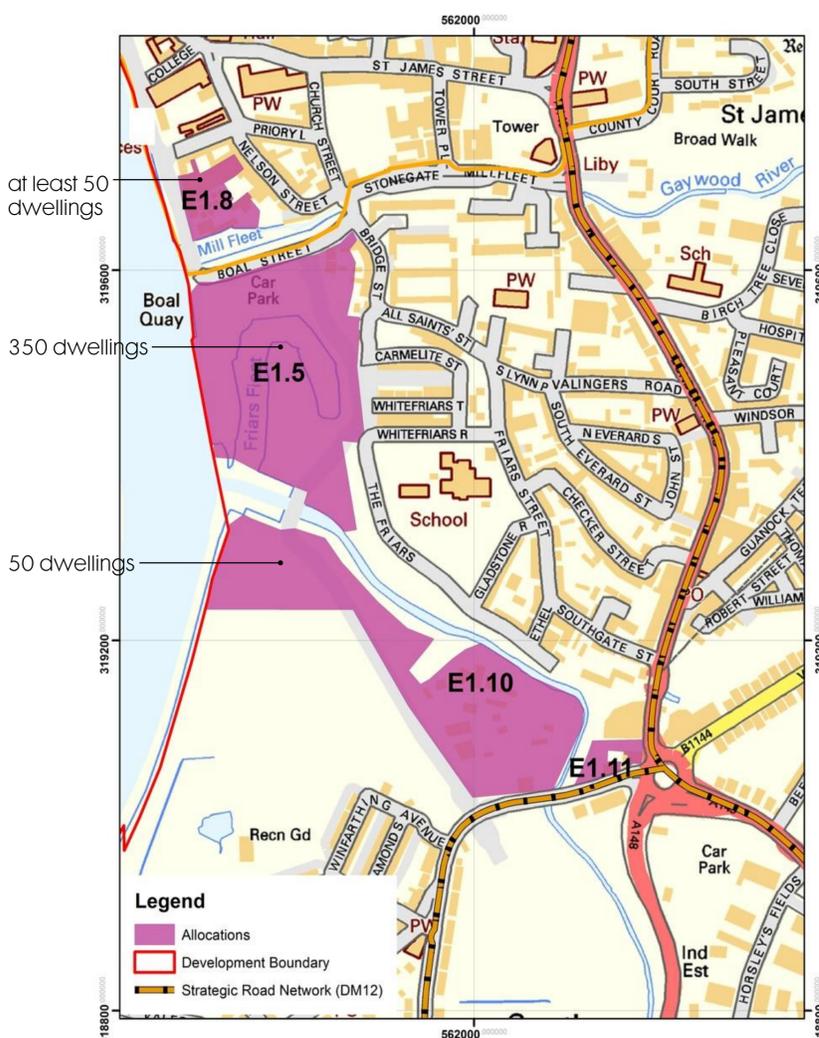
# King's Lynn Riverfront Delivery Plan

## Introduction

The Borough Council of King's Lynn and West Norfolk are working in partnership with consultants Urban Delivery and Levitate to prepare a deliverable and commercially viable plan to transform and revitalise King's Lynn's Historic riverfront to ensure comprehensive regeneration and sustainable economic growth.

Summary of the existing site characteristics to consider in developing options:

- Three sites allocated in the Local Plan for over 400 dwellings.
- Historic river setting with prominent buildings and public space for events. Purfleet Quay, Nar Loop and River Great Ouse are under-utilised.
- Good public access with quayside car parking and Harding's Way bus route, but poor connections to the town centre.
- Existing active uses within key buildings at the Bank House, Marriott's Warehouse and the Hanse House offer the possibility of extending leisure uses.
- Existing riverfront pedestrian routes provide the potential to expand and connect with the English Coastal Path.
- High Risk Flood area.
- Derelict land and buildings and potential lack of investment detract from the quayside.
- Local weather environment and lack of shelter.
- Visitor pontoons help to generate activity on the quayside but they have limited support facilities.
- Views across sites into town, across the river and of sunsets.



King's Lynn Allocations (Policy E1.5/E1.8/E1.10/E1.11) Zoomed



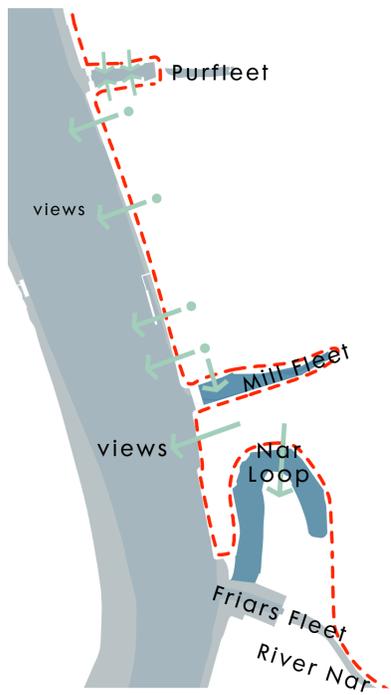
# King's Lynn Riverfront Delivery Plan Strategy

Our vision for King's Lynn riverfront is a vibrant river-edge quarter threaded into the fabric of the existing town.

## Design Principles:

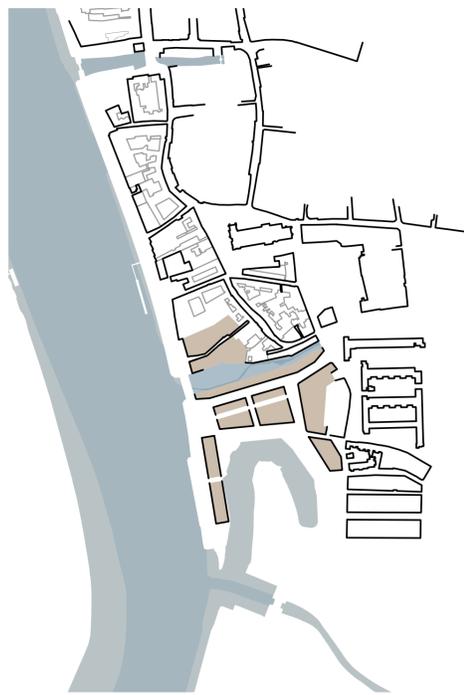
### 1. Focus on the water

The Great Ouse, the Purfleet, River Nar and Mill Fleet are key attractions. The masterplan should maximise these assets.



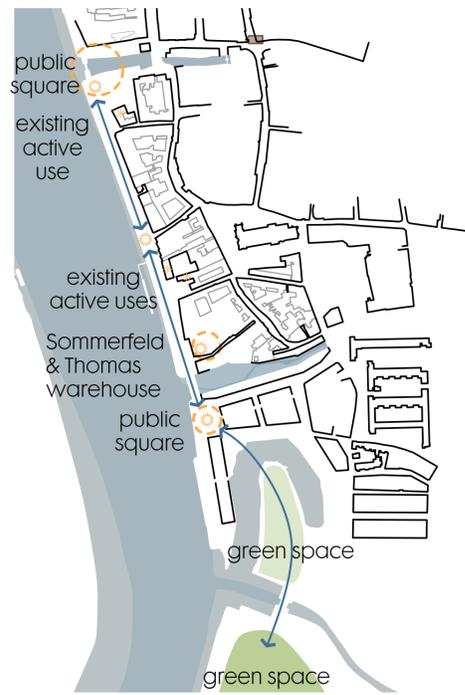
### 2. Repair and extend the town's historic grain

The grain of the historic town is important to its character. This should be carried through into new proposals.



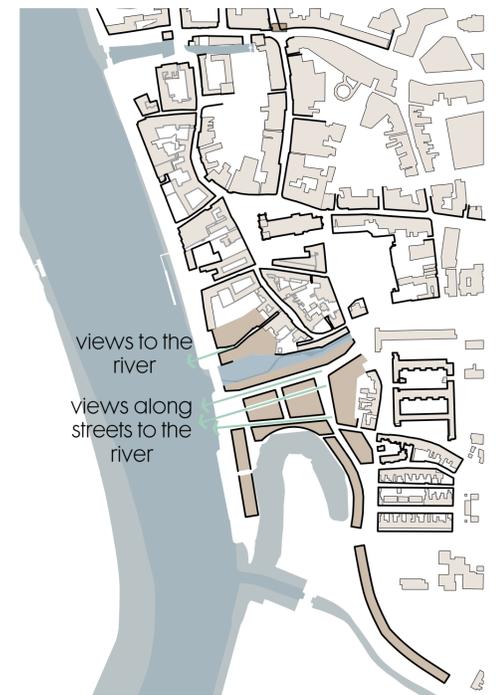
### 3. Create a network of public spaces to link the waterfront quarter to the town

Link a series of public squares and other uses along the riverfront to encourage people to visit the area and walk along the river.



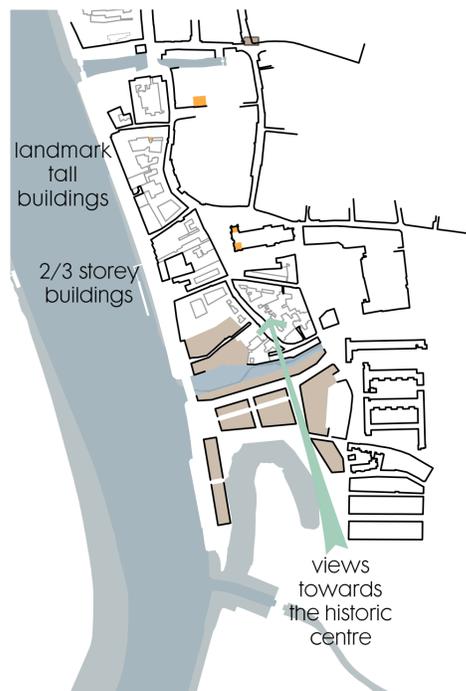
### 4. Create proper streets, places, homes and workplaces

Development sites should have streets with views to water and should knit into the existing street patterns.



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

The scale of development will define the southern approach to King's Lynn. It should be appropriate to its setting.



### 6. Ensure that the masterplan can be delivered in phases

Ensure that the masterplan can be delivered in phases with each subsequent phase building towards the whole.



**Q1**

Do you agree with our vision for the King's Lynn Riverfront?

?

**Q2**

Do you agree with the design principles that we have developed for the Riverfront?

?

**Q3**

Do you have any other comments that you would like to tell us about?

?

# King's Lynn Riverfront Delivery Plan

## Option 1

- restaurant ship
- new lock gate
- new beacon
- enhanced public realm
- new shelters
- new benches
- new lighting scheme

**Q6**  
Would you like to see more shelters and seating along the river edge?  
?

new seating and shelters

new lighting scheme

new lighting scheme

Devil's Alley retained  
E1.8: 50 residential units on Sommerfeld & Thomas and Sillos site, 3-4 storeys high

retained as green open space

E1.5: 350 residential units on Boal Quay, 3-5 storeys high  
new visitor or permanent berth moorings  
public car parking allowance retained beneath buildings or located on the Nar Loop island

location of fishing fleet unchanged

Nar Loop retained as existing

watersport and moorings facilities and slipway

retain as green open space

minor changes to bus access route to allow access to all vehicles from either end

E1.10: 20 (of 50) residential units on the land north of Harding's Pits, 2-3 storeys high

**Q10**  
Is there the potential for more visitor and/or permanent moorings along South Quay?  
?

**Q7**  
Should an active fishing fleet be retained at Boal Quay?  
?



# King's Lynn Riverfront Delivery Plan

## Option 2

- restaurant ship
- new lock gate
- new beacon
- enhanced public realm
- new shelters
- new benches

new lighting scheme

new seating and shelters

new lighting scheme

new lighting scheme

mixed use leisure and retail scheme on Sommerfeld & Thomas and Silos site, 3-4 storeys high  
Devil's Alley retained

public realm improvements including wind barrier to provide shelter

windfall sites developed

E1.5: 350 residential units on Boal Quay, 3-5 storeys high  
new visitor or permanent berth moorings

public car parking allowance retained beneath buildings or located on the Nar Loop island

location of fishing fleet unchanged

Nar Loop retained as existing

commercial units including facilities for fishing fleet

watersport and moorings facilities and slipway

minor changes to bus access route to allow access to all vehicles from either end

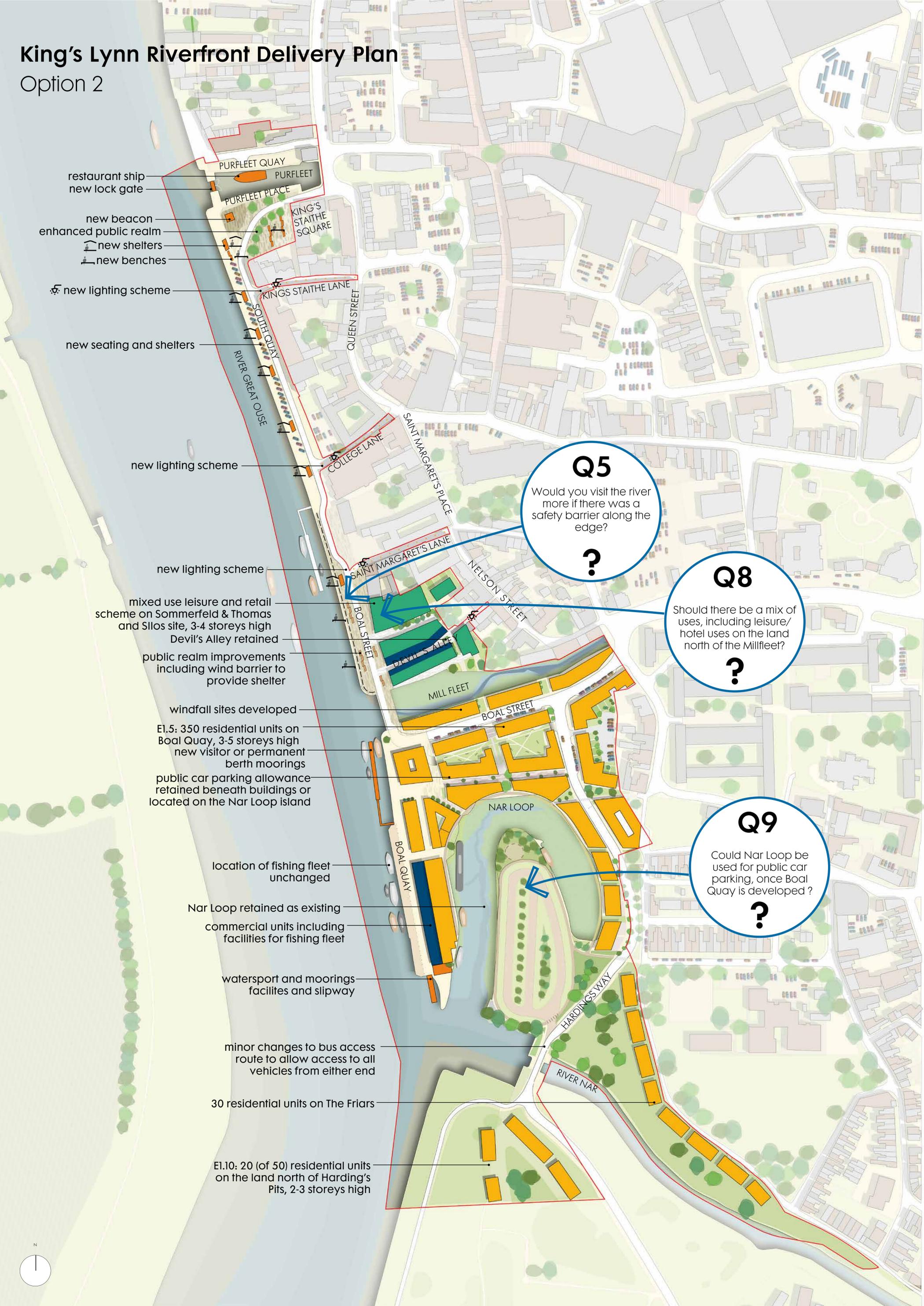
30 residential units on The Friars

E1.10: 20 (of 50) residential units on the land north of Harding's Pits, 2-3 storeys high

**Q5**  
Would you visit the river more if there was a safety barrier along the edge?  
?

**Q8**  
Should there be a mix of uses, including leisure/hotel uses on the land north of the Millfleet?  
?

**Q9**  
Could Nar Loop be used for public car parking, once Boal Quay is developed?  
?



# King's Lynn Riverfront Delivery Plan

## Option 3

- restaurant ship
- new lock gate
- PURFLEET QUAY
- PURFLEET
- PURFLEET PLACE
- KING'S STAITHE SQUARE
- new beacon
- enhanced public realm
- new shelters
- new benches
- new lighting scheme
- KINGS STAITHE LANE
- new seating and shelters
- RIVER GREAT OUSE
- new lighting scheme
- COLLEGE LANE
- new lighting scheme
- SANT MARGARET'S LANE
- mixed use leisure and retail scheme on Sommerfeld & Thomas and Silos site, 3-4 storeys high
- Devil's Alley retained
- public realm improvements including wind barrier to provide shelter
- windfall sites developed
- E1.5: 400 residential units on Boal Quay, 3-5 storeys high
- new visitor or permanent berth moorings
- public square with continuous wind barrier to provide shelter
- Nar Loop made permanently watery
- location of fishing fleet unchanged
- commercial units including facilities for fishing fleet
- watersport and moorings facilities and slipway
- public car parking allowance located on the Nar Loop island
- road opened to cars as a through route
- 30 residential units on The Friars
- E1.10: 20 (of 50) residential units on the land north of Harding's Pits, 2-3 storeys high

**Q4**  
Should Nar Loop be altered and flooded, left as is or turned into an enhanced green / wet space?  
?

**Q11**  
Should Hardings Way be opened to traffic other than just buses?  
?



## APPENDIX B

### Comments from respondents

**Do you have any comments on option 1?**

I feel option 1 is a possibility if option 3 (my preferred) is not viable

Not enough change

**Do you have any comments on option 2?**

Really do not like this option. The thought of parking in the Nar Loop without it being altered in my opinion looks like an eye-sore.

still not enough change

**Do you have any comments on option 3?**

The best option in my opinion. This makes use of all the facilities and will attract new business, facilities to the area.

like this option, more change to larger area.

**Please explain why**

As a young adult male, I want to see King's Lynn thrive into a bustling large town that we can be proud of. There are many parts of this town that have seen good development over the years and now it is time to make the use of our fantastic waterfront.  
as above.

Appears more extensive  
Like the use of the Nar Loop, attractive housing around the flooded loop.  
Opening or Hardings way will benefit the whole town and relieve congestion down busy routes, even if it is opened as one way or for certain times.  
Makes more of a feature of the Nar Loop

**Please use the box below to record any other comments abo...**

Buildings heights to be restrained - this is a Conservation area Devil's Alley has to be retained - it is a public right of way Boal Quay building - consideration for Bridge Street and overshadowing. Another important historic area for KL No to part of Hardings Pits being used for other than current purpose i.e. open space Fishing Fleet has to be retained I understand? They have rights to use? Why a beacon? It could disturb residents and guests of hotel. Why go to the expense of a new lock gate?

No to parking on Nar Loop Same comments as for No 1

No more residential units in the Friars- overcrowded with serious parking issues No to any development on Hardings its

This is probably best for residents who have to be taken into consideration as they are the people buying and maintaining these historic buildings - not the Borough Council.

Disturbance to residents and current businesses MUST be kept to the minimum

New green and wet leisure space associated with flooding of the Nar Loop, together with well-serviced moorings and high quality residential development would enhance the 'feel' of the town as a whole, helping to counter the effect of other run-down areas near the centre and low-cost 1960s developments.

Concerned that new public parking at Nar Loop could become an extension of parking facilities for residents, rather than parking for visitors enjoying the new environment and facilities.

is the most preferred, I think this is the most attractive way of increasing tourism and use of public space. i would like to see barriers along the river frontage as long as they do not hinder views.  
please keep the views along the river in hindered

future proofing economy, housing, retail, leisure and tourism.

best for local tourism, retail, leisure and housing.

See comment at 6 above. Plus the Council needs to consider including a park and ride scheme to encourage the use of the buses to access the area, particularly if Hardings Way is going to be bus only.

See comment at 6 above. Plus the Council needs to consider including a park and ride scheme to encourage the use of the buses to access the area, particularly if Hardings Way is going to be bus only.

See comment at 6 above. Plus the Council needs to consider including a park and ride scheme to encourage the use of the buses to access the area, particularly if Hardings Way is going to be bus only.

Will exploit the potential of the Nar Loop more than the other schemes.

GENERAL COMMENT: Access and car parking will be be perennial problem to this part of town centre (and others) until and unless an appropriate river crossing is made to link the historic town and waterfront with West Lynn and, more importantly, to visitors arriving from the West. Car parking in West Lynn and a new pedestrian / bus bridge would support this.

GENERAL COMMENT: There is nothing to link the scheme to the other historic heritage sites in the town, eg Tuesday Market Place etc. A suspended walkway across the back of King Street, linking Purfleet to Ferry Lane and Common Staithe would address this.

GENERAL COMMENT: I don't think that maintaining the fishing fleet is conducive to developing this area for housing and leisure use. The fishing fleet is better placed by the docks.

Opens up and improves Loop as a water feature.

Don't put a restaurant in the impounded Purfleet. It will ruin the setting of the Custom House.

Don't put a restaurant in the impounded Purfleet. It will ruin the setting of the Custom House.

Don't put a restaurant in the impounded Purfleet. It will ruin the setting of the Custom House.

See general comments re car parking.

Like the idea of nar loop being flooded

Substantial Moorings for boat trips out to Wash to be run as commercial businesses

If the Nar Loop could be flooded as in Option 3, could the Nar be diverted to flow through it instead of short-circuiting out to the south of the loop, then it would avoid much of the risk of the area just silting up - have the other fleets not suffered by becoming silted up when exposed to the silty tidal water, but without the benefit of the water that used to flow through them, diverted during past development of the town.

It would be a shame to see the green-space proposed in option 1 (adjacent to the Millfleet) developed as it is outlined to be in Options 2 and 3 as it could provide a wildlife corridor further back into the town. The retained sides of the Millfleet quay are not in good condition and improvement of this to a standard required for development on the edge of the Millfleet would add considerable capital cost to the construction.

I believe that option 3 offers the right balance between expanding the leisure use of the area and providing additional residential resource. Consideration as to noise from the leisure facilities and its impact on residents would need to be managed correctly.

Due provision for the current Boal Quay car park users would be needed.

Flooding the loop would create an attractive outlook. Hopefully a good number of the new dwellings would have a south or south west facing view, and benefit from individual and private sheltered outside spaces such as balconies or terraces if thoughtfully designed.

The development of our riverside has been discussed for many decades. Let's hope that this time, the project will come to fruition.

?

?>

?

Missed opportunity to revitalise the sommerfeld and Thomas and grain silo site is only resi. Impact of scheme weaker in this option

Trees not suitable for kings staithe sq, 5 storey development should be to east of scheme so not to restrict views of minster,

Like public realm at boat quay, potential for more commercial, possible visitor centre on land north of Harding pits, like idea of nar loop being restored to former glory

Not clear what the options are

Better mix of uses and potential of nar loop maximised

As a peaceful and historic part of the town, my question would be, why do we need to change it? I'm all for change in other areas of the town, but this plan strikes me as one that is based on the financial gain of an area just because there is space. The space around this area is peaceful and beautiful. By expanding or changing the use of this area, arnt we just opening ourselves up for more traffic, noise, people and pollution?

Seems to be all residential units, and little to encourage use of the waterfront by non residents.

This is the most attractive option for developing Boal Street and Nar Loop areas

Prefer the flooding of the Nar loop

Best balance between public spaces and residential with the spaces all linked together.

Boal Quay, 3-5 storeys high - think 3 would be more in keeping with design principles. Watersports moorings and slipway, does need to be easily accessible for clubs to make use of it, and be appropriate for smaller boats, canoes/rowing boats. Activity on the water is important in linking the town to the waterfront.

<p>I don't agree with residential S of the NAR loop. I agree with the Millfleet retained green open space</p>	<p>Same as above. I agree with mixed leisure and retail on Boal Street I think there should be parking and enhance wet space on the Nar loop</p>	<p>Same as above. I agree with the public square at the end of Boal Street</p>	<p>None of them in total.</p>	<p>I don't agree with housing north of Harding pits, or along the River Nar. The Nar loop should be for a wet space as well as parking. Hardings Way should be for buses, cycles and pedestrians only. I agree with mixed use on Boal Street. I agree with better lighting and seating, and retention of the fishing fleet.</p>
		<p>Additional moorings are a good idea because we have had a steady demand for moorings since they opened in 2015. We also have many requests for facilities such as fuel and showers for boat owners.</p>	<p>As stated above I think there is potential for use by leisure craft. We run the booking system for the moorings and have first hand experience of demand and of the reactions of visitors to the whole area.</p>	<p>Although I am a member of staff at the TIC (Custom House) my observations and opinions are my own.</p>
<p>My yes/no answers to the last five questions are really closer to 'don't know's, as I'm not sure of their full implications.</p>	<p>'Leisure and retail' use on South Quay (labelled Boal Street on map) sounds potentially noisy and litter-generating, so would need to be selective. Also, given the decline of the south end of High Street, would there be a market for retail units here?</p>	<p>It would be sad to lose the whispering reeds in the Nar loop; the Ouse provides plenty of open water. Do like the open public space by the river at the Boal, however.</p>	<p>It retains more green space around Mill Fleet and Nar loop.</p>	<p>The proposed new buildings on Boal Quay look to be quite dense and on the high side, at 3-5 storeys: would these not obscure views of, e.g., St Margaret's from the south? Any car parking at Nar loop would need to be well-planned not to spoil the surrounding views.</p>
<p>Yes it's awful.</p>	<p>Yes that is awful as well.</p>	<p>This is the worst of all.</p>	<p>None of them. To build on the car parks would finally kill off shopping in the town centre.</p>	<p>This is like what happened with Hillington Square in the late 60's. Total disregard for an historic area. There are listed buildings on Bridge Street that will be damaged by pile-driving to build the homes on the car park immediately behind. The area will be snaggled up with more cars parked because of the loss of car parks. It would be a disaster. I've opted for updates but the only one I want is project cancellation.</p>

If the quayside is to be transformed into a promenade, the wall will have to be significantly raised. At present, one feels insecure walking along the river's edge, and one fears for the safety of children. Raising the wall would also be an obvious way of reducing the risk of flooding. The Conservancy Board's objection has little basis: there is no longer a 'working river' beyond the port!

Improved links between all the relevant areas.

My preferred option. However, Not keen on the Nar Loop parking on any substantial scale. Parking is an issue and could be below dwellings as Op1 & Op2. It would be far better to develop the existing car park by the Fleet, opposite Priory Lane, to multi-storey, to provide adequate parking for proposed development and the increased traffic it will provide. Alternatively public transport improvement and/or park & ride is needed.

Overall the provision of open spaces, squares right down to the Nar Loop for public access and activity so that it is not an area of neglect. Opening the road through Hardings Pits is good, but would it be the road to nowhere if parking is not available.

I think that the only traffic & parking along the quay should be for residents & not just people to drive through/park. Again, the development of the car park opp. Priory Lane into multi-storey.

The proposals around Devil's Alley are much too high, and fifty households is more than the area can comfortably accommodate on the old silo site, this is simply over-development. A three storey limit should be in place to avoid damaging the historic skyline. Opening the bus access route will turn the whole area into a rat-run and discourage visitors as they won't be able to walk around safely.

Retail uses would not be appropriate around Devil's Alley/North of Millfleet, and again the proposal is for too tall a structure for this area, the past silos should not be regarded as the acceptable height, they were an aberration. A wind barrier would be unsightly and impede the use of the quay as a quay which would greatly harm its usefulness for events.

Retail uses would not be appropriate around Devil's Alley/North of Millfleet, and again the proposal is for too tall a structure for this area, the past silos should not be regarded as the acceptable height, they were an aberration. A wind barrier would be unsightly and impede the use of the quay as a quay which would greatly harm its usefulness for events.

Because it's the least bad, but it is still a Very bad scheme and you really ought to come up with something better.

These proposals include serious excess of height in buildings. There is not a huge market for flats in King's Lynn, they will not be as profitable because there is already a comparative glut and when the present housing shortage is over they will be all-but worthless. The fact removing the fishing fleet is even being considered shows that these plans have not taken into account the area, its history, existing residents or businesses.

Too much residential - more activity needed

Use Nar loop as outdoor leisure facility with support for Sea Cadets, kyaking club and open air swimming, possibly on island instead of parking. Start new open air swimming events. Some facilities for the youth of the town are essential as part of this regeneration plan - they will not make money but would be good for the town as a whole.

Mixed use buildings and capacity for leisure on Nar Loop

Mixed use is essential. A hotel has previously been rejected as unviable in this position. What is needed is real wealth creating SMEs and /or artisanal workshops.

It is awful. The idea these developments will encourage people from Cambridge to live here and the area will benefit from trickle-down economics is wrong. No data was given for the wild generalisations made by the Regeneration Officer.

The options increase in their awfulness.

This is the worst of all. There would be road fatalities if the bus/cycle route was opened up to general traffic. It would become a rat-run.

There is no option for none of the above. I'm sure (knowing the Borough Council) it's already a done deal. It is a degeneration scheme that will result in more empty shops in town and no income generation. It will also lose the town valuable green spaces and wildlife habitat. It should be renamed Waterfront Degeneration Nightmare. The Council picks up the baton from the Luftwaffe.

The plans were drawn up and championed by people who don't know the town. I've lived here all my life and seen the damage that the Council has done - the shopping centre (modelled on Stevenage), the destruction of Vancouver's house, Hillington Square and others too numerous to mention.

Preferred

Though none of the proposals seems complete in itself, this provision of mixed leisure and retail on the Sommerfield & Thomas and silos site seems a vastly better proposition than to build residential housing there. Enough housing will be built at Boal Quay and around there anyway.

CAR PARKING is the critical factor not addressed by this plan. What about building a multi-storey park on the Millfleet NCP site? Screen it from the roads with nice tall blocks of flats? Sympathetically designed, obviously.

The moorings and the key are under the control of the Conservancy Board  
The moorings and the key are under the control of the Conservancy Board and are still required for commercial mooring of large vessels.

What is meant by "Historic grain? "

Extension of tourism and help improved footfall in all areas of town.

Bring more people to the waterfront and increase footfall and tourism. Exploiting the natural attractiveness of the waterfront area making it more user friendly.

The Riverfront is the Town's main asset and Should be a priority in any redevelopment. Always build a team around the Star player.

Other Towns have seen the importance of making the most of their main assets why haven't King's Lynn seen this obvious crowd puller.

I still have a copy of the Lynn News circa 1991 telling us about the wonderful Marina Development plan. That was 25 years ago, 25 years later nothing. Hope this timescale is a bit shorter? Don't make Lynn a laughter stock again please.

None, prefer area to be left free of housing, plenty of proposed housing in and around Lynn already. Leave this as open undeveloped space close to an area of dense population.

The river frontage is an historic landscape, used as an iconic image of the port of King's Lynn. This view must not be marred by five storey flats and modern commercial premises. Can we not learn from the destruction of the historic core in the 1960s?

I am strongly opposed to any housing development south of the river Nar. The housing proposed for the north end of Harding's Pits will 'hem in' the doorstep green and prevent a view of the historic town centre from the sculptures on the green. I am also opposed to any moves to allow additional motor traffic onto Harding's Way. The question is, in fact incorrect as it is primarily a cycle route which buses are allowed to use under the terms of a Traffic Regulation Order. The majority of current users are on foot or cycle rather than buses

As above. I am also opposed to allowing parking on the Nar'Island'. This would have to be accessed from Harding's Way, introducing additional traffic pollution to a currently 'clean air' area. Part of this scheme should be an overall REDUCTION of car parking and active encouragement of walking and cycling.

Totally opposed to opening Harding's Way to private motor traffic. The cycle route currently provides a 'green' walking and cycling route from the growing South Lynn development into town. Opening it up to general traffic would have a devastating effect on air quality, congestion and road safety in the town centre (particularly on the South Quay, the Millfleet and Church Street).

Less emphasis on car access and parking.

I applaud the Borough Council's commitment to regeneration of this area but I am extremely concerned that it is being used as a cover for opening up a new motor route into King's Lynn from the south (Harding's Way). Any development should have traffic reduction measures included as a key design principle.

It shouldn't be used for housing, it is an amazing place & we've already lost too many nice areas due to flats being built! We should focus on leisure/history. I think a hotel would be a nice idea as there is a shortage of hotels. I also feel so much could be done seasonally along by the river, for example in the summer there could be sporting events & boats & in the winter a Christmas market. A floating restaurant or bar too.

Awful.

Even more awful.

The worst of all.

As usual we have been presented with a choice that is not a choice. Do you want to ruin the area (1), cause irreparable damage(2) or destroy it (3). Why not offer some real choices. And sue Urban Space for the cost of preparing such a travesty.

As someone who lives in the area we need to get working on petitions and campaigns to get some proper proposals that don't create a retirement wasteland

My preferred option

Enhancing the fishing areas is a good idea but the plan for residential properties is ridiculous

The amount and height of residential properties is absurd

It includes flooding and maintaining the Nar Loop  
None! You havent taken in to account the people living close to the development site, many who will be stuck between 2 large high rise sites having to deal with a huge increase in people and amount of cars going through the area. Its a beautiful, historic town with many original buildings which is being ruined by greed. Its a shame this town isnt being better preserved  
The option chosen should be a balance between housing, retail and leisure. There will no incentive for non residents to visit if too much housing

If this proposal goes ahead then better road networks would need to be put into place, London Road already cant cope with the amount of people using it, your plan will add an additioanl 400-500 vehicles into the mix. The local school and doctor surgeries are full to capacity, has this been taken into consideration? Why cant any new buildings be more sympathetic to the area?

See below

See below

See below

I prefer the green open space on one side of Boat Street so that the Mill Fleet and buildings on the other side are still visible.

I like the idea of developing the Nar, Ouse island for public access.

We need housing with some mixed development to create interest. Not in favour of car parking on Nar island (not very convenient for anyone to use), better environmentally to keep as enhanced green space. I approve of the intent to keep fishing alive and give interest for visitors.

I do not have a particular preference to any one of these proposals as each has its own merits. I do feel that new development in this area must be sympathetic to the historical fabric of this part of the town.

The public access to Nar Loop and mixed development north of Boat Street.

Need to ensure whole development is properly and aesthetically completed. Please, please no car parking along the South Quay - we need another multi storey car park; if space could be found nearer the town centre.(behind shops in Lower High Street/Baker Lane or Austin Fields?). Be bold - grasp the nettle!

The whole exercise is pointless unless all parking is removed from the quayside, and through traffic banned. This is a unique chance to bring alive one of the most historic quaysides in Europe. Other towns and cities plan their regeneration around their quaysides, so it is worth studying other examples if the consultants have not already done so (Lisbon is an example of how not to do it). A vibrant river is essential.

I do believe that if this area is to become a vibrant part of Lynn, then there needs to be some kind of leisure facilities included in the scheme, to attract people to visit the riverside area both during the day time and in the evenings.

I think the land bordering Boal Street and Mill Fleet should be left as a green space as in plan 1.

Moving the public parking to Nar Loop would significantly increase the amount of traffic in this area which is very close to Whitefriars school.

If Hardings Way was opened up to cars then plans must include a separate cycle path and safe pedestrian walk ways. I use my bicycle quite a bit and feel that cycle paths and pavements should be separate where they run alongside roads.

Do not think we need another hotel on the quay and this option ensures that the area will be developed more for housing. However, in all options, more housing means the need for more parking. Minimum of 1 space per housing unit. It makes the most of land South of Boal Quay, continuing the attractive waterfront walk. Includes better plans for water sports usage of the river & Nar Loop. Historically the river has been used a lot more than it currently is. Would be fantastic to celebrate that and bring more of the water into use. Keeping the Nar Loop as a flooded area could be an ideal place to bring small dinghy sailing to Lynn. Grants are available for sailing development, particularly to help children & the disabled.

Without residential units on Boal Quay the car parking could remain where it is and include new visitor or permanent berth moorings only and Hardings Way should remain bus/bike/community transport only.

The opening of Hardings Way would create a 'rat run'. If car parking on the Nar Loop is accepted & housing on Hardings Pits, how would cars get there without opening it? It seems decisions have been made already. Why has public transport not been considered? Park & Ride parking off Nar Ouse way to go hand in hand with this development? Retail/leisure would only be appropriate if strict governance of specific use.

Of the three options available, option 2 appears to be the most acceptable, because it will retain/enhance at least some of the existing green spaces, given the necessary residential and commercial development.

Option 1 - WITHOUT the residential units and car parking allowance changes but could include new visitor or permanent berth moorings. Otherwise I do not prefer any of the Options as they all include major expense and development overall.

The 3 options appear to indicate that a restaurant ship is inevitable. It may detract of the historic image and would require strict governance to ensure it did not become a focus for anti-social behaviour. Flooding Nar Loop could be included in option1.

There are plenty of brown field sites around King's Lynn for residential dwellings and developments along Edward Benefer Way for example. Without sufficient car parking near the quayside it is going to deter visitors to Kings Lynn.

Without residential units on Boal Quay the car parking could remain where it is and include new visitor or permanent berth moorings only and Hardings Way should remain bus/bike/community transport only.

I think there should be railings on the waterfront to stop people falling to their deaths off the quay. People will feel able to go closer to the water if there are railings and parents are more likely to take their children there

Option 1 - WITHOUT the residential units and car parking allowance changes but could include new visitor or permanent berth moorings. Otherwise I do not prefer any of the Options as they all include major expense and development overall.

There are plenty of brown field sites around King's Lynn for residential dwellings and developments along Edward Benefer Way for example. Without sufficient car parking near the quayside it is going to deter visitors to Kings Lynn.

The waterfront is so attractive. People love water so it should be the focus. The fishing fleet is lovely and should be kept. Maybe it should be moved further into the town so people can see the boats. I think attracting as many boats as possible to the riverfront would be nice. A restaurant boat in the port would be great

This is the most light touch of the options.	Safety barrier on the river is a terrible idea.	Too many houses planned in this scheme	It would be very easy to do too much and to destroy some of the unique beauty and calm of the waterfront area - it would be terrible to turn it into a busy tourist trap with too many houses, shops, lights and traffic. One of its charms is the retention of a semi-rural character around Boal Quay. So any design should keep open spaces and lighting should be subtle and traffic light, or not at all.	It is going to be crucial to employ really good architects to oversee the scheme. There seem to be no trees - given the flood risk and the known properties of trees to anchor river banks, it will be really important to include significant tree planting. The proposals could be a benchmark in design for climate change - floating houses etc as in Holland- I see none of that kind of innovation here.
Rejected as I believe Hardings Way should not be opened to cars	Rejected for the above same reason	Rejected for the above same reason	It does not include the car park	Please design an option offering us no cars on Harding's Way, along with fewer cars on South Quay
Current open "Space" must be maintained. The old Friars area cannot take intense upgrades without causing it to lose its old town feel. So many many more houses sounds horrific.	Any development, whilst needed to tidy the grain silo building, should be in keeping with the historic waterfront layout. More pubs/nightclubs are not the answer. Without seeing the full plans it is hard to express one's views	To envisage so many new homes makes me think the area view will be damaged in an attempt to provide additional housing. Unless it is done with consideration for existing residential buildings the region will be crowded and the charm of the old town will be lost.	In reality it is far to early for a definitive decision- the plans have not been considered/published sufficiently	We hope future announcements of plans and arrangements of meetings will be well notified in the newspapers or by contacting local residents within the area in advance. Even large bill boards in certain public areas will alert people in advance to arrange to take part
reject	reject	reject	I reject all three options as you should design an option with no cars on Hardings way and fewer cars on the South Quay. You will be losing a vital tourist attraction for walkers and cyclists if you change or alter this section - and the revenue they bring.	<b>DO NOT OPEN ROUTE TO CARS</b> Please consider designing another option to reduce cars on the South Quay and have no cars on Hardings way to maintain and improve this lovely area.

No to cars on Hardings Way

No to cars on Hardings Way

No to cars on Hardings Way

No car park on Nar Loop

Please create a design that does not include cars on Hardings Way

There should not be access for cars on Hardings Way, and fewer cars to have access to South Quay

There should not be access for cars on Hardings Way, and fewer cars to have access to South Quay

There should not be access for cars on Hardings Way, and fewer cars to have access to South Quay

Will not support any of the options if you allow cars to travel on Hardings Way.

You should not be opening Hardings Way to cars. The councils have made commitments several times since 1999 that Hardings will not be yet another traffic congested road - these options go back on those commitments.

None of the above are suitable

Retention of Nar Loop area as it is. This means it would not be necessary to open Harding's Way to all traffic.

In general the plans and principles look excellent but I cannot see any advantage in opening Harding's Way to all traffic. This would destroy a safe route to the area for pedestrians and cyclists and increase congestion and pollution in the area.

The car park will encourage more people to drive in the town. Vibrant towns need less motor vehicles and more 'active' transport. Very retrograde step that will look out of place in this area.

Very negative to allow private motor vehicles to use the road as indicated, especially as it's a key cycle route. Both this and the car park will cause more pollution.

Keeps private cars out of the central area. Quieter roads promote more walking and cycling which I assume is that the council would want.

Disappointing to see proposals put forwards which promote private motor car usage.

Hardings Way must not be opened to any additional classes of traffic.

The Nar Loop should not be used for car parking. This would be a sad waste of space near the river. Hardings Way must not be opened to any additional classes of traffic.

Hardings Way must not be opened to any additional classes of traffic.

I do not like any of the options, as they all assume, and appear to happily accept, increased pollution and danger, and the effective closure of the only good cycle access to King's Lynn. They are all highly car-centric, failing to recognise that quality of life is poor in areas with through motor-traffic. Option 3 is the closest to being acceptable, by providing a sympathetic treatment of the Nar Loop, but it fails on transport.

It would be completely unacceptable to open Hardings Way to additional traffic. It is not just a 'bus access route', it is the only good-quality cycle route into King's Lynn (from any direction).

Not good

Not good

Worst of the options. Introducing most traffic and totally car centric and is terrible

It's the least bad if the Council are determined to do something. Its still bad but the least bad.

Bad idea. Car centric. Damages existing resource that brings tourist trade to the area and damages a National Resource (National cycle Route). Most Councils are trying to encourage cyclists not destroy their facilities!!!

No car park.

The National cycle network should not be downgraded for cars and parking. In an era where cycling should be enhanced and encouraged, there should be more cycling not less.

Option 2 and 3 both use the Nar Loop for car parking, which is unacceptable. The Nar Loop should be a green wildlife haven.

Harding's Way must be protected in its current form as a safe route to school for South Lynn children and a safe route into Lynn for people travelling from the Fens by bike. It will form a central part of the clean travel network Lynn will need to take it into the future, as we reduce car use in order to protect the town from the harmful effect of motor vehicles.

	Why destroy Nar Loop with a car park?	Why destroy Nar Loop with a car park? This is not the place.	All are pretty bad are you try to bring car to the water front	Regeneration space should aim at making inner cities more friendly to people. Not car. Don't you have enough pollution? I visit friends in KL very often. There is much to do in this city but more cars is not the way
Rejected due to not retaining a car free option.	Rejected due to not retaining a car free option.	Rejected due to not retaining a car free option.		Please reconsider need to maintain a car free route, and design a solution that keeps no cars (of any form, driverless, electric,internal combustion/diesel) cars on Harding's way and fewer on south quay.
	The bus route should not be opened to additional motor traffic	The bus route should not be opened to additional motor traffic	This is more a case of finding Option 1 least objectionable when compared to the others. It still encourages unnecessary motor traffic growth but has the lowest impact in this regard.	Part of the vision is to "Create proper streets". Proper streets put people first, not motor vehicles. Phased development is great but the supporting infrastructure should go in before hand. This approach was used succesfully at Peters Pit with the Greenway being completed first: <a href="http://trenport.co.uk/">http://trenport.co.uk/</a>
			As a visitor who usually uses a bicycle I would want to see car free routes preserved and new ones introduced. Way to many cars, should prioritise walking, cycling The town needs to create more open spaces for pedestrians and cycling and reduce the amount of and extent of the space for motorised traffic.	

<p>Hardings way should definitely not be open to all traffic as it is the only safe way for children to come to school from south Lynn..</p>			<p>None of the above. Harding's Way must NOT be opened to cars - we need to create and maintain car-free routes for people to use if they so choose, instead of just following the blinkered viewpoint that "Car Is King" all the time. No cars on Hardings way.</p>	<p>I would welcome a design / option with NO cars on Harding's Way, and FEWER cars on South Quay. The whole area will be a far nicer place for it.</p>
<p>Harding's Way should not open to cars</p> <p>There should not be cars.</p>	<p>Harding's Way should not open to cars</p> <p>There should not be cars.</p>	<p>Harding's Way should not open to cars</p> <p>There should not be cars.</p> <p>I would want to know more about what this entails.</p>	<p>One of the options should include opening access to cars There should not be cars. Development should be people friendly.</p>	<p>Please design an option with no cars on Harding's Way and fewer cars on South Quay? There should not be cars. Development should be people friendly. The Nar Ouse Way must be retained as a cycle way and the town needs to control rather than increase motor vehicle traffic.</p>
<p>I do not support it</p> <p>king's Lynn's history is based on its waterfront, promote it not destroy it South Quay and nar loop,and purfleet needs very careful consideration. there has been many mistakes made over the past few decades by consultants who think they know better. local knowledge, local people!</p>	<p>I do not support it</p>		<p>the river needs the most consideration. it's financial income created the birth of Bishops lynn and what we have now.</p>	<p>I think it is very important to keep Hardings Way free of cars and to maintain a cycling route to the town centre and to continue to develop cycle routes in Kings Lynn. Im willing to help and give advice, 50years on the river, local historian, river history</p>

				<p>Whatever is decided, there should be no compromising the safety of cyclists using traffic free routes. You should be encouraging people to get on their bikes and to know they will be safe from cars taking over cycle routes.</p>
<p>I reject this option.</p>	<p>I reject this option.</p>	<p>I reject this option.</p>	<p>I reject all options because the Nar Loop and Hardings Way should be made more suitable for cycling and pedestrian traffic.</p>	<p>The areas that were tarmac'd with 'safe routes to school' money should not be opened up to motorised traffic. This makes a mockery of 'safe routes to school'.</p>
<p>Reopening Harding's Way to cars seems a thoroughly regressive step, that's just going to clog it up for buses and make it unsafe for cycling.</p>	<p>Again, there are enough routes into the town as it is, and the town does not have capacity for more traffic, so don't ruin a cycle and bus route by clogging it with cars.</p>	<p>The same thing, there is an outmoded priority on giving cars another route in which doesn't make any sense, either for drivers in the town or for the bus passengers and cyclists the changes will block.</p>	<p>All three options are opening Harding's Way to all car traffic, despite it not making any sense for traffic management modelling, and ruining a functioning bus and cycle route.</p>	<p>Where's the option that doesn't involve ruining the bus and cycle route? This is a thoroughly wrong headed set of options that doesn't at any point take into consideration the necessary priorities of public transport and cycling.</p>
<p>NO CARS ON HARDING'S WAY and FEWER CARS ON SOUTH QUAY.</p>	<p>NO CARS ON HARDING'S WAY and FEWER CARS ON SOUTH QUAY.</p>	<p>NO CARS ON HARDING'S WAY and FEWER CARS ON SOUTH QUAY.</p>	<p>It is difficult enough to cycle anywhere especially with children. This makes it even more difficult</p>	
	<p>I'm not in favour of more car parking / traffic access in this area</p>	<p>I'm not in favour of more car parking / traffic access in this area</p>	<p>No Car Parking.</p>	<p>I'm relatively new to King's Lynn. I moved here from London as I found it feel like it has a vibrant, unique edge, with the benefits of both a fascinating British history, coastline and a vibrant community, yet still with relatively swift travel back to London. I see so much potential for the Lynn town centre / riverside. I'd value more pedestrianised areas, performance / contemporary arts spaces to compliment restaurants by river</p>
<p>Design an option with NO CARS ON HARDING'S WAY and FEWER CARS ON SOUTH QUAY.</p>				

south quay: car-free Make it attractive to cycle and walk, so it is safe and people will walk or cycle to town to enjoy our beautiful town.

If you think about water sport, what do you mean? Please please never let people use the river by water scooters. They make so much noise. It is fun for 1 person and terrible for anyone else, and dangerous too!

This is the least car-centric option but none of the options are truly viable. This would remove a key area for non-motorised traffic and pedestrians and decrease the amount of safe space for a majority while increasing a few leisure spaces for a minority

I am disappointed that there is nothing in the plans about using bikes. The waterfront should be car-free zone so it will be the place where people will go for a little walk, go to a pub/coffee shop/restaurant/ market stalls..... Please keep Harding's Way car free! People from South Lynn do use this road to walk safely into town.

There is too much traffic. Please make it easier and more convenient to walk and cycle.

Given the economic climate and the urgent need for more housing this is probably the option with the most potential for actually being delivered.

Totally opposed to "leisure" use that includes amplified music after 23.00 given the noise already experienced from Hanse House and the closeness of residential homes to the proposed leisure locations. Other leisure uses acceptable e.g. restaurant, shops, and particularly a hotel, but will these be commercially viable?

Please see comment about leisure used made for option 2 above. I like the idea of an enhanced wet/green space for the Nar loop but would like to see more detail.

None - because there are different aspects of each I could like or not like but the detail is lacking. I would also want to know about the feasibility and funding of the options. The questionnaire is not asking for opinions on certain proposals like the new housing in Boat Street - is this already a fait accompli?

I do not like the proposal for new lighting in St Margaret's lane. I will write separately to the Council on this as there is no space to do so in this box.

<p>Reject- Harding's Way should not be open to cars, keep it as a safe space for pedestrians and cyclists Hardings Way should not be open to motor vehicles</p>	<p>Reject- Harding's Way should not be open to cars, keep it as a safe space for pedestrians and cyclists Hardings Way should not be open to motor vehicles</p>	<p>Reject- Harding's Way should not be open to cars, keep it as a safe space for pedestrians and cyclists Hardings Way should not be open to motor vehicles</p>		<p>An option should be developed with no cars on Harding's Way and fewer cars on South Quay. Hardings Way should not be open to motor vehicles, design an option which includes this and fewer vehicles on South Quay</p>
			<p>None of the options.</p>	<p>design an option with NO CARS ON HARDING'S WAY and FEWER CARS ON SOUTH QUAY</p>
			<p>We should be promoting more walking and cycling and LESS personal car driving. This will minimise air pollution and improve health.</p>	<p>Please do not replace safe cycling space with car parking or even worse, space for motorists. There are too many cars on the road.</p>
			<p>I think King's Lynn should cherish the fact that there is some wild nature within the city with the Nar Loop and it can make use of it by advising the public about it, but changing it into a carpark or a recreational area or building close to it will reduce nature in the city.</p>	
<p>It is not clear what constitutes Options 1.</p>	<p>It is not clear what constitutes Option 2.</p>	<p>It is not clear what constitutes Option 3.</p>	<p>If it is not clear what the options are, it is not possible to give an informed answer.</p>	<p>It is important that Hardings Way be for use by buses and cyclists only. Boal Quay should have restricted access to cars. NO CARS on Hardings Way, FEWER cars on Boal Quay.</p>
<p>Harding's way should not be opened to cars, therefore this option should be rejected.</p>	<p>Harding's way should not be opened to cars, therefore this option should be rejected.</p>	<p>Harding's way should not be opened to cars, therefore this option should be rejected.</p>	<p>At least it does no involve the creation of a new car park</p>	<p>There are precious few opportunities to walk and cycle on quiet traffic routes. Please do not destroy what is a valuable public amenity</p>

				<p>I would be opposed to any plan likely to increase volumes of motorised traffic on any section of the National Cycle Network 1. This is a retrograde step and contradictory to current thinking regarding active travel which calls for segregated cycle routes. The National Cycle Network is a valuable asset, which encourages cycling for utility and leisure purposes and must not be downgraded.</p> <p>Increased traffic will deter local people incl children from cycling or walking.</p> <p>On page 13, para 2.25; you state there in a lack of adequate lighting in Devil's Alley. My house is in Devil's Alley, the lighting is more than adequate, &amp; there are no security issues. May I ask why, before this report I was not consulted?</p>
Plans to expand the access for motor vehicles contradict the stated aim of creating proper streets, places, homes and workplaces	Plans to expand the access for motor vehicles contradict the aim of turning the area into an enhanced green / wet space	Plans to expand the access for motor vehicles contradict the stated aim of Repair and extend the towns historic grain	All three options plan to expand the access for motor vehicles	
could be improved but preferable	reject , should not open the way to cars	reject, should not open the way to cars	I think this safe space for vulnerable road users and public transport should be maintained	No cars in Hardings way you will only clog buses and bikes. less cars on South Quay and continued development of cycle routes in and around Kings Lynn No cars on Harding way, fewer cars on south Quay
Harding's Way should not be opened to cars.	Harding's Way should not be opened to cars.	Harding's Way should not be opened to cars.	None of the above, as Harding's Way should not be opened to cars.	design an option with no cars on Harding's Way and fewer cars on South Quay.
Remove private cars and all motor traffic from the area	Remove private cars and all motor traffic from the area	Remove private cars and all motor traffic from the area	Remove private cars and all motor traffic from the area	

			<p>I reject all your options. The current use of South Quay as a town centre access road and linear carpark is completely unacceptable, as is the suggestion that Harding's Way should be used as a route for all traffic. What's required is an option that has a lot less cars on South Quay and a rebalancing of access towards pedestrians and cyclists to make the South Quay area a lot more pleasant.</p>	<p>Putting a lock gate on the Purfleet will cost a fortune for very little benefit: it's just too small to be useful. Option 3 shows the Nar Loop area as (apparently) dug out and flooded by tidal water. If you try this it will silt up in no time at all - when the Nar was originally diverted the Nar Loop was about 7 metres deep: it silted up to mean high water level in a few weeks.</p>
Remove car parking from the South Quay.	Remove car parking from South Quay	Remove car parking on South Quay	<p>The flooded Nar Loop could provide a wetland habitat for birds, needs to be tidal to allow birds like Oystercatchers to feed at low tide with the island providing nesting and roosting.</p>	<p>We need another multi storey car park. Spaces have been lost on both Tuesday and Saturday Market Places and , if parking were to be banned on South Quay, quite a number of spaces would be lost. Locations such as Baker Lane car park or Albert Street would be the least invasive and closes to the town centre.</p>
Vandalism, a housing proposal smuggled in the under the gist of regeneration	Vandalism	Vandalism	<p>unimaginative trashing of a unique area. By all means sort out the silo land and create something beautiful and useful with the warehouse, just don't touch the rest</p>	<p>Do not rush in and develop for the sake of it. heritage is important and so is the environment. Don't touch Boal Quay and nar loop into institutionalised spaces crammed with housing choked by the traffic and unused by all.</p>
		Preferred	<p>Better use of the Nar Loop retaining the maritime Heritage. They all have good things but this is super CPO's and parking needs sorting Better Solution</p>	<p>Bus Link along South Quay would bring more foot fall and reduce need for parking for bars and restaurants keep clutter to the minimum no public art(unless very good)</p>

Agree with water in Nar Loop

i disapprove of these storey bldgs! what about parking for all the new houses.

Most favored option

dont like

development of the river front should be priority, not invade vulnerable green space towards hardings pits

where will all these people park? Local roads to the waterfront are ill-equipped for volume of potential traffic  
Local roads cant cope with volume of traffic these developments will create  
do not like question 9 car parking allocation to expensive to develop a marina

seem good

Hardings way is a safe route to school for many children as well as commuters and should not be compromised by yet more cars

please keep the new 3 hour parking arrangements

seem good

far to many developments. the area does not have the infrastructure to support this (Schools/doctors etc)

no building opp the maltings

but without car parking see above

Prevailing winds from west channeled along streets need consideration too  
Serious thought should be given to new seating of their size and position. The large square seat outside three crowns house is to large and encourage groups of drinkers & youths partying check how many times the police have been called to this seat

Can you please keep parking as it is and not all day free parking

retain more green space, Does not allow cars on Hardings Way Not as much development in High Risk flood Plain Areas Emphasis more on the river frontage not building on valuable green space.

the options are not clear would prefer some leisure and retail development as well as housing

need permit parking for displaced parking- bridge street/all saints etc

in isolation( segregated from the flood plans) this can only be considered as a provisional opinion  
too

only found out about the consultation by accident. Live locally to proposed development would suggest residents are more clearly consulted

<p>It is awful. It will destroy the loveliest view of King's Lynn approaching it from the South. The skyline of Minister and St. Nicholas gone.</p>	<p>Each option is slightly more awful than the last</p>	<p>This is the worst. None of the ideas are vibrant or regenerative.</p>	<p>There is no choice. If there was choice you would have employed a team with imagination and flair. All the choices have the same elements. As usual we have developers with no local knowledge.</p>	<p>I find it hard to believe anyone could have come up with three options as bad as these. They will ruin the town.</p>
<p>REJECT THIS OPTION There should be NO cars on Hardings Way</p>	<p>REJECT THIS OPTION There needs to be fewer cars on South Key</p>	<p>REJECT THIS OPTION</p>	<p>The wetland area There should be no cars on Hardings Way and fewer cars on South Quay in my opinion. Space like this should be open to just pedestrians and cyclists.</p>	
<p>Harding's Way must not be opened to cars. Private car ownership is falling, and we need to be encouraging more sustainable travel options. Should not open Harding's Way to cars.</p>	<p>Harding's Way must not be opened to cars. Private car ownership is falling, and we need to be encouraging more sustainable travel options. Should not open Harding's Way to cars.</p>	<p>Harding's Way must not be opened to cars. Private car ownership is falling, and we need to be encouraging more sustainable travel options. Should not open Harding's Way to cars.</p>	<p>We need an option with zero cars on Harding's Way and fewer cars on South Quay Should not open Harding's Way to cars and Option 1 does not include a car park.</p>	<p>If the busway is opened to all cars, South Lynn loses its only car-free route to town, increase pollution &amp; noise next to Whitefriars School, increase cars looking for parking instead of using multi-storeys at the A148. Car-free should go through the Nar Ouse central park, the innovation centre &amp; under the bypass to create a new car-free route from the new West Winch / North Runcton developments.</p>

<p>New parking controls on South Quay have proved very successful, increasing footfall and turnover, but Sommerfield &amp; Thomas as residential will extend and increase the north/south barrier, isolate Hans House and Marriott's further and make the Boal Quay development independent of the rest of the town centre.</p>	<p>Any development on The Friars should be considered in conjunction with the commercial development of Boal Quay and residential streets to the east. The river frontage could have potential to continue the Lynn 'Waterfront' across Harding's Way. Buildings should be limited to 2 storeys in keeping with surrounding buildings.</p>	<p>Boal Quay development should be limited to 2 &amp; 3 storeys in keeping with Design Principles 2 &amp; 5, merging with and becoming part of the Old Town (the loop suggested and the streets to the south) and not Hillington Square. The Nar Loop should be developed to the greatest benefit of attracting business to the site.</p>	<p>Boal Quay s developed with commercial &amp; leisure boats, the Nar Loop as the Lynn 'Waterfront' and the Sommerfield &amp; Thomas site designed for mixed leisure, retail and residential to attract from both existing north and new south, the new development will have enough draw to complete the River/High Street loop. Long term parking should not be lost – Lynn's bad reputation over parking is returning.</p>	<p>A loop from Boal Quay to the Tuesday Market place via South Quay, High St and Church St highlights the heritage and commercial aspects of the town centre. The central section of the Quay, Queen St, College Lane, St Margaret's Lane and Nelson St are residential and of great daylight interest. However disruptive noise is already experienced during evenings &amp; nights with late licenses so encouraging after dark use is not of benefit.</p>
<p>Most of the piled walls cause constraints; trees in Kings Staithe Sq will have to be containerised; shelters need review of wind screening, rather than replacement or many additions; Purfleet lock gates not feasible - river silt &amp; structural weight; note 'Half fathom beacon' exists - move?; any moorings need awareness of river currents and siltation; the fishermen will take anything you offer - and pay for nothing, but for the few bigger boats this is a better option than the Fisher Fleet - what parking &amp; turning?? Crown Estate=Nar Loop!</p>	<p>Option 1 comments, plus - No waterside railings - not a 'promenade'. Millfleet/Devils Alley area some commercial use acceptable : building heights are critical, in long views and for Nelson St residents. Hotel traffic? - prefer S of Millfleet. Really doubtful that Nar Loop can be longterm water area without major engineering and through flow of fresh water. Long term car parking is needed here somehow - maybe in a landscaped Loop.</p>	<p>2 &amp; 3 introduce the most dense buildings layout on Boal Quay- note 'Dexter view' pictures of former Mill, and outlook from Bridge St houses. Could more riverwater be held in Millfleet? Design brief for this area will be critical, as all waterside edges become piled quays with hard flood defence? Hardings Pits access can only be selected traffic-single lane &amp; weight restrict unless sluice/bridge rebuilt.Cost/benefit says no?</p>	<p>Greatest chance of maximising liveliness of area for longer hours, and of enhancing value to meet huge engineering costs for construction here.</p>	<p>Car parking and residents/commuters balance is a major issue in this sector of town centre. Cannot be brushed aside, since the town is too small and in rural area to say 'Park &amp; ride' is an available solution.</p>

It has been shown in other towns with marinas it brings in a lot fewer benefits than alternatives. The facilities are used by relatively few higher income,visiting,groups who spend little in the town: better to have something for the majority of locals, like more green space which the town is woefully short of ( where do centre workers go outside to eat their lunch time sandwich?)

Judging by the turnover of businesses along the front there s not enough demand for more of the same. How about making this more of a community area, such as a park? Hotels, restaurants etc demand on site car larks and Lynn does NOT need anymore of these. You could also make the quay contra flow for cyclists. As for the Loop car park NO NO the many car parks in Lynn are a blight - the "award winning" multi-storey is rarely full

Another road to encourage more congestion: no no no. Make it a true bus lane with entry by bus to the whole of Lynn.

The Hardings Way was "sold" to us on the premise that it would NEVER allow traffic. Yet another sneaky way of introducing another road through the back door. We should allow buses along the waterfront up to Tuesday Market Place and encourage more non-motorised traffic in a polluted Lynn. We should be encouraging more healthy living.

So unimanagitive - why do something different from other towns using the distinctive waterfront architecture. Pedestrianise the South Quay, have a cycle and activity park, introduce outdoor games, skate parks, table tennis tables, adventure activities to reduce obesity. How about a renewable energy park using tidal and wind power - how about thinking outside the box for once.

Obviously much will depend on more information, e.g. scale, materials proposed and design of buildings being made public. However, the proposed development south of the Millfleet appeals, although reservations about units alongside it; must be sensitivity to Greenland Fishery; 3 stories preferred

All options are improvements but 2 or 3 are preferred with 3 slightly more so with caveats

Caution about Hardings Way proposals for wider use unless car-parking issue resolved - the Nar Loop/ underground on Boal Quay site could assist. Church Street and Baker Lane infills for housing & underground parking could be included in proposals [as ought, Chapel St and Austin St to the north]

The green space beside the Millfleet is not attractive, there should be housing both sides of Boal Street

If car parking is provided on the Nar loop it should be residents' parking for those in the development, Hillington Square and surrounding area. Extra housing on the Friars side would be a good idea.

The road should be open to cars, there are only three ways to leave Kings Lynn centre, we need a fourth to reduce traffic on London Road. The flooded Nar loop would make the development more interesting, unlike how it is now. Boal Street should continue to connect to the South Quay.

This is a large area of derelict land close to the town centre. There is an opportunity to provide much needed housing and continue the rejuvenation of the quay area. South Lynn needs to be joined up with the town centre. This option seems to maximise the potential of the site.

I'm not sure if car parking on the loop is the best use of the land, perhaps this would be better as a park or a wooded area. It might be best to leave the area around Hardings Pits out of the development and present a plan for that area as a whole later on. It might also be less contentious with the public.

<p>There should be no access to motor vehicles on Harding's Way, this should be maintained as for cycling &amp; bus only as it forms an essential, traffic free route that should be linked to further well-designed cycle routes to form a meaningful network that people feel safe to allow their children to ride - the test of a good cycle infrastructure. Retain green space either side of this road will help enhance the town. This will make a positive attraction for visitors.</p>	<p>There should be no access to motor vehicles on Harding's Way, this should be maintained as for cycling &amp; bus only. The proposed car parking in Nar Loop is a bad idea which I oppose, it will encourage more car use, impinge on a currently lorry/car-free route and degrade the environment and attractiveness of the town.</p>	<p>There should be no access to motor vehicles on Harding's Way, this should be maintained as for cycling &amp; bus only. The proposed car parking in Nar Loop is a bad idea which I oppose, it will encourage more car use, impinge on a currently lorry/car-free route and degrade the environment and attractiveness of the town. If Nar Loop &amp; island are enhanced as a green space, including aim to attract diverse wildlife, this would be good.</p>	<p>none of these is ideal, especially development of section at sound end of Nar Island, Option 1 appears least bad in this respect but really there needs to be a good car/lorry free cycle and walking route all through to the centre of town and to other important destinations. An option is needed which would take non-resident cars off of the South Quay, giving a car-free route into the centre of town.</p>	<p>Good cycle and walking space that enables people to feel safe for themselves and their children to get around actively has many benefits including for local commerce (several studies show this). This also improves attractiveness of the town to potential visitors such as myself and friends in cycling and walking groups who would be interested to visit this historic town but are put off by a lack of quiet and safe cycling routes.</p>
<p>I like the idea to have character residential housing</p>	<p>more businesses and entertainment will bring its ok more people to the area - parking would be a must as the traffic in town already beyond acceptable level</p>	<p>its ok</p>	<p>Once the river has been dredged it would be nice to see more boats and watersports on the river I like all options as each of them contains good use of each area. I like the development on option two , but we do need more residential house, and there are already empty commercial premises around the town that have not been used</p>	<p>it would be nice to have the area used regardless what you decide to do</p>
<p>Hardings Way should not be altered to allow more classes of vehicles through. This is not sustainable and will make the area less appealing to sustainable modes.</p>	<p>As per my comments on option 1, but additionally Nar Loop should not be used for a car park. This would simply encourage more motor vehicles to the area, making Hardings Way less appealing for cyclists and pedestrians, and potentially delaying the benefit that buses currently have by not competing with motor traffic.</p>	<p>As per my comments on option 1, but additionally Nar Loop should not be used for a car park. This would simply encourage more motor vehicles to the area, making Hardings Way less appealing for cyclists and pedestrians, and potentially delaying the benefit that buses currently have by not competing with motor traffic. I welcome the idea of flooding Nar Loop to encourage wildlife.</p>	<p>None of the options are good in terms of allowing extra vehicular access onto Hardings Way. However option 1 is the least impactful.</p>	<p>It'd be best to leave things as they are, rather than choosing any of these options.</p>

				All the residents were told that it was for buses and cyclists only. It should remain this way. Residents were not happy that it was opened for buses, and we certainly do not want noisy traffic ruining the area. A Marina would have been a lovely addition to the area.
No building on Hardings pits.	No building on Hardings pits.	No building on Hardings pits. Road for busses only.	Good use of old warehouse space in keeping with current waterfront.	Do not agree with building on Hardings pits and car park at boal quay.
Increasing housing density will cause increase in traffic and parking requirements. Underbuilding parking has proven to be ugly as per Three Crowns.	Too much housing development on Nar Loop. Leisure development on South Quay should be noise nuisance controlled after 23.00.	Again high density development of Nar Loop means this is not a leisure area but is a housing estate.	No preferred option because all have some good points, some bad points, and none take into account traffic management in the medieval area and South Quay. A more holistic approach is required.	Lighting on South Quay needs to be improved. Enhanced Lighting on all the medieval streets leading to the South Quay is not required as this is not in keeping with conservation principles and would be a nuisance to residents
Too high density housing.	Welcome leisure use but no late night amplified music should be permitted	Welcome leisure use and flooded Nar Loop. No late night amplified music should be permitted.	None, good and bad aspects in all three.	No new lighting scheme required for St Margaret's Lane
Option 1 retains more green space and is safer for children and non-car users. However, I feel that there is too much focus on residential units, it needs some leisure facilities and a public square to attract visitors to the area around Mill Fleet.	I do not think there should be a car park on Nar Loop as this would increase traffic making it dangerous for children and non-car users. There are also too many residential units, increasing the traffic on Hardings Way. An public square, similar to that on option 3 would be beneficial.	Option 3 would just turn Hardings Way into a rat run into the centre of town. This would not ease congestion and would also reduce air quality and safety for children going to the school and for non-car users. I do like the public square next to the Mill Fleet.	Option 1 retains more green space and is safer for children and non-car users.	Hardings Way should not be opened up to traffic. It's an important traffic-free (apart from buses) route for cyclists, walkers and other non-car users. The route is used by children to get to school and used for leisure by dog walkers and runners. I regularly use Hardings Way to cycle to work and for shopping/leisure activities in town. Discouraging people from these activities, encourages them to drive exacerbating congestion.

	A good balanced plan		I don't agree with any of them - there should not be additional car access or parking. mixed development, but not over developed	As someone who has cycle toured through King's Lynn I would say that there should be no cars on Hardings Way and fewer cars on South Parade.
An appropriate mixed use scheme at S and T may work and provide a suitable conversion of this important building. Development E1.5 nearest the river may obscure important views.	How high are the units on the Friars? Development E1.5 nearest the river may obscure important views. Parking on the Nar Loop may look visually poor.	Public space outside the pontoons not only needs to respect the setting of CA and LB's but also attract people to the area. Please see comments re continuous wind shelter. What are the archaeological implications or benefits of flooding Nar Loop. If Harding Loop is opened up to general traffic, what are the impacts elsewhere in the town?	Greater analysis of each is required before any of the options can be fully considered. The impact of each on the historic environment - our matter of concern should be fully evaluated now the initial consultation has taken place.	Barrier protection - this will erode the river front, removing the relationship between riverfront and water. Shelters - this will erode the riverfront setting. Seating, beacon feature and lighting - should be well designed and in the appropriate location. Enhanced public realm needs to be mindful of the setting of CA and LB's, as does the proposed restaurant ship.
Altered and flooded? Not sure what the plan for that would be, however, it should be a used space	Left as it is... Unfortunately the area is not as nice as it should be. It becomes an area for drinkers and the rubbish dumped is dreadful.	The area should be utilised in a better way. There are limited safe spaces in and around King's Lynn. It should be somewhere everyone can enjoy and feel safe	hardings way should not be open to cars	
			Strongly in favour of a Mixed use with an enhanced retail/leisure offer. The Nar Loop flooded also offers the possibility of other water sports . recreation activities.	
			None as they all focus on high-density dwellings in an otherwise undeveloped space. Just because it's not developed doesn't mean it has to be filled.	Above

## APPENDIX C

**Responses to questions on the Design Principles and the Environment, Use and Connections  
within King's Lynn Riverfront Study Area**

Counts Respondents	Total			
		Agree	Disagree	Neither agree nor disagree
Base	1046	793	77	176
1. Focus on Water	175	144	4	27
2. Repair and extend the towns historic grain	173	140	12	21
3. Create a network of public spaces to link the waterfro...	175	147	12	16
4. Create proper streets, places, homes and workplaces	174	115	23	36
5. Scale and height appropriate to its settings	175	136	18	21
6. Ensure that the masterplan can be delivered in phases	174	111	8	55

Counts Respondents	Total			
		Agree	Disagree	Neither agree nor disagree
Base	65	54	6	5
1. Focus on Water	11	10	-	1
2. Repair and extend the towns historic grain	11	11	-	-
3. Create a network of public spaces to link the waterfro...	11	10	1	-
4. Create proper streets, places, homes and workplaces	11	7	3	1
5. Scale and height appropriate to its settings	11	8	2	1
6. Ensure that the masterplan can be delivered in phases	10	8	-	2

Counts Respondents	Total				
		altered and flooded	left as it is	turned into an enhanced green / wet space	other
Base	1673	981	616	68	8
Should the Nar Loop be:	171	45	50	68	8
Should there be a barrier protection along the river edge?	162	84	78	-	-
Would you like to see more shelters along the river edge?	166	101	65	-	-
Would you like to see more seating along the river edge?	167	146	21	-	-
Should an active fishing fleet be retained at Boal Quay?	171	148	23	-	-
Should there be a mix of uses, including leisure/hotel us...	166	121	45	-	-
Could land at the Nar Loop be used for public car parking...	172	40	132	-	-
Is there the potential for more visitor moorings along So...	159	126	33	-	-
Is there the potential for permanent moorings along the S...	163	117	46	-	-
Should Hardings Way be opened to traffic other than just ...	176	53	123	-	-

Counts Respondents	Total				
		altered and flooded	left as it is	turned into an enhanced green / wet space	other
Base	107	54	46	6	1
Should the Nar Loop be:	11	1	3	6	1
Should there be a barrier protection along the river edge?	11	3	8	-	-
Would you like to see more shelters along the river edge?	10	3	7	-	-
Would you like to see more seating along the river edge?	11	8	3	-	-
Should an active fishing fleet be retained at Boal Quay?	11	8	3	-	-
Should there be a mix of uses, including leisure/hotel us...	10	7	3	-	-
Could land at the Nar Loop be used for public car parking...	11	2	9	-	-
Is there the potential for more visitor moorings along So...	11	10	1	-	-
Is there the potential for permanent moorings along the S...	10	10	-	-	-
Should Hardings Way be opened to traffic other than just ...	11	2	9	-	-

## APPENDIX D

### Questions for King's Lynn Riverfront Study Area, Public Consultation

## Public Consultation Questions

1. Do you agree with our vision for the King's Lynn Riverfront?
2. Do you agree with the design principles that we have developed for the Riverfront?
3. Do you have any other comments that you would like to tell us about?
4. Should Nar Loop be altered and flooded, left as is or turned into an enhanced green / wet space?
5. Would you visit the river more if there was a safety barrier along the edge?
6. Would you like to see more shelters and seating along the river edge?
7. Should an active fishing fleet be retained at Boal Quay?
8. Should there be a mix of uses, including leisure/hotel uses on the land north of the Millfleet?
9. Could Nar Loop be used for public car parking, once Boal Quay is developed?
10. Is there the potential for more visitor and/or permanent moorings along South Quay?
11. Should Hardings Way be opened to traffic other than just buses?