

# Southgates Regeneration Area and STARS

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Borough Council of  
King's Lynn &  
West Norfolk







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# Background and Wider Context



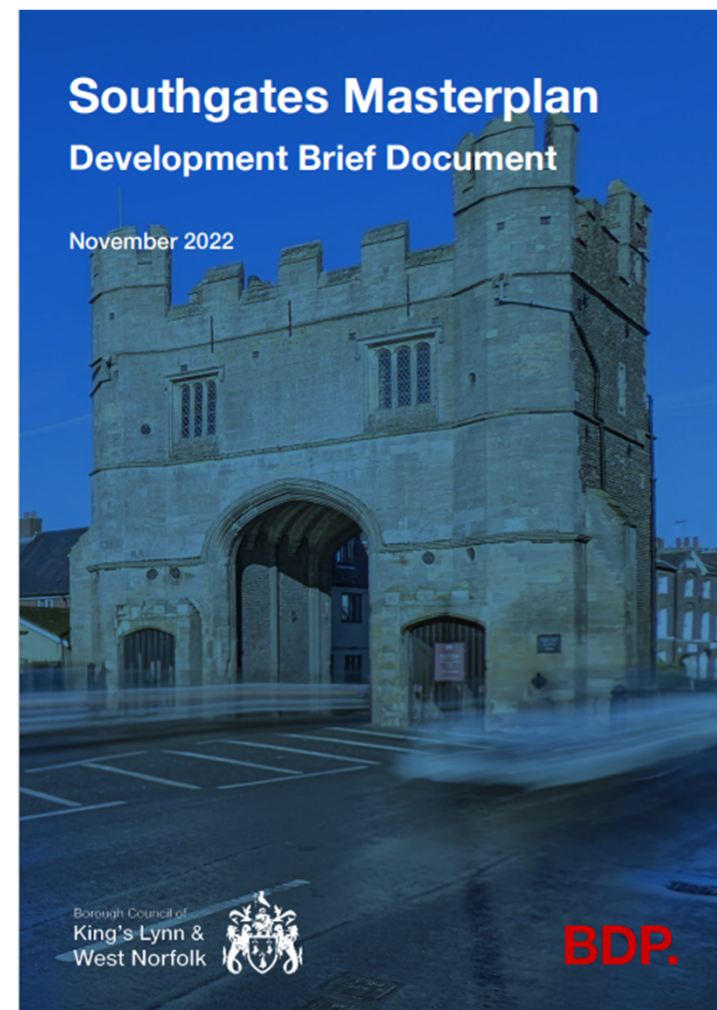
*‘Establish a transformational vision for the area and in doing so consider the appropriate future land use, highways, town centre access and walking and cycling connectivity needs and opportunity for high quality landscaping and public realm to reflect the gateway location and sensitive setting of the South Gate Scheduled Ancient Monument (SAM).’*



# Southgates Masterplan

The masterplan sets out;

- A vision
- Design principles
- Concept layout to enhance the setting of the South Gate itself
- Explores opportunities for development of the long-term, under-utilised brownfield sites around it.





**SOUTHGATES  
ILLUSTRATIVE  
MASTERPLAN**



24 June 2022  
NOT TO  
SCALE



Scenario 3  
Option 2a,  
used for the  
Levelling Up  
Funding Bid.

**BDP.**

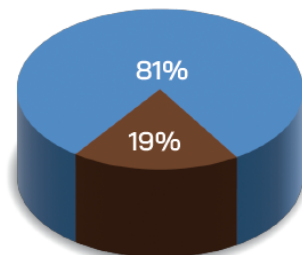
# Masterplan Public Consultation Results

## Question 2:

### Opportunity and ambition

Do you agree with the level of ambition proposed by Masterplan Scenario 3?

	Responses	
Yes	103	81%
No	25	19%
Total	128	100%

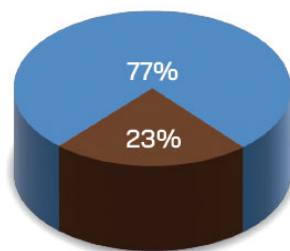


## Question 3:

### The vision

Do you agree with the proposed Masterplan vision?

	Responses	
Yes	99	77%
No	29	23%
Total	108	100%



## Question 4:

### Placemaking and urban form

Do you agree with the site strategy and principles for masterplan? (tick all that apply)

	Responses	
Remove poor quality buildings and structures and replace with high-quality buildings which enhance local character	100	88%
Reconfigure the highways layout to create well-proportioned streets which generate activity and visual interest	96	79%
Strengthen visual and physical connections to key site features including the South Gate and River Nar	97	80%
Create an improved sense of enclosure through appropriate street to building height ratios, to assist with wayfinding, interest, and sense of place	69	81%
Buildings to be max. 3 storeys tall (plus roof level) and offset from the South Gate by at least 20 metres	78	55%
New public spaces to incorporate an appropriate mix of hard and soft landscaping to provide recreational opportunities	91	41%
Location and alignment of public space to ensure that it receives appropriate overlooking and natural surveillance, for safety of users	84	69%
Commercial uses to be located at ground floor, in locations which provide active frontages to public space and pedestrian routes	81	67%



# Outputs of the project

- New/enhanced Public Realm
- Up to 115 new homes
- New active travel and bus service infrastructure
- Improved accessibility to historic asset (South Gate)



# Outcomes of the project

- Modal shift
- Improved perception of place
- Remediation and redevelopment of brownfield land
- New homes and community in sustainable location (close to employment, services and town centre)
- Reduction in carbon emissions



**Adam Tranter**

Mayor's Cycling & Walking Commissioner // Founder, Fusion Media // Co-Founder, The Running ...  
2d



Today is [#SmallBusinessSaturday](#), and it's a good reminder that active travel boosts high streets. 🌟

📌 Retail spend up by 30% with walking & cycling improvements

👤🚲🗺️ People who walk and cycle take more trips to the high street than drivers, over the course of a month

👤 Up to 5% more footfall is possible at peak times

🚲 Cycle lanes can increase retail footfall by 40%

💰 Retail spend per sqm near cycle parking is 5x more than car parking areas

👤 In New York, areas receiving improvement for walking and cycling outperformed comparable retail areas that did not

🏠 83% of Business Improvement Districts (BIDs) said that active travel attracts more customers

📊 Businesses can overestimate their customers' car use, often by double. Frequently, walking is the most-used form of transport in local retail

[#SustainableTravel](#) [#HealthyCities](#) [#EconomicGrowth](#) [#cycling](#) [#walking](#) [#activetravel](#)  
[#transport](#) [#cities](#) [#sustainablebusiness](#) [#highstreets](#) [#westmidlands](#)



**SOCIAL VALUE**

45%

↑ High street walking, cycling  
market value in operation

**HIGHER SPENDS**

5x

↑ Cycle parking  
market value

# Strategic fit

- Corporate Strategy (2023)

## **Promote growth and prosperity to benefit West Norfolk**

*To create job opportunities, support economic growth, develop skills needed locally, encourage housing development and infrastructure that meets local need and promote West Norfolk as a destination.*

## **Protect our environment**

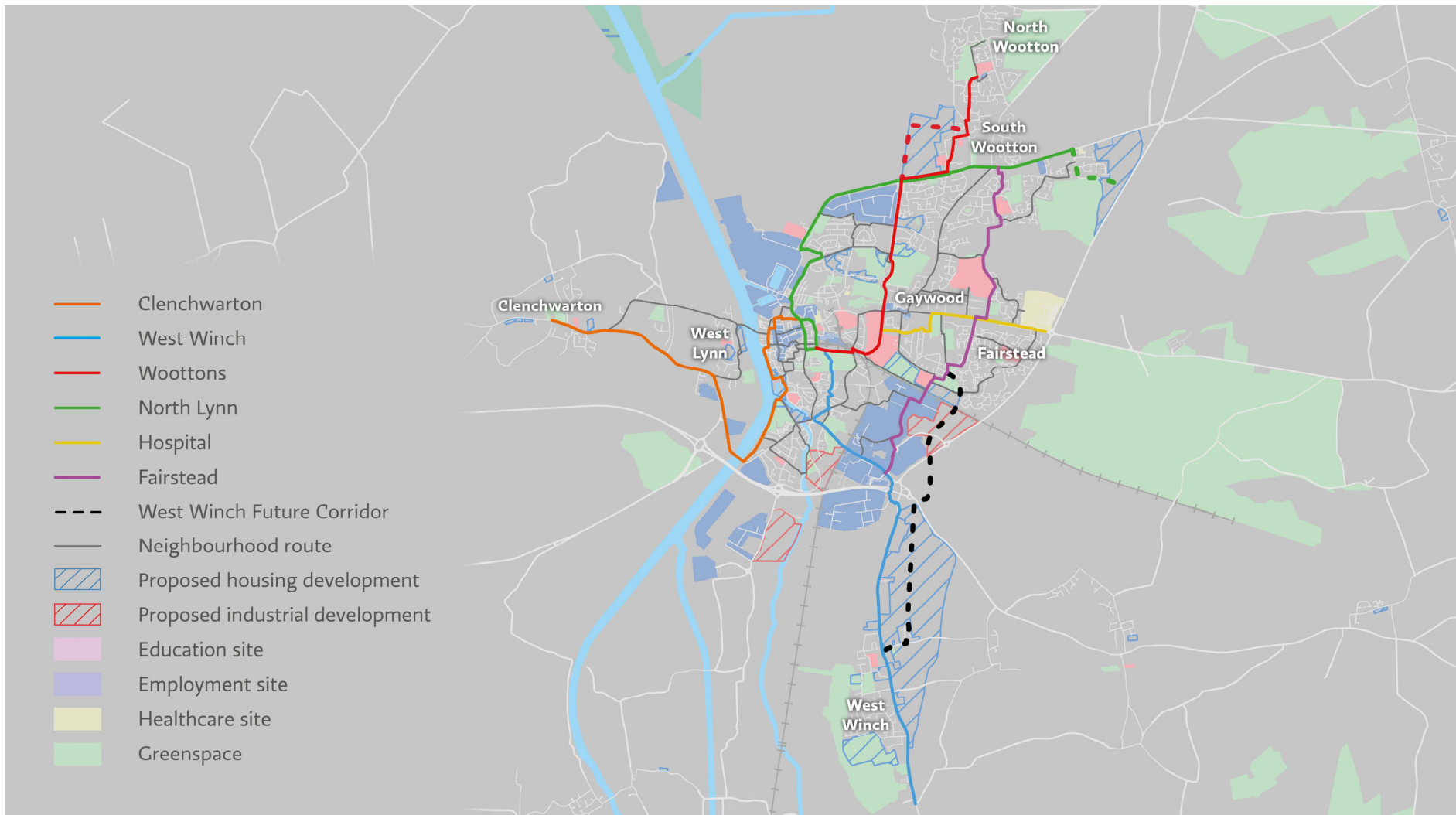
*To create a cleaner, greener, and better protected West Norfolk by considering environmental issues in all we do and by encouraging residents and businesses to do the same.*

- King's Lynn Transport Strategy
- Climate Emergency & Climate Change Action Plan
- Heritage Action Zone
- Town Investment Plan 'Sustainably Connected Town'

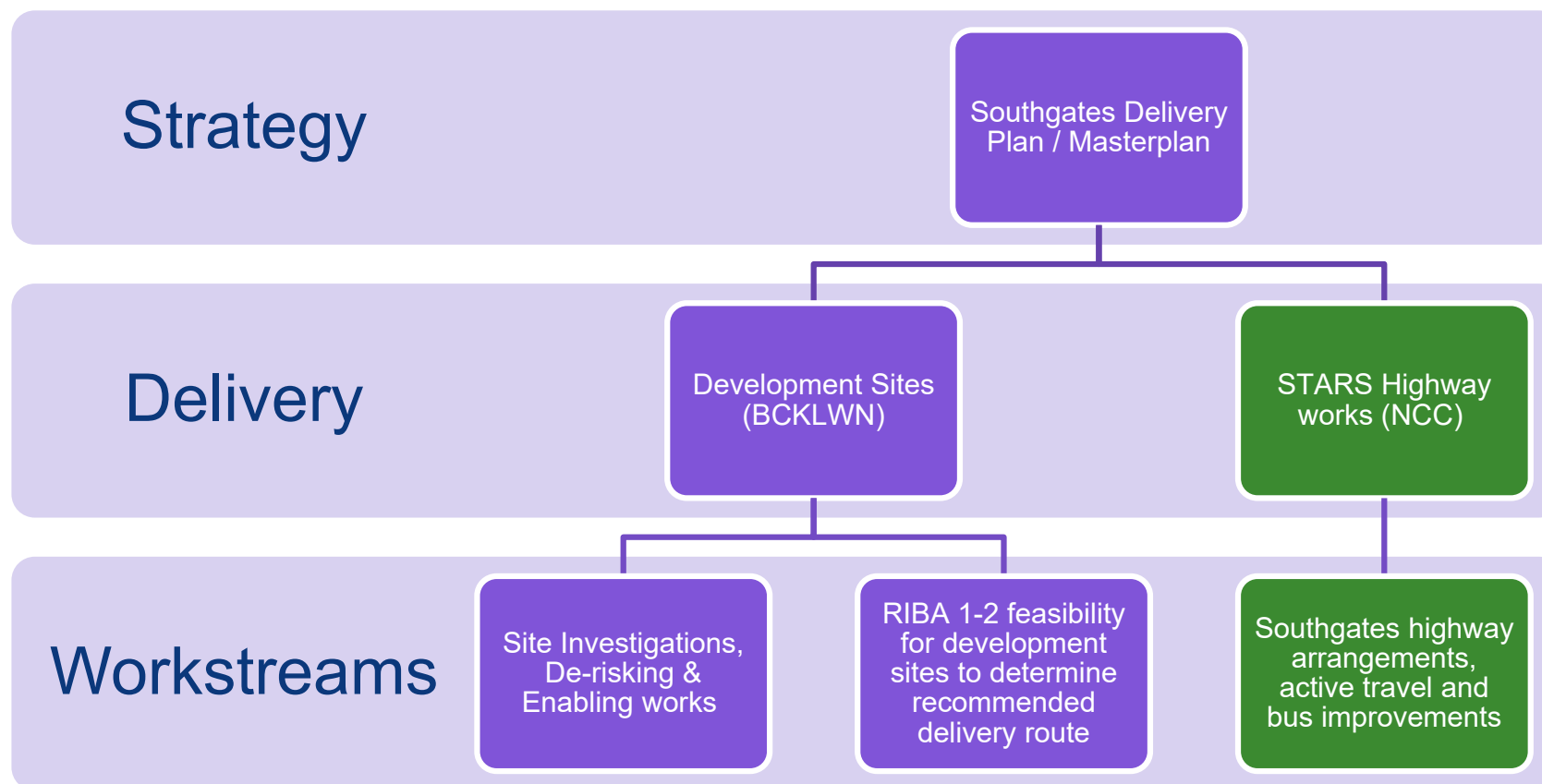




# King's Lynn Local Cycling & Walking Infrastructure Plan



# Delivery Approach



# The transport challenge

Challenges in the Southgates and Gyrary area include:

- An unwelcoming and intensely vehicle dominated entry point to King's Lynn
- Poor road safety record
- Very poor pedestrian and cycle environment
- Fails to connect to active travel links and green spaces

**Government directive that all transport schemes must have significant bus, walking and cycling measures to obtain public funding**

- Pre-pandemic congestion schemes therefore need revising to include significant sustainable transport elements



# Levelling Up Fund (LUF)

- NCC Submitted LUF bid in August 2022
- Government confirmed the bid was successful in January 2023 subject to further business case approvals
- DfT confirmed LUF bid was equivalent to Strategic Outline Case (SOC)
- WSP engaged to develop scheme and Outline Business Case (OBC) – to be submitted in 2024

## Southgates Scheme Description

### Cycling & Walking improvements

- to connect with the wider LCWIP routes
- New connection from Nar Ouse Way via the Southgate enhancing the vista of the Southgate
- Removal of the roundabout and replacement with a new junction arrangement to provide improved and safer crossing facilities for cyclists throughout the junction

### Public transport improvements

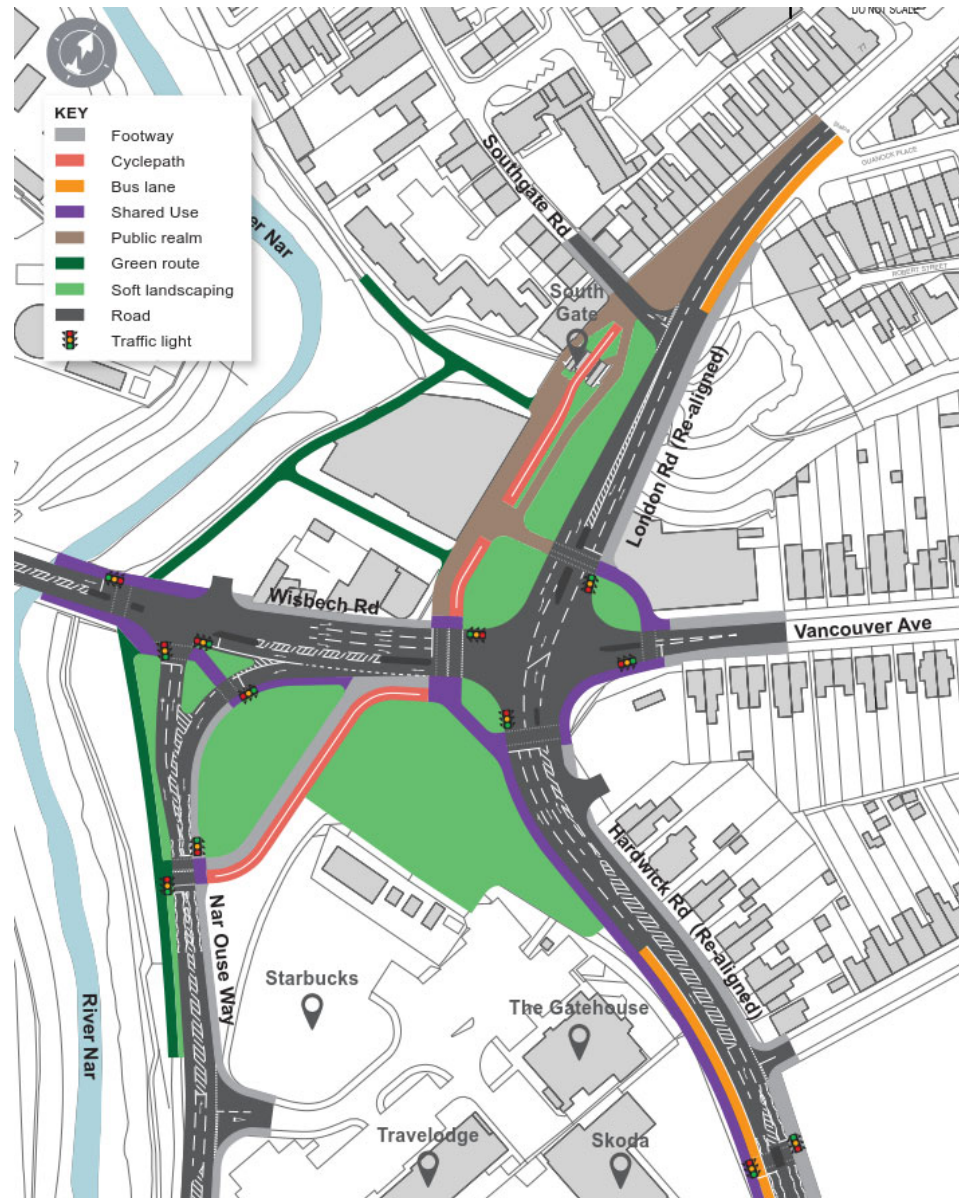
- Southbound bus lane on London Road
- Northbound bus lane on Hardwick Road

### Public Realm / Heritage improvements

- Improved setting for the Southgate by repurposing the existing highway to walking / cycling and public realm and providing a new alignment for London Road to the east

### Regeneration Improvements

- The new highway arrangements is based on the Southgates regeneration masterplan to facilitate use of the land parcels



# Impacts of scheme on traffic

- Strategic modelling shows STARS scheme diverts traffic away from the Southgates area in response to reduced road capacity
- Microsimulation modelling shows predicted journey times through network which vary between routes and times of day
- More delay to general traffic than at present at certain times of the day
- Delays to general traffic will affect buses too so looking at further ways of reducing this impact on buses by additional bus priority measures



# Summary of STARS project

- The levelling up aspect of STARS is achieved by improving conditions for buses, cyclists and pedestrians
- STARS is not a congestion reduction scheme – its about regeneration and enhancing sustainable transport modes
- The Southgates element of the STARS project was developed in partnership between NCC and KLWN officers to facilitate the agreed Southgates Masterplan
- STARS will encourage sustainable transport and make it easier for people to choose walking and cycling

# Scope

- Land use defined in the Southgates Masterplan
- Highway works within approved scope of Levelling Up Fund
- Bus Service Improvement Plan (BSIP) improvements

# Overall Programme Timescales/Key Milestones

**May 2024** OBC submission to DfT to secure funding for STARS

**February 2024 – March 2025** RIBA 1-2 of development sites and site clearance

**2025** Site clearance, planning and site preparation

**2026-2027** Delivery of STARS highway, active travel and public realm

**2027 – 2028** Build out of development sites

# STARS indicative programme

WSP

Southgates Milestone Description	Updated Programme	Duration
Development of OBC	Mar 2023 – Feb 2024 Now Apr/May 2024	12-months
Engagement / Consultation	Sept 2023 – Nov 2023 Now at Planning stage tbc	3-months
Submission of OBC	Feb 2024 Now Apr/May 2024	milestone
OBC approval (3 months)	June 2024 Now Aug 2024	3-months
Land acquisition - discussions / process	Apr 2023 – Sept 2024	ongoing
EIA Screening opinion (follows OBC submission)	Mar 2024 - June 2024 Now May 2024–Aug 2024	4-months
Planning Application (based on Prelim Design / OBC)	Mar 2024 - Sept 2024	6-months
Detail design (10 months Total: 8 months + 2 months contingency)	Mar 2024 – Dec 2024 Progress at Risk to meet Programme?	10-months
Instruct contractor-NCC term contract (Tarmac ECI/Target cost +4 months)	Jul 2024 - Apr 2025	+4-months
Development of FBC (Economic & Financial requires Tender Costs + 2 months)	Dec 2024 – Dec 2025	ongoing
FBC Submission - <u>Southgates only</u>	Dec 2025	milestone
FBC Determination (3 months)	Mar 2026	3-months
Statutory Orders (9 months) (start during FBC development)	Apr 2025 - Jan 2026	9-months
Construction (12 months - tbc) (start after Statutory Orders & Gyrotory works)	Jul 2026 – June 2027	12-months
Scheme opening	June 2027	milestone





## Slide 21

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JC0

[@Abigail Rawlings] I thought Ian was going to provide updated slide on this?  
Jemma Curtis, 2023-12-04T15:07:03.063

# Financing arrangements

**Levelling Up Fund:** £24million bid was approved in January 2023 of which £18,945,900 is to support the Southgates Sustainable Transport, bus priority and active travel (walking and cycling) scheme as part of the wider STARS project.

## **Development Sites:**

- £615k secured to date under BRP & BCKLWN Capital Programme
- Funding being pursued under the Brownfield Land Release Fund for 'abnormal costs' associated with the development sites – decision expected mid 2024.
- Further viability work to be undertaken during RIBA 1-2 to ascertain if further subsidy required i.e. through Affordable Housing grant etc.

## **Strategic Landscaping & Visitor Attraction:**

Funding to be explored through National Lottery etc.

# BCKLWN Budget

## Financial Summary (BCKLWN only)

JCO

	Total approved budget (Includes contingency) £	Total spend to date £	Total variance to date Underspend (Overspend) £	Approved budget 2023/24 £	Total spend 2023/24 £	Current year forecast 2023/24 £	Current year variance between budget and forecast £	Total remaining contingency budget £
<b>Current Month:</b>								
Capital Expenditure	£615,000	£136,148	£404,412	£404,412	0	£404,412	0	0
Revenue Expenditure	0	0	0	0	0	0	0	0
Grant Income	0	0	0	0	0	0	0	0
Other Income*	0	0	0	0	0	0	0	0
<b>Net position</b>								
Net position	£615,000	£136,148	£478,852	£478,852	0	£478,852	0	0
<b>Last Month:</b>								
Net position	£615,000	£136,148	£478,852	£478,852	0	£478,852	0	0

Initial funding via Business Rates Pool & BCKLWN - £615k for feasibility, project development and site clearance works.

Additional funding for remediation and abnormal ground costs will be sought from Brownfield Land Release Fund



## Slide 23

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**JCO**

[@Abigail Rawlings] is this correct? Should it be £615k total approved budget with £136k spend to date?

Jemma Curtis, 2023-11-29T22:59:58.109

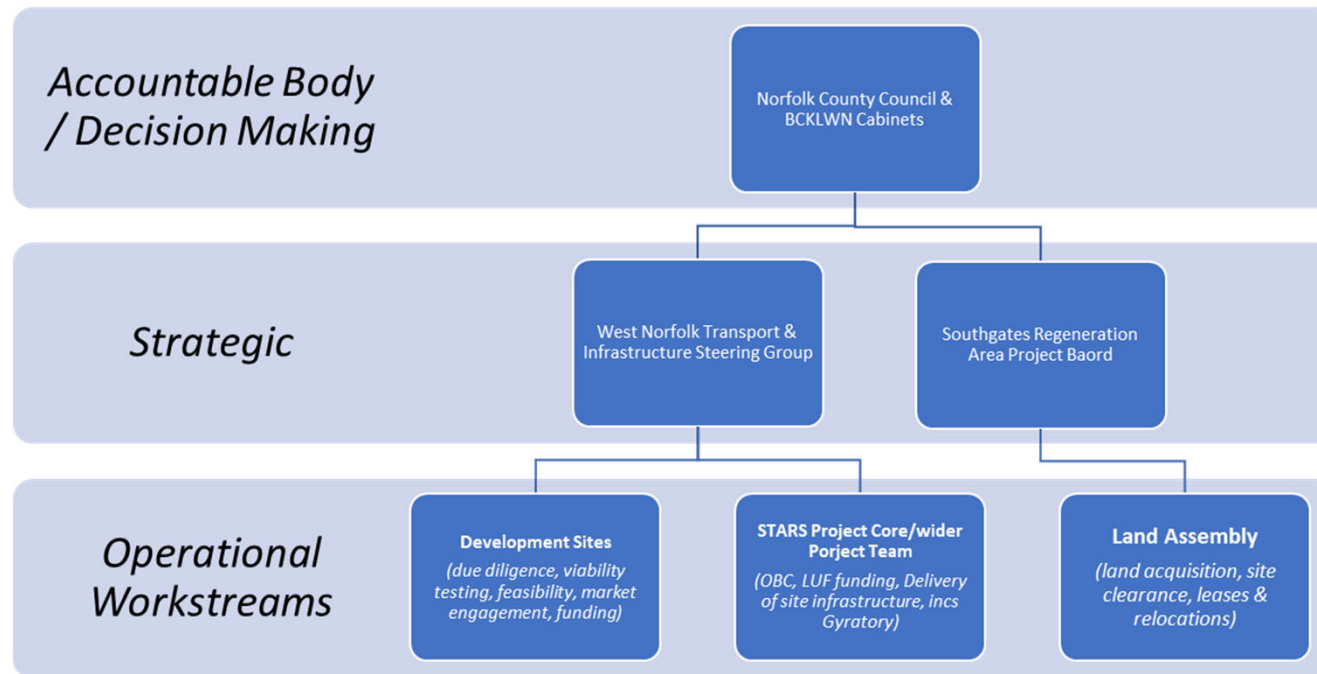
**ARO 0**

these aren't the figures we think, but the current 'official' ones. I've added our figures in

Abigail Rawlings, 2023-11-30T12:30:48.235



# Programme Governance JCO



**Slide 24**

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**JC0**

[@Abigail Rawlings] please add the project governance structure chart?  
Jemma Curtis, 2023-11-30T10:20:39.966

# Risk- STARS and Placemaking

Risk Title	Description	RAG Status	Risk Category	Mitigation
<b>Impact of STARS on design on development sites</b>	Agreeing acceptable Highway design solution for statutory stakeholders	A	Outputs/ Outcomes	Lead design team for RIBA Stage 1-2 to engage with NCC Highways on design solutions
<b>Keeping to the Masterplan</b>	Coordination of highway design with development sites to achieve full masterplan objectives	A	Culture of Project	BDP have been contracted to ensure that the design being developed to support the business case process, accords to the objectives and key design principles of the Southgates Masterplan. Historic England are also supporting the OBC.
<b>Stakeholder and Community buy in</b>	Stakeholder and community buy in to aims and objectives of scheme to support wider modal shift outcomes.	A	Outputs/Outcomes	Communications and Engagement plan developed with NCC and advise from Levelling Up Places Service.
<b>Third Party landowners</b>	Engagement with third party landowners to ensure delivery of comprehensive scheme.	A	Outputs/Outcomes	Early engagement with third party landowners. Continued open lines of communications as project progresses.



# Communications and Engagement

- Extensive Community engagement undertaken during development of the masterplan; [consultation report](#) available online
- Stakeholder group established during masterplan can be continued
- Communication & Engagement Plan for next phase in development
- Resource support from Levelling Up Place Service offered
- Project will form part of the wider behavioural change programme being developed under Active & Clean Connectivity



# Key Interfaces

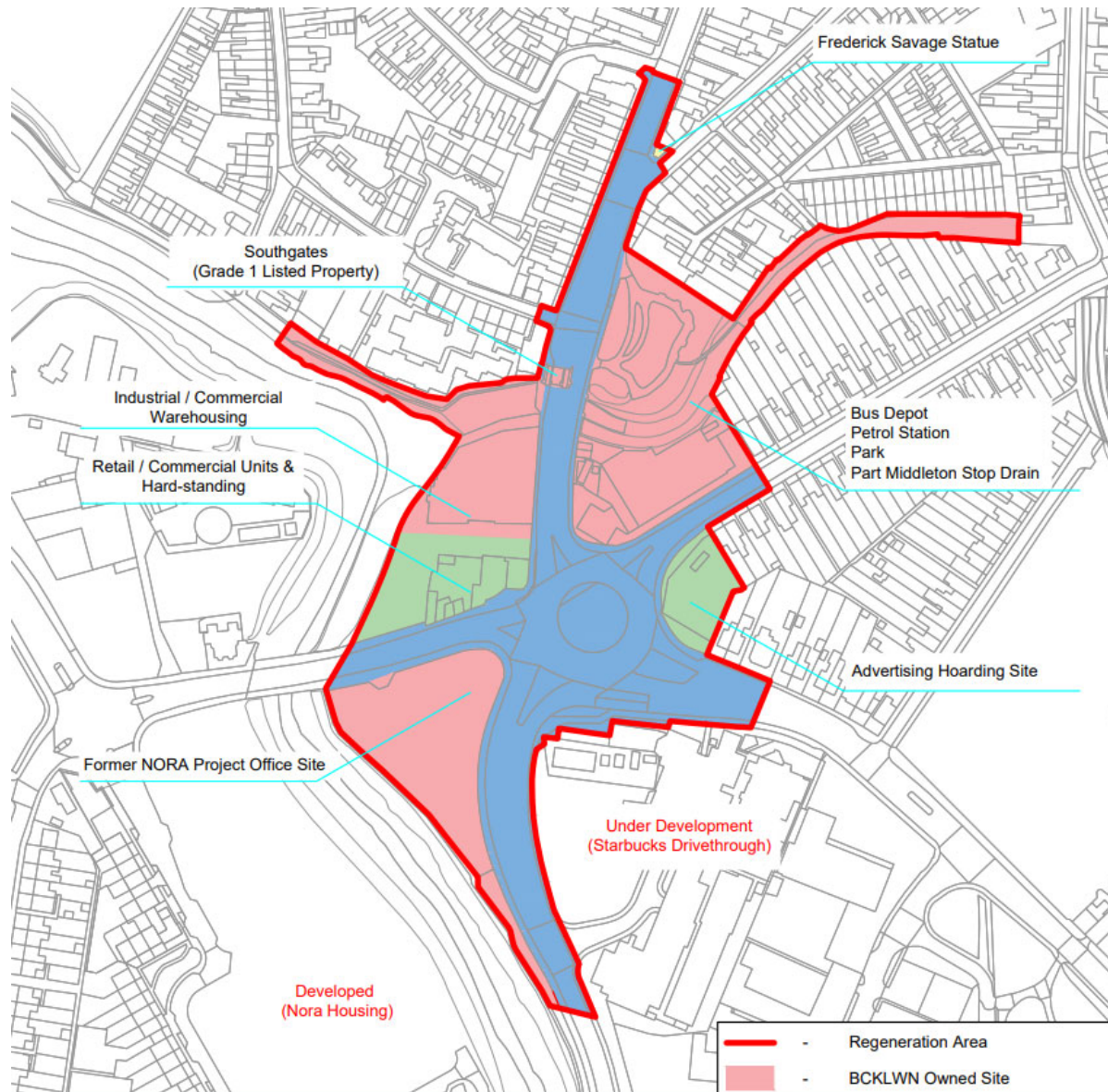
- Nar Ouse EZ Active Travel Hub (Town Deal Active & Clean Connectivity programme)
- West Winch Sustainable Transport Plan
- Gyrotory element of STARS
- Bus Service Improvement Plan (BSIP)
- Relocation of First Bus Depot – new location to consider wider bus infrastructure needs for low emission/EV busses

# Southgates Regeneration Area and STARS

Jemma Curtis and Ian Parkes

Borough Council of  
King's Lynn &  
West Norfolk





# Brownfield Land Release Fund

Funding is available for up to £2m of front capital to address viability issues arising from abnormal costs.

The type of abnormal costs requiring funding may include but are not limited to:

- o Site levelling, groundworks, demolition, remediation;
- o Provision of small-scale infrastructure;
- o Highways works or other access challenges;
- o Addressing environmental constraints;
- o External works, substructure and piling;
- o Asbestos removal;
- o Sewer diversions.

*Expression of Interest for  
NCC Brownfield  
Land Release Fund  
submitted November  
2023.*