

BOROUGH COUNCIL OF KING'S LYNN & WEST NORFOLK

REGENERATION AND DEVELOPMENT PANEL

Minutes from the Meeting of the Regeneration and Development Panel held on Thursday, 23rd June, 2022 at 4.30 pm in the Council Chamber, Town Hall, Saturday Market Place, King's Lynn PE30 5DQ

PRESENT: Councillors J Collingham (Chair), F Bone, C J Crofts, M de Whalley, P Gidney, H Humphrey, B Jones, C Manning, J Moriarty (substitute for P Beal), C Morley and D Whitby

PORFTOLIO HOLDERS:

Councillor R Blunt – Portfolio Holder for Regeneration and Development
Councillor G Middleton – Portfolio Holder for Business, Culture and Heritage

MEMBERS PRESENT UNDER STANDING ORDER 34: Councillors A Kemp, C Hudson and E Nockolds

OFFICERS:

Tim FitzHigham – Creative Director and Cultural Officer
David Ousby – Assistant Director
Neil Gromett – Managing Director, Alive West Norfolk
Jemma Curtis – Regeneration Programmes Manager
Lorraine Gore – Chief Executive
Duncan Hall – Assistant Director
Alexa Baker – Monitoring Officer

BY INVITATION:

Matthew Tracey – Norfolk County Council
Vince Muspratt – Norfolk County Council
Ian Parkes – Norfolk County Council
Harriett Birchall – Norfolk County Council

RD21: APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Bower and Beal.

RD22: DECLARATIONS OF INTEREST

There was none.

RD23: URGENT BUSINESS

There was none.

RD24: MEMBERS PRESENT PURSUANT TO STANDING ORDER 34

Councillors Kemp, Hudson and Nockolds.

RD25: **CHAIR'S CORRESPONDENCE**

[Click here to view the recording of this item on You Tube.](#)

The Chair explained that she had been passed correspondence from Hunstanton Town Council, James Wild MP, the Norfolk County Council Cabinet Member for Finance and the Chair of Hunstanton Advisory Group, all expressing their support for the Levelling Up Fund Bid in relation to the Hunstanton Oasis.

RD26: **CABINET REPORT - NORFOLK COUNTY COUNCIL LEVELLING UP FUND TRANSPORT APPLICATION**

[Click here to view the recording of this item on You Tube.](#)

Norfolk County Council officers presented the report which provided an overview of Norfolk County Council's proposed application under the Transport strand of round 2 of the Levelling Up Fund and set out the proposed scheme to be submitted by 6 July 2022. The Borough Council were being asked to indicate their support for the application.

It was noted that the project was still in its early stages of development. A copy of the presentation is attached.

The Chair thanked officers for their presentation and invited questions and comments from the Panel, as summarised below.

Councillor Bone made reference to the Ford Garage and asked why this was planned to be retained. Officers explained that the project was still in its early stages and could be subject to change.

The Vice Chair, Councillor Gidney made reference to Hardings Way and how drivers could get frustrated when they were stuck in traffic and this route was not being used. He also made reference to air quality and that the architecture of the area.

Councillor Jones commented that cyclists need to be accommodated and he had concerns regarding the safety of the proposed route. The Panel was reminded that plans and drawings were indicative at this stage. Key user groups and stakeholder groups would be involved in the development process as required.

Councillor Moriarty made reference to air quality and hoped that the areas included in the proposals would be monitored now, so that when schemes were put in place the areas could be compared. He also made reference to an error within the Equalities Impact Assessment Form within the report, which would be corrected. Officers explained

that Norfolk County Council and the Borough Council would work together to look at air quality issues and monitoring.

Councillor de Whalley referred to West Norfolk Bicycle User Group and expressed some of their concerns relating to crossings, junctions, and the area around the Cattle Market car park. Officers explained that these issues would be looked at as the scheme was developed.

Councillor Kemp addressed the Panel under Standing Order 34. She felt that the Southgates area was an accident black spot and any proposals needed to ensure safety for cyclists. She made reference to additional traffic which would be associated with the West Winch development, the importance of clean connectivity and the importance of the Ferry as a route into the town centre.

Councillor Hudson addressed the Panel under Standing Order 34. She commented that if the Ford Garage was demolished this would provide additional space to increase the width of the road and add cycle lanes.

In response to a question from Councillor Humphrey, it was explained that detailed costings would be looked at, along with contingency plans. It was explained that the proposed land contribution from the Borough Council was subject to further development work and would come back to the Cabinet for approval.

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

CABINET RECOMMENDATION:

1. Cabinet endorses the application being made by Norfolk County Council (appendix 1) and provides a letter of support.
2. In principle support to provide a land value contribution to the scheme, subject to a further report to cabinet once details of the scheme and land required is confirmed, if the application by Norfolk County Council is successful.

RD27: **CABINET REPORT - KING'S LYNN TOWN DEAL GUILDHALL AND CREATIVE HUB BUSINESS CASE**

[Click here to view the recording of this item on You Tube.](#)

Officers presented the report which had been included in the agenda and summarised the business case for St George's Guildhall and Creative Hub project for approval by Cabinet in the Council's capacity as the "Accountable Body" to MHCLG and as part of the Council's role on the Town Deal Board.

A copy of the presentation is attached.

The Guildhall Complex and Creative Hub Task Group had met the day before this meeting to consider the Business Case. The Chair of the Task Group, Councillor Nockolds provided a summary of the Task Group discussion, which had also been circulated to the Panel in advance of the meeting. She explained that the Task Group generally supported the proposals, with their main concern being that more detail of the Creative Hub needed to be included in the Business Case.

The Chair thanked Officers and Members for their reports and invited questions and comments from the Panel as summarised below.

Councillor Morley who was on the Task Group commented that the main issue was the visibility of the Creative Hub within the Business Case. He also felt that a letter of support from the College of West Anglia would be beneficial to support the educational packages. Councillor Morley also highlighted the financial risk to the Borough Council should the CIO fail.

The Assistant Director explained that more information on the Creative Hub could be included in future documents.

Councillor de Whalley who was on the Task Group explained that he had raised concern with the visitor numbers, timescales, and the future of the Creative Hub.

In response to questions from Councillor Moriarty, it was explained that the nature of the site meant that it could be developed in phases and the project could be scaled down if full funding was not awarded. Other funding opportunities would also be explored. It was explained that the Business Case had been presented for Independent Assessment, which had come back as satisfactory. The Town Deal had also agreed the draft business case.

In response to a question from Councillor Jones, it was explained that a variety of groups would be engaged in activities.

Councillor Nockolds, Chair of the Task Group, informed the Panel that once the CIO had been established they would have the opportunity to bid for funding which was only available to Charitable organisations.

Councillor Kemp addressed the Panel under Standing Order 34. She supported the project which would benefit residents of the Borough, raised concerns about finances and commented that improvements to the Ferry landing was required. It was confirmed that improvements to the Ferry were not part of this project and there was a local assurance framework process which had to be signed off by the S151 Officer.

Councillor Hudson addressed the Panel under Standing Order 34 and was informed that revenue detail was included in the paperwork.

The Chair commented that she was keen for the project to include activities for those to which English was not their first language. It was explained that a range of activities were planned for different groups.

The Chair felt that the promotion of tourism as a whole was important and needed to be co-ordinated, and it was explained that there was a marketing element included in the business plan.

The Chair thanked the Members of the Task Group for considering the Business Case on behalf of the Panel.

RESOLVED: That the Regeneration and Development Panel support the recommendations to Cabinet as set out below with the amendment to recommendation one in bold below.

Cabinet is recommended to:

1. Endorse the draft Business Case as set out in Appendix 1 **subject to the inclusion of statements that demonstrate greater clarity of operations, finances and the outputs and outcomes of the Creative Hub.**
2. Delegated authority is granted to the Chief Executive, the Deputy Leader and the Portfolio Holder for Development and Regeneration to approve the final Business Case in their capacity as representatives of the Council on the Town Deal Board.
3. Delegated authority is granted to the Section 151 Officer to approve the final Business Case and sign the Business Case Summary Document for submission to government in the Council's capacity as Accountable Body for the Town Deal.

RD28: **CABINET REPORT - LEVELLING UP FUND APPLICATION**

[Click here to view the recording of this item on You Tube.](#)

The Chief Executive presented the item and thanked officers from Norfolk County Council who had assisted in preparing the application. It was explained that the preferred scheme, which was a replacement leisure centre in Hunstanton, would be subject to more development work and due diligence.

Officers presented the report which provided an overview of the government's Levelling Up Fund round two prospectus and requirements and opportunities for the Borough Council to submit an application, as a category, location by 6th July 2022. There were two options which had been considered, with the Hunstanton Oasis being the preferred option.

A copy of the presentation is attached.

The Chair thanked officers for their report and invited questions and comments from Members, as summarised below.

In response to a question from Councillor Crofts, it was explained that the running of the facility was not a consideration in this application and Members were reminded that the project would be subject to development work.

Councillor Morley favoured the Oasis option and asked if it would impact car parking and other projects in Hunstanton. The Chief Executive explained that this project would not impact on the redevelopment of Hunstanton Bus Station and the library. The site proposed for the Oasis was currently under the Council's control, but other sites would be looked at as part of due diligence.

Councillor de Whalley made reference to the NORA proposal and officers explained that there were likely to be other funding opportunities available to take this project forward at a later date.

In response to a question from Councillor Bone, it was explained that the existing facility would be kept open whilst new facilities were developed and then opportunities for the current Oasis site would be looked at. It was hoped that the new proposed facility would appeal to visitors and residents.

Councillor Kemp addressed the Panel under Standing Order 34 and commented that she supported the proposals for Hunstanton and asked if there would be discounts for residents. Officer explained that Alive West Norfolk currently had concession schemes, a GP referral scheme and worked in the community across the Borough.

In response to a question from Councillor Moriarty, it was explained that the budget being asked for would come from the reserves and would be used for due diligence and exploratory work. Should the application fail, then this work would be ready for any other potential funding opportunities.

The Chair commented that it was important that something was done with the Oasis site if it became vacant as it was a prime seafront site.

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

CABINET RECOMMENDATION:

1. To approve submission of the Oasis project under round 2 of the Levelling Up Fund as set out in the report.
2. Delegated authority is granted to the Chief Executive and S151 Officer, in consultation with the Leader, Deputy Leader and Portfolio Holder for Finance to agree the final application to be submitted to government by 6 July 2022.

3. To approve the budget as set out in the report to undertake further due diligence and development of project delivery requirements for the Oasis project in the period up to the outcome of the bid which is expected at the end of 2022.
4. Subject to the successful outcome of the bid, a separate report to be brought to Cabinet to approve the final scope of the Oasis project and to amend the capital programme for 2022-26 to incorporate the match funding and delivery requirements of the project.

RD29: **DATE OF THE NEXT MEETING**

The next meeting of the Regeneration and Development Panel was scheduled to take place on Thursday 21st July 2022 at 4.30pm in the Town Hall, Saturday Market Place, King's Lynn.

The meeting closed at 6.40 pm

Southgates Regeneration and Gyratory – Bus and Active Travel scheme

KLWN Regeneration and Development Panel update



Southgates area Illustrative Masterplan



Norfolk
County Council

Slide content: NCC, KLWN, WSP, BDP

The challenge:

- Challenges in the bid area include:
 - Unwelcoming and intense 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 schemes therefore need revising

Considerations:

- King's Lynn Transport Strategy developed in County/Borough partnership – adopted in spring 2020
- Strategy enhanced with Local Cycling and Walking Infrastructure Plan (LCWIP) – adopted spring 2022
- Gyratory proposals for Railway Road already being considered for air quality issues
 - Southgates area already part of Heritage Action Zone (HAZ) initiative
- Previous Future High Street Fund bid proposal to divert London Road around the Southgate was unsuccessful
- Post-pandemic traffic flows different – flattened peaks

Implications

- Borough Council commissioned Southgates masterplanning work in early 2022
- Favoured masterplan solution requires removing the roundabout and downsizing the junction and tightening up the road layout
- The masterplan solution supports multimodal travel assumptions
- Peak-hour traffic flows are reduced from pre-pandemic levels – how do we secure this in perpetuity and at the same time regenerate the area?
- Gyratory proposals need to be reconsidered in light of LCWIP
- Any schemes should encourage a modal shift further reducing traffic
- Further traffic surveys and modelling to be carried out in next phase of scheme development

Community feedback

A review of all transport and travel community engagement from the last three years was conducted in May 2022 prior to beginning work on the bid to ensure responses influenced draft planning. This includes:

- Town Centre use and satisfaction Consultation (December 2019)
- Consumer Confidence Study (June 2020)
- ⁸⁰⁸ Business Insight Survey (June 2020)
- Walking & Cycling Survey (October 2020)
- Young People Survey (October 2020)
- Stakeholder engagement 2022 – King's Lynn Gyratory Scheme
- Southgates Masterplan (Jan – June 2022)

Community feedback – Key Findings

- Most people travel into King's Lynn town centre by car. Consequently, there is perceived to be 'too much traffic' in and around the town. London Road is considered to be particularly busy, and a bottleneck, leading to congestion and pollution, particularly for the local residents.
- Use of the bus was negatively impacted by COVID-19, and a fear of being in an enclosed, busy space. However, perceptions of a poor timetable also seem to have had a damaging impact on bus usage.
- There are concerns for pedestrian and cyclist safety, and a call for safe routes (dedicated off-road), better lighting, better storage and security. This appetite for safety suggests this is a need that is not being completely met currently.
60%
- A key improvement that respondents want to see is to the routes, paths, pavements they use – the condition and availability of what walkers and cyclists travel on is of importance and a priority for improvement.
- Other improvements that respondents would like to see to encourage them to walk or cycle more is promotion of local cycling routes, cycle hire facilities and provision of information on walking routes.
- Regarding road diversion around the South Gate views are divided: For some, the gate is seen to play a traffic calming role. Others call for the gate to be protected, as a heritage asset. Should the road be diverted, however, there was a notable level of agreement in that using the arch for active travel might be a means to preserve its gateway function and a catalyst for walking and cycling.

Scheme iterations and Stakeholder feedback

Gyratory:

- First iteration of the scheme was more focussed on the LCWIP and had more extensive segregated cycle lanes on Railway Road
- The joint Member WNT&ISG asked that more consideration be given to public transport as concern was expressed that buses would get held up at junctions
- • Engaged with bus operators to determine their key pinch points and devised measures to address these that were supported by NCC public transport and network management staff
- Current scheme has a better balance between bus priority and Active Travel measures

Scheme iterations and Stakeholder feedback

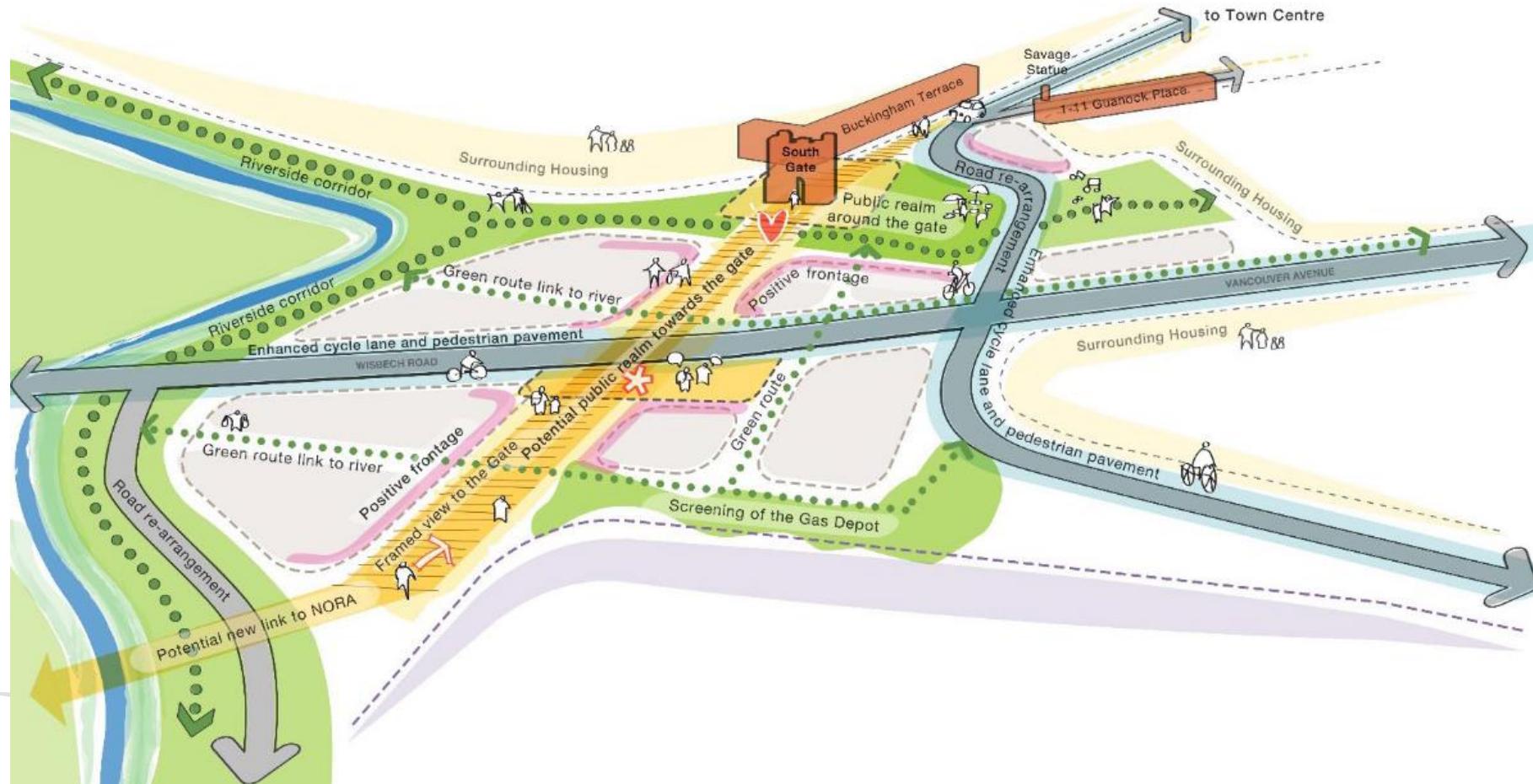
Southgates :

- Heritage concern about loss of use of historic South Gate as a road entry point
- Scheme now retains entry via the historic South Gate for pedestrians and cyclists and is protected from the damaging frequent vehicle strikes
- Concern about catering for traffic flows with a downsized junction
- Downsized junction will cater for current post-pandemic peak-hour traffic flows effectively “locking in” the reduction from pre-pandemic levels
- Active travel aspirations welcomed by cycle groups in recent stakeholder workshop

The Plan:

Southgates Regeneration Bus and Active Travel scheme

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Norfolk
County Council

The Plan:

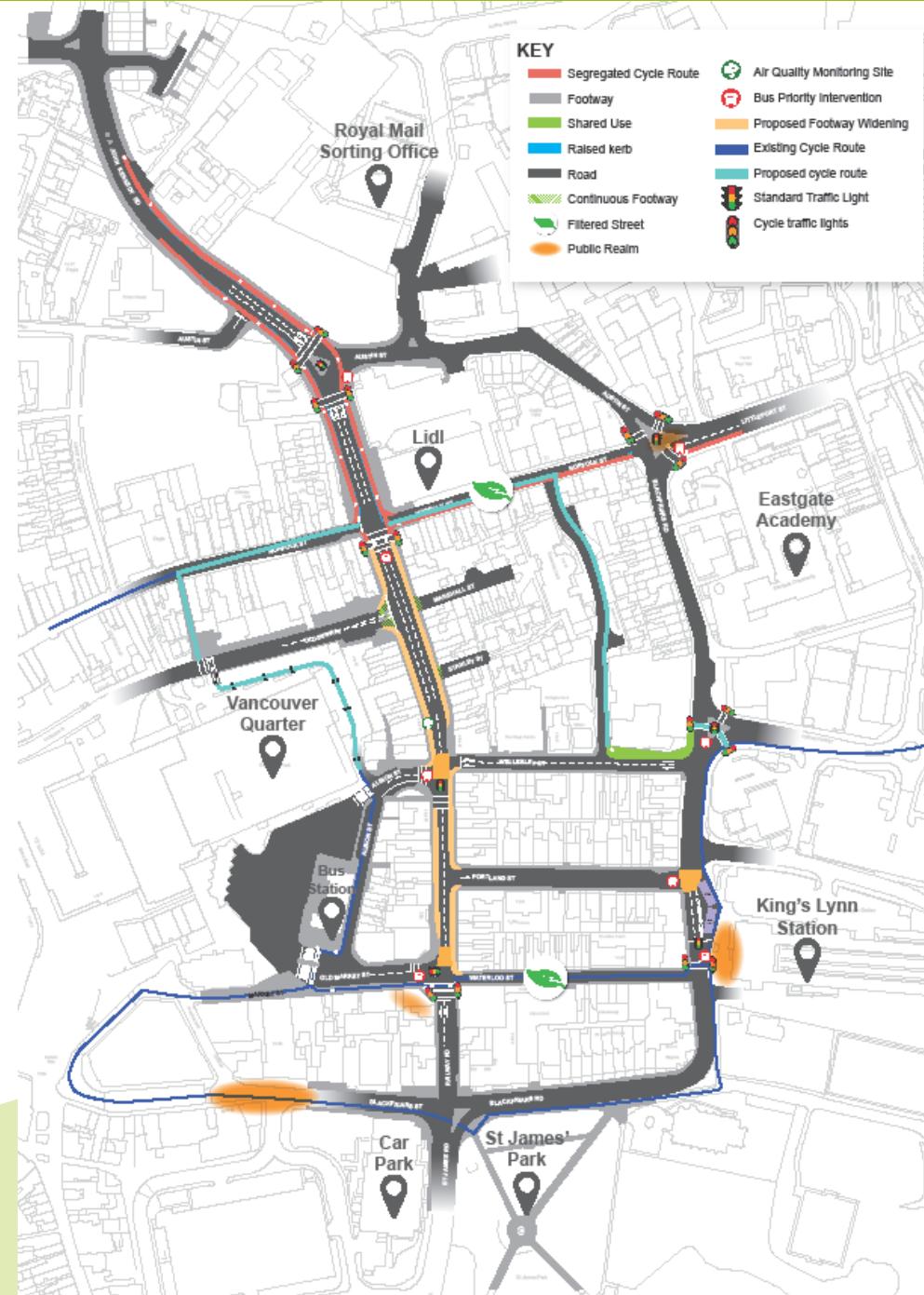
Gyratory

- Segregated cycle lanes on Railway Road
- Three lanes northbound retained for traffic
- Key junction upgrades - priority to buses and walking and cycling - active travel
- Bus priority egress from bus station
- Footway widening on Norfolk Street and Railway Road
- Bus priority improvement at Portland Street/Blackfriars Road
- Traffic filtering on Waterloo Street and Norfolk Street - access only

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Not just Transport - Transformation

Movement

Southgates:

- Downsize junction – human scale / convenient vehicular passage
- Divert traffic movements around Southgate
- Pedestrian and cycle movements through the gate
- • Pedestrian and cycle movement – desire lines, dedicated lanes, crossings etc.
- Bus priority measures

Gyratory:

- Improved pedestrian environment on Railway Road with wider footways and safer crossings
- Provision for cyclists on Railway Road and at junctions (current environment is hostile for cyclists)

Not just Transport - Transformation

Placemaking and Urban Form

Southgates:

- Knit Southgates back into the urban grain and natural assets, highlighting the role of the South Gate
- Reconfigure road layout to define development plots to aid delivery
- Establish street width to building height ratios to create ‘enclosure’ and generate activity and visual interest
- Enhance the setting of the South Gate as a gateway and destination
- New development to relate to public space and improve visual and physical connections through the area.

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Gyratory:

- Reduce dominance of traffic on Railway Road
- Reconnect the two parts of Norfolk Street
- Traffic lanes moved further away from buildings to provide more pedestrian space help air quality

Not just Transport - Transformation

Heritage

Southgates :

- The role of London Road and the South Gate identifiable as the main historic route into Kings Lynn – retain hardstanding carriage way
- Better reveal and conserve heritage assets including the Southgates Bridge, London Road Listed Buildings
and the Southgates Conservation Area
- Options explored to retain and sensitively restore locally significant heritage assets – Ford Garage and the Public House

Not just Transport - Transformation

Environment and Sustainability

- Contribute to tackling climate change and meeting the Council's Net Zero Carbon targets by 2035
- Residential layouts should consider relationship with junction and natural assets to manage potential air quality and noise impacts
- Achieve Biodiversity Net Gain
- Identify and remediate contamination

Transformation - summary

- This is a genuinely transformational King's Lynn scheme for Southgates and the Gyratory in terms of placemaking and public realm
- Relies on a commitment to encourage other travel modes in line with the Borough Council's declared Climate Emergency
- Car use can be reduced by
 - People within the urban area shifting modes to bus, walking and cycling because of improved, attractive infrastructure and facilities
 - People from further afield shifting to bus usage because of priority measures at Southgates and on the gyratory and on Hardwick Road (Bus Service Improvement Plan (BSIP))¹⁸
- Whilst we will seek to minimise impact, conditions may deteriorate for access by car. This should be viewed as an incentive for sustainable modes of bus, walking and cycling
- Scheme should deliver a better balance for all incentivising sustainable modes such as public transport and walking and cycling

Fit with Levelling Up Fund (LUF)

- Stakeholder engagement on Southgates Masterplan concepts by KLWN consultants BDP/Urban Flow will enhance LUF submission for 6 July
- Member and MP support is imperative for LUF submission to demonstrate deliverability
- Southgates proposals developed by KLWN consultants BDP/Urban Flow – WSP to prepare highway plans of vision and carry out an initial high level appraisal by 6 July
- Gyratory LCWIP/Bus scheme well developed with input from bus operators – essential to include in bid to enable some construction before end of 2025/26
- The Southgates proposals and Gyratory are good schemes in isolation both delivering on the current transport agenda but are truly transformational in combination
- Bus Back Better an essential element being located on a Town Deal Active and Clean Connectivity corridor from the West Winch Growth area to the town centre
- The switch to Active Travel will deliver on Climate Change and Healthy Lifestyle agendas and will have a greater impact in combination providing a sea-change to perceptions of travel within the town

Fit with Levelling Up Fund (LUF) (cont.)

- Southgates proposal ties in with Hardwick Road bus priority measures under consideration in NCC Bus Service Improvement Plan (BSIP)
- Southgates is part of the Heritage Action Zone (HAZ) regeneration initiative
- Place based analysis from King's Lynn Town Investment Plan shows need for Southgates regeneration
 - This good Strategic Fit will maximise the chances of securing funding
- King's Lynn is a priority 1 area for LUF
- Keep focussed on the linked Southgates and Gyratory proposals only – other smaller scale additions will complicate work and detract from key elements
- This proposal is the most developed of any potential scheme across Norfolk so most likely to succeed
 - only realistic option for NCC upper-tier bid LUF

Levelling Up Fund (LUF) – NCC Approach

Current government LUF has challenging timescales for strategic scheme delivery – evidenced by DfT awarding only £1.7bn so far out of £4.8bn

- We have a genuinely transformational King's Lynn scheme for Southgates and Gyratory
- We can guarantee significant scheme spend before the notional 2025/26 deadline but require longer programme delivery to bring forward all elements of our vision for schemes of this magnitude
- Bid by 6 July will be followed by a Strategic Outline Case (SOC) with a commitment to continue to develop the business case. This will set a marker down for securing government funding now or in the future
- Not securing funding now should not be seen as a failure

We recognise the need to secure support and commit to continue to develop the scheme as the timescales to bid into potential funding pots are always too short

St George's Guildhall & Creative Hub – Draft Business Case

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Minute Item RD27:

Vision King's Lynn



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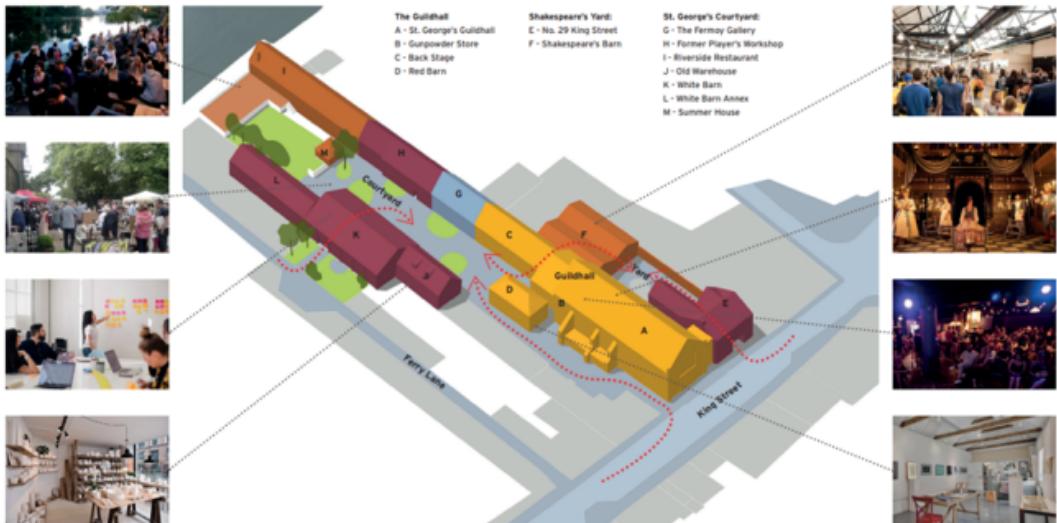
@vision_lynn



@visionkingslynn

Draft Business Case for the St George's Guildhall & Creative Hub Project

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The Proposed Investment

The Scheme:

- Restoration of St George's Guildhall from road to river.
- Transformation into a thriving visitor venue and cultural hub.
- Conserve and make accessible to all King's Lynn heritage attraction.
- Boosting skills in the cultural sector and supporting new businesses and creative practices.

Town Centre benefits:

- Increase footfall and spend in the wider town centre
- Regeneration benefits including encouraging investment.

Strategic Case

TIP Vision

aims

A repurposed Town Centre
with new experiences
and businesses and enhanced
cultural opportunities

Project Alignment with Vision

Protecting local heritage.

Supporting enterprise and
growing businesses.

Increased footfall in town centre.

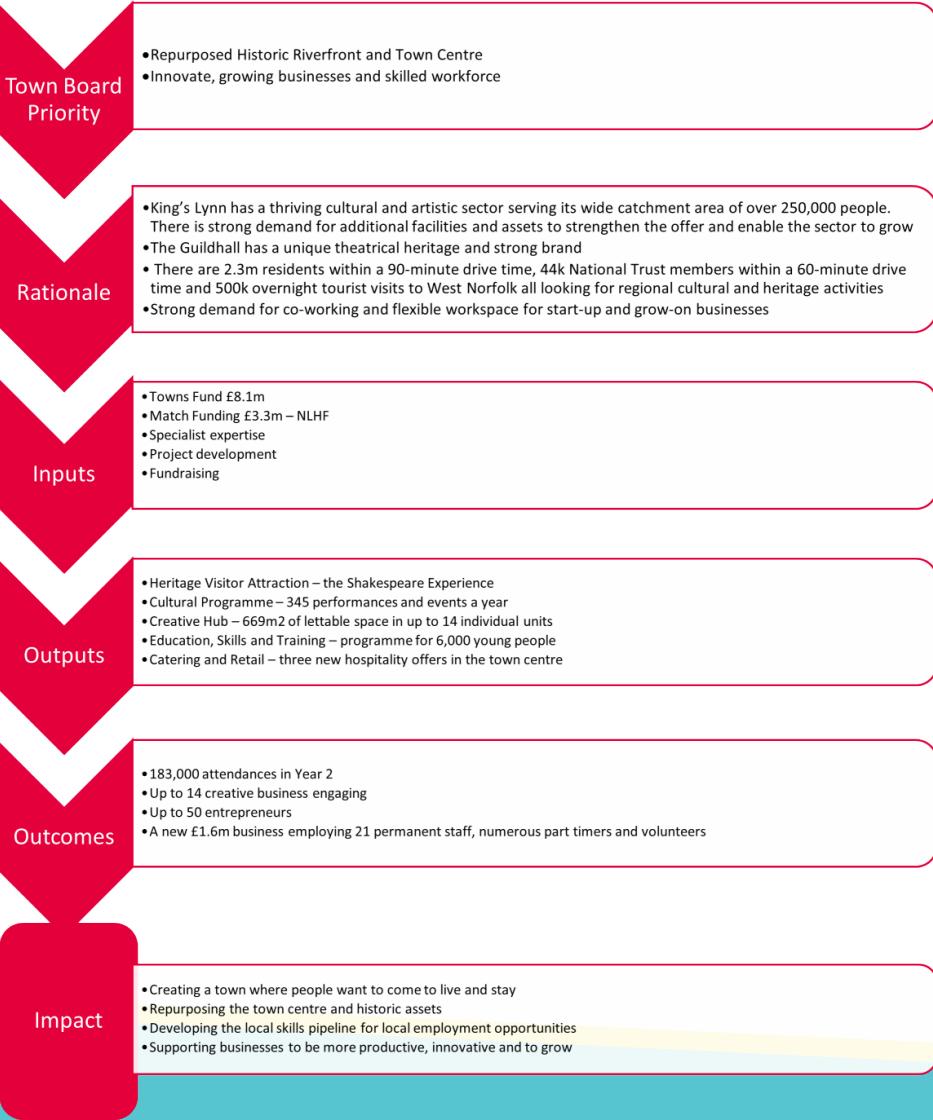
Guildhall Strategic

Transformation into new

visitor centre and cultural
hub.

Theory of Change

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Interfacing Projects

- **Riverfront regeneration** – Purfleet Street interventions leads you to the Riverfront and proposed projects to reanimate and activate the Custom House, King Staithe Square and South Quay areas; helping the town to reorientate itself to the town's waterside asset.
- **Youth & Retraining Pledge** – working in partnership on activities to engage young people and NEATs in meanwhile use activities at the centre
- **Multi User Community Hub** – working to ensure alignment and complementary skills and training offer

Town Fund Outputs and Outcomes

Project Outcomes	Project Indicator	Project Outputs
New office space	Floorspace	669 sq. metres.
Jobs created	Permanent Jobs	22
Increased visitors	Visitors per year	90,000
Businesses supported	New businesses	50

Economic Case – Benefit Cost Ratio

Preferred Option	Sensitivity Test 1	Sensitivity Test 2
2.1	1.8	1.7

- **129** **Sensitivity Test 1** – The scheme experiencing an increase in the optimum bias for project costs from 24% to 50%.
- **Sensitivity Test 2** – The scheme achieving a higher displacement of the arts/cultural wellbeing benefit from 60% to 75%..
- The **Preferred Option** BCR, demonstrates higher overall VfM (not considering non-monetised costs and benefits).
- The project is expected to provide high VfM, with a BCR of 2.1 and a Net Present Social Value of £14.7m.

Financial Case – Funding

Fund	Funding Ask
Timescale	
Town Fund	£8,097,181
April 2026	
National Lottery Heritage Fund	£3,326,910
June 2027	
BCKLWN	£750,000
June 2027	
Total	£12,174,091

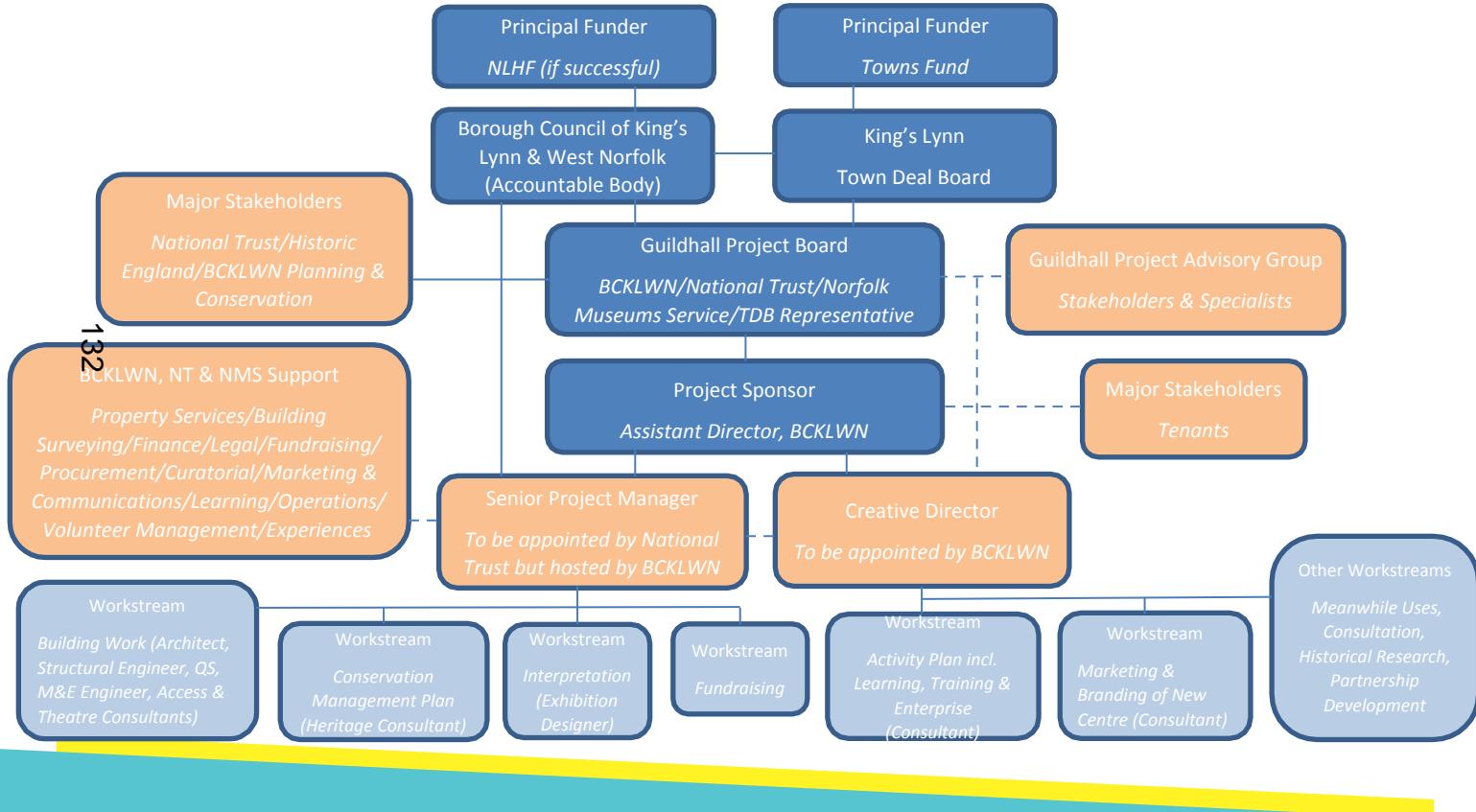
Risk Register Summary (full version contained in appendix 1)

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Timetable – confirmation of funding delays key project milestones and ultimately launch date	Continue to pursue funding plan. BCKLWN to underwrite NLHF funds in the event of unsuccessful bid
Construction market fluctuations / inflation / materials supply and resources leading to increase in costs of construction materials and labour before project commences	Professional Quantity Surveyor (QS) appointed – 20% risk allowance and 12% inflation projected for construction period - but inflation and construction market remains volatile in terms or pricing / material supply and resources
Cost overruns / unforeseen costs during the construction phase	QS to work closely with the design team on proactive monitoring during the construction phase
Staff resources - pressures on project team in respect of balancing workloads / loss of key staff / recruitment of Senior Project Manager	Continue to review project team workloads. Recruitment of Senior Project Manager ongoing with potential to recruit imminent
Continued political support and support of stakeholders and wider public	Continue to engage with members, stakeholders and wider public in accordance with communications plan
Relocation of existing occupants of site where appropriate (formal leases / tenancy at will / simple licences) might be delayed and impact on business plan	Early engagement with all occupiers of the site has commenced - this has to be maintained and managed - particularly in respect of areas critical to business plan and commercial leases
Failure to achieve business plan projections	Continually review and monitor performance against business plan - adjust activity and pricing policies if required - adequate marketing budget identified and target audiences
Lack of demand for Shakespeare Experience Tour	Develop compelling content of interpretation tour at earliest stage. Develop marketing partnership with NT. Identify proven expertise for establishing heritage visitor attraction market positioning
Insufficient cashflow and lack of access to liquid funds for CIO operator	Adopt robust cash planning capability and monitor closely. BCKLWN provide back-up financing facility to address short-term cash requirements

Management Case – Project Delivery

St George's Guildhall and Creative Hub Project Management Structure



Management Case – Programme

May 22 - NHLF Submission

July 22 – Towns Fund Business Case submission

September 22 – outcome of NHLF application

November 22-23 – NLHF Development Phase & Stage 2 application (including RIBA Stage 3 and consents)

May 24 – March 26 – Delivery phase (including RIBA Stage 4, tender and construction)

Independent Appraisal Summary

'The Business Case is very thorough and provides a significant amount of detail for a large project that is expected to transform the town. The information provided gives a clear sense of how the project will be delivered and managed. The Business Case sets out the need for intervention and the evidence is clear that the Town Deal programme will benefit from a project which develops the cultural value in King's Lynn, to be used for both leisure and educational purposes. The RAG rating system shows that the project meets the criteria established through HM Treasury's Green Book.'

Questions?



VISION KING'S LYNN

The logo consists of the words "VISION KING'S LYNN" in a bold, sans-serif font. The letters are a bright cyan color. They are set against a black rectangular background, which is itself tilted diagonally upwards from the bottom-left to the top-right. The entire black rectangle is framed by a thin yellow border.

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Borough Council of King's Lynn and West Norfolk

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Levelling Up Proposal

Borough Council of
King's Lynn &
West Norfolk



Alive Oasis Hunstanton

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Levelling Up Bid Proposal

David Ousby and Neil Gromett

Borough Council of
King's Lynn &
West Norfolk



A new leisure centre for Hunstanton



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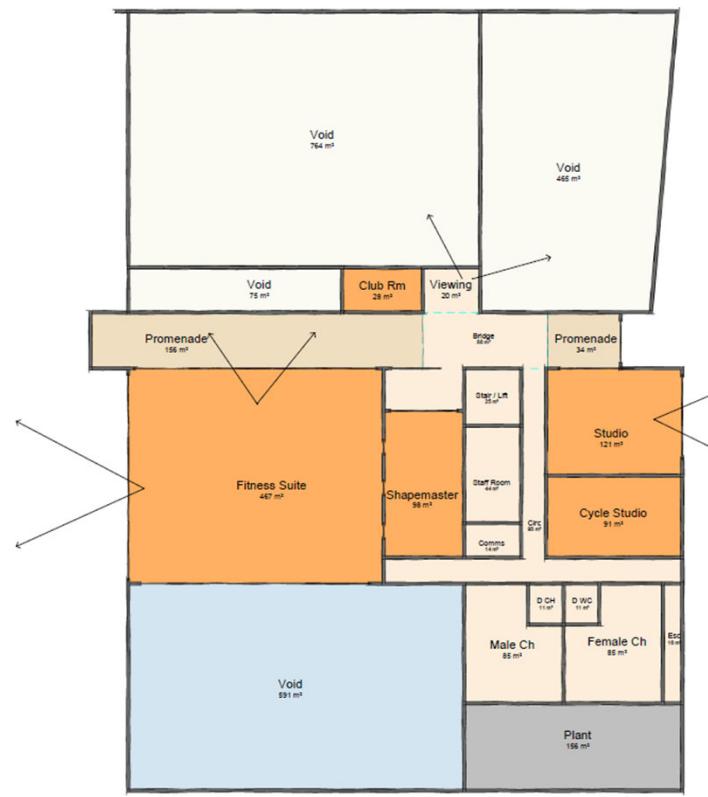
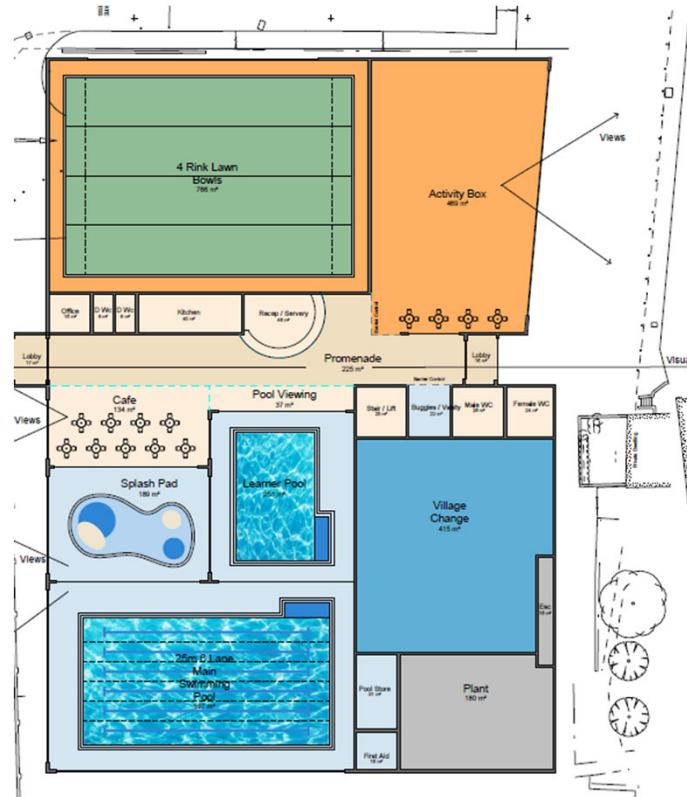


Borough Council of
King's Lynn &
West Norfolk



Proposed Ground / first floor plans

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Improved facilities and amenities



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25m 6 lane swimming pool

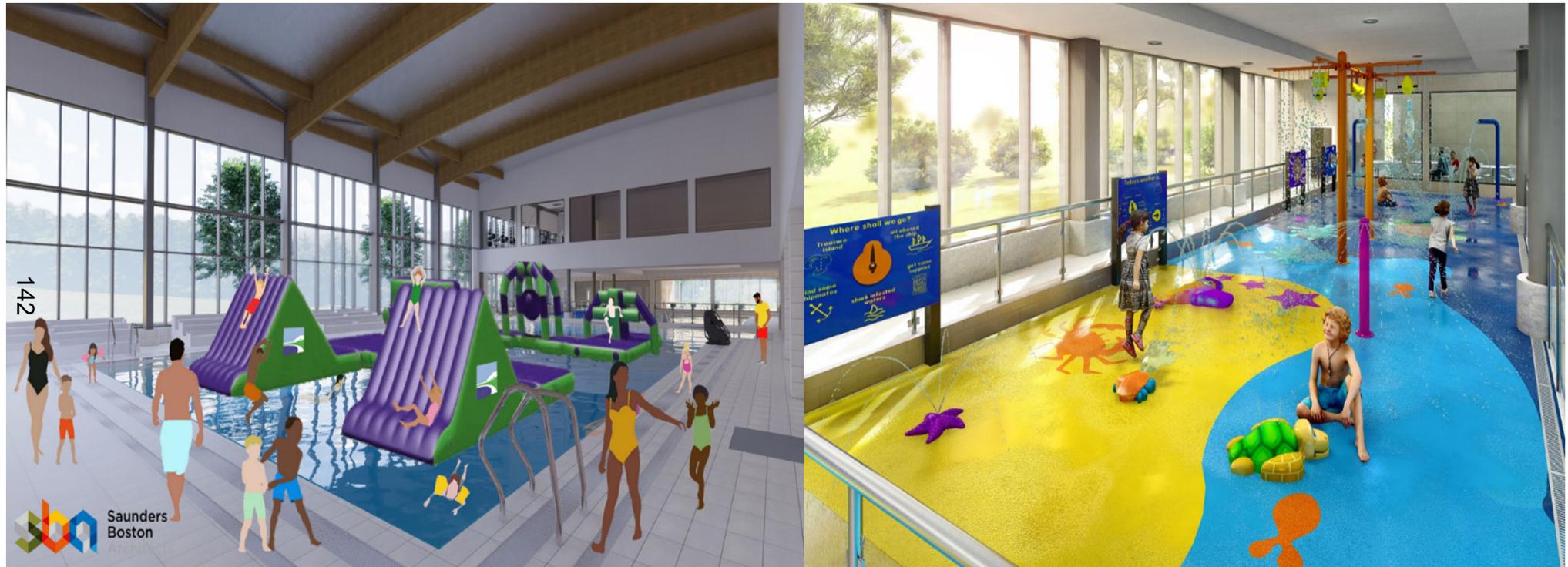


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Borough Council of
King's Lynn &
West Norfolk



Learner pool and splash pool



Borough Council of
King's Lynn &
West Norfolk

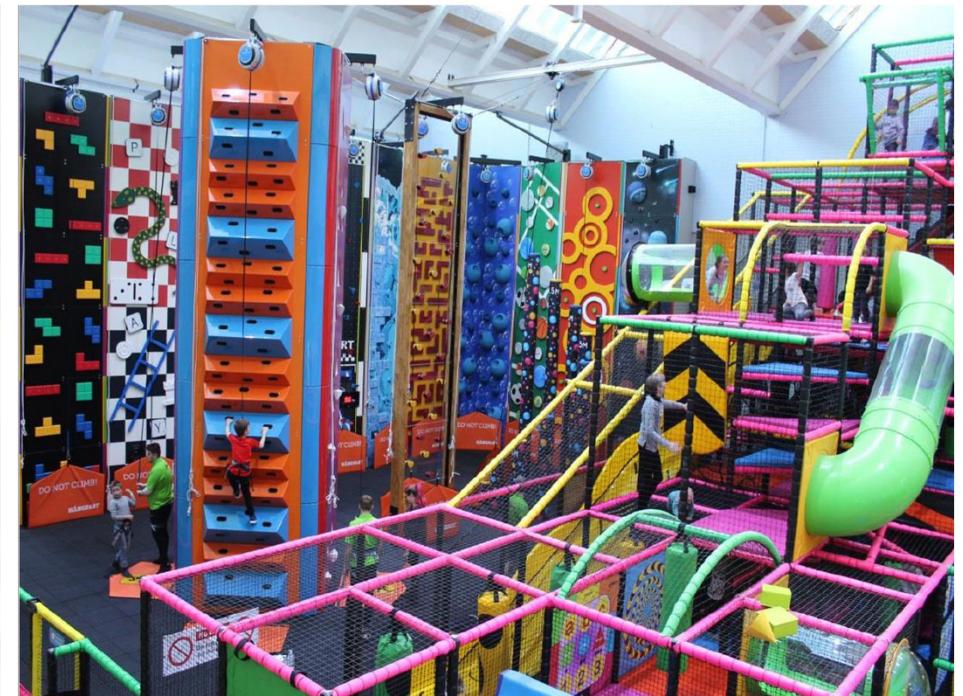


Activity box

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Activity Box – sample layouts

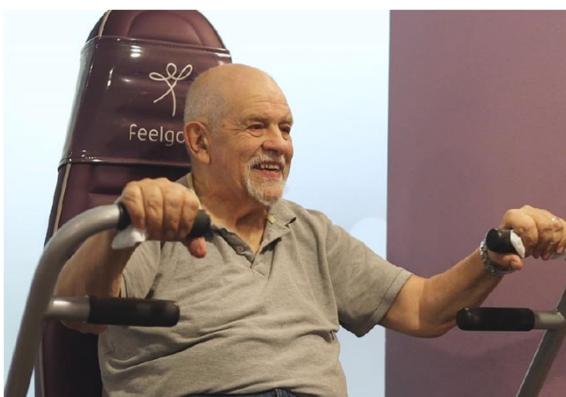


Fitness / cycle studio space



Fitness suite & Wellness hub

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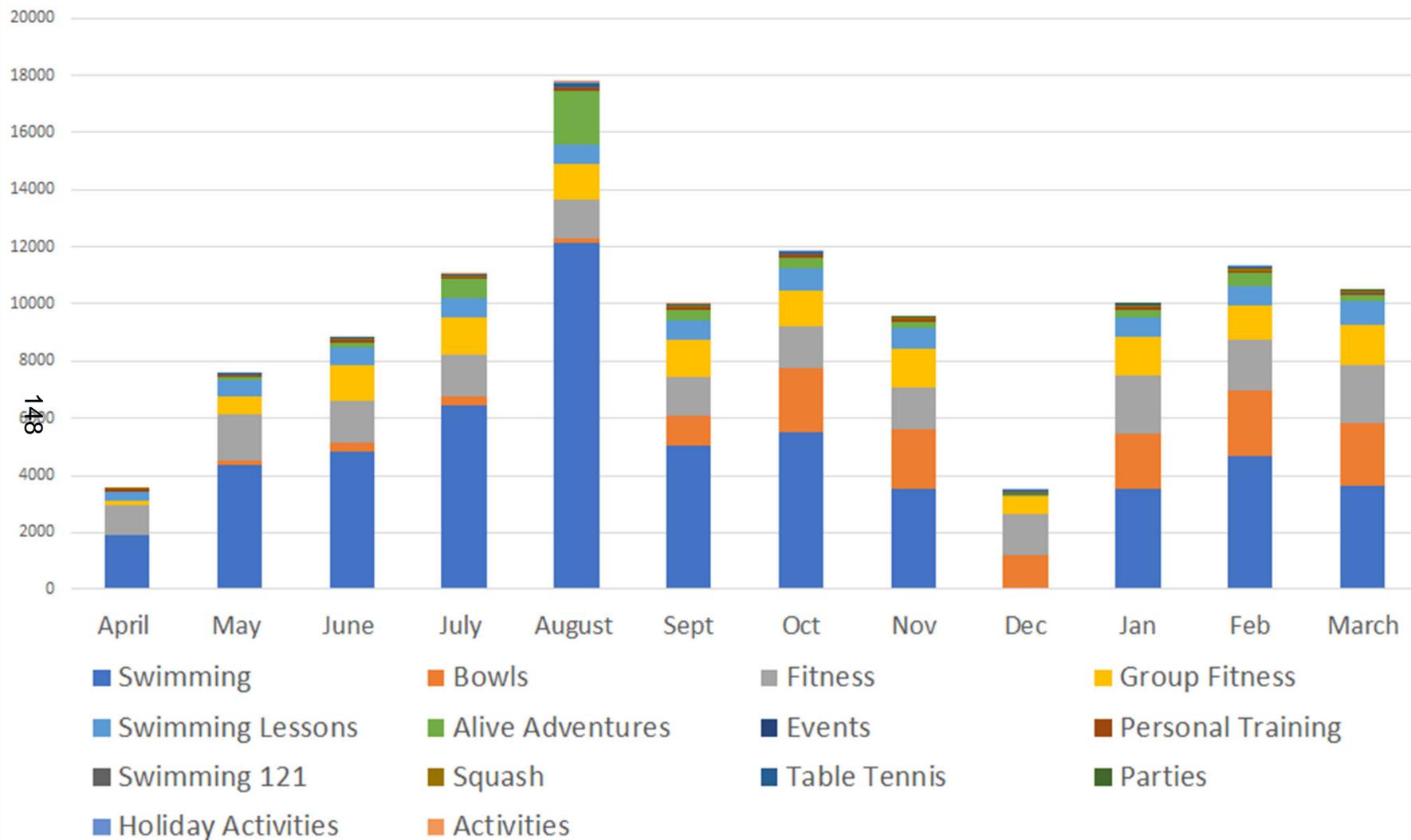


Potential alternative soft play / inflatable uses for the bowls hall during summer months

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2020-21 Oasis attendance by activity



Nar Ouse Enterprise Zone – Levelling Up Bid

Matthew Henry – Assistant Director Property and Projects

Borough Council of
King's Lynn &
West Norfolk



Infrastructure & Speculative Development



- East of Nar Ouse Way – under way
- Secondary road and other infrastructure designed by NCC Highways Team
- Highways contractors appointed
- Plots A1 & A2 under construction
- Significant occupier & developer interest



Speculative Development - Plots A1 & A2



West of Nar Ouse Way



Borough Council of
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West Norfolk



West of Nar Ouse Way

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- Brownfield with contamination issues
- No existing road, drainage & utility infrastructure
- Connections to footway and cycle routes – linking residential and business areas
- Opening up 2.83 Ha (7 Ac) Development Land
- Potential for 9,669m² (104,000ft²) business space
- Private Sector investment



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