

SOUTHGATES MASTERPLAN

Presentation to Regeneration & Development Panel

1 March 2022

BDP.

**MONTAGU
EVANS**

**urban
flow**

AGENDA

1. Introduction to the masterplan – background, purpose, timings
2. Baseline findings – site opportunities and constraints
3. Next steps – key considerations and scenarios

SOUTHGATES MASTERPLAN – CONSULTANT TEAM

The logo for BDP. consists of the letters 'BDP.' in a bold, red, sans-serif font. The period is a small square at the end of the 'P'.

Urban Design and Town Planning

The logo for urban flow features the word 'urban' in a light green, lowercase, sans-serif font, positioned above the word 'flow' in a dark grey, lowercase, sans-serif font. The 'u' in 'urban' is partially overlapping the 'f' in 'flow'.

Transport Advisors

The logo for MONTAGU EVANS features a blue square on the left containing three horizontal yellow bars of varying lengths. To the right of the square, the words 'MONTAGU' and 'EVANS' are stacked vertically in a bold, blue, uppercase, sans-serif font.

Property Advisors

SOUTHGATES MASTERPLAN – BACKGROUND

- Southgates is a strategic regeneration area for King’s Lynn – identified in the Heritage Action Zone (HAZ) Delivery Plan, King’s Lynn Transport Strategy, Town Investment Plan
- Significant body of existing work including:
 - Unlocking Brownfield Sites Study (AR Urbanism, 2019)
 - King’s Lynn Transport Strategy (2018)
 - Southgates Roundabout and London Road Feasibility Study
 - HAZ Research Report
 - Future High Streets Funding application
- Masterplan required to re-assess and bring together existing work to informing future development
- Potential bid for Levelling Up Funding following White Paper (February 2022)

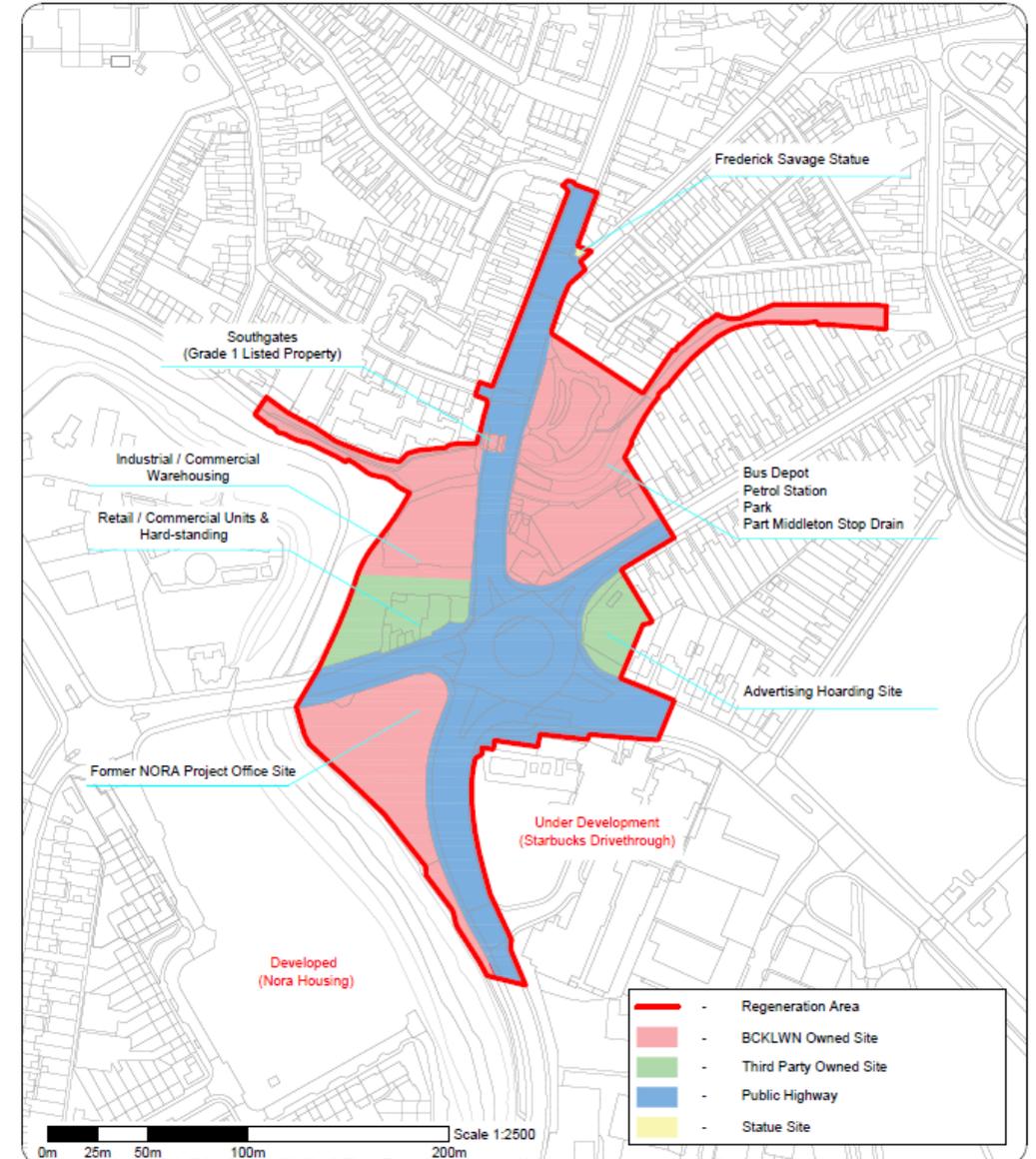


Previous FHSF submission – road diversion around the South Gate

SOUTHGATES MASTERPLAN – PURPOSE

The Masterplan will:

- Establish a vision, design principles and concept layout to inform future development
- Make recommendations on the best form of development and land uses to sustain economic activity
- Consider cost, viability and funding, including potential phasing and routes to delivery
- Take a ‘placemaking’ approach to inform future technical studies on road diversion if recommended



MASTERPLAN OBJECTIVES

- Establish a transformational vision for the area
- Enhance the setting of heritage assets
- Identify the most appropriate form of development
- Determine the optimum highways solution for the site
- Promote active travel and transport
- Identify proposed public realm enhancements
- Determine viable future land uses
- Identify opportunities for sustainability enhancements
- Align with the aims of the Heritage Action Zone (HAZ)
- Consider future phasing and funding
- Undertake a robust series of stakeholder and public engagement



SOUTHGATES MASTERPLAN – TIMINGS

January 2022 Baseline Review

Review existing studies

Initial stakeholder engagement

Establish key considerations
and proposed scenarios

February-March 2022 Options Development

Develop options in response to
key considerations and scenarios

Continued stakeholder
engagement

April-June 2022 Preferred Option and Final Masterplan

Identify preferred option and
prepare final masterplan

4-week public consultation
exercise



STAKEHOLDER ENGAGEMENT – JANUARY 2022

Initial 1-1 discussions held (or to be arranged) with:

- King's Lynn Civic Society
- King's Lynn Preservation Trust (tbc)
- Simon Thurley (tbc)
- St Margaret's with St Nicholas Ward Forum
- Discover King's Lynn BID
- King's Lynn Town Guides
- First Bus
- Local Residents (x5)
- Cllr Elizabeth Nockolds

Key messages:

- **Access, movement and parking** – existing car dominance and poor pedestrian/cyclist safety, active travel opportunities
- **The South Gate** – Varied views about road diversion, agreement on improvement required to setting
- **Southgates Park** – existing state poor
- **Existing buildings and uses** – overall appearance considered poor, mixed views over Ford Garage
- **Future buildings and uses** – Southgates to provide a break between old town and new (NORA)
- **Holistic approach** – need to consider context, masterplan may act as catalyst

BASELINE FINDINGS - OPPORTUNITIES

Gateway function. Opportunity to enhance around the South Gate and wider road junction.

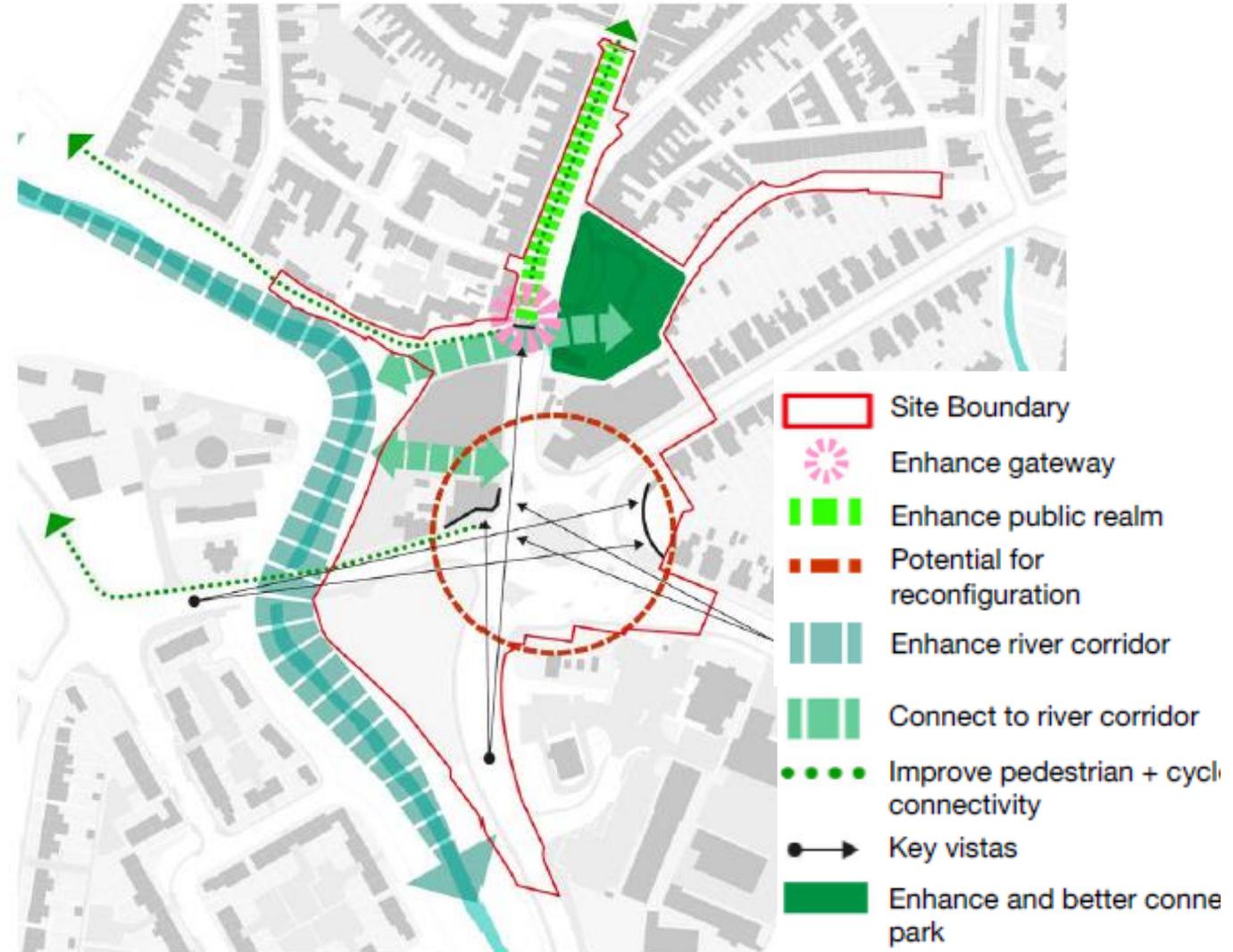
Heritage assets. Character and sense of place can be built on by interventions across the site.

River connections and corridor. Opportunity to connect in to the landscape corridor along River Nar.

Active travel connections. The site is accessible by foot and bike from a wide catchment area. Improvements can link to existing active travel routes.

BCKLWN sustainability and climate change agenda. Opportunity to respond to BCKLWN Climate Change Strategy and Action Plan, as well as implement wider sustainability interventions.

Surrounding development. Site is located at the interface between NORA and forthcoming Waterfront Regeneration Area allocated within the Local Plan.



BASELINE FINDINGS - CONSTRAINTS

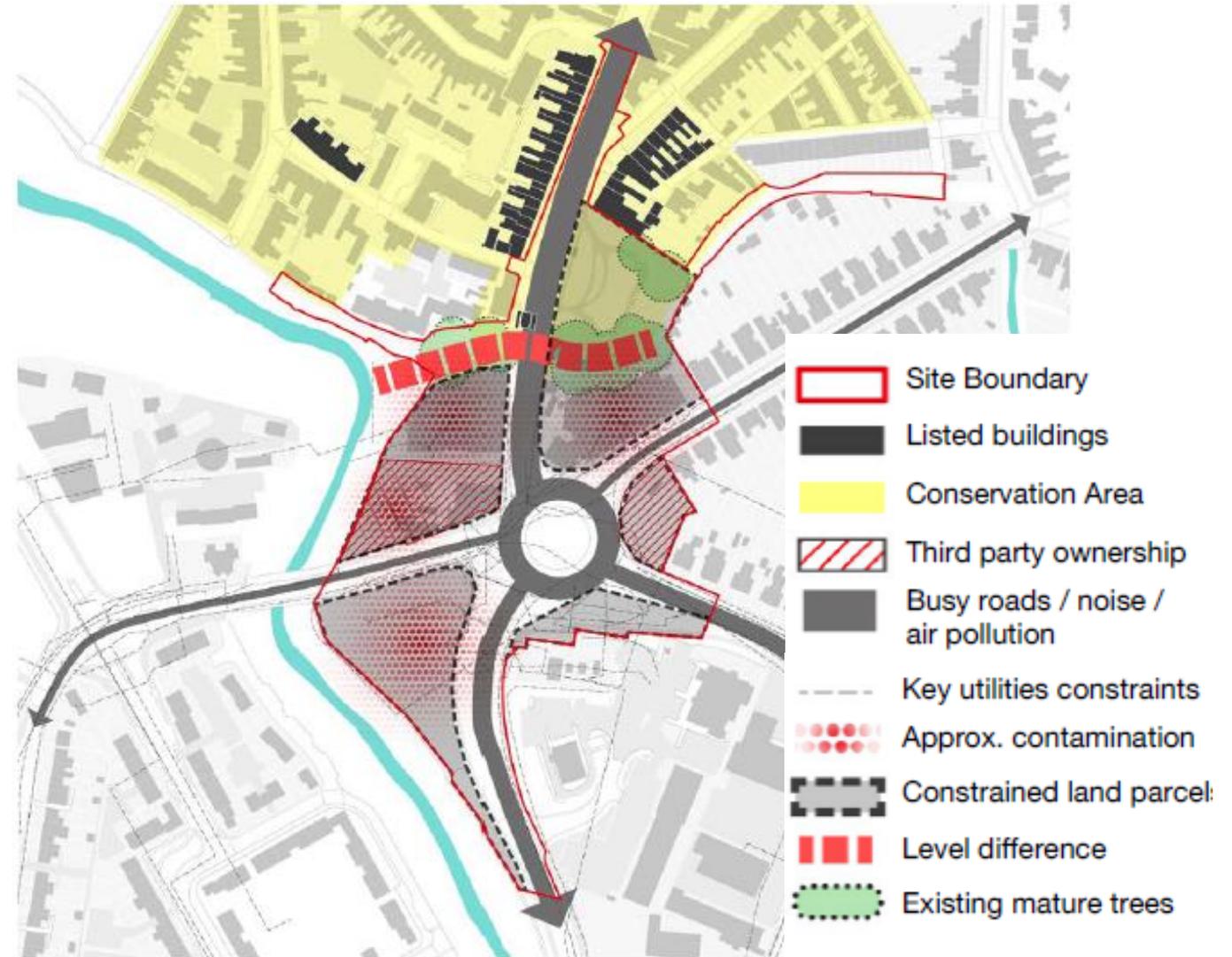
Contaminated land. Likely to act as an abnormal constraint for any built development coming forward, which would need to incorporate appropriate mitigation measures.

Market conditions and third party ownerships. Redevelopment likely to face viability challenges. Third party ownerships may limit ability to implement change.

Utilities. May prevent significant changes to the highways network and/or introduction of new built development.

Vehicle dominance and congestion. Difficulties for local access, poor road safety and barriers to active travel, environmental issues including noise and air pollution.

Lack of enclosure. Area does not provide a sense of enclosure, direction or wayfinding for those on foot.



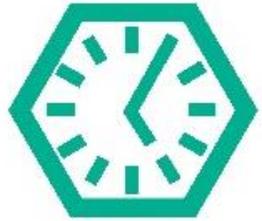
NEXT STEPS

Considerations

Design Criteria

Scenarios

CONSIDERATIONS



**Scope and timing of
'transformational change'**



**Scope of transport and
highways interventions**



Heritage influence



**Viability and extent
of development**



Scope and timings of 'transformational change'

- What role does Southgates play in wider regeneration of King's Lynn?
- Level of ambition
- Levering wider benefits to bolster 'levelling-up' funding bid
- Potential for phased approach:
 - Short term improvements to Southgates
 - Long-term development as part of waterfront regeneration





Heritage influence

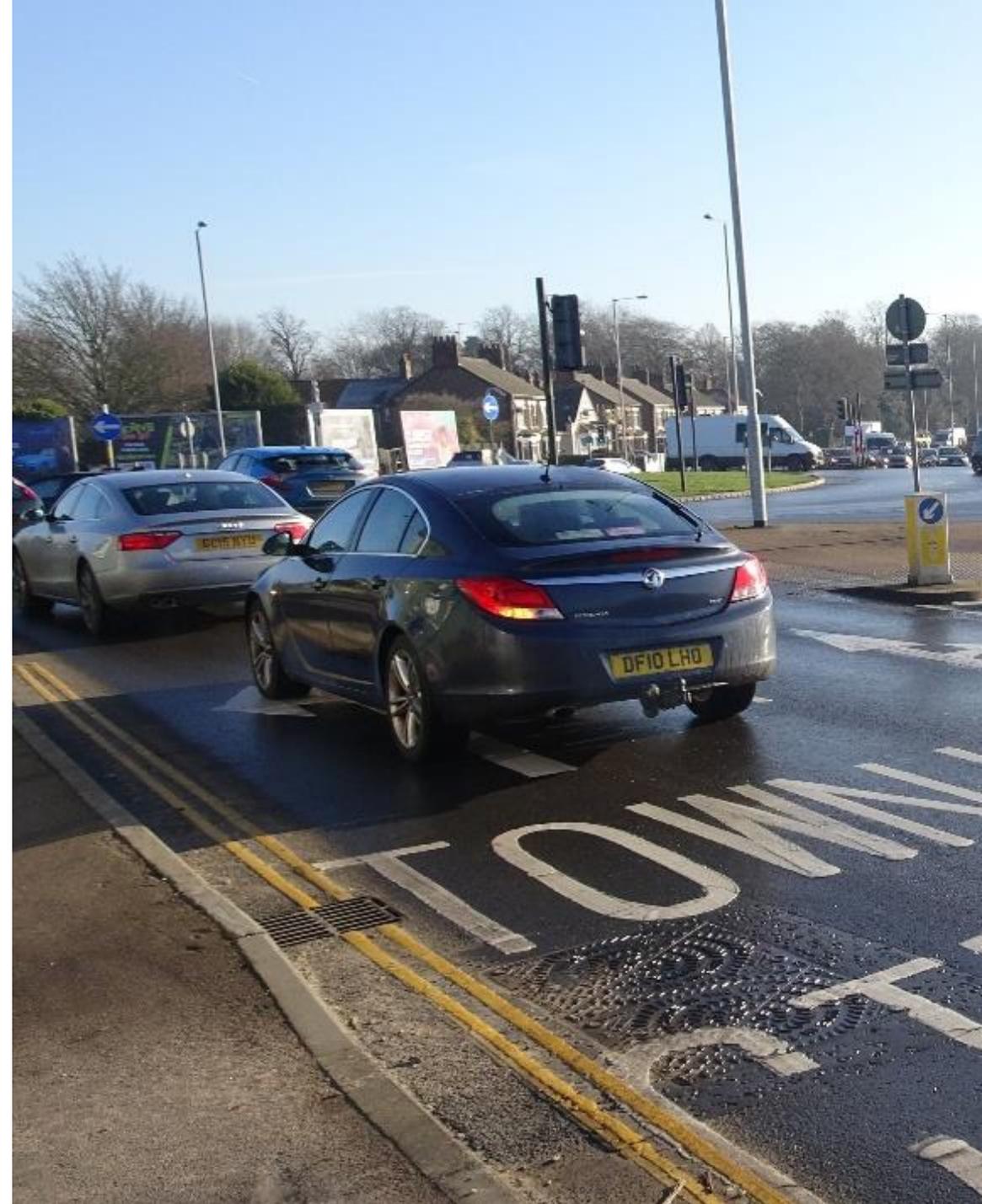
- Heritage assets within and around the site form a key consideration for the masterplan – how far should these drive options development?
- Question remains over optimum heritage solution for the site and role of road diversion
- Prioritise road diversion over smaller scale / wider heritage improvements?





Scope of transport and highways interventions

- Likely funding gap if A148 diversion considered in isolation
- Road diversion must contribute to a wider 'Levelling Up' Agenda by unlocking opportunities to the west – e.g. active travel, public realm, built development
- Role and benefits of road diversion in unlocking development sites
- Must consider whether road diversion is necessary to achieve these

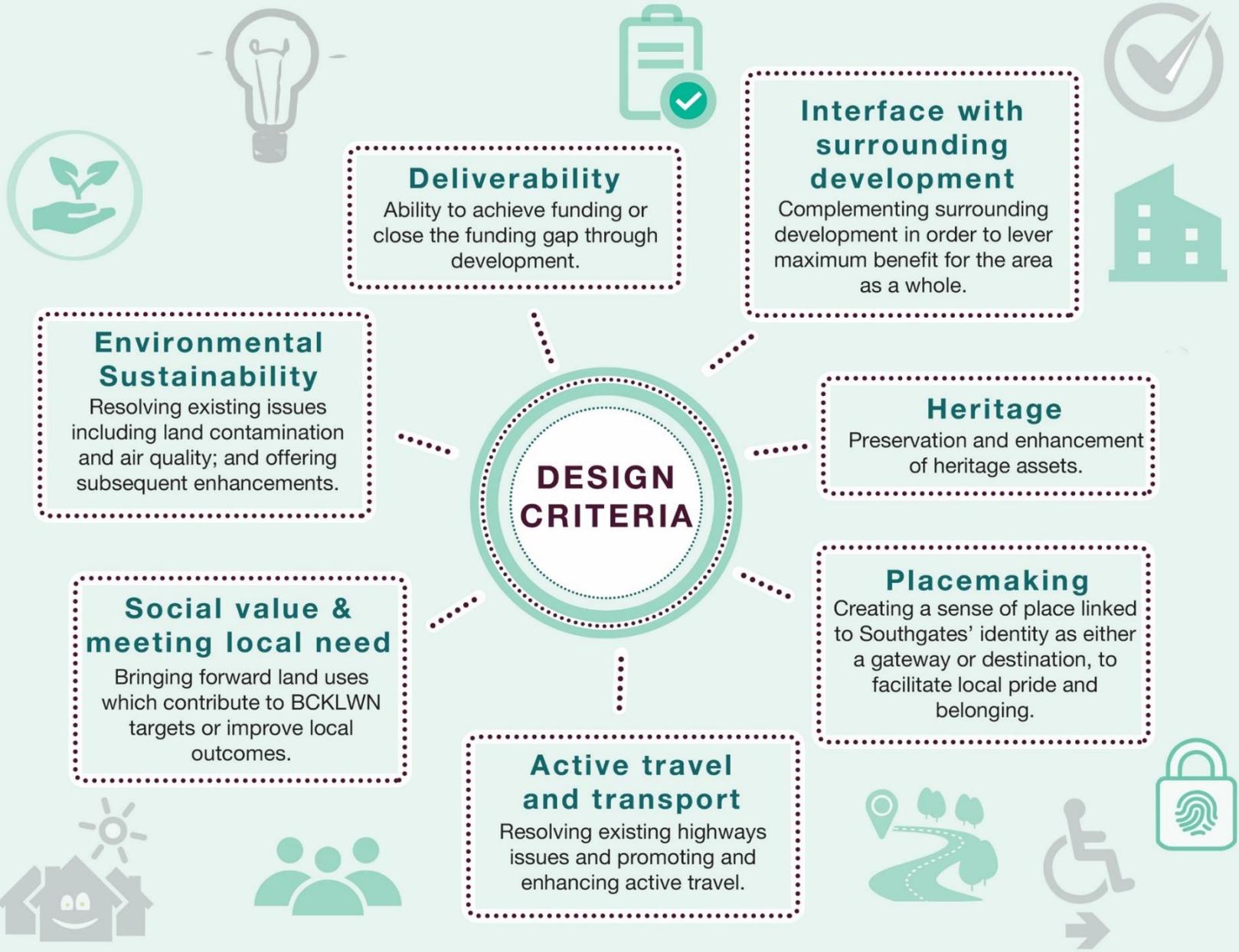
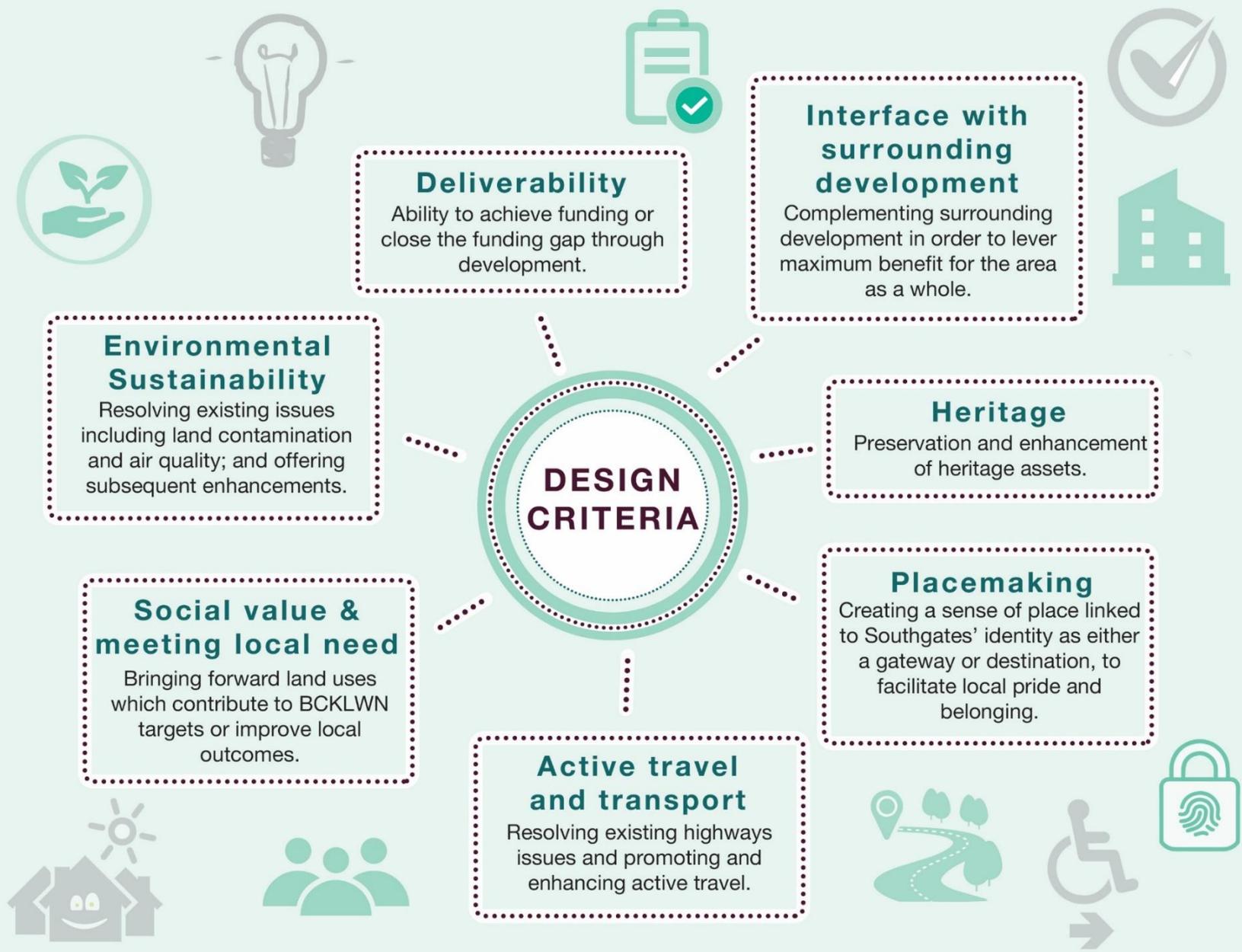




Viability and extent of development

- Site development potential unlikely to be sufficient to fund wider enhancements
- Suggests key driver might be improvements targeting Levelling-Up funding (functionality and sense of place)
- To be explored further at next stage





SCENARIOS

Scenario 1: Do minimum.

- Retain existing junction
- Minor public realm improvements around the gate, park and roundabout
- Plots to accommodate pedestrian/cycle route along river and through park
- Ford garage façade retained as part of mixed use redevelopment with views to the river
- Pub retained

Scenario 2: Intermediate.

- Improvements to roundabout junction
- Greater public realm ambition
- Development forming a new space south west of the gate. Frontage allowing for wider pavements along the Ford garage plot
- East-west routes across the northern plots
- Development maximised across all plots aligned with character of the area

Scenario 3: Do maximum.

- Comprehensive reconfiguration of junction and road network
- Gate used as a pedestrian / cycle route, linking to wider network
- Beneficial if the masterplan extends to the wider area
- Potential to create destination uses

YOUR FEEDBACK



QUESTIONNAIRE
