

*Appendix B – Lake Lothing and Outer Harbour  
Area Action Plan (AAP)*

# Lowestoft Lake Lothing & Outer Harbour Area Action Plan

## Development Plan Document

Adopted January 2012



Waveney District Council  
Serving the Community



Arthur Charvonia  
Assistant Chief Executive  
Town Hall  
High Street  
Lowestoft  
Suffolk  
NR32 1HS

Data Source: All mapping is reproduced upon Ordnance Survey Material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. All rights reserved. Waveney District Council 100042052, 2012  
Document prepared by AECOM Design + Planning on behalf of Waveney District Council

AECOM Design + Planning, MidCity Place, 71 High Holborn, London, WC1V 6QS, United Kingdom  
[www.aecom.com](http://www.aecom.com)

# 4

## Strategic Site Proposals

- 4.0.1 This section sets out planning and urban design guidelines for the development of strategic sites allocated for development through the AAP preparation process.
- 4.0.2 These guidelines aim to set out and achieve the following objectives:
- Demonstrate how AAP policies are to be implemented on an area specific basis;
  - Provide guidelines for significant development and change, to make the best and most efficient use of brownfield land;
  - To ensure that future opportunities in the Lake Lothing and Outer Harbour area are fully exploited and demonstrate sustainable principles; and
  - Establish urban design principles to ensure connectivity and quality across the AAP area and beyond.
- 4.0.3 Strategic sites are illustrated in Figure 1.5.1 and on the Proposals Map. It should be noted that the boundaries of each area are intended to be flexible and there will inevitably be overlap in development principles, parameters and characteristics.
- 4.0.4 Each strategic site has been identified as having significant opportunities for development and change. Each site represents land that is suitable and likely to become available for redevelopment during the period to 2025. In accordance with the Core Strategy, housing figures relate to the period 2007 to 2025, whilst employment figures relate to the period to 2021. For each site, expectations are set out relating to land use, access and urban design. Leading and supporting uses are specified to direct the nature of mixed use development. These are accompanied by notes on options and dependencies. The capacity of each site will depend on context, access, layout and scale proposals.
- 4.0.5 The evidence base includes a site capacity assessment that sets out a suitable development mix for each strategic site. This provides broad assumptions taking into consideration suitable density and plot ratio calculations.





## SSP1 PowerPark

### Current Character

4.1.2 The Beach Industrial Estate currently comprises a mixture of industrial, office and retail wholesale premises. The Waveney Industrial Land Survey (2009) identifies some 113 occupied units within the area, with a further 10 vacant units. The largest employer is Birds Eye which occupies 10ha (excluded from the strategic site area). Much of the estate is poorly maintained with an ageing building stock. The recently opened OrbisEnergy Centre provides start-up space for businesses focused upon the energy sector. This has been designed as an exemplary flood resilient building at the heart of the estate with frontage to the North Sea. Adjacent to the OrbisEnergy Centre is the Gulliver demonstrator wind turbine, which at 126 metres from turbine base to blade tip, presents a significant local landmark and generates 2.75 mw of power.

## 4.1 PowerPark

### Overview

4.1.1 PowerPark comprises the area south of Ness Point and west of Battery Green Road and includes Hamilton Dock, Waveney Dock, along with parts of Trawl Dock and Outer Harbour. Much of the site is occupied by the Beach Industrial Estate.

4.1.3 The outer harbour docks area lies to the south of Hamilton Road as illustrated in Figure 4.1.1. Much of this area is in the ownership of ABP. The area is currently used by a mixture of users including the offshore wind industry, the fishing industry, SLP Engineering and for yacht berthing.

### Development Opportunities

4.1.4 Since 2007 further work has been undertaken identifying significant potential for a cluster of businesses focused upon the energy sector in this location. This has included the completion of a Relocation Strategy for the site and discussions with owners/occupiers across the PowerPark together with marketing initiatives. Development of PowerPark is well underway with the opening of the OrbisEnergy centre and the Gulliver wind turbine. A number of businesses have been attracted to the site including SLP (Smulders) recently taken over, Scottish and Southern Electricity, Bond helicopters and Siemens.

4.1.5 Alternative options for the site considered an element of retail and residential development focused on the Outer Harbour, together with an expanded East of England Park. This alternative option



Figure 4.1.1 - PowerPark - Extent of Site (Proposals Map Extract)

was discounted due to deliverability constraints linked to the economic downturn and objections raised by a variety of stakeholders and landowners during consultation. Recent investment in the port of Lowestoft reflects the job opportunities associated with supporting the offshore and renewable energy sector. Current PowerPark proposals reflect a more concerted commitment to capitalising on these growth sectors and Lowestoft's strategic location adjacent to the North Sea.

4.1.6 The AAP proposal is underpinned by a series of technical studies to help inform the development of the PowerPark. This includes a Services and Utilities Assessment (2009), an Initial Assessment of Transport Requirements (2010) and a preliminary Flood Risk Assessment (2010). Research was also undertaken on land contamination and land ownership.

4.1.7 The PowerPark Demand and Need Report (Phase 1, 2009 and Phase 2, 2010) outlines the key energy sectors the PowerPark should target and what their demands and needs are likely to be. This study sets out the following vision for the area:

“A centre of excellence in the marine engineering and energy sectors focusing on a mix of:

- a Offshore wind Operations and Maintenance (O&M).
- b Offshore marine Research and Development (R&D) and prototyping.
- c Existing traditional marine and underwater engineering facilities on site.
- d Blend of other energy activities that do not require significant land or quay space.



Aerial View of PowerPark

These include

- Carbon Capture Storage (CCS) – potential research and development/operations and maintenance facilities to support carbon capture storage in geological formations under the North Sea;
- Support to the nuclear industry (in particular the construction of future phases of the Sizewell plant);
- Gas storage – operations and maintenance for off shore gas storage facilities.

e Possible on-site training centres to supply the energy sectors.

f Offshore assembly/component development.”

4.1.8 The study states that based upon industry estimates an additional 950 direct and almost 4,000 indirect jobs could be created by 2020. Each new direct job is assumed to create four indirect jobs in the local supply chain, hospitality and other fields. The study identifies that economic benefit from offshore wind operations and maintenance is expected to be worth £3 billion to the sub regional economy by 2020. However, it notes that full economic benefits cannot be fully predicted at present due to the immaturity of the market.

4.1.9 Providing commercial port operations are not undermined there may be potential for permanent moorings of historic vessels within the outer harbour following engagement with ABP.



The OrbisEnergy Centre

## Flood Risk Constraints

4.1.10 As illustrated in Figure 3.6.1 much of the site falls within Flood Zone 3, with pockets identified as being in areas of high hazard. The Cumulative Land Raising Study (2008) provides an assessment of current flood defences. The study notes that at present the site is defended by the Lowestoft Ness Seawall along the North Sea coastline running north of the AAP area and the northern pier extension. The Docks area is protected by a combination of steel sheet piling with concrete capping backed by paved areas, combined with areas of slightly raised ground near the inner north pier of Trawl Basin. In the Waveney Dock area the banks are protected by steel sheet piling with concrete capping backed by paved concrete. The Hamilton Dock shoreline is protected by a combination of concrete walls, steel and timber piling with concrete capping.

- 4.1.11 The Cumulative Land Raising Study identifies the following opportunities to reduce flood risk through the redevelopment of this area:
- A raised walkway combined with a retaining wall backed by partial land raising and linked to other defences is proposed along the dock fronts.
  - Raising the crest level of the sea wall to ensure a minimum level of 4.7m AOD along the entire coastline.
  - Construction of an earth embankment parallel to Hamilton Dock to prevent flood water from Hamilton Dock inundating the site from the south.
  - The study suggests that land raising of the site in its entirety would not be a viable option due to cost.
  - Further consideration will be given to addressing flood risk as part of site masterplanning to take place ahead of the AAP submission version.

4.1.12 Each of these initiatives will require negotiation with land owners and the Environment Agency.

## SSP1 - PowerPark

The PowerPark site will provide some 24.7 ha of reconfigured employment land (B1, B2, B8) and associated uses including training to become the focus for the energy industry within Lowestoft.

The site will be developed in accordance with the following planning design principles:

- The site will be developed incrementally over time following principles to be established through a detailed masterplanning process;
- The entire site will remain in employment use (EMP1);
- The Council and its partners will ensure that existing occupiers displaced by new development will be relocated within the AAP area, district or sub-region depending upon individual requirements (EMP1);
- The majority of Waveney Dock, Hamilton Dock and Trawl Dock will be utilised by offshore energy activities (EMP2);
- The fishing port will be preserved and enhanced within the port (EMP4);
- Land mark buildings of high architectural quality will be encouraged at gateways into the site including the area between Trawl Dock and Bascule Bridge, and at the Whapload Road/Hamilton Road junction (EHC1);
- Landscaping and public realm will be improved throughout the site, in particular the quality of public realm for pedestrians and cyclists (EHC1, TML1, TML2);
- Development of the site will include appropriate provision for cyclists including secure cycle storage. All new commercial buildings will include showering facilities for employees (TML2);
- The area will be served by new, or existing bus routes and will include sheltered waiting facilities in convenient locations with the provision of real time passenger information (at appropriate locations) (TML3);
- Development should include any necessary improvements to A12 junctions in the vicinity and improved pedestrian and cycle environment and traffic calming measures (TML5);
- Wayfinding and orientation facilities will be provided for visitors to the site, potentially including a visitors centre related to the energy sector and including provision of clear signposting between the site, town centre and Ness Point (EHC1, RLT2);
- Proposals will include appropriate open space for future users (EHC3);



- xiii. The Outer Harbour Kittiwake Colony and Ness Point County Wildlife Sites will be protected and enhanced. Development deemed to have an adverse impact on these habitats will not be permitted (EHC4);
- xiv. Attention should be given to improving visibility of the waterfront to publicly accessible areas. This should include appropriate treatment to the dockside boundary currently fenced with metal railings (EHC1);
- xv. Development should include green/brown roofs and living walls to provide aesthetic improvements to the site, to assist in enhancing biodiversity and reduce surface water runoff (EHC1, EHC4, FRM1);
- xvi. Proposals should respect the history and cultural heritage of the area and enhance connections into the Lowestoft North and South Conservation Areas. Features such as the historic smoke house at the junction of Newcombe Road and Wilde Street, Gulliver wind turbine and historic buildings surrounding the docks should be utilised as key features in the design and orientation of the site (EHC2);
- xvii. All new buildings will be designed to ensure energy, water and waste efficiency (WEW 1-3).

All new development will be subject to site specific Flood Risk Assessment. A flood evacuation plan and details of appropriate mitigation measures must be submitted to the satisfaction of the Council's emergency planners.

The following items of infrastructure will be required to support the development of the site:

- i. Improved site-wide public realm and boundary treatments;
- ii. Public transport improvements;
- iii. Upgraded flood defences;
- iv. Remediation of contaminated areas in accordance with PPS23;
- v. On site renewable energy systems;
- vi. Subject to detailed assessment, there may be a need for changes to the accesses into the site from the A12 trunk road.

- 4.1.13 To minimise the impact upon port activities, flood barriers should be provided to the rear of the operational land rather than raising the level of the flood defences at the quayside. This approach will minimise the impact on cargo loading and unloading by minimising

the need to raise machinery in order to discharge or load over the level of the raised defences. This approach would need to demonstrate that the level of protection to land surrounding the operational land is not compromised and that new defences do not undermine existing operations. The appropriateness of the flood protection options mentioned above should be assessed through a site specific flood risk assessment.

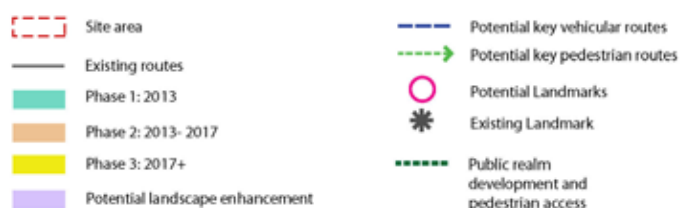
### Delivery and Implementation

- 4.1.14 The development of PowerPark will be led by private sector investment. The Council will assist through co-ordination of development.

- 4.1.15 The development of PowerPark must ensure that existing businesses are not adversely affected and where necessary are assisted in relocating to other parts of Lowestoft (or the sub-region). A Relocation Strategy (2010) has been undertaken which underpins the AAP proposal.



Figure 4.1.2 - PowerPark - Indicative Development Principles





## SSP2 Peto Square and South Quay

### 4.2 Peto Square and South Quay

#### Overview

- 4.2.1 Peto Square and South Quay comprises the areas immediately north and south of the Bascule Bridge as illustrated in Figure 4.2.1. The strategic site covers an area of some 9 ha and includes the following:
- Peto Square – the area north of Lake Lothing, including land north of Town Quay comprising the Railway Station, Station Square, Commercial Road (including former Aldi site and Custom House). Within Peto Square, this will be the main focus for development during the plan period (approximately 6.6ha).
  - South Quay – the area south of Lake Lothing comprising land between Belvedere Road and South Quay (approximately 2.4ha).



View to Peto Square through Royal Plain

#### Current Character

4.2.2 The Peto Square and South Quay strategic site contains significant historic townscape and is at an important location, providing the main south-north link over Lake Lothing at Bascule Bridge. This area was the focus of town development undertaken by Samuel Morton Peto from the 1840's onward to improve the maritime facilities within the town and provide a herring market. The area is characterised by its mixture of building types, uses, and public realm. It forms the southern terminus of the retail centre of London Road North and the entrance to the Inner Harbour and Lake Lothing.

4.2.3 The area contains a number of secondary town centre related service, retail and catering businesses, and suffers from the effects of through traffic on the A12. Much of the area is designated within the Lowestoft South Conservation Area and many of the Victorian era buildings are now listed buildings or recognised as being of local historic interest. Despite this the majority of buildings are in poor internal and external condition and are

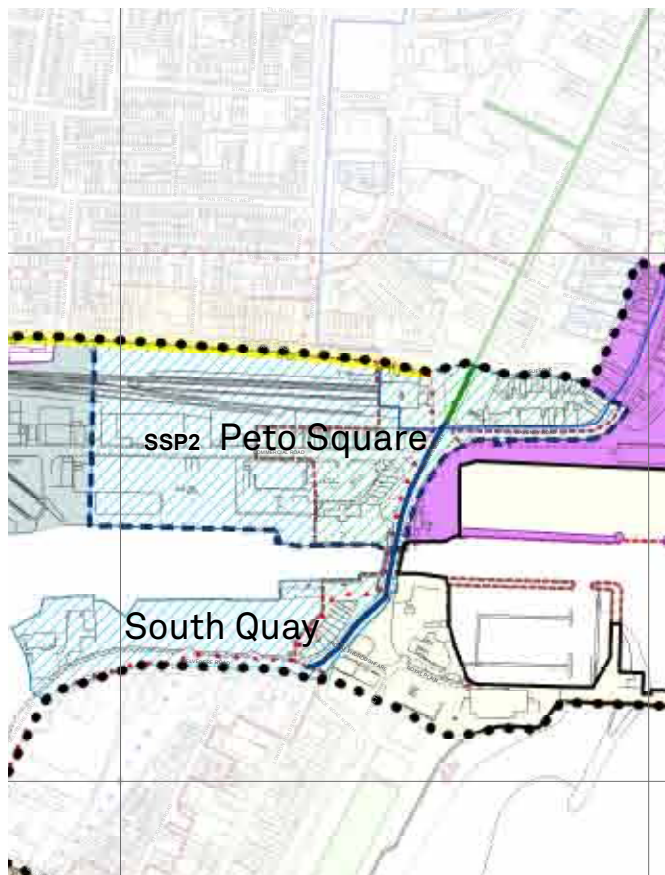


Figure 4.2.1 - Peto Square - Extent of Site (Proposals Map Extract)



generally underutilised. The townscape of this zone has been damaged by the demolition of buildings around the bascule bridge in the 1970s and 1980s, resulting in often disparate and incoherent streetscapes. This has been exacerbated by insensitive alterations to historic buildings, disuse and poor maintenance, further degrading streetscape quality.

#### 4.2.4 Significant local assets are located within the strategic site:

- The Railway Station - built in 1855 by the Lucas Brothers, Lowestoft is the most easterly railway station in the UK. Much of the original historical structure remains although many of the original buildings are underutilised and in poor condition. It retains one of the last original British Rail enamel signs in situ on its frontage. Much of the lands surrounding the station, including station platforms and goods sidings are significantly underutilised.
- The Tuttles Buildings, on the east side of Station Square, constructed in 1891 as three separate residences with shops at ground-floor level. This collection of buildings is presently in poor external repair with low grade retail uses at ground floor. It presents a significant opportunity for restoration and reuse for retail led development.
- Commercial Road - comprises a 19th Century terrace of much altered residential buildings located to the north of Commercial Road with commercial frontages increasing towards Station Square. These buildings have been subject to considerable alterations over time with little original character remaining. Many buildings to the west of the terrace are in a poor state of repair.



Lowestoft Rail Station frontage

- 19-21 Station Square - prominent buildings at junction of Commercial Road, these buildings have commercial frontages and are notable for their architectural detailing.
- 7-13 Station Square - a run of three storey buildings facing the outer harbour, these buildings are locally listed with residential accommodation above commercial units. A row of poor quality single storey commercial units are attached to the north of the row.
- The Grade II listed Custom House is located to the northwest of the bascule bridge and dates from 1831. Now vacant, but last used as offices, the building has suffered some damage to its historic context with the demolition of buildings to the west, the presence of large, unrelieved tarmac surfaces and very unsympathetic metal railings.

#### 4.2.5 Recent development has included an Aldi Supermarket and surface car park, south of Commercial Road which is now vacant.

#### 4.2.6 Station Square and the area around Royal Plain have been subject to considerable public realm investment in recent years. A pedestrian linkage has recently been created to the rear of buildings on Pier Terrace providing an improved access between the bascule bridge and the Asda site. However, the remainder of the area is of very poor environmental quality with significant areas of underutilised port land, poor pedestrian and cycle environment and high levels of severance caused by traffic (in particular around the Bascule Bridge).



A12 Crossing Bascule Bridge

### Development Opportunities

- 4.2.7 The redevelopment of Peto Square provides a significant opportunity to revitalise the water front, Station Square and Commercial Road area, and to bring vacant property back into a vibrant mix of leisure, retail and commercial uses. It would also provide scope for improving access to the site and easing town centre congestion, and for enhancing facilities for both bus and rail users, and for pedestrians and cyclists. Subject to appropriate flood risk mitigation the following uses are considered appropriate:
- Retail and leisure (potentially to include cinema, restaurants and bars);
  - Hotel and restaurant;
  - Passenger transport interchange;
  - Office;
  - Public space.
- 4.2.8 The potential to relocate the railway station was raised through the initial versions of the AAP which proposed moving the station some 400m to the west and sought to incorporate a significant amount of retail and residential accommodation. Up to 20,000 sq m of retail was proposed in Peto Square and Fishers Wharf through the relocation of the station, based upon need identified within the Great Yarmouth and Waveney Retail Study (2006).
- 4.2.9 In testing AAP options for this area, Rail Estate was commissioned by 1st East to undertake further feasibility work to investigate relocating the station. This exercise involved a costed appraisal of 11 different relocation options. It concluded that, in addition to being unpopular with rail user groups, the proposed 400m relocation would be excessively disruptive to rail operations and commercially unacceptable. The Rail Estate report (2009) set out a preferred option that would involve the station facilities shifting 40 metres to the south and 80 metres to the west.
- 4.2.10 The AAP has been further informed by the Peto Square Capacity Testing Exercise (September 2010) which sought to understand the potential for retail and leisure focused development in the Peto Square strategic site. This identified a maximum potential of approximately 17,500 sq m floorspace that could be accommodated within the Peto Square area as part of a comprehensive redevelopment. However, this would require the reconfiguration of the railway station and area around Commercial Road and there are considerable constraints to achieving such a comprehensive redevelopment scheme in the short term.
- 4.2.11 It is therefore envisaged that initial development should comprise the following:
- Improvements to the station and surrounding area including improved facilities and reuse of existing heritage buildings;
  - Refurbishment of the Tuttle's building for appropriate retail/mixed use occupants;
  - Development of the Aldi site for retail/leisure activities;
  - Refurbishment and re-use of the Custom House for retail/leisure activities;
  - Development of a new pedestrian/cycle footbridge to link Peto Square and South Quay;
  - Opening up of the waterfront area in front of the Custom House and creation of a new public space.
- 4.2.12 In order to improve access to the port and facilitate longer term development around Commercial Road improvements will be required to the existing junction. Transport evaluation of the Peto Square site identified a potential solution comprising the following features:
- Signalisation of the junction;
  - The addition of a right turn out of Commercial Road;
  - A left turn filter lane would be added from Station Square to Commercial Road and therefore speed up access from the south.
- 4.2.13 This arrangement was subject to modelling by Atkins as part of the Strategic Sites Transport Evaluation (2010) and AECOM as part of the wider assessment of AAP



proposals and is considered to be a workable solution, supported by both studies.

4.2.14 Later phases of redevelopment could enable further improvements in connectivity, including pedestrian and cycle linkages between the town centre and southern parts of the town. This may include the reconfiguration or relocation of the station to facilitate development, subject to feasibility and viability issues being addressed.

4.2.15 The area identified as South Quay is partly covered by an extant planning permission (ref W17336/1) for mixed use development incorporating food and non-food retail, restaurants, boat museum, play zone and business space with associated highway and ancillary works. This permission has been part implemented by the development of the Asda store and vacant factory outlet building to the west of the South Quay strategic site boundary. If the remainder of the permission remains unimplemented, it is expected that this area will continue as a port facility during the plan period with potential for occasional “heavy lift” operations associated with major projects such as potential future development of Sizewell Power Station. The AAP therefore seeks to safeguard this function. Any remaining retail capacity associated with permission W17336/1 should be taken up within the Peto Square scheme, or development within other town centre/edge-of-town-centre locations.

4.2.16 It is considered that this area should be subject to environmental enhancement, together with increased, appropriate access to the waterfront, where practical.



Station Square

Any new development will need to be consistent with proposals for the redevelopment of Peto Square.

### Flood Risk Constraints

4.2.17 Depth and hazard modelling undertaken as part of the SFRA illustrates that much of the Peto Square site is currently within an area of high flood hazard. In applying the PPS25 sequential test to the AAP area residential development would therefore be more appropriately located in alternative locations than Peto Square, due to high levels of flood hazard and difficulties in providing safe means of escape.

4.2.18 The Cumulative Land Raising Study identifies that the site and adjacent ABP land is protected by sheet and timber piling with concrete capping backed by concrete areas with crest level varying between 2.8m AOD and 3.4m AOD. A similar defence protects the area to the south, although the study identifies that parts of this stretch are in poor condition. The study identifies that flood defences could be improved by a riverside walkway combined with an embankment with a retaining wall, backed by partial land raising linked to higher grounds. The height of the retaining wall should be constructed at 4.7m AOD.

4.2.19 An initial Flood Risk Assessment for Peto Square and the PowerPark (September 2010) sets out a series of masterplanning parameters for addressing flood risk within the site. This may include:

- Creation of new flood defences to be developed as part of a co-ordinated strategy with a minimum crest level of 4.7m AOD;



Lowestoft Station

- Partial land raising of the site/creation of a protection strip along the waterfront taking account of site topography;
- Development of safe access/egress points as part of a wider flood evacuation strategy.

4.2.20 To minimise the impact upon port activities, flood barriers should be provided to the rear of the operational land rather than raising the level of the flood defences at the quayside. This approach will minimise the impact on cargo loading and unloading by minimising the need to raise machinery in order to discharge or load over the level of the raised defences. This approach would need to demonstrate that the level of protection to land surrounding the operational land is not compromised and that new defences do not undermine existing operations. The appropriateness of the flood protection options mentioned above should be assessed through a site specific flood risk assessment.

### Delivery and Implementation

4.2.21 A comprehensive regeneration scheme for Peto Square involving the station relocation and new retail/leisure premises will require significant investment from both public and private sectors and is therefore a longer term proposal within the AAP. Peto Square lies at the heart of the AAP area between the key strategic sites of the PowerPark and Kirkley Waterfront and the Sustainable Urban Neighbourhood. The new employment opportunities in the PowerPark and the new housing opportunities in the Sustainable Urban Neighbourhood will contribute towards the expanded retail spending that is needed to underpin the Peto Square proposals. These other sites are planned for delivery in the short and medium term and are important in building the regeneration case, development momentum and the viability of the Peto Square proposals.

4.2.22 With limited public sector funding available in coming years it will be important that development momentum is focused on the initial phase of development while the public sector facilitate a partnership approach in leading the design and development of Peto Square. The AAP should form the

### SSP2- Peto Square and South Quay

Peto Square (6.6ha) will become a central focus for retail, leisure and commercial activity at the heart of Lowestoft, comprising the following development:

- Retail and leisure development comprising A1, A2, A3, A4, A5 uses along with other leisure facilities (RLT1), hotel and tourism development (RLT2) in the area between Denmark Road and Town Quay;
- Reconfiguration of Commercial Road junction and changes to the A12 strategic road network, including pedestrian and cycle facilities;
- Initial phase of development focused around Commercial Road, Station Square and existing station buildings;
- Enhanced passenger facilities and transport interchange integrated into the railway station. This should include taxi pick up/drop off, secure covered cycle storage, bus waiting and real time information (TML3, TML4).

South Quay (approximately 2.4 ha) will be developed and enhanced for commercial and port related activities with improved public realm (EMP4).

Development will take place in stages, with initial development focussed upon Station Square, Commercial Road and the area around the Custom House following principles set out in Figure 4.2.2. A comprehensive scheme including significant retail development to potentially include station reconfiguration will be a longer term aspiration for the site following principles set out in Figure 4.2.3. The area will be developed in accordance with the following site specific criteria:

- New development must provide public access to the waterfront area between the Bascule Bridge and Town Quay to the north, and the Bascule Bridge and South Quay to the south;
- Provision of a direct link from Katwijk Way to the waterfront as part of potential station reconfiguration (EHC1);

basis for a future development brief that will set out clear principles for the site.

4.2.23 The Council will work closely with ABP, Network Rail and the Aldi site owners as principal land owners and other development partners to refine a scheme for the site that makes the most of its strategic location. Further details on implementation and delivery are set out in Section 5. A relocation strategy (2010) has been undertaken which underpins the AAP proposals.

- iii. The site should include landmark buildings to assist in the legibility of the site. These may be located at the waterfront and facing Station Square, although must respect retained historic buildings (EHC1);
- iv. Efforts should be made to remove the steel railings that mark the port boundary. Where these are necessary, consideration should be given to alternative design and treatments that reflect the character of the area (EHC1);
- v. New public realm treatments should be integrated with existing areas of public realm at Royal Plain/Seafront and Station Square. This should assist in providing clear pedestrian/cycle legibility and wayfinding through the area (EHC1);
- vi. New public spaces should be created through the site. In particular spaces adjacent to the waterfront should be designed to provide spaces for a range of events and activities including markets, performing arts, al fresco eating and drinking etc (EHC3);
- vii. Development must be phased in an appropriate manner over the plan period. This potentially would see the area south of Commercial Road being brought forward as an initial phase, with later phases subject to station reconfiguration;
- viii. Development must bring the Custom House and surrounding area into active use (EHC2);
- ix. Development must as far as is practicable incorporate heritage buildings and structures. Developers will be required to work with English Heritage and Waveney conservation officers to secure appropriate uses for existing heritage buildings (EHC2);
- x. New buildings must take account of the historic context and building vernacular for this part of Lowestoft (EHC1, EHC2);
- xi. New development should seek to incorporate new wildlife habitats as part of roof space or other ancillary uses (EHC4);
- xii. Development should provide improved car parking facilities for the town centre and station if required (TML6);

- xiii. Development should facilitate improved access to the ABP Port, through a reconfigured Commercial Road/Station Square junction (TML5);
- xiv. New development should contribute to improved pedestrian/cycle crossing over Lake Lothing as part of new dedicated bridge or reconfigured Bascule Bridge (TML2);
- xv. Development should facilitate improved pedestrian connections through the site, with safe, direct linkages to the town centre, Kirkley area, Royal Plain/South Beach, and new pedestrian/cycle route along the south bank of Lake Lothing (TML2);
- xvi. All new buildings will be designed to ensure energy, water and waste efficiency (WEW 1-3);
- xvii. All new development will be subject to site specific Flood Risk Assessment. A flood evacuation plan and details of appropriate mitigation measures must be submitted to the satisfaction of the Council's emergency planners.

The following items of infrastructure will be required to support the development of the site:

- i. Improved site-wide public realm and boundary treatments;
- ii. Pedestrian/cycle footbridge parallel to Bascule Bridge;
- iii. Highways improvements to Commercial Road/ABP Port access;
- iv. Subject to detailed assessment, there may be a need for changes to other A12 junctions in the vicinity of Peto Square, which may include Station Square/Denmark Road/Waveney Road/Commercial Road and Belvedere Road/Pier Terrace/London Road South junctions;
- v. Upgrade and/or reconfiguration of station facilities;
- vi. Public transport improvements;
- vii. Upgraded flood defences;
- viii. Remediation of contaminated areas in accordance with PPS23;
- ix. On site renewable energy systems.



Commercial Road



Custom House





Retail development Manchester



Gunwharf Quays, Portsmouth



Norwich Riverside

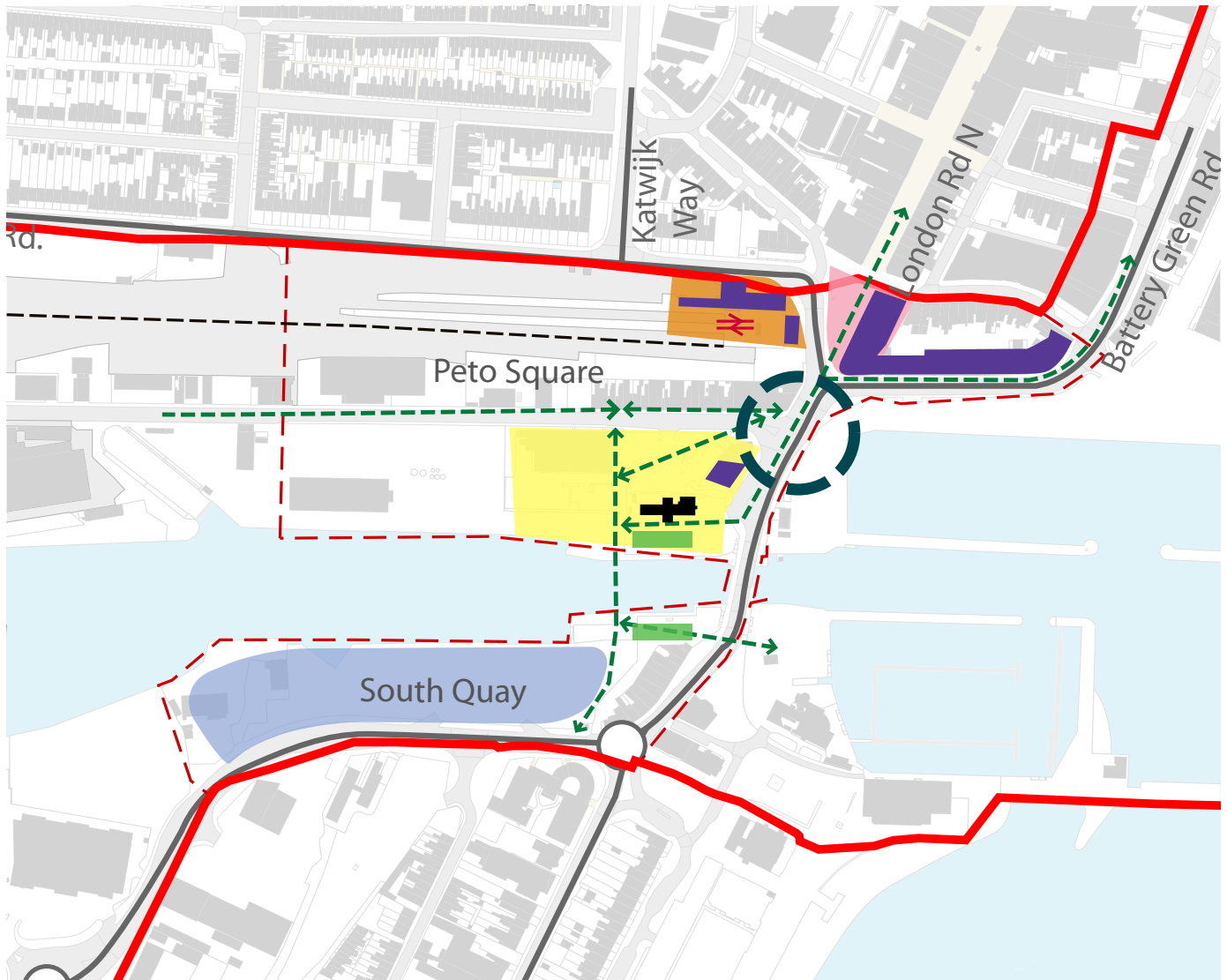
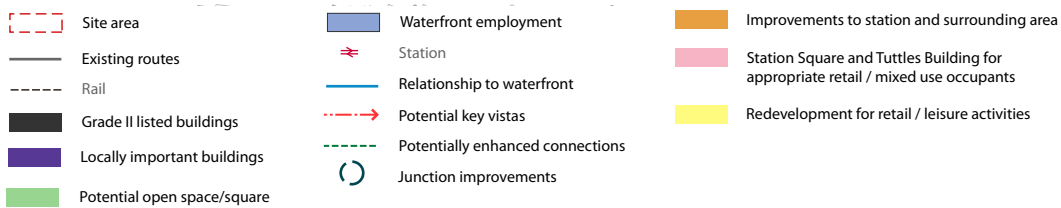


Figure 4.2.2 - Peto Square - Indicative short-term development principles







Corby Rail Station



Bristol Harbourside



Mermaid Quay, Cardiff

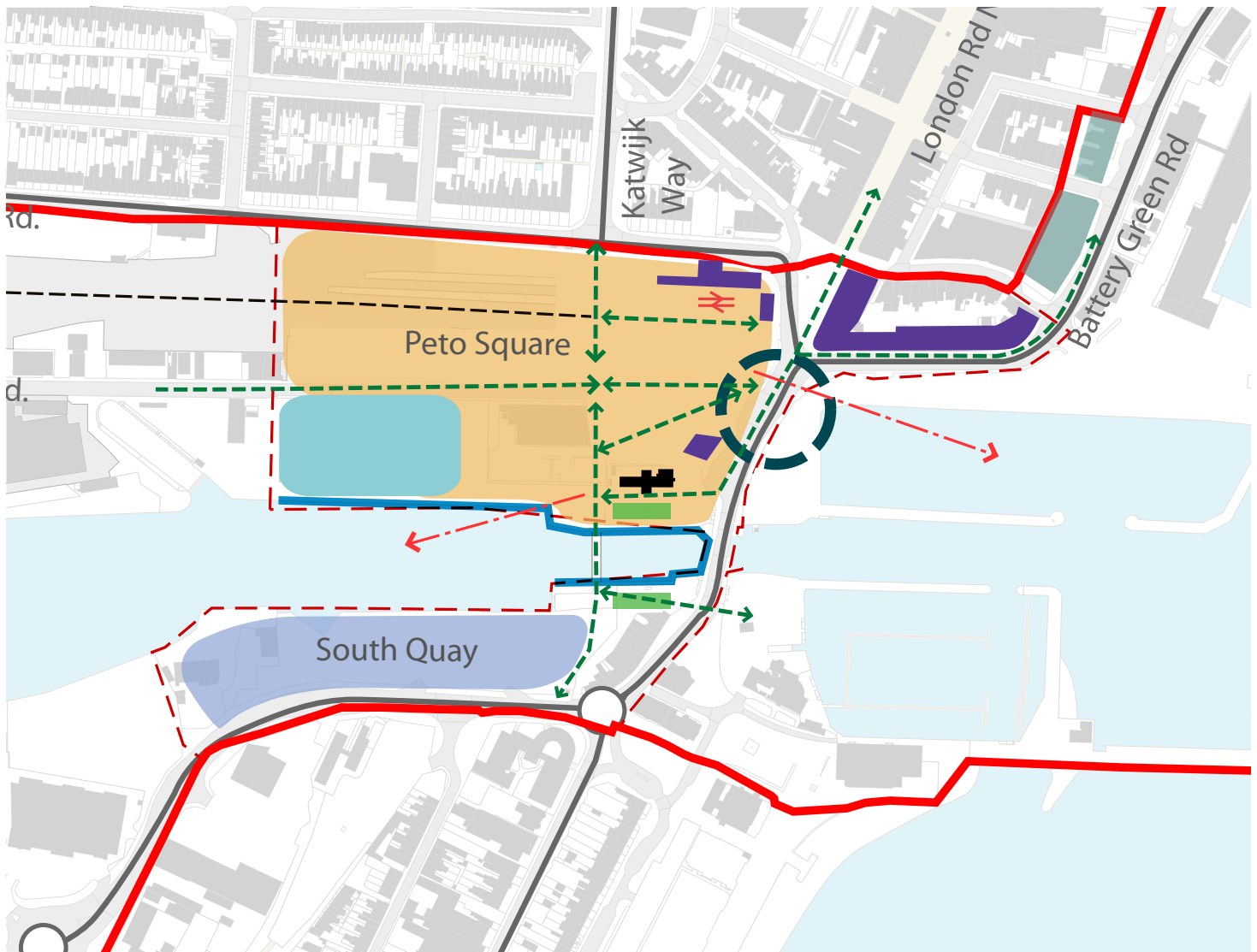
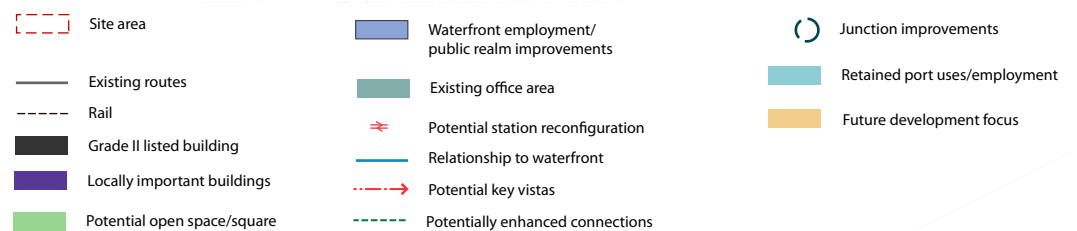
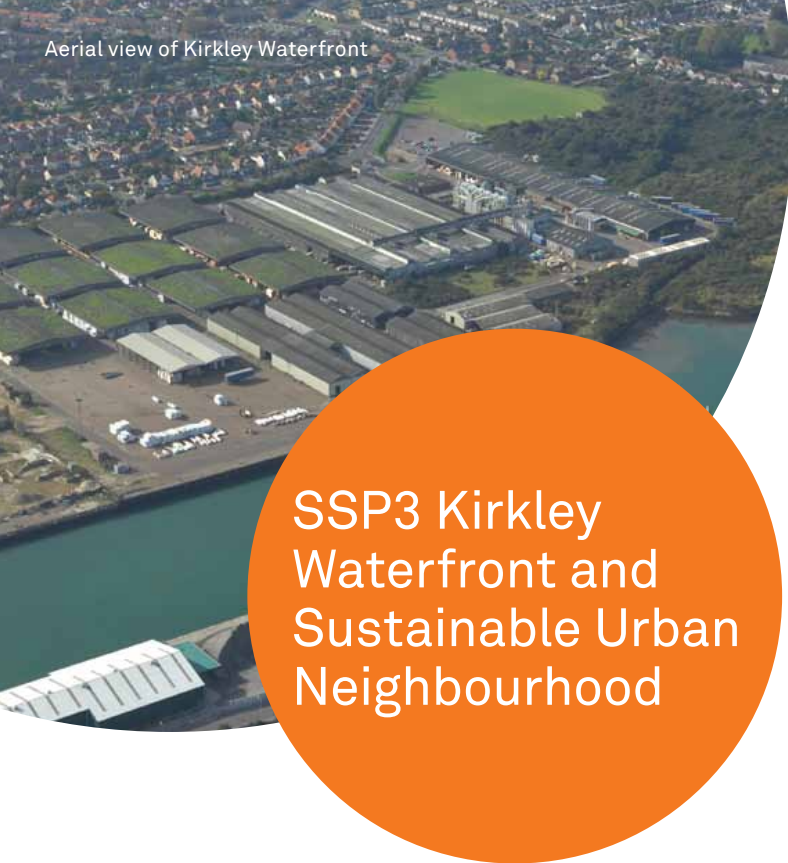


Figure 4.2.3 - Peto Square - Indicative longer-term development principles





## SSP3 Kirkley Waterfront and Sustainable Urban Neighbourhood

59.8 ha consisting of the following key character areas:

- Brooke Peninsula;
- Former Sanyo factory;
- Haven Marina and associated employment;
- Nelson's Wharf, SCA Recycling and Witham Paints;
- Brooke Yachts and Jeld Wen Mosaic County Wildlife Site;
- Jeld Wen playing fields;
- Kirkley Waterfront:
  - Former Jeld Wen premises;
  - Riverside Road employment area.

4.3.2 This area provides an unrivalled waterfront opportunity to continue to provide for employment uses but also to regenerate the south side of Lake Lothing as a new residential community, integrated with surrounding land uses and supported by the necessary associated infrastructure.

### Background and current character

#### Kirkley Waterfront

4.3.3 The eastern section of the site, known as Kirkley Waterfront, comprises employment land with extensive water frontage. Much of Kirkley Waterfront was occupied by Jeld Wen, a timber company. This location has extensive waterfront, some of which is operational and provides scope for future port activities, potentially connected to the PowerPark.

### 4.3 Kirkley Waterfront and Sustainable Urban Neighbourhood

#### Overview

4.3.1 Kirkley Waterfront and the proposed Sustainable Urban Neighbourhood comprise predominantly underutilised or unoccupied brownfield land on the south bank of Lake Lothing between the waterfront and Victoria Road/Waveney Drive. The site is bounded to the west by Stanley Road and to the east by the water inlet to the north of the Waveney Drive/Horn Hill roundabout. The site comprises some

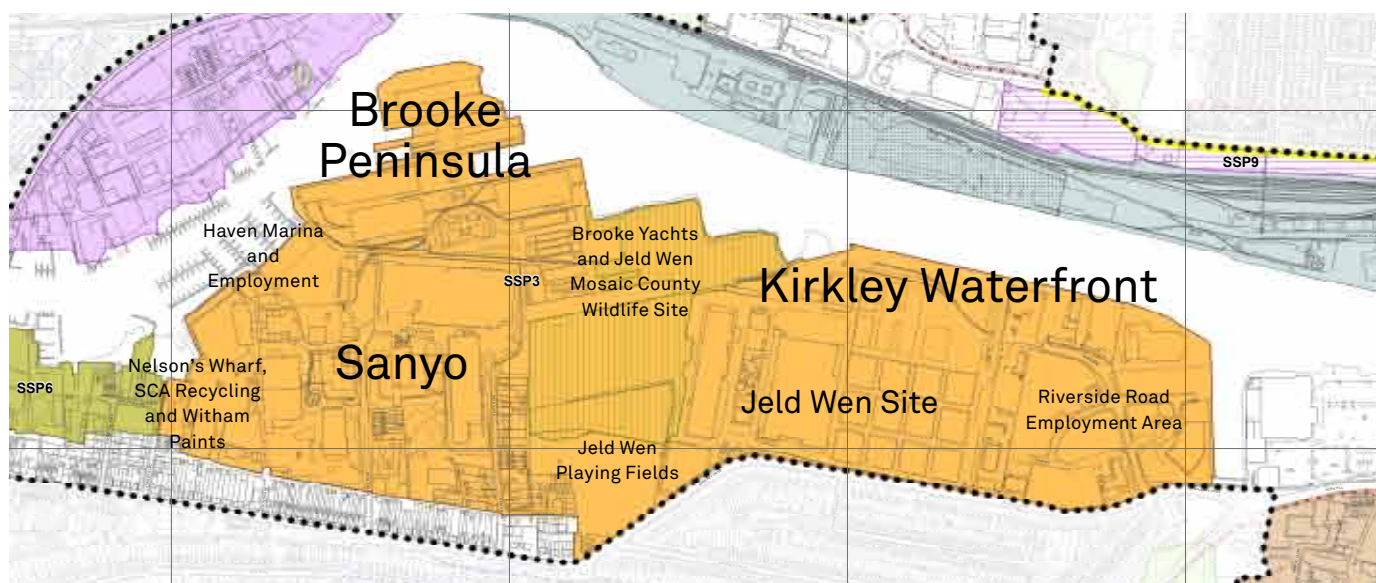


Figure 4.3.1 - Kirkley Waterfront and Sustainable Urban Neighbourhood - Extent of Site and Indicative Character Areas (Proposals Map Extract)



4.3.4 To the east of Jeld Wen is Riverside Road comprising business uses and vacant land. This was recently subject to a compulsory purchase order to facilitate the development of the now cancelled Waveney Campus proposals. The area around Riverside Road has seen some newer development including the Honda car dealership, Riverside Business Centre and a nursery (now vacant). The only historic building that exists within this location is the former office of the East Anglian Ice Works which dates from the late 19th or early 20th century and is in poor condition.

#### **Brooke Peninsula, Sanyo and area west of School Road**

4.3.5 Brooke Peninsula was previously occupied by Brooke Marine who developed the site for boat building in the early 20th Century. Since vacating the site in the 1980s the site has been used as a business park with a number of small and medium sized businesses occupying the former boat yard buildings. The site is poorly maintained, under utilised and employment densities are low. The site covers an area of some 12.2 hectares.

4.3.6 Sanyo occupied two sites on either side of School Road comprising some 8 hectares of land. Both sites are currently vacant. The site to the east of School Road includes an area of open space with a number of mature trees. To the north west of the Sanyo site on School Road is the Haven Marina and adjacent employment

premises. This area includes a range of employment premises including Silk Cutters House, NWES start-up units and recently built office accommodation, as well as activities related to the Haven Marina. It is proposed that these uses are retained and incorporated into redevelopment proposals for the area.

4.3.7 The Kirkley Waterfront and Brooke Peninsula/Sanyo/sites west of School Road are separated by an area of open space. This includes private recreation grounds and a significant area to the north, fronting Lake Lothing, is safeguarded as the Brooke Yachts and Jeld Wen Mosaic County Wildlife Site.

4.3.8 At the far western end of the site are SCA Recycling and Witham Paints which may also provide scope for redevelopment in accordance with wider site objectives.

#### **Development Opportunities**

- 4.3.9 The AAP seeks to facilitate a comprehensive approach to the development of this strategically important part of Lowestoft in order to maximise the potential of the sites. The following key issues have influenced the strategic proposals for the site:
- A significant amount of previously developed land available for development, including the Sanyo site and Jeld Wen;
  - The potential for future expansion of PowerPark activities to Kirkley Waterfront;
  - Government advice on flood risk has been



Underutilised employment land, Nelsons Wharf



Lake Lothing frontage, Brooke Peninsula

strengthened suggesting this area is more sequentially preferable for housing than other parts of the AAP area;

- Downturn in the property market indicates less demand in the short-medium term for high density apartment development;
- Public sector funding is being restricted placing greater emphasis on private sector contributions to deliver the strategic infrastructure to enable the site.

4.3.10 Taking the above factors into consideration, and following consultation with site land owners, developers and public sector stakeholders, the AAP advocates a partnership approach to delivering the site in order to maximise its development potential. The AAP sets the framework for this approach setting out planning and design principles to be incorporated into future site planning and design initiatives, whilst the Delivery and Implementation section in Section 5 sets out potential mechanisms for formal partnership working.

4.3.11 The AAP preparation process has been informed by iterative site capacity testing exercises. Given the urban location and existing surrounding terraced housing, development densities of between 50 and 90 residential units per hectare are considered appropriate. Proposals for development at lower and higher average densities (i.e. below 50 and above 90 units/hectare) will also be considered, taking account of site characteristics and surrounding land uses, which may limit the development area. Precise site layouts and development densities will be refined through detailed site master planning.

#### **Site Constraints**

4.3.12 The site is currently subject to a series of constraints which must be addressed through future site master planning (See Figure 4.3.2) and a concerted continuation of the delivery and implementation work to date with landowners, developers and other stakeholders.

#### **Site Access**

4.3.13 Existing access is via Nelsons Wharf, School Road, Heath Road, existing entrance to Jeld Wen and Riverside Road. Whilst the access points will be suitable to support small to medium scale development (subject to an appropriate Transport Assessment), longer term development will require new access points and routes. Precise locations and alignments for these routes will be established through detailed transport assessments as part of site masterplanning to be undertaken by developers in partnership with the District and County Councils and stakeholders.

4.3.14 The County Council estimate that in the short term 160 properties could be served off one of the access roads, provided detailed modelling/design confirms this and the properties are within 400m of bus stops. It is estimated that by providing linked access via School Road and Nelson's Wharf (potentially as part of a bus loop), up to 320 residential units may be accommodated.

4.3.15 Longer term, in excess of approximately 320 dwellings, there will be a requirement to divert traffic from Victoria Road. Any link to the existing western access (see short term) may need to be restricted to buses and emergency access only. The Jeld-Wen Playing Fields provides an opportunity for a new access to the site from Waveney Drive to serve the entire Sustainable Urban Neighbourhood.

#### **County Wildlife Site**

4.3.16 The Brooke Yachts and Jeld Wen Mosaic County Wildlife Site provides one of the last areas of natural shoreline within Lake Lothing and must be protected through development. During detailed site masterplanning developers should work jointly with Suffolk Wildlife Trust (SWT) to ensure that the County Wildlife Site, and its future management, is satisfactorily addressed through development. Flood defences through land raising or other alterations to the shoreline of the County Wildlife Site is not appropriate and any SuDS scheme for development must be carefully designed to ensure that no



adverse effect is had on this location. Design of any new access routes must minimise any loss of the County Wildlife Site by exploring all potential access options.

### Open Space Provision

4.3.17 The site includes an area of recreational space as part of the Jeld Wen site. This should be retained or reprovided, along with additional open space provision to support development. This should include areas of play space close to new homes, together with areas of open space along the waterfront to maximise publicly accessible amenity areas. Further detailed work as part of the Development Brief will assist in determining the most appropriate form, type and location of open spaces to be provided in the development

### Compatibility with Port Operations

4.3.18 Waterfront parts of the site lie immediately adjacent to active port operations. Developers will be required to ensure that noise mitigation measures are incorporated into all phases of new development to ensure that uses can continue.

4.3.19 In order to facilitate improved access between north and south Lowestoft, a new pedestrian and cycle bridge is proposed to link Brooke Peninsula with the north shore of Lake Lothing, Harbour Road Industrial Estate, Normanston Park, Oulton Broad shopping area and

eastwards towards Commercial Road. Potential for a new bridge will require further feasibility testing and liaison with Associated British Ports and other marine operators in order to ensure that harbour operations are not compromised.

### Flood Risk Constraints

4.3.20 The SFRA and Cumulative Land Raising Study notes the site has the following existing flood defences:

#### Western Section:

- Steel sheet pile quay backed by a concrete pavement with a crest level of 3.36 m along the Brooke Peninsula frontage;
- undefended sand and shingle beaches to the east and west of the peninsula;
- An earth embankment with a crest level of 2.5m AOD lies further west of the School Road Quay.

#### Eastern Section:

- Combination of steel sheet and timber piling with concrete capping backed by paved areas;
- Abrupt differences in quay crest levels some in excess of 0.5 metres;
- An area of undefended land exists immediately west of Riverside Business Park. This consists of sand and shingle beach backed by raising ground levels with a crest level of approximately 3.2m.



County Wildlife Site



Aerial view of Brooke Peninsula

4.3.21 The SFRA illustrates that parts of the site to the south are outside of Flood Zone 3 and are therefore preferable for residential development. The sequential approach to site development would suggest that generally, the south-western area is preferable to other parts of the site (and wider AAP area) for residential development due to its relatively lower hazard risk. It will be essential to ensure that the future site layout and distribution of land uses is informed by an up-to-date and comprehensive site-specific flood risk assessment.

4.3.22 Development of the site will require significant flood mitigation measures and the Cumulative Land Raising Study identified the potential for land raising the Brooke Peninsula area to 4.7 m AOD for all areas with residential frontage as well as the vacant land at Riverside Road to facilitate development. Topographically lower areas would be used for less vulnerable uses such as car parking and landscaping. The potential may exist to land raise in other parts of the site, as well as improvements to existing defences. There may be further scope to utilise the proposed new highways network to form part of the flood defence.

4.3.23 The proposed construction of a pedestrian route along the entire south bank frontage of Lake Lothing presents further opportunity to provide flood defence. This would need to be set to a minimum of 4.7m AOD. This would ensure that a sufficient level of protection could be maintained along the waterfront whilst providing safe public access to the water frontage. The route will need to be connected to the high lying grounds on Horn Hill, which falls

outside of the floodplain to prevent floodwater entering from the east. The pedestrian route would also need to be linked to the defences in front of the Brooke Peninsula to prevent floodwater entering from the west.

4.3.24 To minimise the impact upon port activities, flood barriers should be provided to the rear of the operational land rather than raising the level of the flood defences at the quayside. This approach will minimise the impact on cargo loading and unloading by removing the need to raise machinery in order to discharge or load over the level of the raised defences. This approach would need to demonstrate that the level of protection to land surrounding the operational land is not compromised and that new defences do not undermine existing operations. The appropriateness of the flood protection options mentioned above should be assessed through a site-specific flood risk assessment

### Delivery and Implementation

4.3.25 The Council will work closely with principal land owners and other development partners to refine proposals for the area that make the most of its strategic location. Landowners/developers will be expected to contribute towards shared infrastructure including a new primary school, pedestrian/cycle links and open space provision. Contributions will be fairly apportioned between development sites. Access arrangements will be primarily funded by the sites to which the access serves. Specific requirements will be agreed through the development brief preparation process.



Riverside Business Centre



Entrance to Jeld Wen site, Waveney Drive

4.3.26 If a particular landowner provides land for shared infrastructure (for example the primary school or open space provision) then it will be allowed to contribute commensurately less towards other relevant shared infrastructure. It is expected that the cost of site specific infrastructure and remediation requirements (i.e. contamination, remediation, demolition, flood mitigation etc) will be borne by individual landowners/developers.

4.2.27 A Relocation Strategy has been undertaken which underpins the AAP proposal. Further details on implementation and delivery are set out in Section 5.

#### SSP3 - Kirkley Waterfront and Sustainable Urban Neighbourhood

The Council and developers will work in partnership with other relevant stakeholders to deliver a comprehensive approach to the development of Kirkley Waterfront and Sustainable Urban Neighbourhood (59.8ha). The following uses will be permitted within this area:

- i. Approximately 1,380 residential units will be developed to densities of broadly between 50 and 90 units/hectare. Lower and higher average densities will also be considered, taking account of site constraints and characteristics, and surrounding land uses which may limit the development area; and the comprehensive masterplanning of the area. This density range will ensure the provision of a wide range of residential accommodation for individuals, couples and families including terraces, mews and townhouse typologies semi and detached houses, and apartments;
- ii. Approximately 12 ha of reconfigured employment land comprising: Predominantly B1 office floorspace, research and development and workshop space in the area surrounding Riverside Road and adjacent to residential areas;
- iii. Waterfront industry to provide dock and mooring facilities and ancillary uses. (EMP1-4);
- iv. A minimum of 3 ha of Open Space (depending upon density), plus retention/reprovision of the existing playing fields adjacent to the Jeld Wen site (or a like-for-like provision in areas at higher risk of flood);
- v. Southern Access Routes;
- vi. Continuing care retirement community;
- vii. Primary School (1.7ha);
- viii. Marina facilities with the potential to provide permanent moorings for historic vessels;

- ix. Retail, restaurants, bars, cafes as active ground floor uses;
- x. Hotel.

The site will be developed in accordance with the principles below and illustrated in Figure 4.3.3:

- i. Development of the site should seek to ensure that current employment activities within the Brooke Business Park can be relocated on site as far as practicable (EMP1);
- ii. Development should retain the existing business facilities and marina facilities on School Road (EMP1);
- iii. The full development of the site will require the construction of a series of new access routes. The Jeld-Wen Playing Fields provides an opportunity for a new access to the site from Waveney Drive to serve the entire Sustainable Urban Neighbourhood. Access arrangements will be primarily funded by the sites to which the access serves.
- iv. The site should be configured around a legible street pattern that incorporates key views and provides good quality walking and cycling environments, using high quality materials consistent with the wider town. All residential streets will be designed in accordance with Manual for Streets principles and be integrated with existing neighbourhoods (EHC1, TML2, TML5);
- v. New streets should be integrated with existing roads, in particular Heath Road, School Road, Nelson Wharf and Stanley Road. (EHC1, TML5);
- vi. Connections within the site should be designed to provide quick, safe and attractive access by bus, on foot and by cycle to the railway stations, town centre and employment sites. A central transport “node” should provide convenient access from and to the site. This will benefit from sheltered bus waiting facilities with real-time information, secure cycle parking and parking space for a potential car club (TML1,2,3, EHC1);
- vii. Development should respect and connect with the existing residential community to the south and provide a high quality residential frontage along Waveney Drive (EHC1);
- viii. Buildings should seek to provide active and attractive frontages along Waveney Drive and any access route facilitating development (EHC1);
- ix. Large areas of surface car parking should be avoided if possible (TML6);
- x. The area should provide appropriate wayfinding measures to assist in moving visitors between the seafront and Broads area (EHC1);



- xi. Employment development should consider neighbouring residential uses and should include appropriate landscaping and screening. Surface car parking should be appropriately screened through high quality site landscaping (EHC1);
- xii. Development should not preclude a potential third crossing which could be constructed in the future and new vehicular routes should take into consideration potential for future widening;
- xiii. Development should provide activity along the waterfront. This may include the provision of parks, squares, play areas and active frontages such as cafes, shops and workspace (EHC1);
- xiv. A community hub should be created at the heart of the development with primary school, local shops, community facilities and other residential amenities to which all development within the site should contribute. This should be accessible to new and existing residents living south of Lake Lothing. This should provide an activity focus at the centre of the site (HC3, RLT1);
- xv. A new primary school should be included within the scheme to provide a central focus for development. The school should front the main access route and provide appropriate space for setting down/picking up. The school should be designed to enable out-of-hours activities. Appropriate play space should be provided in a secure area to the rear. All development will be expected to contribute to development of the school (HC3);
- xvi. New open spaces should be included to provide a network linked to the waterfront and other areas of green space. This may be as part of a Sustainable Drainage System (SuDS) for the site (EHC3);
- xvii. Appropriate green infrastructure should provide structure to the detailed site masterplanning in accordance with principles set out in Figure 4.3.4. The open space adjacent to Jeld Wen should be retained, either in situ, or as a like-for-like provision in parts of the site at greater flood risk (EHC3);
- xviii. The area provides potential to become a hub for tourism and should include hotel, restaurants, bars and marina to exploit the location between the North Sea and the Broads; LT2);
- xix. The construction of new access routes may affect the Brooke Yachts and Jeld Wen Mosaic County Wildlife Site. Construction of any new routes must minimise any loss of Wildlife sites, include appropriate mitigation of impacts and ensure like-for-like re-provision for any habitat loss within the Strategic Site. Development should include provision to encourage wildlife habitats such as green/brown roofs and natural areas within green spaces (EHC4);

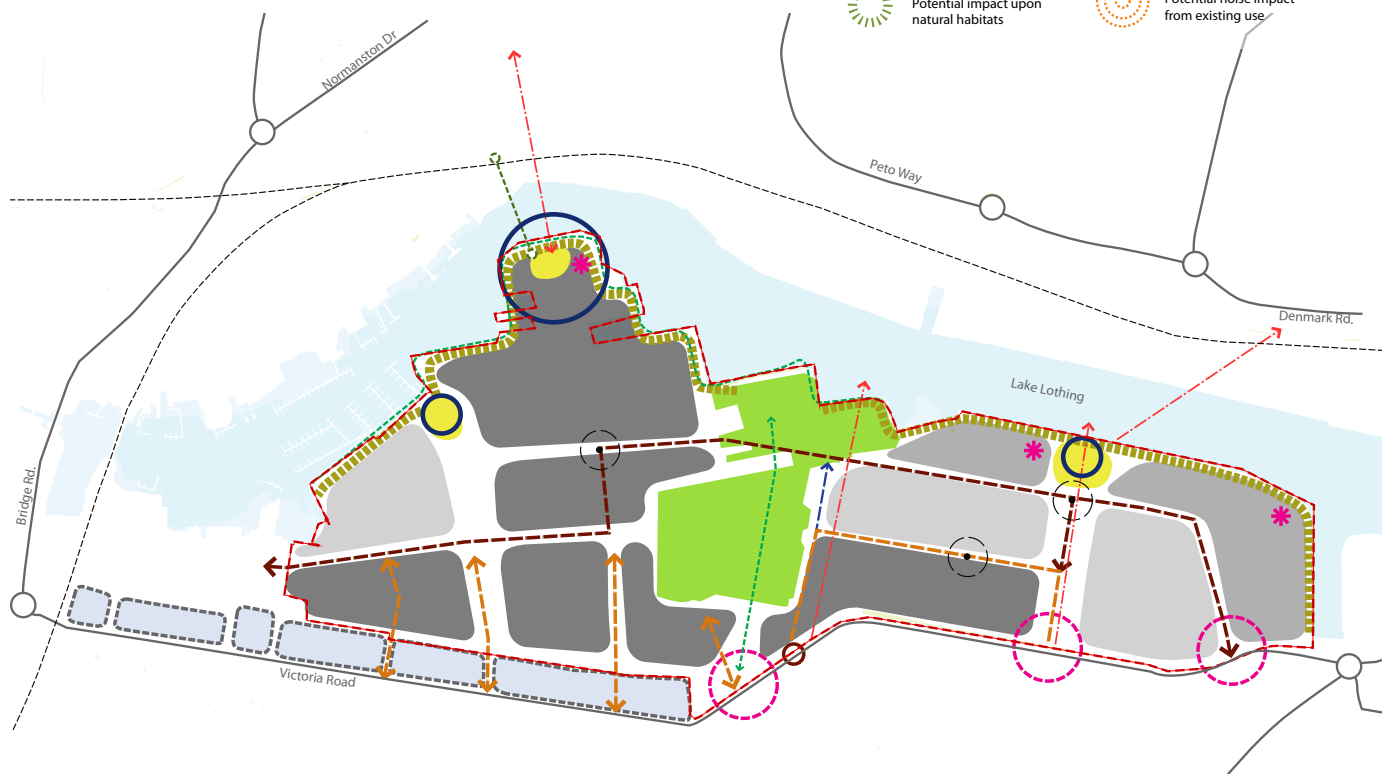
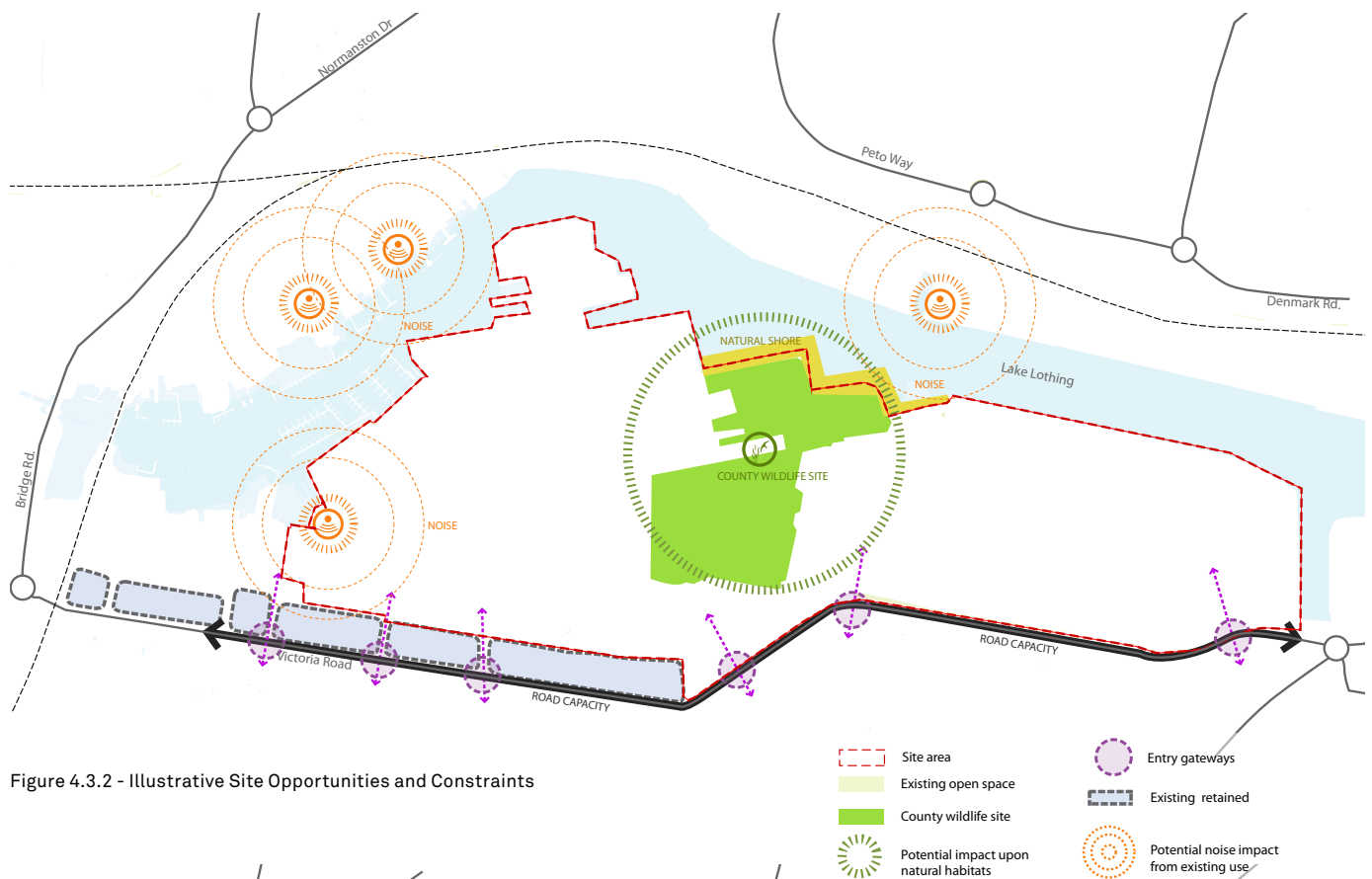
- xx. All development should contribute to the construction of a new pedestrian/cycle bridge to link Brooke Peninsula to the north of Lake Lothing (TML2);
- xxi. Secure cycle parking must be included throughout the site (TML2);
- xxii. All new buildings will be designed to ensure energy, water and waste efficiency (WEW 1-3);
- xxiii. Where feasible buildings and streets should be orientated towards the south to maximise solar gain and energy efficiency (WEW1);
- xxiv. Development must address sewage network capacity restrictions at Lowestoft Heath Road Pumping Station, Lowestoft Sunnyfield Pumping Station and Lowestoft Bridge Pumping Station.

All new development will be subject to a site specific Flood Risk Assessment. A flood evacuation plan and details of appropriate mitigation measures must be submitted to the satisfaction of the Council's emergency planners. Residential and other 'more vulnerable' uses on site must be designed to ensure flood risk is mitigated with a safe means of escape. More vulnerable uses proposed on the site should be, as far as possible, located outside Flood Zone 3 or in areas of least flood risk. The design of buildings should promote resilience during flood events through appropriate use of materials and situation of habitable uses above the flood level. Development will be protected through measures such as land raising, incorporation of secondary defences and SuDS. Future pedestrian and vehicular access routes may offer potential to act as a further mode of defence. SuDS will be considered as part of the comprehensive development of the site, potentially including swales, green/brown roofs and living walls integrated within a wider network of open spaces/habitats, including the Brooke Yachts and Jeld Wen Mosaic County Wildlife Site.

The following items of infrastructure will be required to support the development of the site:

- i. New primary school;
- ii. Southern access routes;
- iii. New pedestrian and cycle routes and facilities;
- iv. Public transport improvements;
- v. Pedestrian and cycle bridge link;
- vi. Flood defences;
- vii. Remediation of contaminated areas in accordance with PPS23;
- viii. On site renewable energy systems.







Flood resilient open space, Selby



Flood resilient open space, Selby



Flood resilient open space, York



Figure 4.3.4 - Illustrative approach to Green Infrastructure

- Site area
- Existing open space
- County wildlife site
- Development
- Existing retained
- Potential waterfront public realm
- Potential location for public space



Waterfront development, Ipswich



SuDs/Recreation Open Space, Upton, Northampton



Pedestrian/Cycle Footbridge, Hammarby Sjostad, Sweden



Estuary Business Park, Merseyside



Townhouses/SUDs system, Upton, Northampton



Mixed use development in flood plain, Worcester



Figure 4.3.5 - Indicative Development Density

Higher Density  
(c. 90 dph)

Lower Density  
(c. 50 dph)

- Site area
- County wildlife site
- Potential location for public space
- Existing buildings



Zero carbon housing, Building Research Establishment



Waterfront housing, Hammarby Sjöstad



Millennium Primary School, Greenwich





## SSP4 East of England Park

### 4.4 East of England Park

#### Overview and Development Opportunities

- 4.4.1 The AAP recognises the potential to create a major new contemporary park adjacent to the seafront walkway to celebrate the eastern most point of England and to provide a new cultural/events space for Lowestoft and connect to the existing, quality, public areas around the Ravine and to the historic High Street by way of the Scores. It presents the opportunity to reinvent a neglected underutilised open space to the north of the Birds Eye factory which contains historically significant fishing net drying racks, together with enhancements to Ness Point. A project implementation plan is being developed and refined by 1st East and Waveney District Council with stakeholders which will set out short, medium and long term actions and delivery plans for this area.



Ness Point - England's most eastern point

#### Current Character

- 4.4.2 Located between the beachfront and Whapload Road, the site is characterised by underutilised and poorly maintained open space. The site also incorporates Ness Point, the most easterly place in England. A lack of east-west pedestrian connections, as well as impermeable industrial land uses to the south contribute to the site being poorly integrated into the surrounding urban fabric.

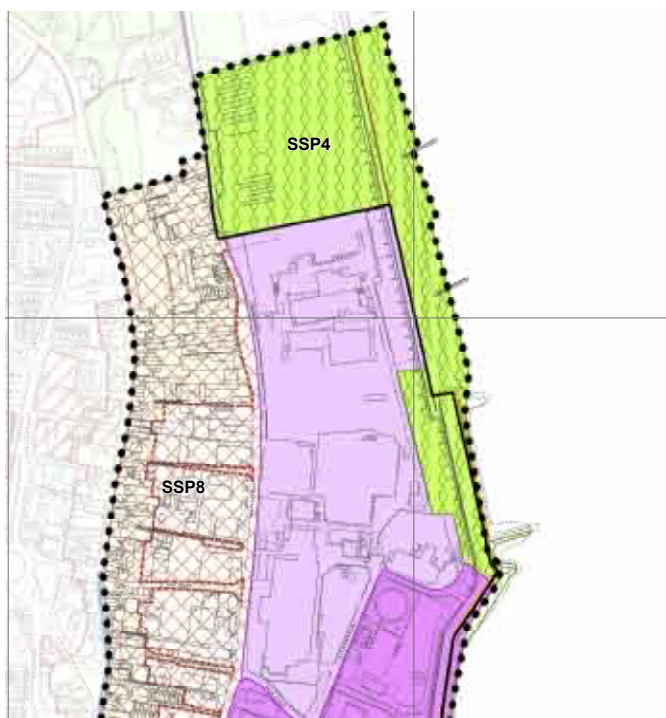


Figure 4.4.1 - East of England Park - Extent of Site (Proposals Map Extract)



Car parking adjacent to Ness point



Sea defence and Birds Eye factory

## SSP4 - East of England Park

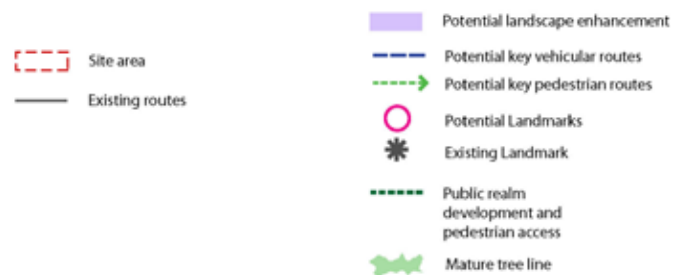
The East of England Park will be created as a high quality landscaped area that celebrates its location as the most easterly point in England. The Park will seek to include the following features:

- i. Improved access and cycle/pedestrian linkages to Town Centre;
- ii. New vehicular, pedestrian and cycle linkage from Whapload Road;
- iii. Use of landscaping and public art to soften the visual impact of the Birds Eye factory;
- iv. Cultural events field;
- v. Play facilities;
- vi. Incorporation of historic net drying racks;
- vii. Bold curving steps and ramps onto concrete promenade providing better access to the sea front;
- viii. Better links to the historic High Street via the Scores and area to north including maritime museum and lighthouse;
- ix. Use of high quality sculpture, lighting, banners to animate the seafront;
- x. Pavilion/café/orientation facilities at Ness Point;
- xi. CCTV;
- xii. Signage and wayfinding measures to integrate the park with the wider town;
- xiii. Integration with the North Denes Caravan Park proposals;
- xiv. Orientation around the Gulliver wind turbine as a major local landmark;
- xv. Provision of a landmark structure/sculpture to assist in the orientation of the site and Ness Point.

Proposals should be accompanied by a careful assessment of the impact on historic setting of the Scores and High Street.



Figure 4.4.2 East of England Park - Indicative Development Principles



Climbing wall, Blackpool



Wayfinding/Sculpture, Mile End



Key West - most southern point in USA



Sea Defences, Blackpool



Estuary Park, Merseyside



Lands End - most southern point in UK





## SSP5 Kirkley Rise

### 4.5 Kirkley Rise

#### Overview

4.5.1 The area around Kirkley Rise has been identified as a strategic site due to its potential for significant change and its strategic location between Kirkley District Shopping Centre, South Quay and Kirkley Waterfront. The site extends south of Horn Hill and is bounded by Clifton Road and Salisbury Road to the south.

#### Current Character

4.5.2 This site is currently a mix of employment, car parking, and residential uses. AKD engineering is the main site occupier, occupying the western extent of the identified area. Waveney District Council has recently invested in a surface car park at the centre of the site.

4.5.3 The Horn Hill frontage presents some development potential with a vacant site at the junction of Kirkley Rise. There is also a petrol filling station, car dealership, mechanics, light industrial units and a row of terraced houses along Horn Hill.

4.5.4 Further industrial premises lie along Freemantle Road which links the car park to London Road South including SSDM, providers of vehicle and corporate sign solutions who are prominent in this location. To the south of this lies a vacant site which provides a potential development opportunity to link with London Road South.

4.5.5 Kirkley Rise presents a new access road from Horn Hill. The site is also accessible from London Road South. Good pedestrian and cycle links are required to link Kirkley with the attractions of the esplanade and the beach. National Cycle Route 30 which



Clifton Road car park

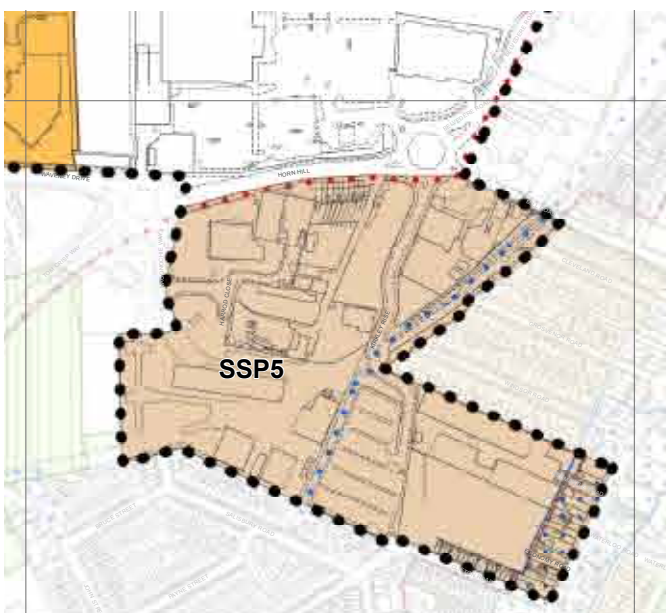


Figure 4.5.1 - Extent of Site (Proposals Map Extract)



Development site to rear of London Road South



New Kirkley Rise access road and development site



links Lowestoft to Kings Lynn passes through the site utilising a former railway track bed.

### Development Opportunities

- 4.5.6 The site presents a significant opportunity to link the Lake Lothing waterfront area with the existing Kirkley District Shopping Centre. Whilst existing employment uses to the west of the site should be retained during the AAP period, scope exists to enhance the mix of uses to include residential, retail adjacent to the Kirkley District Shopping Area, and community uses.
- 4.5.7 Waveney District Council has undertaken considerable work in identifying potential redevelopment potential for this site which has sought to provide an expansion area for Kirkley District Shopping Centre. Proposals have included new health centre, market, residential and employment floorspace.

### Flood Risk Constraints

- 4.5.8 Figure 3.6.1 demonstrates that much of the site is in Flood Zone 3 whilst breach modelling for this site illustrated in the SFRA demonstrates that parts of the site are within 'high hazard' areas.
- 4.5.9 The Cumulative Land Raising Study identifies that the site is protected by the same defences as Peto Square south, as well as the newer defences and land raising constructed as part of the ASDA development and land immediately east of ASDA.
- 4.5.10 The study identifies a large difference in quay crest height between South Quay and ASDA. The study identifies that

floodwater is likely to overtop the low lying defences and inundate the low lying areas from the lowest point of the Kirkley Ham inlet, west of Asda, flowing towards the site via the low lying car park and cycle path.

- 4.5.11 Hydraulic modelling undertaken as part of the SFRA and Cumulative Land Raising Study identified that flood levels within this location will drop as a result of the partial land raising within the Kirkley Waterfront and Peto Square strategic sites. The third scenario of the hydraulic modelling demonstrates that the Horn Hill site does have a flow path through it, that if raised results in some minor increases in flood depth elsewhere. This flow path must be maintained and development proposals must be subject to further detailed modelling to ensure that this can be achieved and that risk to site users can be mitigated. The study identifies that land raising may be appropriate at the southern half of the site but this would need to be examined in greater detail as part of any proposed development for the site.

### Delivery and Implementation

- 4.5.12 The Council will work closely with principal land owners and other development partners to refine proposals for the area that provides development that is complimentary to the AAP area and Kirkley District Shopping Centre. New development will be required to ensure that the flood constraints are overcome and that development is safe. Development will also need to ensure that existing employment operations within the area are not undermined by conflicting land uses.



Development potential adjacent to Kirkley Rise



Potential linkages into site from London Road South via Economy Road

## SSP5 - Kirkley Rise

The following development will be sought within Kirkley Rise (8.3 ha) in accordance with the principles set out in Figure 4.5.2:

- i. Redevelopment of the area west of London Road South for residential, health/community facilities, retail and commercial uses (provided flood risk issues are addressed and a sequential approach to site development is adopted). This may include the long-term redevelopment on a deck over the car park site for the above uses;
- ii. Development of Horn Hill frontage for employment-led mixed uses;
- iii. Residential/employment in sites adjacent to Kirkley Rise/Horn Hill;
- iv. Employment will be retained within existing sites;
- v. The area may provide potential for new tourism facilities (including hotels, guest houses, restaurants and bars) to complement the existing tourist area at Kirkley.

The area will be developed in accordance with the following principles:

- i. Development should seek to retain existing employment uses as far as possible (EMP1);
- ii. Development will provide enhanced connections and greater activity between the Kirkley retail area and wider Lake Lothing and Outer Harbour AAP area (EHC1);
- iii. Retail development should take place adjacent to the Kirkley shopping area;
- iv. The potential for utilising older buildings of architectural merit within the site should be investigated when designing schemes (EHC2);
- v. Open space for residents and site users must be integrated into all new schemes within this location (EHC3);
- vi. The potential for a decked area of open space above the existing surface car park could be integrated as a design feature for any development within this location (EHC1, EHC3);
- vii. Development should include provision to encourage wildlife habitats such as green/brown roofs and conservation areas within green spaces. The old railway line, now used as a cycle route should be enhanced as a wildlife corridor (EHC4);

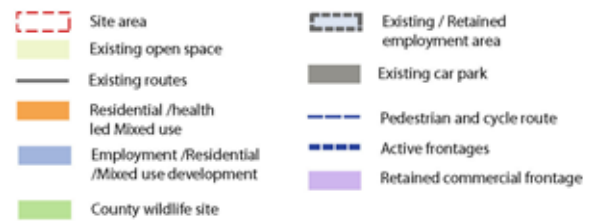
- viii. The development of the site will include good quality, safe pedestrian and cycle routes to provide quick linkages to the town centre, employment areas and the seafront (TML2);
- ix. Secure cycle parking must be included throughout the site (TML2);
- x. Current car parking provision contained within the surface car park should be retained in this location, potentially as part of a decked mixed use scheme. The use of this car park should be intensified as a key southern car park serving Kirkley, South Beach and Peto Square (TML6);
- xi. All residential streets will be designed in accordance with Manual for Streets principles (TML5);
- xii. All new buildings will be designed to ensure energy, water and waste efficiency (WEW 1-3);
- xiii. Development must address sewage network capacity restrictions at Lowestoft Heath Road Pumping Station, Lowestoft Sunnyfield Pumping Station and Lowestoft Bridge Pumping Station.

All new development will be subject to site specific Flood Risk Assessment. A flood evacuation plan and details of appropriate mitigation measures must be submitted to the satisfaction of the Council's emergency planners. Residential and other 'more vulnerable' uses on site must be designed to ensure flood risk is mitigated with a safe means of escape. More vulnerable uses proposed on the site should be, as far as possible, located outside Flood Zone 3 or in areas of least flood risk.

The design of buildings should promote resilience during flood events through appropriate use of materials and situation of habitable uses above the flood level. Development will be protected through measures such as land raising, incorporation of secondary defences and SuDS. The flood flow route as identified within the Cumulative Land Raising Study should be protected from future development unless it can be demonstrated that it will not increase flood risk elsewhere.



Figure 4.5.2 Kirkley Rise - Indicative Development Principles





## 4.6 Other Development Sites

### Overview

4.6.1 A range of smaller scale sites are also proposed within the AAP. Development within these areas must have regard to the vision, objectives and policy framework set out within the AAP.

### The Western End of Lake Lothing

4.6.2 The Western End of Lake Lothing refers to the area to the south west of Lake Lothing between Stanley Road and Saltwater Way to the north of Victoria Road. The area extends to some 4.9 ha and is currently characterised by small scale industrial uses, underutilised employment land and residential focused around Stanley Road/ Crompton Road.

4.6.3 The Waveney Interim Local Plan (2004) identified this location for tourism, marine and residential uses including up to 113 new homes. Land between the railway line and Saltwater Way now has planning permission for residential uses. Policy SSP6 continues to allocate the remainder of this area, between the railway line and Stanley Road, for smaller scale incremental development of tourism, marine and residential uses, including 57

new homes. Important considerations in bringing forward development include overcoming flooding and access constraints prior to development, providing public access to the waterfront and ensuring that the amenity of existing residents is not adversely affected.

### SSP6 – Western End of Lake Lothing

The following uses will be permitted in the area between Stanley Road and Saltwater Way (4.9ha), south of Lake Lothing provided access, impact upon the Broads and flood risk issues can be overcome:

- i. Waterfront tourism;
- ii. Small-scale residential development of 57 homes;
- iii. Employment, with a focus on marine activities.

The site should be developed in accordance with the following principles:

- i. Development should exploit the sites key gateway location between Lake Lothing and Oulton Broad;
- ii. All new building should be of the highest architectural quality and maximise the potential of the waterfront position;
- iii. Any new scheme must ensure public access to the waterfront through inclusion of marina, cafe/restaurant or bars at the waterfront;
- iv. Any new scheme to the east of the site should be integrated with plans for the Sustainable Urban Neighbourhood providing access constraints can be overcome;
- v. The scheme should provide open space within the site for the benefit of future residents and should contribute to improvements to off-site open space;
- vi. Development should be planned in accordance with the sequential approach to flood risk within the site, with development focused upon areas outside of Flood Zones 2 and 3;
- vii. As this is a flood risk area, buildings will be required to include appropriate mitigation measures. This should include creative design solutions that ensure buildings are functional and attractive;
- viii. Development should include provision to encourage wildlife habitats such as green/ brown roofs and areas of green spaces;
- ix. Secure cycle parking must be included within the site;
- x. Where appropriate, development should be protected through land raising and strengthened flood defences;
- xi. All new buildings will be designed to ensure energy, water and waste efficiency.

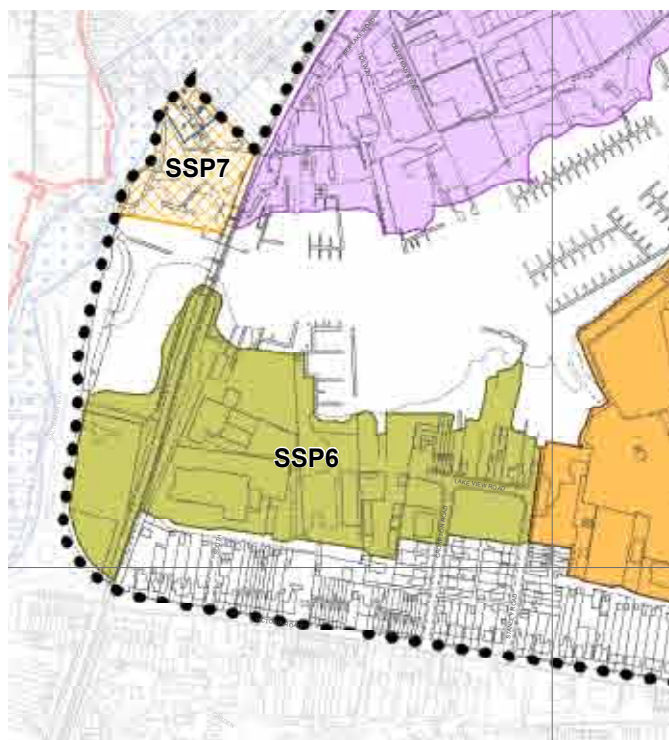


Figure 4.6.1 - Western End of Lake Lothing - Extent of site (Proposals Map Extract)

All new development will be subject to site specific Flood Risk Assessment. A flood evacuation plan and details of appropriate mitigation measures must be submitted to the satisfaction of the Council's emergency planners. Residential and other 'more vulnerable' uses on site must be designed to ensure flood risk is mitigated with a safe means of escape. More vulnerable uses proposed on the site should be, as far as possible, located outside Flood Zone 3 or in areas of least flood risk. The design of buildings should promote resilience during flood events through appropriate use of materials and situation of habitable uses above the flood level. Development will be protected through measures such as land raising, incorporation of secondary defences and SuDS.

The following items of infrastructure will be required to support the development of the site:

- i. Off-site schools provision;
- ii. Public realm and open space;
- iii. Off-site open space contributions;
- iv. Flood defences.

## SSP6 Western End of Lake Lothing



Figure 4.6.2 - Western End of lake Lothing - Indicative Development Principles



## SSP7 Oswald's Boatyard

### Oswald's Boatyard

4.6.4 The Oswald's Boatyard site provides a short-term opportunity to facilitate development within the western part of the AAP area. This site is currently occupied by a disused boat yard, two cottages, and library. The site was previously allocated in the Waveney Interim Local Plan (2004) for residential, library and tourism facilities. Policy SSP7 carries forward this allocation, including approximately 50 residential units and a replacement library. The site has considerable flood risk issues and was included in the Cumulative Land Raising Study as a location for land raising. Development in this area will be acceptable providing the flood risk issues can be overcome.

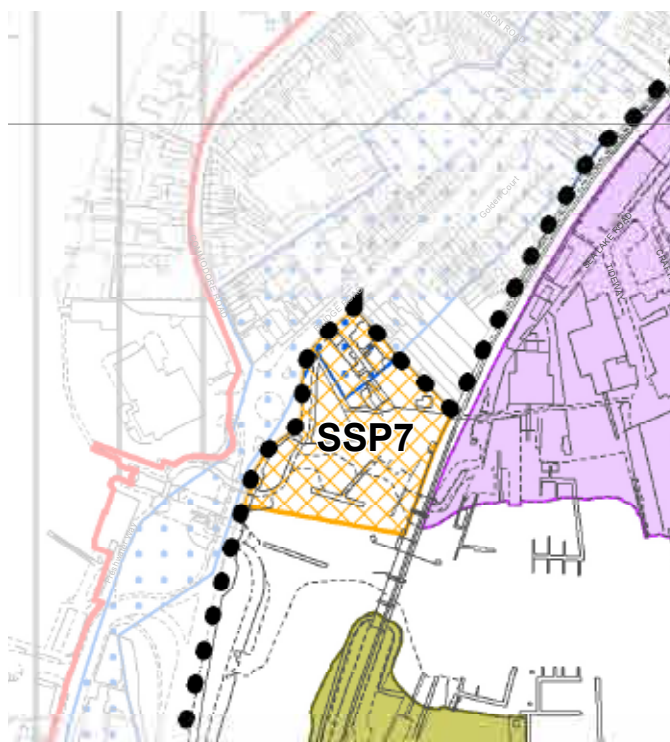


Figure 4.6.3 - Oswald's Boatyard - Extent of site (Proposals Map Extract)

4.6.5 The Cumulative Land Raising Study identified that the southern part of the site, along the shoreline, is low lying and surrounded by higher ground to the north, west and east.

4.6.6 The study concludes that due to the small scale of this site, and high ground surrounding the site, land raising the quay crest between the Railway Bridge and Mutford Bridge is likely to be sufficient for providing the required level of flood protection for the development of this site. An alternative option would be to construct a defence wall along the Lake Lothing frontage tying in to the higher ground on the east and west of the site.

### SSP7 – Oswald's Boatyard

Oswald's Boatyard (0.5ha) will be developed for approximately 50 high density residential units, replacement library and community facilities provided flood risk issues can be overcome. The site will be developed in accordance with the following principles:

- Creation of a landmark building at a key gateway location between Lake Lothing and Oulton Broad;
- All new buildings should be of the highest architectural quality and maximise the potential of the waterfront position;
- The scheme must include pedestrian and cycle routes through the site;
- The scheme must ensure public access to the waterfront, including the provision of library, community facilities and active ground floor tourism uses fronting the water;
- The scheme should include mooring facilities for a waterbus;
- The scheme should provide open space within the site for the benefit of future residents and should contribute to improvements to off-site open space;
- The area should provide potential to become a hub for tourism and may include hotel, restaurants, bars and marina to exploit the location between the North Sea and the Broads;
- Development should include provision to encourage wildlife habitats such as green/brown roofs and areas of green spaces;
- Secure cycle parking must be included within the site;
- New development should situate habitable uses above the flood level and incorporate safe means of escape into the design of buildings;





Figure 4.6.4 - Oswald's Boatyard - Indicative Development principles

- xi. Development of the site should have regard to the Environment Agency's policy approach to encroachment into Lake Lothing;
  - xii. Development will be protected through land raising and strengthened flood defences;
  - xiii. All new buildings will be designed to ensure energy, water and waste efficiency.
- All new development will be subject to site specific Flood Risk Assessment. A flood evacuation plan and details of appropriate mitigation measures must be submitted to the satisfaction of the Council's emergency planners. Development will be required to contribute to the following items of infrastructure:
- i. Off-site schools provision;
  - ii. New library and community facility;
  - iii. Off-site open space contributions;
  - iv. Flood defences.





SSP8  
The Scores

**The Scores**

4.6.7 The area east of the historic High Street is characterised by a network of alleyways which are important historic features that linked the town with the original fishing port. The AAP seeks to improve linkages within this area between the High Street and key intervention areas including the East of England Park, PowerPark and Peto Square. Residential development will be favoured in this location to assist in the wider regeneration of this highly attractive location.

**SSP8 – The Scores**

Small scale residential and employment development will be supported in the “Scores” area east of the historic High Street (11.7ha). The site will be developed to fully respect the historic character of the area and should seek to retain the existing employment uses. Development should enhance connections between the historic High Street and East of England Park/PowerPark and provide environmental improvements to the historic Scores routes including improved public realm and wayfinding. The Council will support the creation of a new score to the north of the area, to include a new connection between High Street and Whapload Road and new housing and employment development. Existing employment areas to the south should be retained and play a complementary role to the PowerPark proposals.



Figure 4.6.5 - Extent of site (Proposals Map Extract)



Figure 4.6.6 - The Scores - Indicative Development principles

- Site area
- Existing routes
- Employment /Residential led Mixed use development
- Employment led mixed use development
- Existing / Retained area
- Potential environmental enhancement
- Potential key vistas
- Pedestrian and cycle route
- Active frontages
- Potential Landmarks





SSP9  
Peto Way/  
Denmark Road  
Corridor

**Peto Way/Denmark Road Corridor**

4.6.8 This area has seen considerable investment in recent years facilitated by the construction of Peto Way which provides a primary route into the AAP area from the North. This has included the development of the North Quay retail park and the Quay View Business Park.



Figure 4.6.7 - Peto Way/Denmark Road - Extent of site (Proposals Map Extract)



Figure 4.6.8 - Peto Way/Denmark Road Corridor  
- Indicative Development principles

4.6.9 This site is allocated for B1, B2 and B8 employment uses and may provide a suitable location for some businesses requiring relocation from PowerPark and Brooke Peninsula. Further retail development is not considered appropriate in this location.

4.6.10 The County Council has identified a potential future transport scheme to improve access to north Lowestoft town centre. The details of the scheme and the likely timescales have yet to be established but provision is made for long term potential within the adopted Local Transport Plan.

**SSP9 – Peto Way/Denmark Road Corridor**

Approximately 3.1 ha of space within the vicinity of Peto Way/Denmark Road corridor is allocated for employment development comprising B1, B2 and B8 uses as illustrated on the Proposals Map. This location will be used as priority relocation space for appropriate businesses that will be displaced by other strategic site proposals as set out in the Area Action Plan.

All new development will be subject to site specific Flood Risk Assessment. A flood evacuation plan and details of appropriate mitigation measures must be submitted to the satisfaction of the Council's emergency planners.

Proposals for development in this location should have regard to the current Suffolk Local Transport Plan and take into consideration latest proposals for traffic improvement schemes to Denmark Road in liaison with County Council officers. Development should improve pedestrian and cycle connections and public realm in this location.