



Waveney District Council

Property Development Assessment – Lowestoft Docks

October 2015

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1 Introduction

Nautilus Associates have been commissioned by Waveney District Council (WDC) to research and report on:

- The physical spatial requirements of the existing fishing fleet and existing fishing industry which is current located within the Lowestoft port.
- The capacity of eleven specified sites to physically accommodate those spatial requirements.
- Provide a high level indicative cost for the new build facilities to accommodate the spatial requirements for existing fishing fleet and fishing industry.

Interviews were undertaken with the fishing industry interests currently located within the outer harbour port area as identified by Waveney District Council. A summary of the existing spatial requirements thus identified is detailed in Section 4 of this report.

From these requirements high level specifications on the size and form of accommodation currently needed by existing fishing industry, located within the outer harbour, was developed and is presented in Section 5.

The capacity of specified sites (identified by WDC) to spatially accommodate each of those accommodation requirements was assessed and the results are presented in Section 6.

Section 7 provides high level indicative construction cost estimate for new facilities to the specification identified, and notes the related important assumptions, inclusions and exclusions in the developing that estimate.

Section 8 summarises the key findings and highlights the potential next steps.

2 Scope of Works and Key Tasks

The Scope of Works and Key Tasks covered by this work comprise:

- Undertaking Interviews with the fishing fleet owners/operators and the fish merchants to define their accommodation needs and provide a high level summary statement briefly summarising their spatial requirements.
- Agree building and site specification requirement with WDC informed by the findings above.
- Undertake an initial high level spatial assessment of 11 No. sites identified by WDC and provide a matrix of the findings. These assessments are based solely and singularly on the ability of each of the sites to spatially accommodate all or some of the identified accommodation requirements. They do not consider site availability.
- Provide an initial desktop new build construction cost estimate for new facilities to a high level of specification for a facility to accommodate the spatial requirements identified above. The estimate is undertaken by a Quantity Surveyor but of necessity will be qualified and will not consider specific site cost considerations.
- Produce a high-level report.

The brief for this work and this report does not seek to:

- Consider Full Green Book development appraisals.
- Comment on the *availability* of any sites or premises to able to accommodate all or some of the identified accommodation needs and related specifications.
- Consider any other potential, non-spatial, constraints effecting any the sites ability to accommodate all or some of the identified accommodation needs and related specifications.
- Consider or comment on the overall feasibility and viability each of the sites ability or otherwise to accommodate any or all of the identified accommodation needs and related specifications.
- Consider rental charges required to provide a return upon expenditure of indicative costs.
- Consider any potential latent demand for any further accommodation, nor potential facilities out with the 11 No. sites specified for consideration in this work and report.

Figure 1 shows the location of the eleven specified sites identified by WDC for consideration along with individual plans showing the total area each site covers.

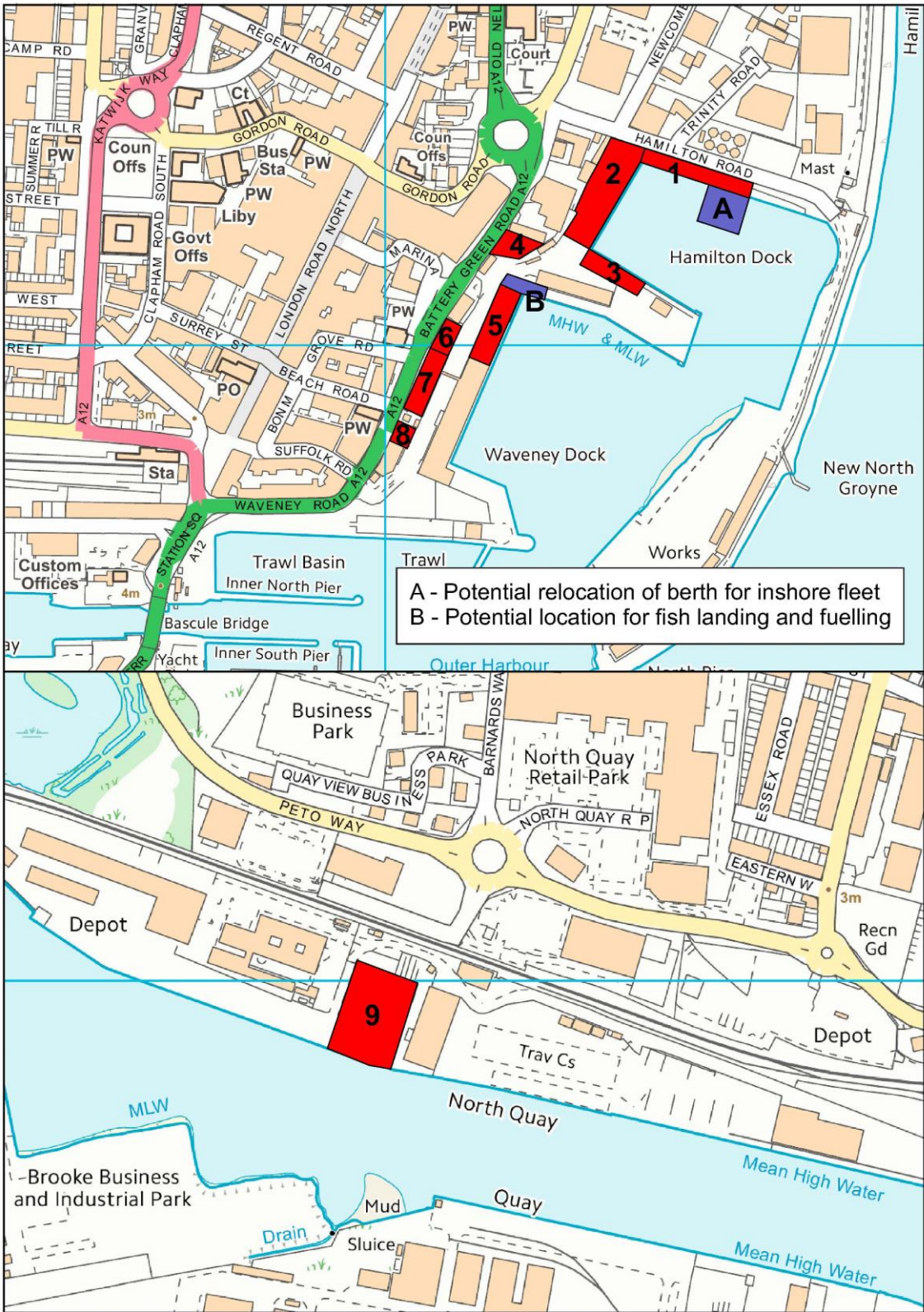
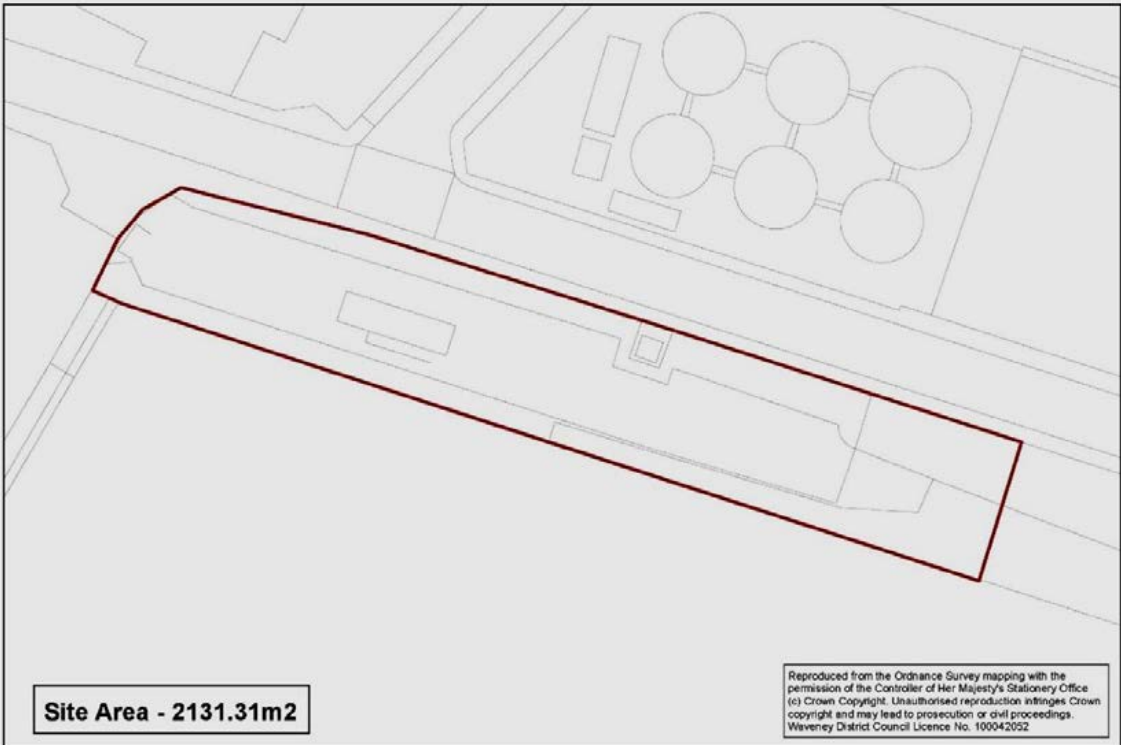
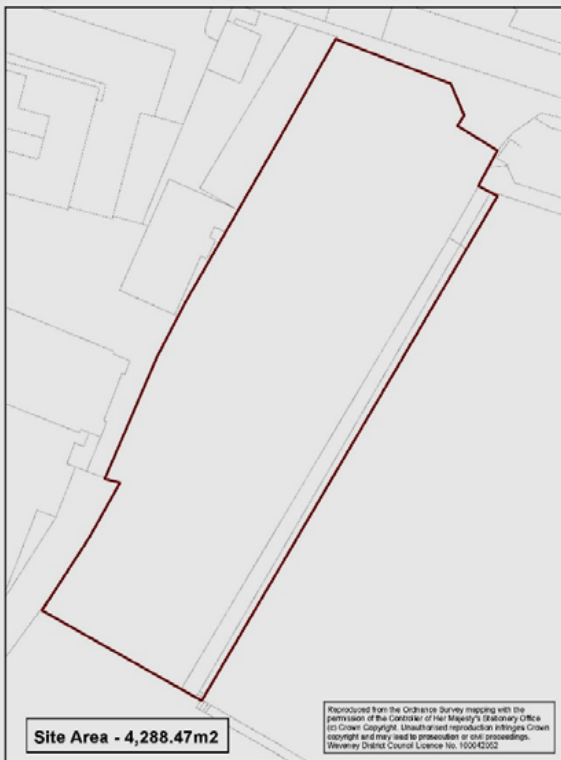


Figure 1 - Sites Location Plan

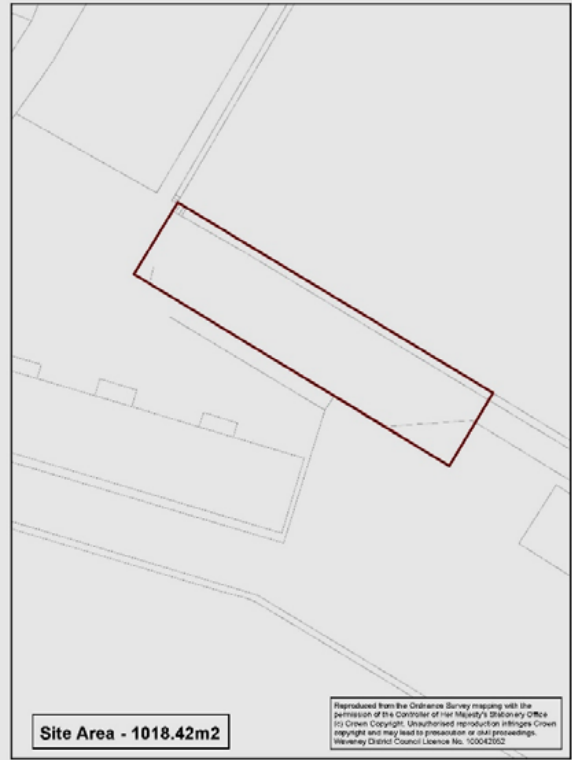
Site 1 - Hamilton Dock North

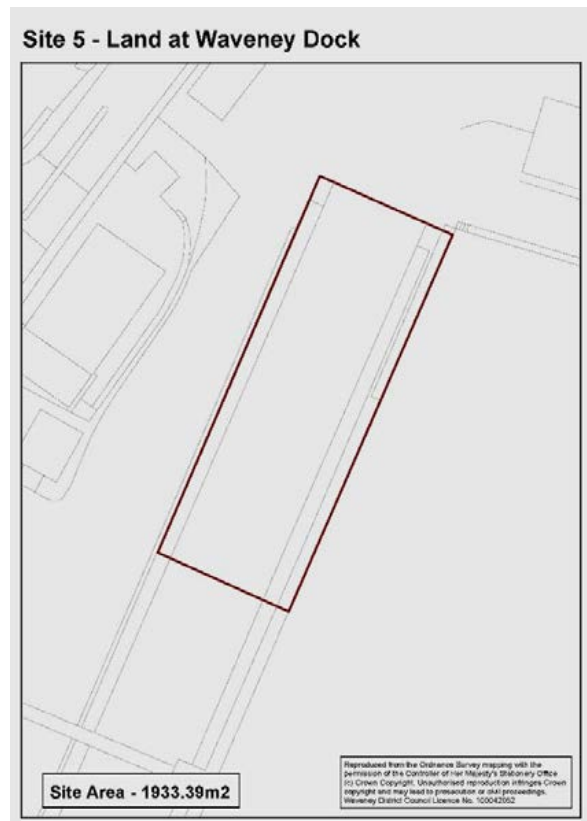
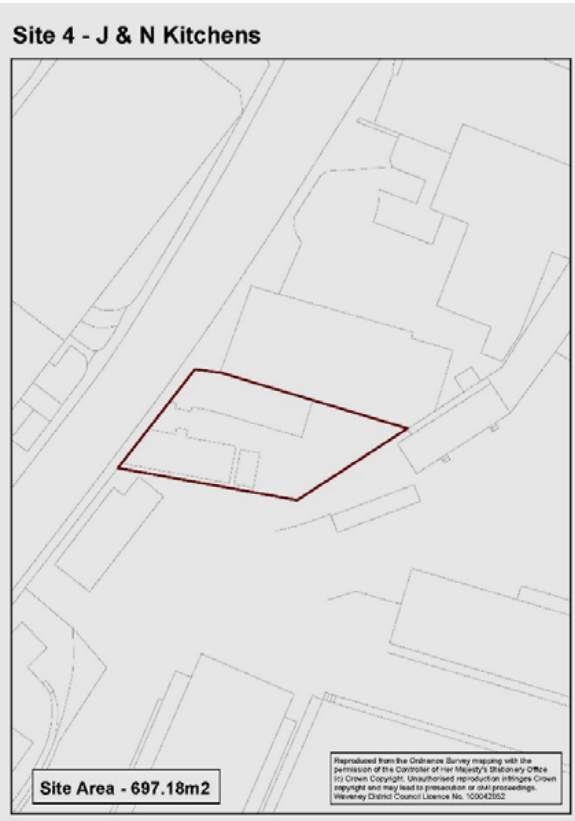


Site 2 - Hamilton Dock West



Site 3 - Land at Hamilton Dock

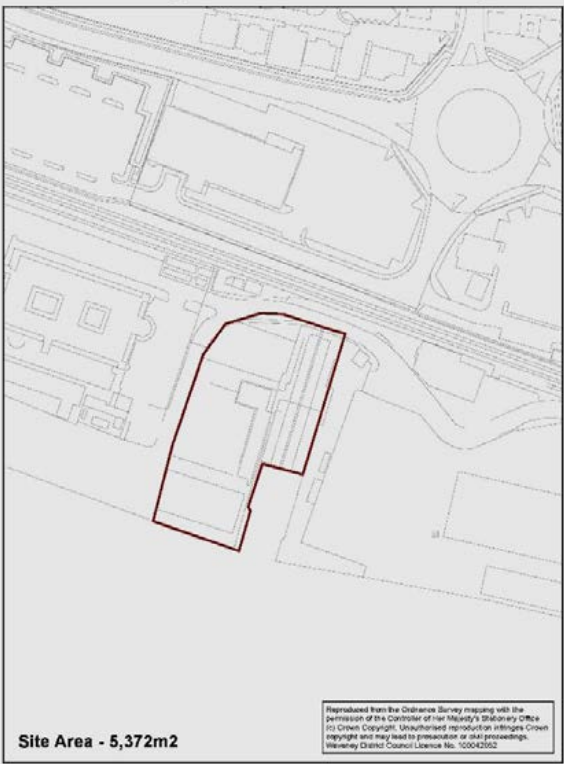




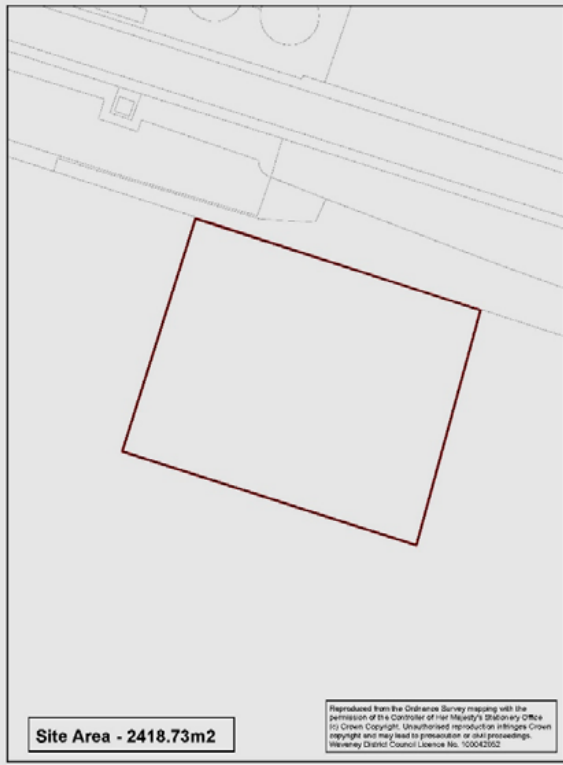
Site 8 - Land between LG Roberts & Ice House



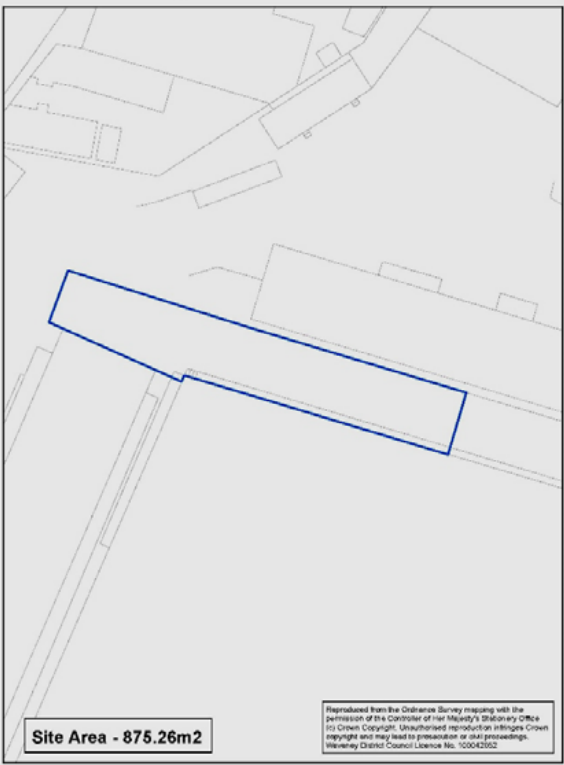
Site 9 - Land adjacent former Shell Building



Site A - Pontoon - Hamilton Dock



Site B - Waveney Dock North



The results of initial title search enquiries for these sites with the Land Registry are contained in Appendix 4. Matters relating to the titles of the sites would be an area of further research, which is currently out with the scope of this brief.

3 Interviews with the fishing fleet owners/operators and fish merchants

An initial introductory meeting, facilitated by WDC was held on 24th September 2015 with local fish industry representatives, at which the scope and aims of this work were explained and discussed.

Interviews with all those who wished to discuss their requirements and site visits to existing facilities, were then undertaken between 2nd October 2015 and 15th October 2015 with representatives of the following user groups:

- Fishermen
- Merchants
- Auctioneers/Agents
- Packaging and Consumables Suppliers

A full list of consultees is noted in Appendix 2.

The following existing facilities were visited:

- Workspaces and facilities currently used by the groups identified above
- Fish market
- Fuelling facilities
- Loading and unloading quay
- Mooring quays
- Ice House
- Each of 11 No. sites specified by WDC in the brief (these sites are identified in the site location plan and the individual site plans in Section 2 above).

4 Spatial Requirements

The spatial requirements identified through interviews with the local fishing industry are summarised below with reference to existing facilities where appropriate.

These requirements are then summarised and articulated into a high level initial specification in Section 6 below.

4.1 Existing Fisherman spatial requirements¹

From interviews and discussions with existing fishermen, based around their current facilities and requirements, and visits to some of their existing facilities, an agreed set of assumptions on the space required were developed and are presented below.

4.1.1 Storage space/baits shed for 13 No. fishermen currently working out of the port

12 No. existing fishermen require¹:

- Workspace of approximately 24 sq m (6m x 4m) is required between each 2 fishermen who would use that space on a shared basis. The workspace could be accommodated in shipping container type construction (standard shipping container is 6m x 2.5m).
- The work spaces should have a work bench area and have electricity and lights.
- Water supplies could be used on a shared basis.
- These workspaces need to accommodate refrigeration facilities, typically of approximately 12 sq m per workspace, again these refrigeration facilities would be required between 2 fishermen who would use the space on a shared basis.

One of the existing fishermen require slightly larger facilities: -

- Workspace of approximately 90 sq m is required. The work space should have 2/3 work bench areas and have electricity, lights and water supplies.
- This workspace needs to accommodate refrigeration facilities, of approximately 27 sq m.
- Hardstanding area of approximately 27 sq m



Figure 2 - Fisherman's Storage Shed/Baiting Shed



Figure 3 - Drop quay adjacent to loading area

4.1.2 Shared quay space for loading and unloading of fishing boats, landing fish and for refuelling fishing boats

Approximately 32m linear meters of quay heading is needed, with drop quay and craneage (with minimum loading capacity of 60 kg) enabling two boats to use the area simultaneously. The area needs to be of adequate width to allow the area to function for loading and unloading purposes, a width of 4 meters has been notionally assumed at this time.

4.1.3 Access to ice making facilities and boxes

Ice making and boxing facilities are needed close to landing quay facilities.

¹ these generic assumed requirements were created with the interviewees and were tested with the same interviewees

4.1.4 Mooring space

12 No. 10m boats require 12m mooring space each. 1 No. 11m boat requires 13 m mooring space. The mooring space should have a shared direct quay frontage of a minimum of 2 meters wide to allow for some loading and unloading at the mooring area.

Overall this may be an area equivalent to the c90 linear metres of quay wall (assuming that the fishing boats can be double stacked) where the fleet are currently moored (or alternatively an area equivalent to 'one side of the existing pontoons in Hamilton Dock' was suggested.)



Figure 4 - Existing mooring area along part of Site 3 Area

Although preferable, it was suggested, operationally the mooring does not need to be in precisely same location as the other facilities but does need to be in close proximity to the fisherman's storage space/bait sheds.

4.1.5 Shared Quay space to check and repair nets

An area of say 45 sq m (3m x 15m) close to the mooring could serve this purpose.

4.1.6 Car parking

A minimum of 1 car parking space is required by each fisherman.

4.2 Fish Market

The location, general specification and facilities of the existing fish market building and the associated facilities, were felt by interviewees to be appropriate and, (since the facility was originally designed and built for its current purpose), were felt fit for the purposes needed (if in need of some refurbishment). It was noted by interviewees that the facilities it provides and co-locates are essential to operational functioning fish markets. It was felt that any generic fish market specification should provide broadly similar facilities to those of the existing building which are detailed below. It was commented that they could possibly be 25% smaller.



Figure 5 - Auction hall at Fish Market

The existing fish market is of concrete framed construction with brick walls and a sheet clad roof. It measures approx. 18.4m by 30.4m externally, giving a total Gross External floor area in the region of 559 sq m.

The building has approximately 5m eaves and 3 full height roller shutter doors each 4.30m wide and a further access door directly from the unloading quay into the cold store.

The existing fish market building accommodates the following main areas: auction floor space; ice making and cold store facilities; box store.

The auction floor has a floated concrete finish and is approximately 440 sq m NIA. Ice making and cold stores for fresh fish storage facilities extends to approximately 71 sq m NIA. There is a box store of approximately 21 sq m. All of these are located within the existing fish market building area. There is an adjoining toilet block of approximately 22 sq m which is locked and is not currently used.



Figure 6 - Ice making with cold store facilities at Fish Market

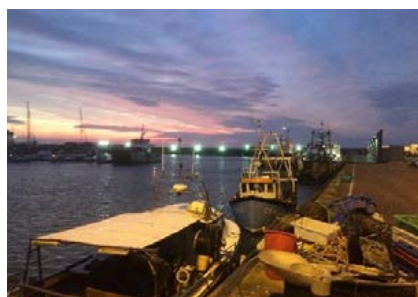


Figure 7 - Quayside loading/unloading along Eastern Elevation of the Fish Market

On its Eastern elevation, the fish market building opens quay side onto a 34m long drop quay (where the quay drops 1.10m to a lower level quay which has an approximate 1m width) to support the loading and unloading of fishing boats. There is an existing quay side crane which enables unloading of fish. These facilities allow transportation directly off the boats to the quayside and then directly into the adjacent fish market building where landed fish can be iced and stored until

the next auction. The quay frontage is approximately 3.30m wide between the quay edge and the fish market building. This quayside hardstanding/unloading area is covered and is in the region of 116 sq m.

Along the fish market's Western elevation there two roller shutter doors which open directly on to a 3.3m wide continuous, covered loading bay area which has an approximate 1 m drop at its edge. This supports the loading of the fish from the fish market building/auction onto vans and lorries to enable onwards transportation.



Figure 8 - Roadside loading bay facilities along western elevation of Fish Market

In summary the spatial requirements identified for any fish market in Lowestoft, based on the existing requirements, include:

4.2.1 Standard 'warehouse' type building approximately 560 sq m (reducing to 420 sq m minimum size based on a facility 25% smaller than existing facility)

Of steel frame/concrete construction with ice making and storage facilities. Roller shutter doors. Good water and electricity supplies. Internal drainage channels across the operational areas of the building.

4.2.2 Integral or close by ice making and cold store facilities

Approx 71 sq m (reducing to 53 sq m minimum size based on facility 25% smaller than existing facility)

4.2.3 Loading and unloading facilities to bring fish into, and take fish out of the market

Currently approximately 116 sq m roadside (a similar sized loading/unloading quay for fishing boats is located quay side and this is noted in fishermen's spatial requirements at 4.1.2 above).

4.2.4 Car parking for up to to c20 visitors (cars and van) at the auctions - approx 350 sq m.

4.2.5 Access and parking for large fixed 30T 'Quayside' Lorry / SAL Grimsby – 50 sq m.

It was felt by interviewees that good proximity of the fish market to quay space /side for unloading of fish caught and c30m length with drop quay and craneage (as per the existing arrangement) is the most efficient and effective solution. This point is however outside the scope of this current brief/report.

4.3 Auctioneers/Agents requirements

The auctioneers currently occupy space of approximately 46 sq m gross external area which they note is fit for the purposes required and an appropriate size.

In summary the auctioneer's spatial requirements include:

4.3.1 Approximately 43. sq m office and changing room space with water and electricity supplies.

4.3.2 Facilities in close proximity to the fish market.

4.3.3 Car parking for c.3 cars – approximately 38 sq m.

4.3.4 CCTV control and monitoring facilities (for the fish markets area).



Figure 9 - Auction offices and toilets at end of Fish Market building

4.4 Fuelling Facilities

Fuelling facilities are needed by all the fisherman. Some of the fishing boats may re-fuel directly from fuel suppliers who deliver directly to them. Others refuel via on site storage facilities in the port area. The existing facilities include a bowser used for fuel storage on site and for refuelling some of the fishing boats and it is located close to the unloading drop quay. A more detailed specification for these facilities is needed and would be an area for further consideration.



Figure 10 - Fuel storage bowser close to loading/unloading drop quay

In summary the fuelling requirements are:

- 4.4.1 On site storage facility for refuelling (assumed say minimum area of 25 sq m) with access for tanker lorry delivery vehicles.
- 4.4.2 Access for direct fuel deliveries to fishing boats via 20 T fixed delivery lorries.

4.5 Fish Merchants

In accordance with the brief, fish merchants currently in the port area were interviewed and their existing facilities visited.

In summary the existing merchant's spatial requirements are (based on their existing facilities):

4.5.1 Workspace, fitted out to relevant industry standards comprising:

- Merchant 1

Building area of approximately 192 sq m GEA (24m x 8m) with 5.0m eaves and full height roller shutter 3.3m wide. Facilities to load directly onto lorries and vans from the warehouse (currently including a 77m loading bay area with a 0.9m drop). Water and electricity. Working areas within the building include: fish processing area approx. 90 sq m NIA (with chiller, sinks and suspended ceiling and work benches); 62 sq m of refrigerator/chiller space; office space of approx. 14.5 sq m NIA; and welfare facilities at approx. 24 sq m comprising toilet and kitchen/rest area.



Figure 11 - 3.3m wide loading bay area alongside Fish Merchant's premises

- Merchant 2

Building area of approximately 165 sq m GEA (10m x 16.5m) with 2.4m x 2.5m roller shutter doors, 3.5m eaves and facilities to load onto vans and bring pallets into and out of the building. Public access and shop frontage is needed. Water and electricity. Working areas within the building include: fish processing area approx. 73.5 sq m NIA (with sinks), drainage and work benches. Freezer/chiller area 33 sq m of; office space of approx. 17.6 sq m NIA; and welfare facilities at approx. 12 sq m comprising toilet.



Figure 12 - Processing area within Fish Merchants premises (note suspended ceiling)

- Merchant 3
Building area of approximately 303 sq m GEA (18.3m x 16.6m) plus 29 sq m refrigerated with a 3.0 m eaves. Public access with shop frontage. 2 roller shutter doors (current ones are 2.3m x 2.6m), and facilities for loading onto vans. Water and electricity. Working areas within the building include: fish processing area approx. 182 sq m NIA with sinks), drainage and work benches and suspended ceiling. Freezer/chiller area 25 sq m of; office space of approx. 51 sq m NIA; fish smoked in area 39 sq m; welfare facilities at approx. 16 sq m comprising toilet and shower.



Figure 13 - Smoker in one of Merchants workspaces

- Merchant 4
Building of approximately 131 sq m GEA (6.55m x 20.0m) with 3.5 m eaves. 3.1m X 2.4m roller shutter door, and facilities to load onto small transit size vans. Water and electricity. Working areas within the building include: fish processing area approx. 90 sq m NIA (with sink and suspended ceiling) incorporating approximately 15 sq m of refrigerated area within this area; office space of approx. 12 sq m NIA; and welfare facilities at approx. 28 sq m comprising toilet and kitchen/rest area.

4.5.2 Parking for car/vans

The 'onsite' merchants indicated the following individual specific requirements:

- Parking for 8 cars/vans and two customers vans (Merchant 1).
- Parking for 3 cars and two delivery vans (Merchant 2).
- Parking for 3 cars and one delivery vans (Merchant 3).
- Parking for 3 or 4 cars and two refrigerated vans with trailers, preferably directly outside the building. (Merchant 4).

4.5.3 Option involving only two of the Merchants Requirements

Some of the merchants interviewed, (those merchants who currently benefit from public access and shop frontage) are not currently closely co-located with the other main fishing interests in Outer Harbour area - i.e. they are not currently co-located with those fish industry uses which are currently clustered around the fish market, in the area of the ice house and around Hamilton dock moorings. Potentially those two merchants could remain in their current locations at their current sites.

With this in mind, two options have been considered, when looking at the merchants collective accommodation requirements for the purposes of this work:

- Option 1 - a spatial site/building requirement based on all the merchants spatial requirements collectively.
- Option 2 - a spatial site/building requirement based on the merchants spatial requirements assuming that those merchants who are not currently co-located with the other main fishing interests in the port, remain in their current locations.

4.6 Packaging and Consumable Suppliers

The existing packaging consumables supplier to the fishing fleet currently in the port area (who is currently co-located with those other existing fishing industry interests in the port area) were interviewed and their existing facilities visited.

In summary their spatial requirements are (based on their existing facilities):

4.6.1 Storage space of approximately 244 sq m



Figure 14 - Existing storage facilities

This storage space is currently spread across three closely co-located buildings. Some of this space is located in a former boiler house for the ice house building. Some is in a purpose built steel framed and steel clad modern unit with 3.75m high eaves and 2.65m x 3.0m high roller shutter door. The remainder is in part of the former ice house building and has a large 3.8m x 4.0m high roller shutter door but it was reported this area is in need of repair.



Figure 15 - Existing storage facilities

Any replacement, alternative accommodation could group all this space together, within a building of a cost effective form of construction, possibly a steel framed and steel clad unit with roller shutter doors.

4.6.2 Office and Welfare space of approximately 21 sq m

This is currently spread across the former boiler house and Ice House facilities noted above but an alternative may be integral space with all storage space needed in a single building.

4.6.3 Car Parking and Hardstanding Area for 3 cars and deliveries. - say approx 38 sq m for cars and 13 sq m for 12 delivery van.

There is currently in the region of 80 sq m of parking and hardstanding on their existing site.

4.6.4 Access for receiving deliveries from articulated lorries

5 Building and Site Specifications

From analysis of the accommodation requirements set out in Section 4 above the following building and spatial specifications have been developed for the current fishing industry users in the outer harbour areas and are summarized below.

These areas and technical specifications are not intended to be perspective but aim to reflect the floor areas of the different types of space which were identified and agreed with current users through the interviews.

The floor areas are largely based on what existing space/facilities those interviewed currently have rather than what they might like to have and this was the approach Nautilus were directed to take for this work.

When a different form of construction to the existing facilities has been assumed this is noted, and any such assumptions are generally based on a view on the most cost effective, 'fit for purpose' form of construction for a particular use were it to be newly built. This should be tested and refined in any further work.

In this high level work, the assumed high level building specifications above could not wholly reflect the detailed needs of specific occupiers. Consequently the budget cost estimates in Section 7 below will similarly not wholly reflect the detailed needs of specific occupiers at this time either. A more detailed consideration and analysis of: the occupier requirements; the best forms of construction and site layout needed for each site; and all associated costs, would be important and would need to be considered in any subsequent work.

Source of Requirement	Type of Space	Amount	Approximate site area required	Comments
4.1 Existing fishermen's requirements	Workspace storage space/baits sheds	13 workspaces allowed for (12 @ 6x4 sq m divided by 2 and 1 @ 90 sq m) (to incorporate refrigeration spaces 12@ 6x2 sq m divided by 2 and 1 @ 27 sq m).	Workspace of 234 sq m (144+90 sq m) incorporating 99 sq m (72+27 sq m) of refrigeration/chiller facilities within it.	Assumed simple prefabricated steel structure with refrigerated spaces and foundation bases on standard ground condition for cost estimates.

Source of Requirement	Type of Space	Amount	Approximate site area required	Comments
	Shared quay space for loading for unloading and refuelling c32m with drop quay and craneage	c32m linear quay wall with drop quay and craneage.	32 linear metres of quay wall with 4 m wide direct quayside along its length.	Quantity surveyor noted cost variables are too great to prepare an estimate pending determining location and design requirements at this time.
	Access to ice making facilities	71 sq m allowed based on approximate area currently within existing fish market.		This area is included within the floor areas under 4.2 below.
	Mooring space	Approximately 159 linear metres (comprising 12 @12m and 1@17m) required in total by existing fleet. Practically this linear requirement of quayside space is smaller as it may be able to be accommodated through double stacked mooring or the use of pontoons.	Assumed an area equivalent to existing quay wall of c90 m by say 2 m wide (assuming that the fishing boat can be double stacked) where the fleet are currently moored (or 'one side of the existing pontoons in Hamilton').	Area noted was developed from discussions on mooring requirements with existing fishermen in interviews. Quantity Surveyor noted cost variables are too great to prepare an estimate pending determining location and design requirements.
	Shared quay space to check and repair nets	An area of say 3 m by 15m close to the mooring.	45 sq m.	
	Car Parking	Based on requirements identified	163 sq m for 13 cars/vans.	Amount shown is based on 12.5 sq m per space.

Source of Requirement	Type of Space	Amount	Approximate site area required	Comments
4.2 Fish market	Overall fish market building	Based on existing facilities. Minimum is based on less 25%.	560 sq m – 420 sq m minimum.	Assumed for cost estimates: simple steel portal frame structure with insulated steel cladding with refrigerated spaces; foundations on standard ground condition.
	Auction floor space (included in overall fish market floor space area above)	Based on existing facilities. Minimum is based on less 25%.	440 sq m – 330 sq m minimum	
	Ice making and fresh fish storage area (included in overall fish market floor space area above)	Based on existing facilities. Minimum is based on less 25%.	71 sq m – 53 sq m min	
	Loading/Unloading facilities (road side area only)	Loading/Unloading area of 3.3m width running along the roadside of the building (quay side is included under the fishermen's requirements above at 4.1).	116 sq m	Area based on existing loading/unloading facilities.
	Car Parking and access for deliveries	Parking for up to 20 cars/vans and for large fixed 30 T 'Quayside' lorry.	350 sq m plus 50 sq m area for lorry parking.	Based on 17.5 sq m for each van/car and an notional area of say 50 sq m (3.5m x18.5m) for the Quayside 30 T fixed Lorry.

Source of Requirement	Type of Space	Amount	Approximate site area required	Comments
	Turning area for Lorries	For large fixed 30 T 'Quayside' lorry.	387 sq m (53 m x 7.3m) from national guidance.	Not allowed for in any of the options considered except Option 9 as for the options in the outer harbour area there is already existing turning provision.
4.3 Auctioneers requirements	Office space	Based on existing facilities.	43 sq m	
	Car parking	3 cars.	38 sq m	Based on 12.5 m per car parking space.
4.4 Fuelling facilities	Storage facilities	Based on bowser and space occupied by existing facility.	25 sq m with access for 20T fixed tanker lorry deliveries.	See access requirements. Detailed specification would need to be developed in due course.
	Direct deliveries	Appropriate access for direct deliveries.		No specific allowance made at this time.

Source of Requirement	Type of Space	Amount	Approximate site area required	Comments
4.5 Merchants Option 1: All existing port based merchants	Workspace	Floor space areas based on existing facilities. Assumed for cost estimate purposes: steel framed structure with insulated wall cladding form of construction; food processing level of mechanical and electrical fit out & finishes; foundations on standard ground condition.	820 sq m of building (Total area to accommodate 4 units: (192+165+332+131 sq m)	While the figure to the left considers all merchants currently located in the port area not all of the existing port based merchants may need to be accommodated on any new site. Therefore 165 sq m and 332 sq m facilities identified could possibly remain on existing sites in port- see option 2 below).
	Parking and Deliveries	Based on area identified in discussions.	225 sq m for 18 car parking spaces (8+3+3+4 cars). 123 sq m for 7 vans (2+2+1+2 vans).	Based 12.5 sq m per car space. 17.5 sq m per van space.
	Access for Larger Lorries		Included within spatial assessment of the site.	No specific allowance made at this time, over and above the 30 T fixed quayside lorry parking already allowed for under 4.2 above.

Source of Requirement	Type of Space	Amount	Approximate site area required	Comments
4.5 Merchants Option 2: Based on the requirements of 2 of the existing port based merchants (assuming 2 remain in their current locations)	Workspace	Floor space areas based on existing facilities. Assumed for cost estimating purposes: steel framed structure with insulated wall cladding form of construction; food processing level of mechanical and electrical fit out & finishes; foundations on standard ground condition.	323 sq m of building Total area to accommodate 2 units: (192+131 sq m)	Potentially not all merchants who are currently port based may need to be accommodated on any new site. Therefore 165 sq m and 332 sq m facilities which could remain on existing sites in port are not considered further under option 2.
	Parking and Deliveries	Based area identified in discussions.	150 sq m for 12 car parking spaces (8+4 cars). 70 sq m for vans (2+2 vans).	Based on 12.5 sq m per car space and 17.5 sq m per van space.
	Access for Larger Lorries		Included within spatial assessment of the site.	No specific allowance made at this time, over and above the 30 T fixed quayside lorry parking already allowed for under 4.2 above.

Source of Requirement	Type of Space	Amount	Approximate site area required	Comments
4.6 Packaging and consumables supplier	Storage space and offices	Floor space areas based on existing facilities. It is assumed for cost estimated: steel framed structure with insulated wall cladding; warehouse level mechanical and electrical fit out & finishes; foundations on standard ground condition.	244 sq m of storage space.	
	Office and welfare facilities	Floor space areas based on existing facilities.	21 sq m	
	Parking and Deliveries	Based on requirements identified in discussions.	38 sq m for 3 car parking spaces. 13 sq m for 1 van.	Currently has in the region of 80 sq m of car parking and hardstanding, but amount shown is based on alternative amount needed. Amount shown is based on 12.5 sq m per space.
	Access for Larger Lorries		Included within spatial assessment of the site.	No specific allowance made at this time. Over above the 30 T fixed Quayside lorry parking already allowed for above.

6 Initial High Level Spatial Assessment of the Sites

6.1 Site A - Hamilton Dock – 2,419 sq m

Site A is largely open water and its inclusion of this area suggests an area where pontoons could potentially be located.



Figure 16 - Looking towards Site A showing existing pontoons in Hamilton Dock

6.1.1 Option 1:

The straight spatial analysis, by comparing the 2,419 sq m Site A covers, suggests that all of the existing accommodation/building requirements identified could be notionally accommodated in this area, (including all the merchants and a fish market of similar size to the current one), but excluding all of the parking requirements. Whether all these uses could practically and operationally be accommodated on pontoons in Site A would be a matter for further consideration and is outside the scope of this work.

6.1.2 Option 2:

Alternatively it appears the area could sensibly accommodate the mooring space requirements (within the site perimeter) and other fishermen’s accommodation requirements and a loading/unloading quay. Aside these uses - in simple spatial terms - fuel storage facilities and other identified accommodation requirements such as the fish market and its loading/unloading area and the auctioneers floor space areas may spatially fit onto the site (again excluding all their parking requirements which would need to be accommodated elsewhere).

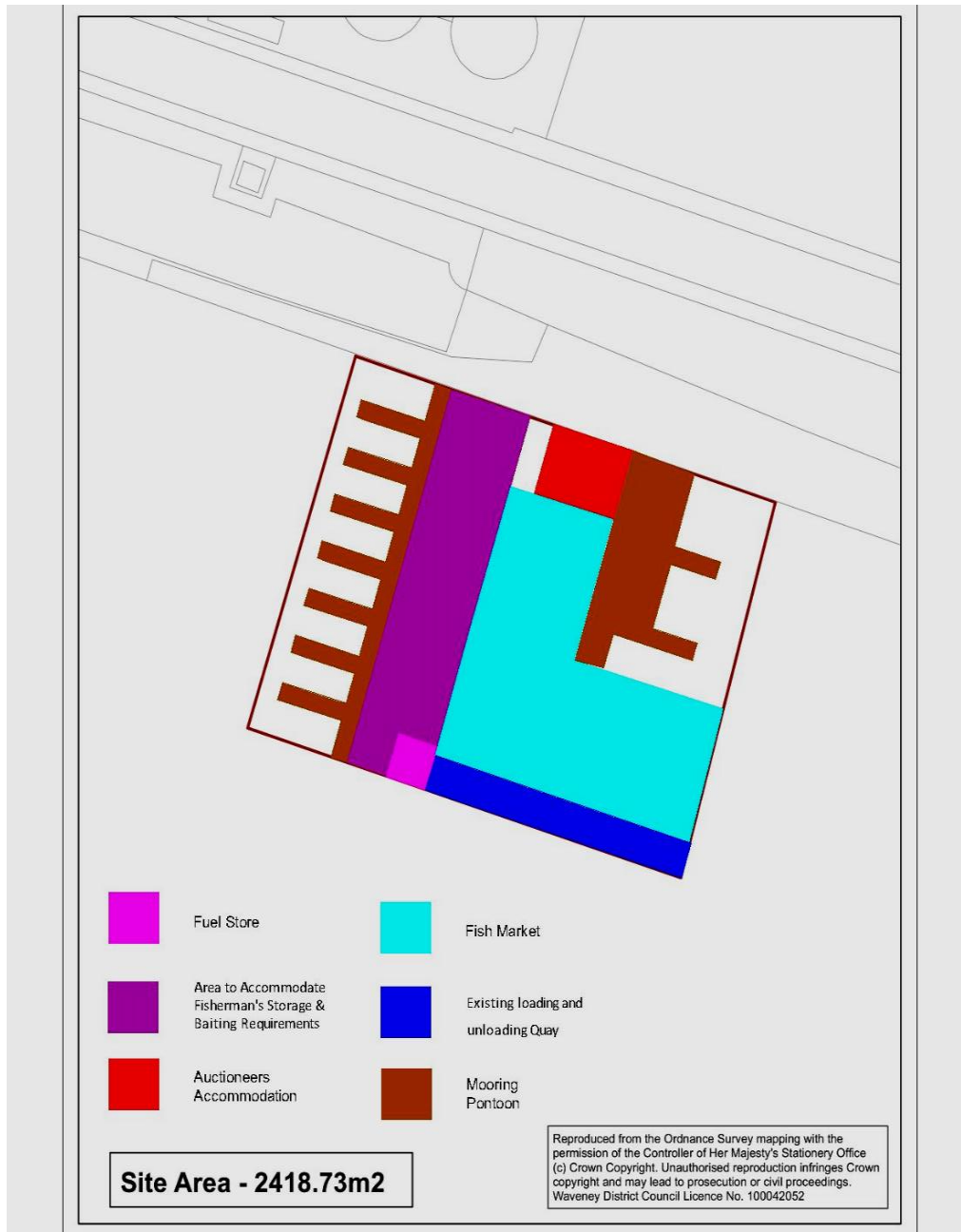


Figure 17 - Site A - Hamilton Dock - Pontoon - Option 2

6.2 Site 1 – Hamilton Dock North – 2,131 sq m

The site is part occupied by Haven Marina. The overall site area extends to 2,131 sq m and has a quay fronting of approximately 113 linear meters.



Figure 18 - Site 1 - Hamilton Dock North

6.2.1 Option 1:

The site could not spatially accommodate all the merchants' requirements and a fish market of similar size to the current one and all parking and access requirements.

6.2.2 Option 2:

The site could in simple spatial terms accommodate: the minimum sized fish market (i.e. 25% smaller than the existing floor space); two of the merchants building floor space requirements; the auctioneers requirements; the packaging suppliers requirements; loading/unloading areas; loading/unloading quay with fuel storage facilities and associated access and parking. However, this would appear tight in terms of the access required by various occupiers. Some combination of just some of those uses would likely be needed for the site to provide a practical workable layout.

With this option the fishermen's spatial requirements (except for the loading and unloading quay) and moorings would need to be located at another quay fronting site e.g. site A, B, 2. As with Site 2 the length of quay frontage available at Site 1 is unable to accommodate both the entire assumed 90 linear metres required for mooring of fishing boats (see section 4.1.4) and the 32m loading and unloading drop quay requirement (see section 4.1.2) simultaneously. It may however be able to accommodate either of these in simple spatial terms and both in conjunction with another site which offers additional

quay fronting areas e.g. sites A, 2, 3, B and 5. Alternatively an area equivalent to ‘one side of the existing pontoons in Hamilton Dock’ was suggested as being capable of accommodating the fishermen’s mooring requirements.

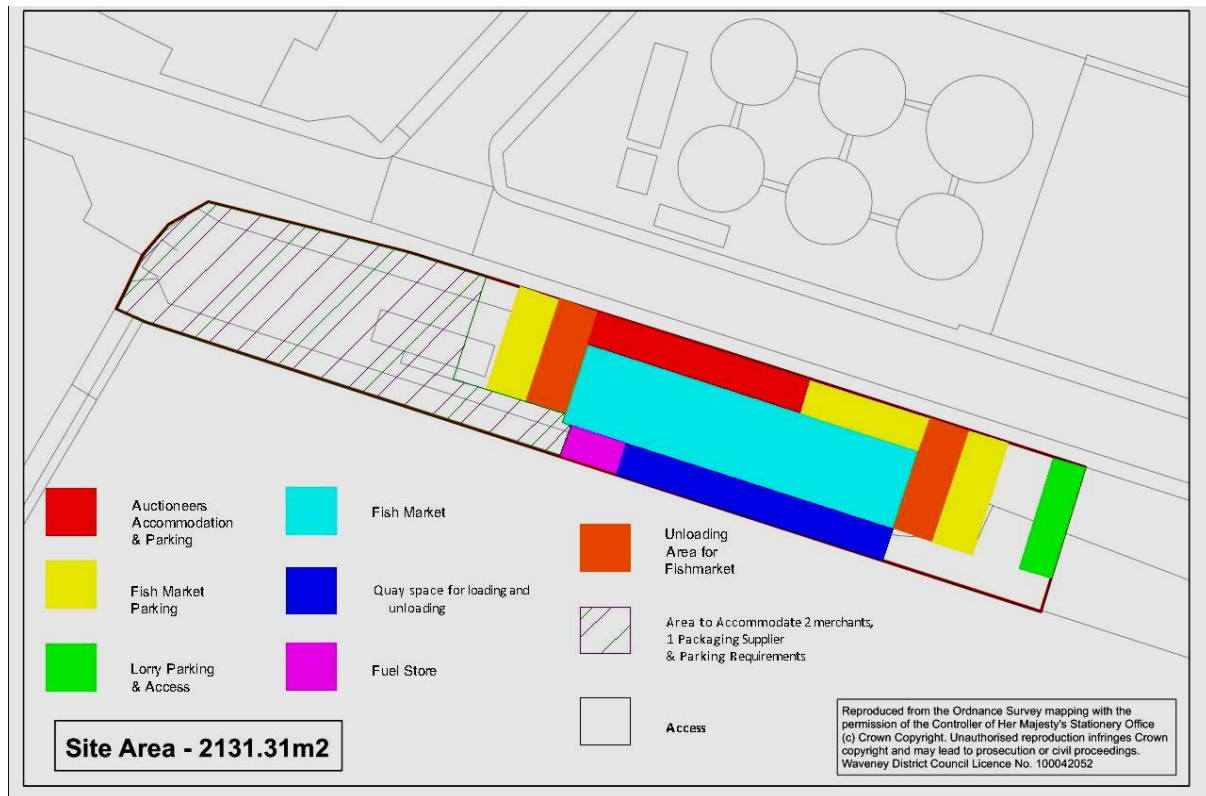


Figure 19 - Site 1 - Hamilton Dock North - Option 2

6.2.3 Option 3:

The site could in simple spatial terms accommodate all of the fishermen’s spatial and mooring requirements, (except for the loading/unloading quay needed) together with all the merchants’ requirements, auctioneers requirements, and with associated parking required.

With this option the fish market and its associated loading and unloading requirements and the loading/unloading quay and fuel storage facilities would need to be located at another quay fronting site. The packaging supplier’s requirements could also be accommodated within this option, but it could be tight in terms of the access required by the various occupiers.

6.3 Site 2 – Hamilton Dock West – 4,288 sq m



Figure 20 - Hamilton Dock West showing existing quay frontage

Site 2 is currently an area of open land most recently used for car parking. The site area of 4,288 sq m has spatial capacity to accommodate all of the identified building accommodation and facilities identified as required including all parking and an onsite access road. However, as a stand-alone site it does not appear able to accommodate all of the quay heading identified as required for both mooring and unloading. The site has in the region of 100 linear metres of existing quay wall frontage. The requirements for the mooring area may be an area equivalent to the c90 linear meters quay wall (assuming that the fishing boat can be double stacked) with a 2 meter width. Quay space for loading bait and unloading of fish caught and for refuelling requires an approximate 32m drop quay with craneage. The site does not have the quay frontage to accommodate both requirements simultaneously by itself.

Other sites which offer quay frontage including site A, 1, 3, 5 and 9 may be able to accommodate the mooring quay or loading/unloading quay identified as required in conjunction with Site 2. Alternatively an area equivalent to 'one side of the existing pontoons in Hamilton Dock' was suggested as being capable of accommodating the mooring requirements.

6.4 Site 3 – Hamilton Dock South – 1,018 sq m



Figure 21 – Showing existing 'drop quay' mooring spaces at front of photograph

Site 3 has in the region of 65m length of quay frontage, with a quay heading which is currently used as mooring by existing fishermen. The area is otherwise currently used for other uses including general access, net inspection/repairs and car parking.

The site is comparatively narrow but a simple analysis shows, in simple spatial terms, how the site could accommodate the floor areas required for one of the large identified use requirements or a combination of the smaller requirements identified in various potential combinations some of which are highlighted below.

As with Sites 1 and 2 the length of quay frontage available at this site is unable to offer the assumed 90 linear meters required for mooring of fishing boats (see section 4.1.4 above) and the 32m loading and unloading drop quay requirement (see section 4.1.2) at the same time. Other sites which offer quay frontage (including sites A, 1, 2, B, 5 and 9) may be able to accommodate the collective mooring quay and loading/unloading quay requirements in conjunction with Site 3.

6.4.1 Option 1

In spatial terms the site could accommodate all the fisherman accommodation requirements (including parking and loading/unloading quay) except for the mooring facilities for the entire existing fleet as the quay is not sufficient in length. This option could also accommodate a fuel storage facility,

the auctioneers requirements (including parking), and two of the merchant accommodation requirements but not the merchants parking requirements as well.

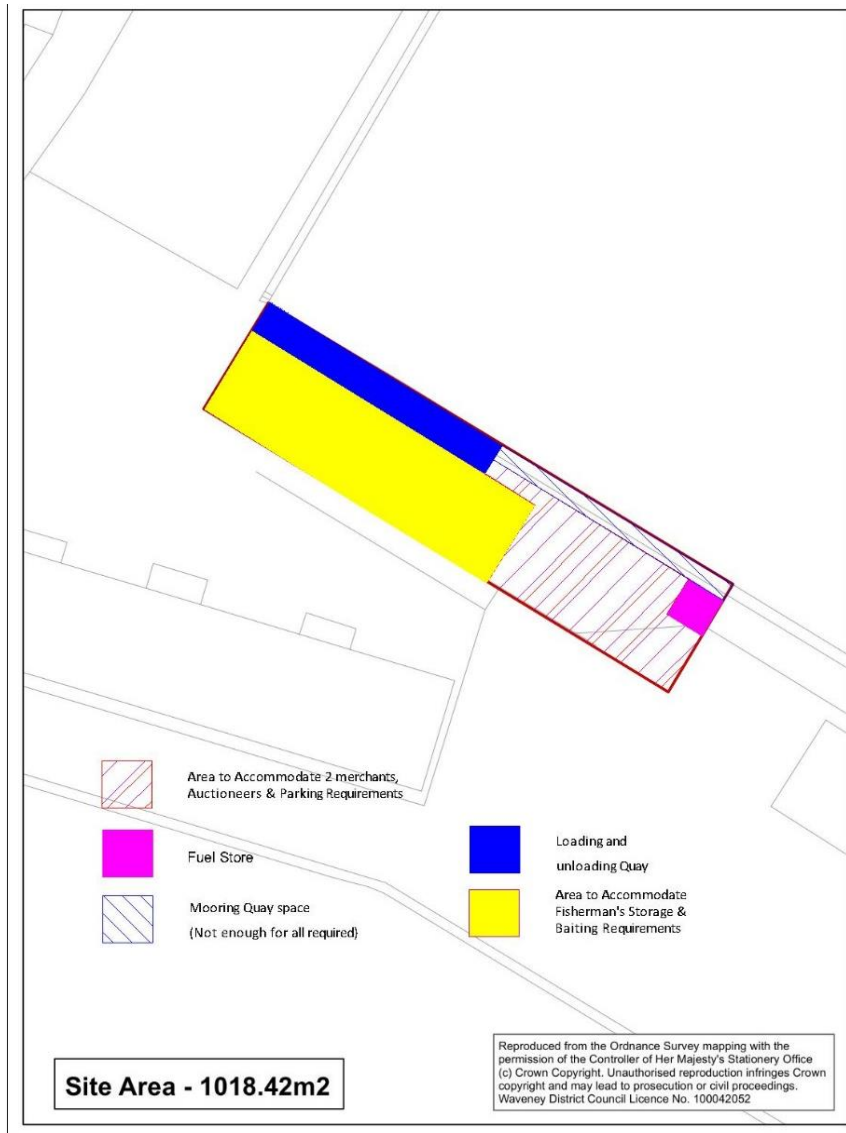


Figure 22 - Site 3 - Land at Hamilton Dock - Option 1

6.4.2 Option 2

In similar terms the site could accommodate: the loading/unloading quay and a fish market similar to the current one; (but not the associated parking requirements); all the auctioneers requirements and the fuel storage facility space.

6.4.3 Option 3

Alternatively the site could also accommodate the loading/unloading quay, a minimum sized fish market (i.e. 25% smaller than the existing floor space) with associated parking, space for fuel storage.

6.5 Site B - Waveney Dock North – 875 sq m



Figure 23 - Waveney Dock North

This site has in the region of 48m in length of quay front with quay heading and the site is the current location of the fuel storage bowser and is otherwise open land.

The length of quay frontage available at this site is unable to offer all of 90 linear meters which it is assumed for the purposes of this work is required for mooring of fishing boats (see section 4.1 above). Spatially it could accommodate the 32m required for the loading and unloading drop quay. As with Site 3 the site is narrow and this limits its practical ability to accommodate the fish market use if an allowance is also made on the site for a loading/unloading quay.

A simple analysis shows spatially the site could notionally accommodate the floor areas required for one of the large identified use requirements or a combination of the smaller requirements identified in various potential combinations some of which are highlighted below.

6.5.1 Option 1

In simple spatial terms the site could accommodate the loading/unloading quay with fuel storage facilities, auctioneers office and the minimum sized fish market (i.e. 25% smaller than the existing floor space), but only some (less than 50%) associated parking and delivery space identified as needed for the fish market. However the shape of the site and its narrow width means that the practical ability to accommodate such uses would need some further consideration.

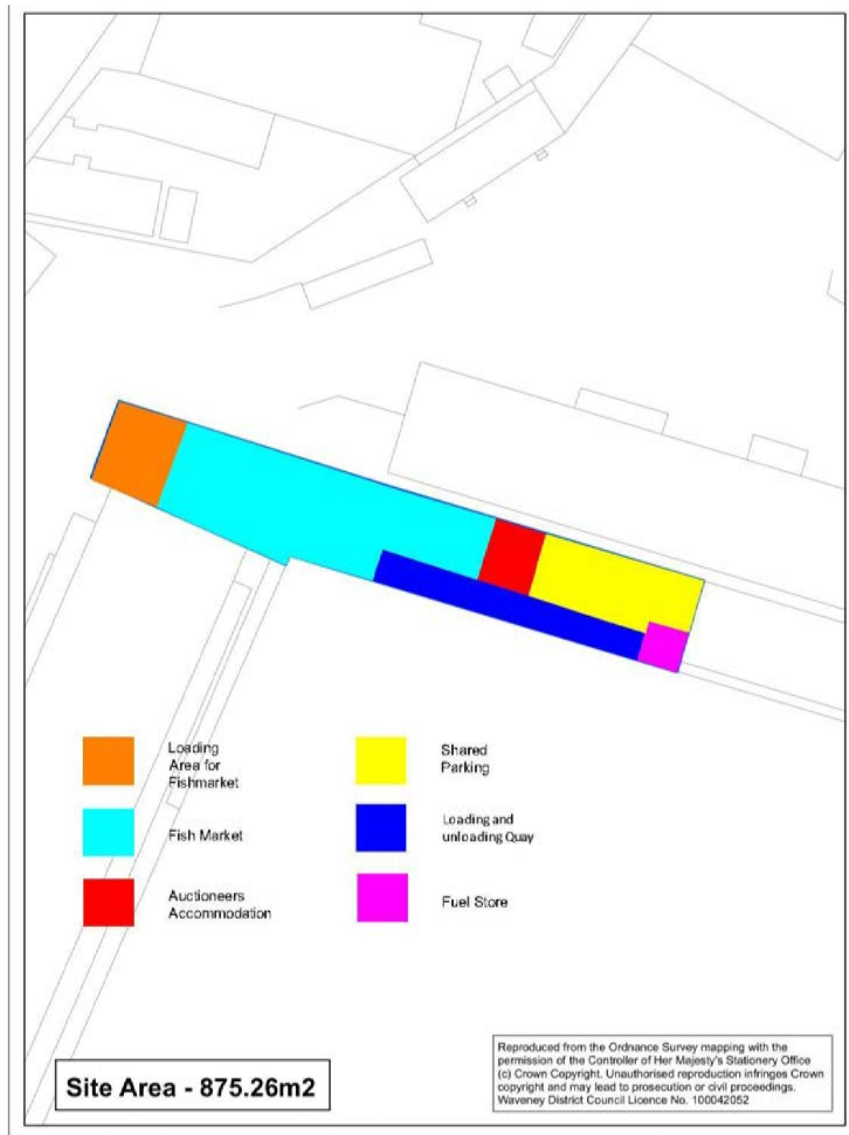


Figure 24 - Site B - Waveney Dock North - Option 1

6.5.2 Option 2

Alternatively the site could accommodate all of the existing fishermen’s accommodation requirements (for baiting/storage space, parking and net repairs) excluding the loading/unloading quay and in addition providing in the region of 48m of mooring quay side space for the fuel storage facility and space for two of the merchants, but this would not leave enough area for the merchants parking requirements as well.

6.6 Site 4 - J&N Kitchens – 677 sq m

The site is in private ownership and is currently occupied by a number of buildings and businesses. For the purposes of this work these points are not considered further and the overall site area covered is simply considered in terms of its spatial ability to accommodate the spatial requirements of the existing fishing industry in the outer harbour port area.

It is also to be assumed for the purpose of this work, at this time, that potentially the site could be accessed from either Battery Green Road or from the port side or both at the same time.

The site does not offer quay frontage and therefore would need to be considered aside the other sites which are able to offer quay frontage facilities (e.g. A, 1, 2, 3, B, 5 and 9).

6.6.1 Option 1

Site could just spatially accommodate the floor space required for the current fish market and its roadside loading area, but would not then have space to accommodate any other identified requirements including the fish market associated car parking, deliver and lorry parking.

6.6.2 Option 2

It follows through simple spatial analysis that the site could accommodate the floor space needed for a 25% smaller fish market hall and roadside loading/unloading area along with space for the auctioneers offices with possibly some limited parking and/or lorry parking but the practicality of the sites ability to accommodate these uses would require further consideration.

6.6.3 Option 3

Alternatively the site could spatially accommodate the floor space requirements identified for the fishermen's bait/storage shed space and parking requirements aside slightly reduced packaging supplier accommodation and parking requirements.

6.6.4 Option 4

The site could alternatively accommodate the floor space and associated parking requirements identified by two of the merchants and all the auctioneers' requirements. See Figure 25 overleaf.

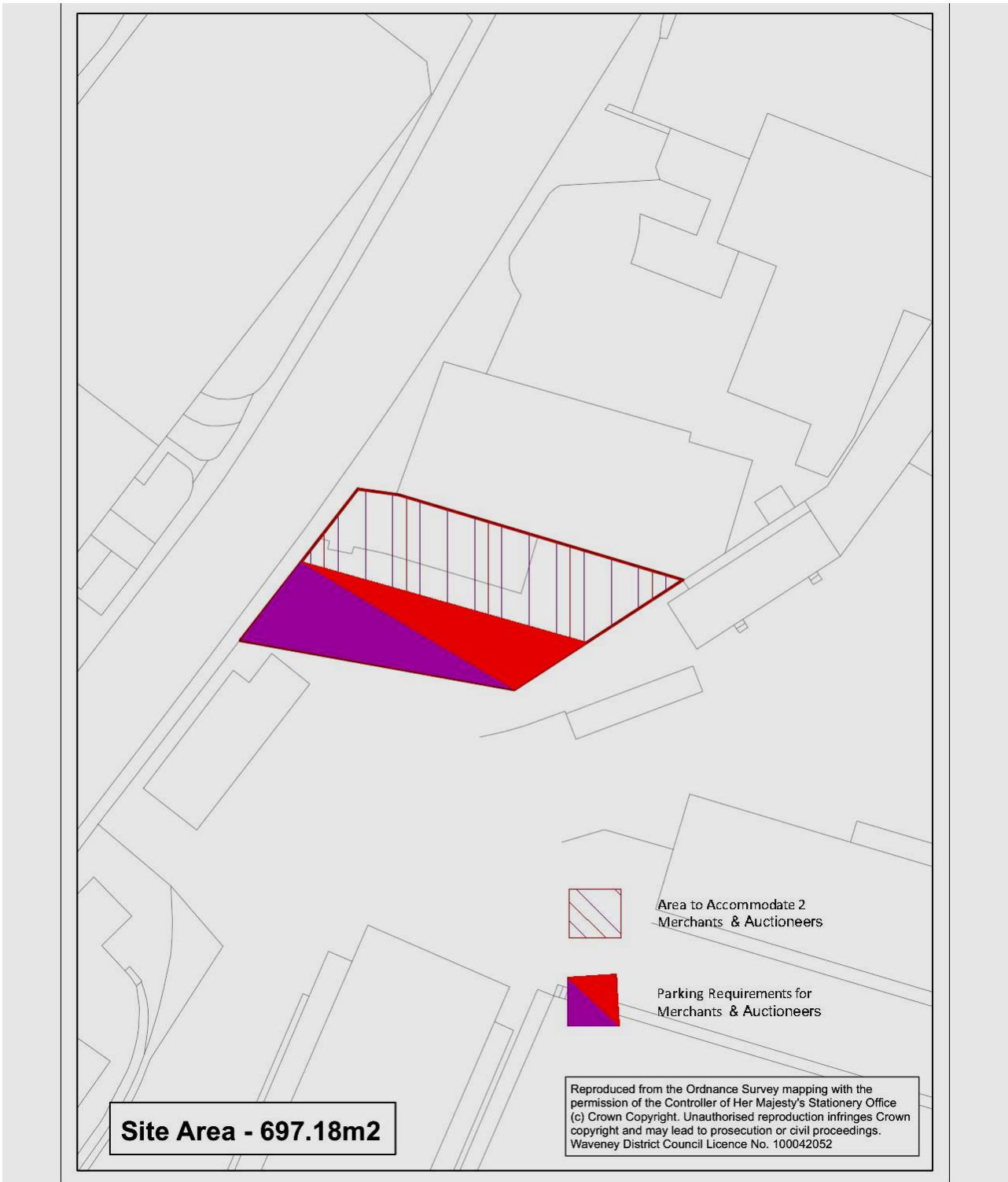


Figure 25 - Site 4 – J & N Kitchens – Option 4

6.7 Site 5 – Land at Waveney Dock 193 sq m

The site currently accommodates the existing fish market and associated loading and unloading areas, the auctioneer's offices, the loading/unloading quay requirement, and one of the merchant's facilities. Adjacent and running along the Western boundary of the site are car parking and delivery facilities which fulfil around 50% of the identified fish market related car parking requirements and the parking and delivery requirements of the merchant who is currently on this site. Adjacent to the north of this site are areas which currently contain the fuel storage facility and additional car parking.



Figure 26 - Existing fish market

Given that the existing fish market is located at this site, the option below considers the potential of the site to accommodate other spatial requirements which have been identified aside the existing facilities already in place at the site.

In addition to the existing loading/unloading quay with drop quay and craneage at this site there also appears a further approximate 37 linear metres of quay frontage with headings which could in simple spatial terms potentially provide mooring to accommodate some of the existing fishing fleets mooring requirements in conjunction with other sites with quay frontage. The site may also be spatially (if not practically) able to accommodate the fuel storage facilities. The site does not offer adequate/suitable areas to accommodate all of the identified parking requirements and would therefore need to be considered aside the other site(s) which may be able to provide this.

6.7.1 Option 1

A number of the accommodation requirements identified are currently located on this site. These comprise of: the existing fish market, associated loading and unloading area, the auctioneers offices, and the loading/unloading quay requirement. In addition to these, simple spatial analysis suggests two of the merchants building requirements (see section 4.5.3) plus both the packaging suppliers building requirements and fishermen bait/storage shed space could also be accommodated on the site. None of their parking requirements could be accommodated within the identified site area (however see point above noting that potential parking and delivery facilities currently run along the

Western boundary of the site.) If and how these various requirements and uses could be practically arranged and co-located within the site area would be an area for further consideration.

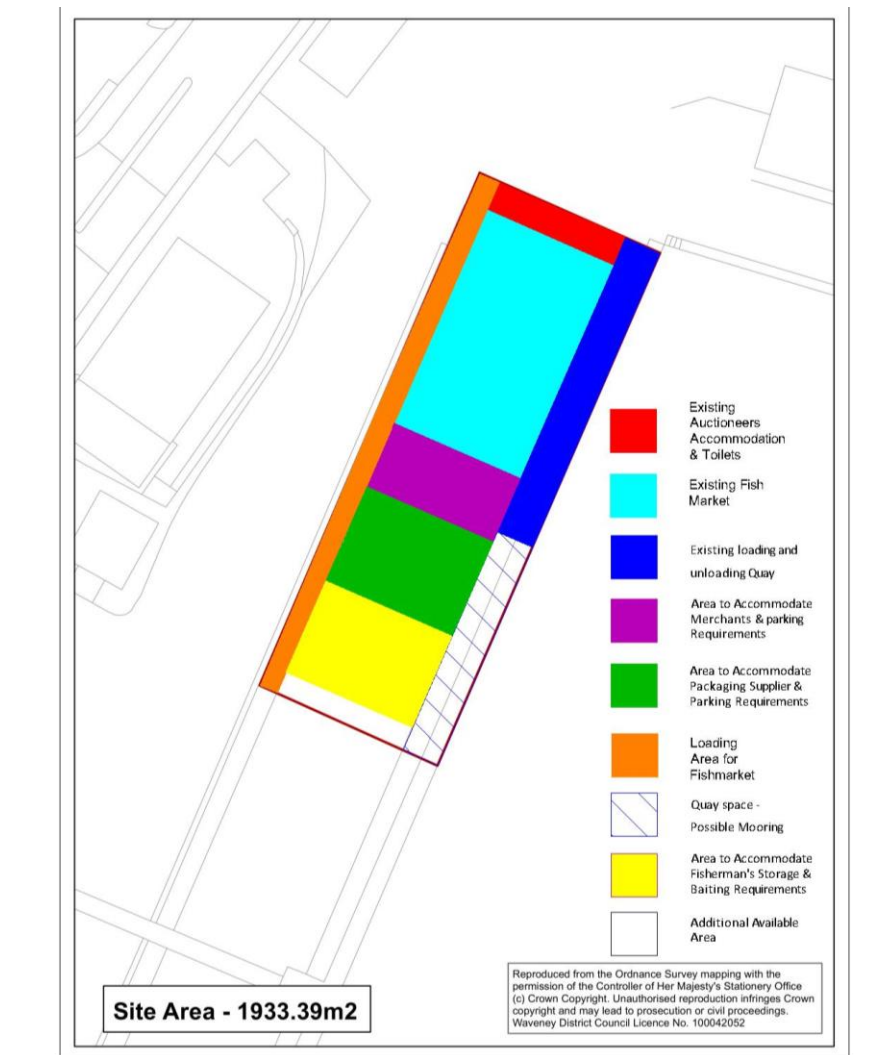


Figure 27 - Land at Waveney Dock - Option 1

6.7.2 Option 2

As option 1 but with minimum sized fish market (i.e. 25% smaller than the existing floor space). Again the space for the packaging suppliers building requirements and fishermen bait/storage shed space would both fit spatially into the site area along with two of the merchants building floor space requirements. This option/grouping of requirements would also appear to leave over 200 sq m for other uses within the site area.

6.8 Site 6 – Land North of Ice House 814 sq m



Figure 28 - Land north of Ice House

This site is currently part occupied by some fisherman storage/baiting facilities but is largely open space generally associated to the neighbouring Ice House building.

As with a number of the smaller sized sites, a simple analysis shows spatially the site could notionally accommodate the floor areas required for one of the larger requirements or a combination of the smaller space requirements identified in various potential combinations. A number of these options/combinations are noted below.

The sites of this size would need to be considered aside others which can accommodate some of the other requirements, particularly those which are able to offer quay frontage facilities (eg A, 1, 2, 3, B, 5 and 9).

6.8.1 Option 1

The site could in simple spatial terms accommodate all of the merchants building floor space size requirements, but not all of the associated parking/delivery spatial requirements the merchants identified. Such parking facilities may potentially run along the Eastern boundary of the site, but this would be an area to consider further.

6.8.2 Option 2

A similar analysis suggests that the accommodation requirements of two of the merchants (see section 4.5.3) and the packaging suppliers requirements, with associated access and parking required may

almost fit onto the site if they were slightly reduced but this would appear a rather tight fit in terms of the access required by various occupiers.

As with all options, further consideration would be needed for the site to provide a practical workable layout.

6.8.3 Option 3

In similar terms the site may receive all of the building accommodation and parking requirements of packaging suppliers and the fishermen (i.e. their bait and/storage shed space and parking).



Figure 29 - Site 6 - Land North of Ice House - Option 3

6.8.4 Option 4

The site could hold the floor space required for the current fish market and its roadside loading area, but only some parking (under 50%) and delivery space identified as needed for the fish market, nor could it accommodate the lorry parking.

6.9 Site 7 – Ice House 1,712 sq m



Figure 30 - Ice House on left of photograph

The site is currently occupied by the former large ice house building. This accommodates a number of the existing fishermen's storage/baiting space requirements along the Eastern boundary of the site. For the purposes of this work these points are not considered further and the overall area which the site covers is simply considered in terms of its spatial ability to accommodate the various identified spatial requirements of existing fishing industry in the outer harbour port area.

Of course the site cannot offer quay frontage and therefore would need to be considered aside the other site(s) which are able to offer quay frontage facilities (e.g. A, 1, 2, 3, B, 5 and 9). Spatially the site offers the ability to accommodate a number of larger non-quay dependent accommodation requirements identified in various combinations. When combined with possible options for adjoining Sites 6 and 8, it would appear that the sites could collectively be spatially able to accommodate all of the non-quay dependent requirements identified.

6.9.1 Option 1

The site could in simple spatial terms accommodate the requirements identified for the current fish market floor space and its roadside loading/unloading area. In addition spatially it could hold at the same time, the auctioneers office requirements, two of the merchants building requirements, packaging suppliers building requirements and fishermen bait/storage shed space. However, fishermen’s parking requirements aside, under this option there would be insufficient remaining space on the site to accommodate any of their other associated parking/delivery van requirements within the site boundary itself. It may be possible however to consider if potential parking and delivery facilities could run along the Eastern boundary of the site as they currently do along the western boundary of nearby Site 5.

6.9.2 Option 2

Alternatively the site could, in similar terms, spatially accommodate: fish market floor space and roadside loading/unloading areas similar to those at the existing fish market, and fish market associated car parking, deliveries and lorry parking requirements which have been identified. In addition aside these requirements, it could also accommodate two of the merchants building floor space requirements, all the auctioneers’ requirements, and their identified loading/delivery area and parking requirements.

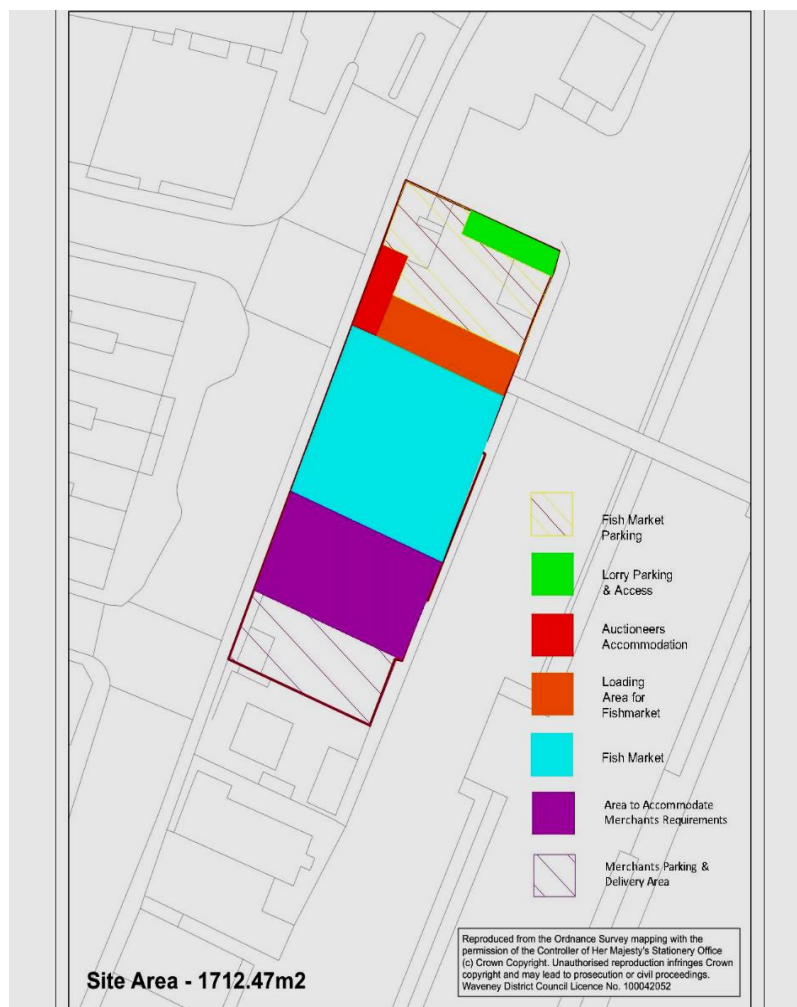


Figure 31 - Site 7 - Ice House – Option 2

6.10 Site 8 - Land between LG Roberts and the Ice House – 488 sq m

This site is partly occupied by an existing brick building, but for the purposes of this work only the overall area the site covers is considered and its spatial ability to accommodate the various requirements identified.

This small site should best be considered aside and in conjunction with others which can accommodate some of the other requirements, include the nearby Sites 6 and 7 and those which are able to offer quay frontage facilities (e.g. A, 1, 2, 3, B, 5 and 9).

6.10.1 Option 1

Site could spatially accommodate requirements of two of the merchants (see section 4.5.3) but not all of their associated car parking (only 70%).

6.10.2 Option 2

All of the fishermen's bait/storage space and parking requirements could be spatially accommodated at the site, albeit at some distance from their current moorings. This would still leave around 90 sq m space still available still for other uses at the site.

6.10.3 Option 3

All of the packaging suppliers and parking/delivery space requirements could be accommodated at the site. This option would leave more space, around 170 sq m, still available for other uses on the site. See Figure 32.

6.10.4 Option 4

The site could be used to accommodate the parking needs identified for various other uses/floor space requirements. In this way it could help support various building requirements being potentially accommodated at Site 7.

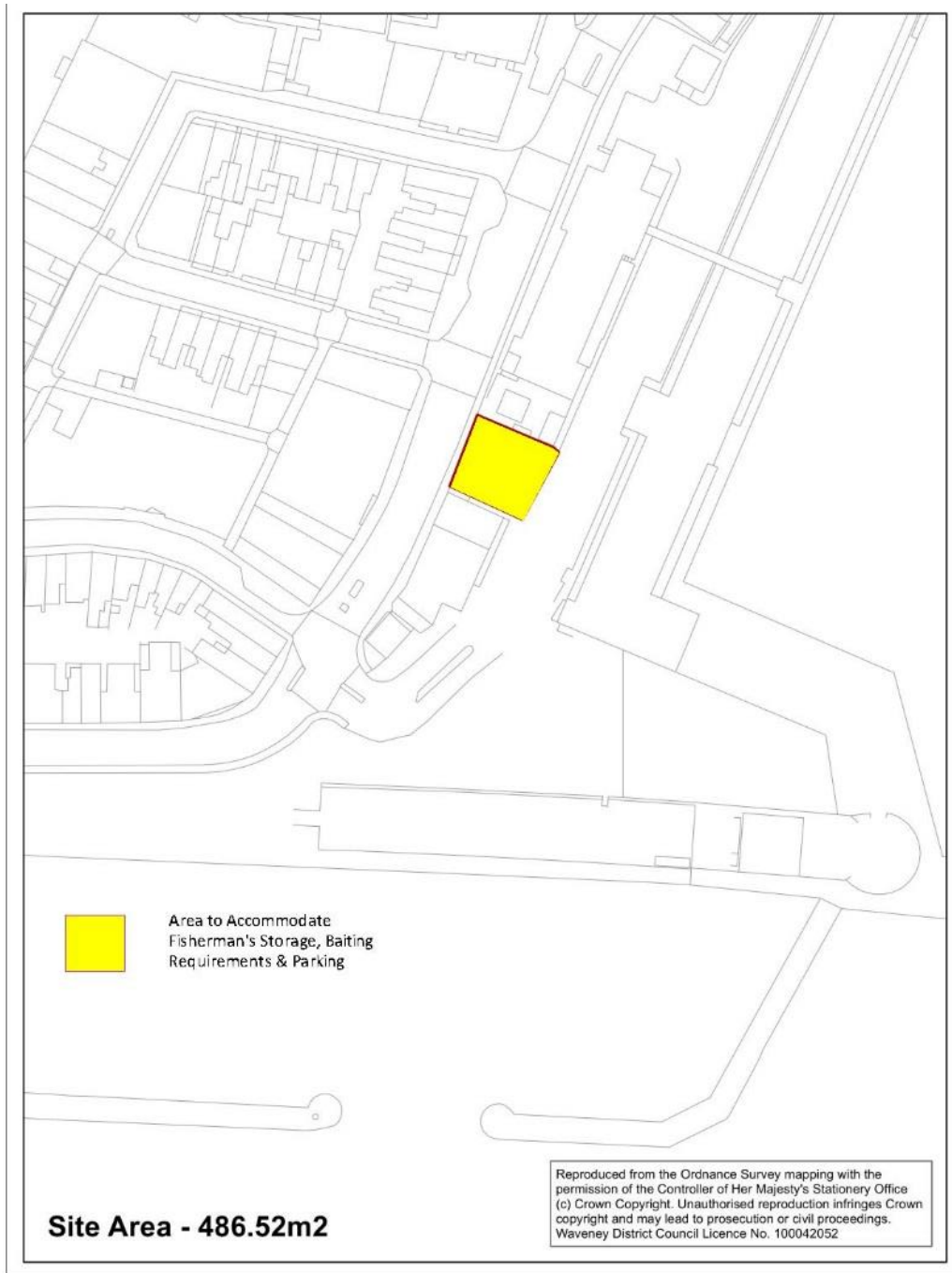


Figure 32 – Site 8 - Land between LG Roberts and the Ice House - Option 3

6.11 Site 9 - Land adjacent to the Former Shell building – 5,372 sq m



Figure 33 – Land adjacent to former Shell Building – view across site towards slipway

This is largest of the site areas specified for consideration. The site is currently vacant and is largely a hardstanding area with quay frontage and a slipway. It also contains a large warehouse/workshop building. The site area has spatial capacity to accommodate all of the identified building accommodation and non-quay related facilities identified as required including all parking and an onsite access road.

With approximately 40m quay frontage plus an additional 20m wide slipway fronting onto Lake Lothing, the site alone does not appear able to accommodate of all the quay heading identified as required for both the mooring and loading/unloading quays at the same time. The length of quay frontage available at this site is unable to offer all of 90 linear meters which it is assumed for the purposes of this work is required for mooring of fishing boats. Spatially, it could offer the size of frontage needed to accommodate the 32 linear meters required for the loading/unloading drop quay space (with craneage) and for adjacent refuelling/fuel storage.

Other sites which offer quay frontage including sites A, 1, 2, 3, B and 5 may be able to accommodate both the mooring quay or loading/unloading quay identified as required, in conjunction and combination with Site 9. As noted previously an alternative area equivalent to ‘one side of the existing pontoons in Hamilton Dock’ was suggested as being capable of accommodating the mooring requirements.



Figure 34 - Land adjacent to former shell building showing existing slipway

7 Initial New Build Construction Cost Estimate for New Facilities

Based on building specifications above in Section 5 the following initial desktop construction cost estimate for new facilities has been developed.

The estimates have been prepared by Daniel Connal Quantity Surveyors and are of necessity caveated and qualified and do not consider any specific site cost considerations at this time.

7.1 Summary of costs

Source of requirement	Type of space	Amount
4.1 Existing fishermen Requirements	Fisherman's storage/bait sheds	£267,000
	Shared quay space to check and repair nets	
	Car parking	
	Shared quay space for loading for unloading and refuelling	Excl
	Mooring space	Excl
4.2 Fish market based on current size	Based on floor space areas at existing facility Includes for associated parking requirements. Excludes currently nearby loading/unloading quay	£800,000
4.2 Fish market minimum size including associated parking	Based on building floor space areas 25% smaller than existing facility, but includes for same parking area. Excludes currently nearby loading/unloading quay	£627,300
4.3 Auctioneers requirements	Office space and car parking	£79,900
4.4 Fuelling facilities	Will depend on specification needed. Notional provision sum assumed in interim	£10,000
4.5 Merchants Option 1: All existing port based merchants	Workspace and parking requirements. Excludes refrigeration requirements/costs	£1,158,400
4.5 Merchants Option 2: Based on the requirements of 2 of the existing port based merchants	Workspace and parking requirements.	£466,500

Source of requirement	Type of space	Amount
4.6 Packaging and consumables suppliers	Storage/office space requirement and parking requirement.	£264,300

The initial desktop construction cost estimate for new facilities provided by Quantity Surveyor's (Daniel Connal Partnership) therefore suggest that construction cost estimates for building the identified accommodation requirements may be in the region of between £1,715,000 and £2,628,000 depending on which of fish market building options (identified in section 4.2.1) and which of the Merchant requirements (identified in section 4.5.3) are considered, subject to the assumptions and exclusions noted below.

7.2 Assumptions, Exclusions and Inclusions

Importantly, as the Quantity Surveyors note, the following items are currently excluded from the above estimated costs:

- Costs related to the Marine civil engineering works i.e. any new quay front and quayside space or any alternative pontoon solution to that requirement at this time. (These costs are dependent on any quay specification needed, and would be a matter for further consideration in any more detailed assessment work).
- Any other specific construction costs or 'abnormal' costs which may relate to the particular characteristics of each of site (e.g. any piling requirements, contamination or environmental factors).
- Any demolition costs
- Ground contamination ecology issues
- Abnormal ground conditions
- Any cost relating to site access or site servicing or bringing utilities on to the site
- Ecological protection and mitigation works
- Archaeological surveys or excavation costs
- Any professional fees or other surveys required
- Land related costs including land acquisition costs
- Local Authority and planning fees
- Value added tax
- Finance costs
- Inflation/deflation beyond a notionally assumed start date of Q3 2016

The Quantity Surveyors have assumed the following items in developing the above estimated costs:

- Foundation based on standard ground conditions
- Services are already available in close proximity
- Connections to gravity foul drainage are available
- The estimate is based on a start on site in the third quarter of 2016. (The effect of inflation is currently estimated at 5% per annum which should be applied to any works not commencing this year.) This has been taken into consideration in the estimates.

All the factors noted above would need to be considered further in any more detailed assessment of the sites and any related cost estimates.

A full breakdown of the budget estimates and all of the assumptions upon which the figures are based at this time are set out in report in Quantity Surveyor report in Appendix 3.

8 Summary of Next Steps

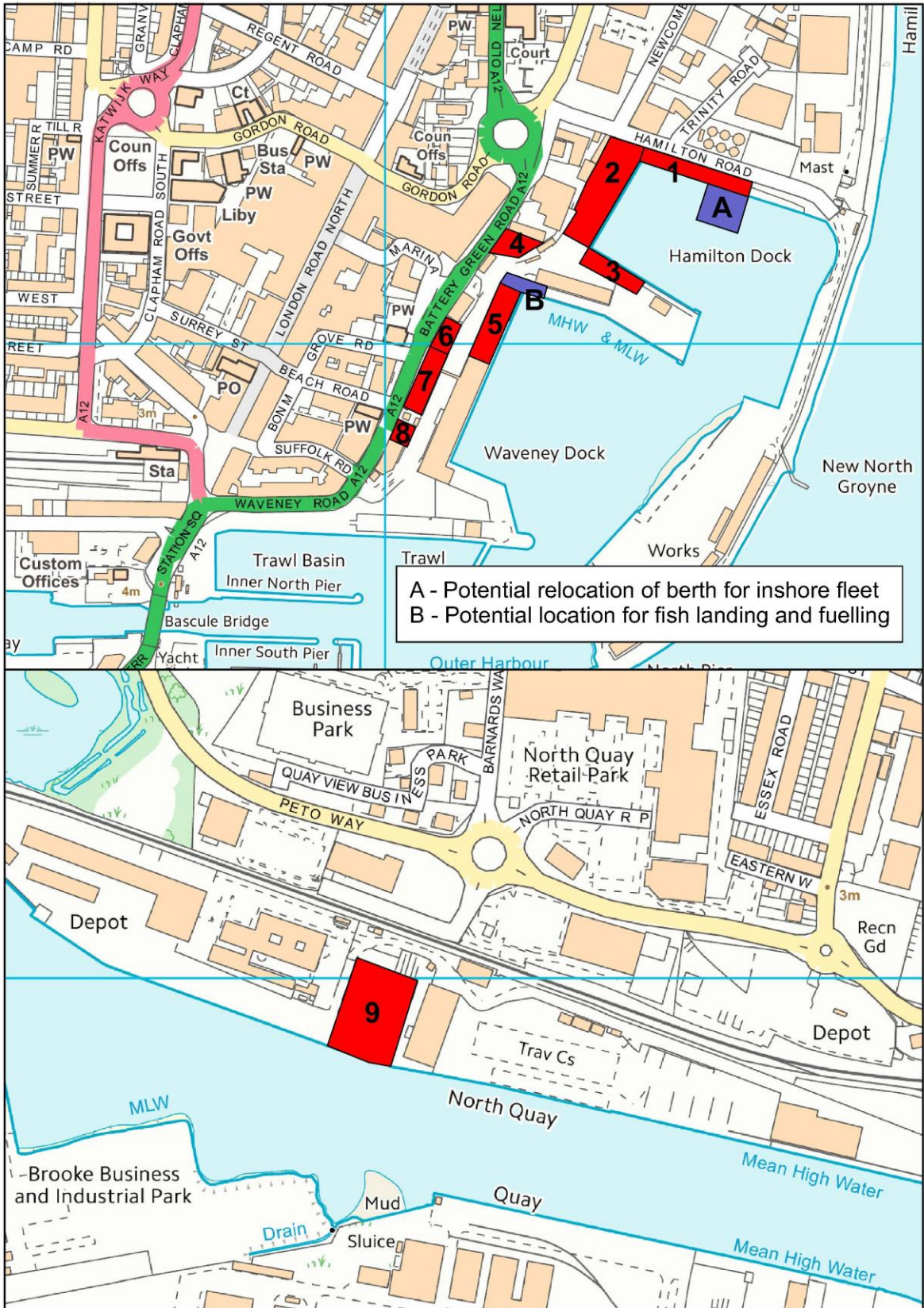


Figure 35 - Sites Location Plan

8.1 Spatial requirements

This report considers and identifies the physical spatial requirements of the existing fishing fleet and the existing fishing industry currently located within the Lowestoft Outer Harbour. These requirements, and some necessary assumptions around them, are articulated in section 4 above. These were developed through discussions with those who wished to discuss and input into the work and through site visits to existing facilities in the outer harbour area. Their helpful input and generous co-operation received, has been invaluable in this work.

8.2 High level spatial assessment of the Sites

This work and analysis has considered if and how these requirements may in simple spatial terms be accommodated across the 11 No. specified sites, or combinations of those sites.

The report identifies that some of the larger sites (some of which have limited quay frontage) appear, by themselves, to offer sufficient floor space area to be able to accommodate all of the spatial building and accommodation requirements identified in Section 4 above. Notwithstanding, none of the sites, with the possible exception of Site A, appear able by themselves to offer sufficient quay space to accommodate both the loading/unloading quay length requirement and the full extent of the mooring quay which may be required at the same time (see 8.3 below).

Mooring quay requirements aside, this report and analysis also considers and suggests how a number of the sites, in various combinations, may similarly spatially accommodate all of the non-quay dependent existing fishing industries requirements, in conjunction with one another.

Those sites which cannot offer quay frontage would of course need to be considered aside and in conjunction with those other site(s) which are able to offer quay frontage facilities (e.g. sites A, 1, 2, 3, B, 5 and 9).

In summary, some of the possible site options and combinations which may potentially accommodate the identified requirements include:

- Those sites highlighted in red (Sites 2 and 9) in attached Appendix 1- ‘Summary of Spatial Analysis of the sites’. In simple spatial terms, each of these sites appear able to accommodate the floor space identified as needed for all of the requirements, including the parking requirements, except for the full extent of the mooring requirements identified.
- The site option highlighted in blue (Site 5 – Option 1) in attached Appendix 1, appears in similar simple spatial terms, to be able to accommodate all the floor space identified, with an option which involves two of the merchants building requirements but excludes all car parking requirements identified and excluding the full extent of the mooring requirements.
- The combination of sites highlighted in yellow in Appendix 1 (Site A - Option 2 and Site 1 - Option 2), appears spatially able to accommodate all of the requirements including the car parking and mooring but with only the minimum sized fish market and associated facilities and an option which involves just two of the existing port based merchants.
- The combination of sites highlighted in green in Appendix 1 (Site 6 - Options 1 or 3 , Site 7 - Option 2 and Site 8 - Options 1 or 4), appear spatially able to accommodate all of the floor

space requirements including the car parking, but excluding all quay related activities (i.e. loading/unloading quay, mooring quay and net inspection/repair space).

- The combination of the sites highlighted purple in Appendix 1 (Sites B, 3, 4, 6 - all options) may also, potentially be able, in simple spatial terms, to accommodate the spatial requirements identified but with the minimum sized fish market and associated facilities, an option which involves two of the existing port based merchants but with reduced parking and only some of the mooring.

There are of course various other combinations of the sites which may have similar potential in simple spatial terms to accommodate the identified requirements when combined.

8.3 Mooring Quay Space Requirements

The requirements for the mooring quay may, it has been assumed at this time for this work, be an area equivalent to the c90 linear meters quay wall (assuming that the fishing boats can be double stacked) with a 2 metre width quay side frontage. Alternatively an area equivalent to 'one side of the existing pontoons in Hamilton Dock' was suggested as being capable of accommodating the mooring requirements. The site options which may be able to accommodate mooring requirements is an area for further detailed consideration.

As noted above, none of the sites by themselves, with the possible exception of site A, may be able in simple spatial terms (and based on the necessary assumptions above) to offer the potential quay frontage lengths needed to be able to accommodate both the full extent of the mooring quay identified as required and the loading/unloading drop quay length needed on the same site at the same time.

The sites, which cannot offer direct quay frontage would of course need to be considered aside and in conjunction with those other site(s) which are able to some offer quay frontage facilities (e.g. sites A, 1, 2, 3, B, 5 and 9).

8.4 Initial New build Cost Estimate for New Facilities

Initial desktop construction cost estimate for new facilities provided by Quantity Surveyor's (Daniel Connal Partnership) suggests that new build construction estimates for building the identified accommodation requirements may be in the region of between £1,715,000 and £2,628,000 depending on which of fish market building options (identified in section 4.2.1) and which of the Merchant requirements (identified in section 4.5.3) are considered. This figure does not consider nor include the costs of construction of any new quay front and quayside space nor any alternative pontoon solution to that requirement at this time. Furthermore it does not consider any specific construction costs (and difference in those costs between the numerous sites) which may relate to the particular characteristics of each of the sites (e.g. any piling requirement, any contamination or other environmental factors, any cost relating to any demolition works, professional fees, land related costs or any site access of site servicing constraints). These factors would need to be considered in a further more detailed assessment of the sites and their associated development costs.

8.5 Conclusion and Next Steps

This work and report provides simple spatial assessments. A more detailed and broader consideration and assessment of the specified sites potential ability to accommodate the identified requirements would be needed in any further work.

The report and scope of works does not consider any possible constraints affecting each of the sites' ability to accommodate any of the identified occupational requirements. It does not consider any potential availability of the sites nor any other aspects which would affect the technical and operational feasibility and viability of any of the identified uses to be accommodated at any of the specified sites.

The plans, specification and options presented in this report are indicative and illustrative only and they are not intended to be prescriptive. There will be numerous other potential combinations of the specified sites.

Following discussions on the findings of this report with interested parties the next steps in considering the sites may involve the following:

- Considering and agreeing criteria for a broader more detailed assessment of the sites.
- Undertaking an Initial high level (SWOT) assessment of 11 sites based on the agreed criteria.
- Agreeing a shortlist of 4/5 sites for further consideration from the 11 sites.
- Undertaking further more detailed assessment of the 4/5 sites to agreed criteria. Such a more detailed assessment may consider potential constraints include site specific assessment of construction costs, feasibility and viability assessments with costed development appraisals.

Appendix 1 – Summary of Spatial Analysis of the Sites

Sites	Site A 2419		Site 1 2131		Site 2 4288	Site 3 1018			Site B 875		Site 4 697				Site 5 1933		Site 6 812				Site 7 1712		Site 8 487				Site 9 5372	
Site Option	1	2	2	3	1	1	2	3	1	2	1	2	3	4	1	2	1	2	3	4	1	2	1	2	3	4	1	
Accommodation Types																												
Existing Fishermen																												
Fisherman storage/baiting sheds (with refrigerator space)	✓	✓		✓	✓		✓			✓			✓		✓	✓			✓			✓	✓			✓		✓
Net inspection repair area	✓	✓		✓	✓		✓			✓																		✓
Loading/Unloading quay	✓	✓	✓		✓		✓	✓	✓	✓	✓				✓	✓												✓
Mooring space	✓	✓		✓			✓(part)			✓																		
Car Parking				✓	✓		✓			✓			✓						✓			✓	✓			✓		✓
Fish Market existing	✓	✓		✓	✓			✓			✓				✓					✓	✓	✓						✓
Comprising of auction floor																												
Ice making and cold store																												
Plus ancillary areas																												
Loading area	✓	✓			✓		✓			✓					✓					✓	✓	✓						✓
Car Parking and deliveries					✓														✓(part)		✓					✓(part)		✓
Lorry Parking					✓																✓							✓
Fish Market Minimum based on 25% smaller area			✓					✓	✓			✓				✓												
Comprising of auction floor																												
Ice making and cold store																												
Plus ancillary areas																												
Loading area			✓					✓	✓							✓												
Car Parking and deliveries			✓					✓	✓				✓															
Lorry Parking			✓					✓					✓															
Auctioneers Requirements																												
Office space	✓	✓	✓	✓	✓		✓	✓		✓			✓	✓	✓	✓					✓	✓						✓
Car Parking	✓	✓	✓	✓	✓		✓	✓				✓		✓		✓			✓			✓				✓		✓
Fuelling facilities																												
Storage facilities	✓				✓		✓	✓	✓	✓	✓																	✓
Direct deliveries					✓		✓	✓	✓	✓	✓																	
Merchants Option 1: All existing port based merchants																												
Workspace	✓			✓	✓					✓																		✓

Sites	Site A 2419	Site 1 2131	Site 2 4288	Site 3 1018	Site B 875	Site 4 697	Site 5 1933	Site 6 812	Site 7 1712	Site 8 487	Site 9 5372
Parking and Deliveries		✓	✓					✓			✓
Access for Larger Lorries		✓	✓								
Merchants Option 2 : Requirement based on two of the existing port based merchants											
Workspace		✓		✓	✓		✓	✓	✓	✓	
Parking and Deliveries		✓					✓		✓	✓(part)	
Access for Larger Lorries											
Packaging and Consumables Suppliers											
Storage space and offices	✓	✓	✓	✓		✓	✓	✓		✓	✓
Office and welfare facilities	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓
Parking and Deliveries		✓	✓	✓		✓	✓	✓	✓	✓	✓
Access for Larger Lorries			✓					✓	✓		

Please refer to Section 8.2 for key to colour coding

Appendix 2 – Consultees

Auctioneers

B.F P Eastern Ltd

Merchants

Mummy Bros Fish

Will Materson's and Sons

LG Roberts

Seacream

Packing and Consumable Supplier

Clive Purvis

Fishermen

Georgie Girl LT1042 / Wightman Fishing Co

Wightman Fishing Co

G&E

Serine

Orion

Lady Cinderella

Lines Fishing

Iceni

Offshore Marine Solutions / Fishing Vessel
--

Enviro Serve

Western Lady / WoodMarine Ltd

Appendix 3 – Quantity Surveyor’s Report



Lowestoft Fisherman’s Facilities

Budget Estimate of Construction Cost for
Nautilus Associates Ltd
29th October 2015





Lowestoft Fisherman's Facilities – Budget Estimate of Construction
Cost
29th October 2015

CONTENTS

1. Introduction
2. Basis of Budget Estimates
3. Summary of Budget Estimates
4. Exclusions / Assumptions
5. Inflation

Appendix A - Budget Estimates



Lowestoft Fisherman's Facilities – Budget Estimate of Construction
Cost
3rd November 2015

1. Introduction

We were instructed by Jason Wells of Nautilus Associates Ltd to undertake a feasibility costing exercise for the provision of various fisherman's facilities at Lowestoft Harbour including the following:

Fisherman's Storage / Bait Sheds
Fish Market (Option 1)
Fish Market (Option 2)
Auctioneers Facility
Fueling Facility
Fish Merchants (Option 1)
Fish Merchants (Option 2)
Packaging and Consumables Suppliers Facility

2. Basis of Budget Estimates

Our budget estimates are based on the buildings and areas identified in the Working Draft – Spatial Requirements V4 document emailed to us by Jason Wells of Nautilus Associates Ltd on the 26th October 2015.

3. Summary of Budget Estimates

Facility	£
Fisherman's Storage / Bait Sheds	267,000
Fish Market (Option 1)	799,600
Fish Market (Option 2)	627,300
Auctioneers Facility	79,900
Fueling Facility	-
Fish Merchants (Option 1)	1,158,400
Fish Merchants (Option 2)	466,500
Packaging and Consumables Suppliers Facility	264,300

A full breakdown of our Budget Estimates can be found in Appendix A.



Lowestoft Fisherman's Facilities – Budget Estimate of Construction
Cost
29th October 2015

4. Exclusions / Assumptions

The following items are excluded from the above estimated costs

- Marine civil engineering works
- Value Added Tax
- Professional Fees
- Land Acquisition Costs
- Local Authority Fees
- Inflation / deflation beyond the assumed start date of 3Q 2016
- Planning Fees
- Archaeological Surveys or excavation costs
- Finance Costs
- Ground Contamination
- Ecology Issues
- Abnormal ground conditions
- Ecological Protection and Mitigation Works

We have assumed the following

- Foundation bases on standard ground conditions
- Services are in close proximity
- Connections to gravity foul drainage are available

5. Inflation

The estimate is based on a start on site in the third quarter of 2016. It should be noted that the effect of inflation is currently estimated at 5% per annum which should be applied to any works not commencing this year.

Third Parties and Publications

In accordance with our standard practice we state that this report is intended solely for the use of the instructing client, to whom it is addressed and no responsibility is accepted to any third party for the whole or any part of its contents.

Neither the whole nor any part of this report or any reference thereto may be included in any published document, circular or statement nor published, reproduced or referred to in any way without our written approval of the form and context in which it may appear.

danielconnal.co.uk

**BUDGET ESTIMATE
for
PROPOSED CONSTRUCTION
at
LOWESTOFT, SUFFOLK**



29th October 2015

Description: Proposed Fishermans Facility
Basis of Estimate Nautilus Spatial Requirements emailed by Jason Wells on 27th October 2015

Quantity		Description	Rate	£
<u>Storage / Bait Sheds</u>				
234	m ²	Fishermans Workspace	800	187,200
32	m	Shared Quay with Craneage		excl
90	m	Mooring space		excl
45	m ²	Shared Hardstanding	75	3,375
163	m ²	Car Parking	95	15,485
Sub Total				206,060
			Preliminaries	12.5% 25,758
Sub Total				231,818
			Contingency	10% 23,182
Sub Total				254,999
			Inflation to 3Q 2016	4.7% 11,985
Total				267,000

**BUDGET ESTIMATE
for
PROPOSED CONSTRUCTION
at
LOWESTOFT, SUFFOLK**



29th October 2015

Description: Proposed Fishermans Facility
Basis of Estimate Nautilus Spatial Requirements emailed by Jason Wells on 27th October 2015

Assumptions

Simple prefabricated steel structure with refrigerated spaces
 Foundation bases on standard ground condition
 Services available in close proximity
 Connections to gravity foul drainage available

Specific Exclusions

Marine civil engineering works excluded
 Professional Design Fees
 Land acquisition costs
 Inflation / deflation beyond the assumed start date of 3Q 2016
 Planning fees and planning gain or Section 106 costs and building control fees
 Local Authority charges
 Archaeological Surveys or excavation costs
 Finance costs
 Ground contamination
 Ecology issues
 Abnormal ground conditions
 VAT

**BUDGET ESTIMATE
for
PROPOSED CONSTRUCTION
at
LOWESTOFT, SUFFOLK**



3rd November 2015

Description: Proposed Fish Market - Option 1
Basis of Estimate Nautilus Spatial Requirements emailed by Jason Wells on 27th October 2015

Quantity		Description	Rate	£
<u>Fish Market Option 1</u>				
560	m ²	Fish Market Warehouse	950	532,000
116	m ²	Loading / Unloading Facility	400	46,400
350	m ²	Car Parking	95	33,250
50	m ²	Lorry Access / Parking	110	5,500
Sub Total				617,150
Preliminaries			12.5%	77,144
Sub Total				694,294
Contingency			10%	69,429
Sub Total				763,723
Inflation to 3Q 2016			4.7	35,895
Total				799,600

**BUDGET ESTIMATE
for
PROPOSED CONSTRUCTION
at
LOWESTOFT, SUFFOLK**



29th October 2015

Description: Proposed Fishermans Facility
Basis of Estimate Nautilus Spatial Requirements emailed by Jason Wells on 27th October 2015

Assumptions

Simple steel portal frame structure with insulated steel cladding with refrigerated spaces
Foundations on standard ground condition
Services available in close proximity
Connections to gravity foul drainage available

Specific Exclusions

Marine civil engineering works excluded
Professional Design Fees
Land acquisition costs
Inflation / deflation beyond the assumed start date of 3Q 2016
Planning fees and planning gain or Section 106 costs and building control fees
Local Authority charges
Archaeological Surveys or excavation costs
Finance costs
Ground contamination
Ecology issues
Abnormal ground conditions
VAT

BUDGET ESTIMATE
 for
PROPOSED CONSTRUCTION
 at
LOWESTOFT, SUFFOLK

**DANIEL
 CONNAL
 PARTNERSHIP**


3rd November 2015

Description: Proposed Fish Market - Option 2
Basis of Estimate Nautilus Spatial Requirements emailed by Jason Wells on 27th October 2015

Quantity		Description	Rate	£
<u>Fish Market Option 2</u>				
420	m ²	Fish Market Warehouse	950	399,000
116	m ²	Loading / Unloading Facility	400	46,400
350	m ²	Car Parking	95	33,250
50	m ²	Lorry Access / Parking	110	5,500
Sub Total				484,150
Preliminaries			12.5%	60,519
Sub Total				544,669
Contingency			10%	54,467
Sub Total				599,136
Inflation to 3Q 2016			4.7%	28,159
Total				627,300

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<p>BUDGET ESTIMATE for PROPOSED CONSTRUCTION at LOWESTOFT, SUFFOLK</p>		
<p>29th October 2015</p>		
<p>Description:</p>	<p>Proposed Fishermans Facility</p>	
<p>Basis of Estimate</p>	<p>Nautilus Spatial Requirements emailed by Jason Wells on 27th October 2015</p>	
<p><u>Assumptions</u></p> <p>Simple steel portal frame structure with insulated steel cladding with refrigerated spaces Foundations on standard ground condition Services available in close proximity Connections to gravity foul drainage available</p>		
<p><u>Specific Exclusions</u></p> <p>Marine civil engineering works excluded Professional Design Fees Land acquisition costs Inflation / deflation beyond the assumed start date of 3Q 2016 Planning fees and planning gain or Section 106 costs and building control fees Local Authority charges Archaeological Surveys or excavation costs Finance costs Ground contamination Ecology issues Abnormal ground conditions VAT</p>		
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BUDGET ESTIMATE
for
PROPOSED CONSTRUCTION
at
LOWESTOFT, SUFFOLK



29th October 2015

Description: Proposed Fishermans Facility
Basis of Estimate Nautilus Spatial Requirements emailed by Jason Wells on 27th October 2015

Quantity		Description	Rate	£
<u>Auctioneers Office / Changing Facility</u>				
43	m ²	Office / Changing Area	1,350	58,050
38	m ²	Car Parking	95	3,610
Sub Total				61,660
			Preliminaries	12.5% 7,708
Sub Total				69,368
			Contingency	10% 6,937
Sub Total				76,304
			Inflation to 3Q 2016	4.7% 3,586
Total				79,900

**BUDGET ESTIMATE
for
PROPOSED CONSTRUCTION
at
LOWESTOFT, SUFFOLK**



29th October 2015


Description: Proposed Auctioneers/Agents Facility
Basis of Estimate Nautilus Spatial Requirements emailed by Jason Wells on 27th October 2015

Assumptions

Steel framed structure with insulated wall cladding
 Standard office level m&e fit out & finishes
 Foundations on standard ground condition
 Services available in close proximity
 Connections to gravity foul drainage available

Specific Exclusions

Marine civil engineering works excluded
 Professional Design Fees
 Land acquisition costs
 Inflation / deflation beyond the assumed start date of 3Q 2016
 Planning fees and planning gain or Section 106 costs and building control fees
 Local Authority charges
 Archaeological Surveys or excavation costs
 Finance costs
 Ground contamination
 Ecology issues
 Abnormal ground conditions
 VAT

<p>BUDGET ESTIMATE for PROPOSED CONSTRUCTION at LOWESTOFT, SUFFOLK</p>			
<p>29th October 2015</p>			
<p>Description:</p>		<p>Proposed Fishermans Facility</p>	
<p>Basis of Estimate</p>		<p>Nautilus Spatial Requirements emailed by Jason Wells on 27th October 2015</p>	
Quantity		Description	Rate £
		<u>Fuelling Facility</u>	
25	m ²	Fuel Storage	tba
1	item	Allowance for Lorry Access	tba
		Excluded pending location and design assessment	
		Sub Total	0
		Preliminaries	12.5% 0
		Sub Total	0
		Contingency	10% 0
		Sub Total	0
		Inflation to 3Q 2016	4.7% 0
		Total	0
<p>Daniel Connal Partnership</p>		<p>Page 1</p>	

**BUDGET ESTIMATE
for
PROPOSED CONSTRUCTION
at
LOWESTOFT, SUFFOLK**



29th October 2015

Description: Proposed Fishermans Facility
Basis of Estimate Nautilus Spatial Requirements emailed by Jason Wells on 27th October 2015

Assumptions

Cost variables are too great to prepare an estimate pending determining location and design requirements

Specific Exclusions

Marine civil engineering works excluded
Professional Design Fees
Land acquisition costs
Inflation / deflation beyond the assumed start date of 3Q 2016
Planning fees and planning gain or Section 106 costs and building control fees
Local Authority charges
Archaeological Surveys or excavation costs
Finance costs
Ground contamination
Ecology issues
Abnormal ground conditions
VAT

**BUDGET ESTIMATE
for
PROPOSED CONSTRUCTION
at
LOWESTOFT, SUFFOLK**



29th October 2015

Description: Proposed Fish Merchants Building
Basis of Estimate Nautilus Spatial Requirements emailed by Jason Wells on 27th October 2015

Quantity		Description	Rate	£
<u>Fish Merchants Facility - Option 1</u>				
192	m ²	Fish Merchants Workspace 1	1,050	201,600
165	m ²	Fish Merchants Workspace 2	1,050	173,250
332	m ²	Fish Merchants Workspace 3	1,050	348,600
131	m ²	Fish Merchants Workspace 4	1,050	137,550
225	m ²	Parking for 18 cars	95	21,375
123	m ²	Parking for 7 vans	95	11,685
Sub Total				894,060
Preliminaries			12.5%	111,758
Sub Total				1,005,818
Contingency			10%	100,582
Sub Total				1,106,399
Inflation to 3Q 2016			4.7%	52,001
Total				1,158,400

**BUDGET ESTIMATE
for
PROPOSED CONSTRUCTION
at
LOWESTOFT, SUFFOLK**



29th October 2015

Description: Proposed Fishermans Facility
Basis of Estimate Nautilus Spatial Requirements emailed by Jason Wells on 27th October 2015

Assumptions

Steel framed structure with insulated wall cladding
Food processing level m&e fit out & finishes
Foundations on standard ground condition
Services available in close proximity
Connections to gravity foul drainage available

Specific Exclusions

Marine civil engineering works excluded
Professional Design Fees
Land acquisition costs
Inflation / deflation beyond the assumed start date of 3Q 2016
Planning fees and planning gain or Section 106 costs and building control fees
Local Authority charges
Archaeological Surveys or excavation costs
Finance costs
Ground contamination
Ecology issues
Abnormal ground conditions
VAT

BUDGET ESTIMATE
for
PROPOSED CONSTRUCTION
at
LOWESTOFT, SUFFOLK

**DANIEL
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27th October 2015

Description: Proposed Fish Merchants Building
Basis of Estimate Nautilus Spatial Requirements emailed by Jason Wells on 27th October 2015

Quantity		Description	Rate	£
<u>Fish Merchants Facility - Option 2</u>				
192	m ²	Fish Merchants Workspace 1	1,050	201,600
131	m ²	Fish Merchants Workspace 4	1,050	137,550
150	m ²	Parking for 12 cars	95	14,250
70	m ²	Parking for 4 vans	95	6,650
Sub Total				360,050
Preliminaries			12.5%	45,006
Sub Total				405,056
Contingency			10%	40,506
Sub Total				445,562
Inflation to 3Q 2016			4.7%	20,941
Total				466,500

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**BUDGET ESTIMATE
for
PROPOSED CONSTRUCTION
at
LOWESTOFT, SUFFOLK**



27th October 2015

Description: Proposed Fishermans Facility
Basis of Estimate Nautilus Spatial Requirements emailed by Jason Wells on 27th October 2015

Assumptions

Steel framed structure with insulated wall cladding
Food processing level m&e fit out & finishes
Foundations on standard ground condition
Services available in close proximity
Connections to gravity foul drainage available

Specific Exclusions

Marine civil engineering works excluded
Professional Design Fees
Land acquisition costs
Inflation / deflation beyond the assumed start date of 3Q 2016
Planning fees and planning gain or Section 106 costs and building control fees
Local Authority charges
Archaeological Surveys or excavation costs
Finance costs
Ground contamination
Ecology issues
Abnormal ground conditions
VAT

BUDGET ESTIMATE
for
PROPOSED CONSTRUCTION
at
LOWESTOFT, SUFFOLK

**DANIEL
CONNAL
PARTNERSHIP**

27th October 2015

Description: Proposed Fishermans Facility
Basis of Estimate Nautilus Spatial Requirements emailed by Jason Wells on 27th October 2015

Quantity		Description	Rate	£
		<u>Packaging and Consumables Suppliers</u>		
244	m ²	Storage Facility	700	170,800
21	m ²	Office / Welfare Facility	1,350	28,350
51	m ²	Car Parking / Hardstanding	95	4,845
		Sub Total		<u>203,995</u>
		Preliminaries	12.5%	25,499
		Sub Total		<u>229,494</u>
		Contingency	10%	22,949
		Sub Total		<u>252,444</u>
		Inflation to 3Q 2016	4.7%	11,865
		Total		<u>264,300</u>

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**BUDGET ESTIMATE
for
PROPOSED CONSTRUCTION
at
LOWESTOFT, SUFFOLK**



27th October 2015

Description: Proposed Fishermans Facility
Basis of Estimate Nautilus Spatial Requirements emailed by Jason Wells on 27th October 2015

Assumptions

Steel framed structure with insulated wall cladding
 Warehouse level m&e fit out & finishes
 Foundations on standard ground condition
 Services available in close proximity
 Connections to gravity foul drainage available

Specific Exclusions

Marine civil engineering works excluded
 Professional Design Fees
 Land acquisition costs
 Inflation / deflation beyond the assumed start date of 3Q 2016
 Planning fees and planning gain or Section 106 costs and building control fees
 Local Authority charges
 Archaeological Surveys or excavation costs
 Finance costs
 Ground contamination
 Ecology issues
 Abnormal ground conditions
 VAT

Appendix 4 - Initial Land Registry Search Results

Initial title search results which appear to relate to Sites 1, 2, 3, 5, 6, 7, 8 & B:

- SK272783 – Land at the Port of Lowestoft
- SK270546 – Land at Buildings Port of Lowestoft
- SK202593 – Hamilton Dock and Waveney Dock

Initial title search results which appear to relate to Site 4:

- SK207062 – 1 and 2 Allerton's Buildings

Initial title search results which appear to relate to Site 9:

- To be clarified in any further research

Initial title search results which appear to relate to Sites 1, 2, 3, 5, 6, 7, 8 & B:

- SK272783 – Land at the Port of Lowestoft

Title Number : SK272783

This title is dealt with by Land Registry, Kingston upon Hull Office.

The following extract contains information taken from the register of the above title number. A full copy of the register accompanies this document and you should read that in order to be sure that these brief details are complete.

Neither this extract nor the full copy is an 'Official Copy' of the register. An official copy of the register is admissible in evidence in a court to the same extent as the original. A person is entitled to be indemnified by the registrar if he or she suffers loss by reason of a mistake in an official copy.

This extract shows information current on 26 OCT 2015 at 11:56:38 and so does not take account of any application made after that time even if pending in the Land Registry when this extract was issued.

REGISTER EXTRACT

Title Number	: SK272783
Address of Property	: land at the Port of Lowestoft
Price Stated	: Not Available
Registered Owner(s)	: ASSOCIATED BRITISH PORTS of Aldwych House 71-91 Aldwych, London WC2B 4HN and of Regional Property Manager, Old Custom House, Key Street, Ipswich IP4 1BY.
Lender(s)	: None

Title number SK272783

This is a copy of the register of the title number set out immediately below, showing the entries in the register on 26 OCT 2015 at 11:56:38. This copy does not take account of any application made after that time even if still pending in the Land Registry when this copy was issued.

This copy is not an 'Official Copy' of the register. An official copy of the register is admissible in evidence in a court to the same extent as the original. A person is entitled to be indemnified by the registrar if he or she suffers loss by reason of a mistake in an official copy. If you want to obtain an official copy, the Land Registry web site explains how to do this.

A: Property Register

This register describes the land and estate comprised in the title.

SUFFOLK : WAVENEY

- 1 (19.01.2006) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being land at the Port of Lowestoft.
- 2 (19.01.2006) The parts of the land affected thereby have the benefit of the rights reserved by but are subject to the rights granted by a Transfer of land adjoining South Pier, Lowestoft dated 16 June 2003 made between (1) Associated British Ports and (2) Oulton Broad Leisure Limited.

NOTE: Copy filed under SK251817.
- 3 (01.09.2011) A new title plan based on the latest revision of the Ordnance Survey Map and showing an amended extent has been prepared.

B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Title absolute

- 1 (19.01.2006) PROPRIETOR: ASSOCIATED BRITISH PORTS of Aldwych House 71-91 Aldwych, London WC2B 4HN and of Regional Property Manager, Old Custom House, Key Street, Ipswich IP4 1BY.

C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 (19.01.2006) The parts of the land affected thereby are subject to the leases set out in the schedule of leases hereto.
The leases grant and reserve easements as therein mentioned.
- 2 (19.01.2006) An Agreement dated 8 June 1972 made between (1) British Transport Docks Board and (2) The Mayor Aldermen and Burgesses of the Borough of Lowestoft relates to construction and maintenance of sewers, rising mains and other works.

NOTE: Copy filed under SK270546.
- 3 (19.01.2006) The land is subject to the rights granted by a Deed of Grant dated 30 June 1995 made between (1) Associated British Ports and (2) British Gas PLC.

The said Deed also contains restrictive covenants by the grantor.

NOTE: Copy filed.
- 4 (19.01.2006) The parts of the land affected thereby are subject to the

2 of 6

Title number SK272783

C: Charges Register continued

rights granted in a Deed of Grant dated 9 August 1993 made between (1) Associated British Ports and (2) SLP Engineering Limited.

NOTE: Copy filed.

- 5 (19.01.2006) The parts of the land affected thereby are subject for a term of 21 years from 18 January 1996 to the rights granted by a Lease of Easements dated 22 January 1996 made between (1) Associated British Ports and (2) The Colne Shipping Co. Limited.
- NOTE: Copy filed.*
- 6 (20.02.2008) The parts of the land affected thereby are subject to the rights granted by a Lease of a Transformer Chamber dated 14 February 2008 made between (1) Associated British Ports and (2) EDF Energy Networks (EPN) PLC referred to in the Schedule of leases hereto.
- The said Deed also contains restrictive covenants by the grantor.
- NOTE:-Copy filed under SK302229.*
- 7 (02.05.2008) UNILATERAL NOTICE affecting the land tinted pink on the title plan in respect of a lease dated 25 April 2008 made between (1) Associated British Ports and (2) The Royal National Mission to Deep Sea Fishermen.
- NOTE: Copy filed.*
- 8 (02.05.2008) BENEFICIARY: The Royal National Mission to Deep Sea Fishermen of Mather House, 4400 Parkway, Solent Business Park, Whiteley, Fareham PO15 7FJ.
- 9 (28.01.2009) The land is subject to the rights granted in an Agreement dated 21 July 1977 made between (1) The British Transport Docks Board and (2) The Eastern Electricity Board.
- NOTE:-Copy filed under SK284882.*
- 10 (14.09.2010) By a Deed dated 10 December 1992 made between (1) Associated British Ports Limited and (2) SLP Engineering Limited the terms of the leases dated 11 June 1980 and 16 April 1985 of land lying to the south of Hamilton Road referred to in the schedule of leases hereto were varied.
- NOTE: Copy Deed filed under SK86009.*
- 11 (02.06.2011) UNILATERAL NOTICE affecting the land edged and numbered 27 in blue on the title plan in respect of an agreement for lease dated 4 May 2011 in favour of Greater Gabbard Offshore Winds Limited from 1 May 2011 to 9 August 2035.
- NOTE: Copy filed.*
- 12 (02.06.2011) BENEFICIARY: Greater Gabbard Offshore Winds Limited care of SSE Services plc, Legal Services, 55 Vastern Road, Reading, Berkshire RG1 8BU.
- 13 (01.09.2011) The land is subject to the rights granted by a Conveyance of the Royal Norfolk and Suffolk Yacht Club dated 4 June 1948 made between (1) The British Transport Commission and (2) Geoffrey Palgrave Brown and others.
- NOTE: Copy filed under SK331743.*
- 14 (16.02.2012) By a Deed dated 9 November 2011 made between (1) Associated British Ports (2) Greater Gabbard Offshore Winds Limited and (3) SSE Renewables Holdings Limited the terms of the lease dated 11 December 2009 referred to in the schedule of leases hereto were varied.
- NOTE: Copy Deed filed under SK323961.*
- 15 (04.02.2013) The land is subject to the rights granted by a Deed dated 27 September 1973 made between (1) The Mayor Aldermen and Burgesses of The Borough of Lowestoft and (2) The British Gas Corporation.

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Title number SK272783

C: Charges Register continued

NOTE: Copy filed.

- 16 (12.11.2013) UNILATERAL NOTICE in respect of an Agreement for lease dated 25 October 2013 made between (1) Associated British Ports and (2) Galloper Wind Farm (3) RWE Npower Renewables Limited and SSE Renewable Holdings (UK) Limited.

NOTE: Copy plan filed.

- 17 (12.11.2013) BENEFICIARY: Galloper Wind Farm Limited (Co. Regn. No. 07320597) of FAO James Trafford, c/o Eversheds LLP, 1 Callaghan Square, Cardiff CF10 5BT and Joey Potgieter, Galloper Wind Farm Limited, Auckland House, Lydiard Fields, Great Western Way, Swindon, Wiltshire SN5 8ZT.

- 18 (09.09.2014) An Agreement dated 9 September 2014 made between (1) Associated British Ports and (2) Suffolk County Council relates to the making maintaining and adoption of a highway.

NOTE: Copy filed.

- 19 (03.11.2014) By a Deed dated 10 October 2014 made between (1) Associated British Ports (2) Greater Gabbard Offshore Winds Limited and (3) SSE Renewables Holdings Limited the terms of the lease dated 11 December 2009 referred to in the schedule of leases hereto were varied.

NOTE: No copy of the deed referred to is held by Land Registry.

Schedule of notices of leases

1	19.01.2006 edged and numbered 8 in blue	land and buildings on the east side of Battery Green Road.	05.02.1962 90 years from 25.12.1961	
2	19.01.2006 edged and numbered 2 in blue <i>NOTE: See Entry in the Charges Register relating to a Deed of Variation dated 10 December 1992.</i>	land to the south of Hamilton Road.	11.06.1980 42 years from 1.12.1979	SK86009
3	19.01.2006 edged and numbered 5 in blue <i>NOTE: See entry in the Charges Register relating to a Deed of Variation dated 10 December 1992</i>	land on the south side of Hamilton Road	16.04.1985 42 years from 1.12.1989	SK86010
4	19.01.2006 edged and numbered 23 in blue	land at South Pier, Lowestoft	26.05.1993 20 years from 26.4.1993	
5	19.01.2006 edged and numbered 3 and 4 in blue	land lying to the south of Hamilton Road	09.08.1993 From 1.9.1981 to 1.12.2021	SK200998
6	19.01.2006 edged and numbered 6 in blue	land and buildings to the east of Battery Green Road	06.06.1994 35 years from 11.5.1994	SK274104
7	19.01.2006 edged and numbered 19 in blue	land and buildings on the east side of Battery Road	07.11.1994 20 years from 24.6.1992	
8	19.01.2006 edged and numbered 11 in blue	land at South Pier, Lowestoft	13.05.1998 50 years from 21.11.1997	SK197202

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Title number SK272783

Schedule of notices of leases continued

9	19.01.2006 edged and numbered 13 and 14 in blue	The Bandstand Pier, Lowestoft Harbour	13.05.1998 30 years from 13.5.1998	SK183389
10	19.01.2006 edged and numbered 10 in blue	Bed of Sea, Lowestoft Harbour	13.05.1998 30 years from 21.11.1997	SK182180
11	19.01.2006 edged and numbered 7 in blue	Europa Canteen, Battery Green Road	16.06.1999 12 years from 9.12.1998	
12	19.01.2006 edged and numbered 12 in blue	Land at South Pier, Lowestoft	15.09.1999 50 years from 21.11.1997	SK197202
13	19.01.2006 edged and numbered 20 in blue	land at South Pier, Lowestoft	31.05.2001 10 years from 31.5.2001	
14	19.01.2006 edged and numbered 15 in blue	land at Battery Green Road	26.12.2002 5 years from 26.12.2002	
15	19.01.2006 edged and numbered 16 in blue	land and buildings on the east side of Battery Green Road	06.01.2003 5 years from 6.1.2003	
16	19.01.2006 edged and numbered 17 in blue	Land at Pier Terrace, Lowestoft	27.11.2003 10 years from 20.7.2002	SK247755
17	19.01.2006 edged and numbered 9 in blue	land on the east side of Battery Green Road	05.04.2005 5 years from 1.11.2004	
18	18.04.2007 edged and numbered 24 in blue	Boat Park, Royal Plain, Lowestoft	29.03.2007 12 years from 2.3.2007	SK291619
19	20.02.2008 edged and numbered 25 in blue NOTE: See entry in the Charges Register relating to the rights granted by this lease	Transformer Chamber	14.02.2008 99 years from 14/02/2008	SK302229
20	20.05.2010 edged and numbered 18 and 26 in blue NOTE 1: See entry in the Charges Register relating to a Deed of Variation dated 9 November 2011. NOTE 2: See entry in the Charges Register relating to a Deed of Variation dated 10 October 2014.	land at Waveney Market	11.12.2009 26 years from 10/08/2009	SK323961
21	17.11.2011 edged and numbered 28 in blue	Land at Waveney Market	09.11.2011 from 01/04/2010 to 09/08/2035	SK334879
22	16.02.2012 27	land and buildings at The Waveney Fish Market Building	09.11.2011 from 01/05/2011 to 09/08/2035	SK336715

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Title number SK272783

Schedule of notices of leases continued

23	26.03.2012 edged and numbered 30 in blue	Unit 23, Waveney Market West	26.03.2012 9 years beginning on 7/04/2012 and expiring on 06/04/2021	SK338066
24	10.01.2014 edged and numbered 31 in blue	Land on the south-east side of Battery Green Road	24.12.2013 13 years and 6 months from 24.12.2013	SK350893

End of register

Land Registry



in association with the



Flood Risk Indicator

Title number and property description

SK272783

land at the Port of Lowestoft,

Flood risk

The land registered under the above title number is affected by a river or sea floodplain.

The land is in an area that has a high chance of flooding from rivers or the sea which means that the chance of flooding each year is greater than or equal to 3.3 percent (1 in 30). This takes into account the effect of any flood defences that may be in this area.

This result was produced on 26 October 2015 based on Environment Agency and Natural Resources Wales flood risk data that was current as of August 2014 and Land Registry data that was current as of 24 October 2015. The Flood Risk Indicator is based on the most up to date Environment Agency and Natural Resources Wales flood data available at the date and time of your search.

Disclaimer

The information contained in this document is for general information purposes only. The flood risk information is provided by the Environment Agency and Natural Resources Wales. You should note that:-

The Flood Risk Indicator shows only the predicted likelihood of flooding of areas of land from rivers or the sea and it is not detailed enough to describe the likelihood of flooding for individual properties.

Individual properties may not always face the same chance of flooding as the areas that surround them because, for example the property may be higher than the surrounding land. There may also be particular occasions when flooding occurs and the observed pattern of flooding does not in reality match the predicted patterns shown on the Environment Agency and Natural Resources Wales flood data.

Because the flood data from the Environment Agency and Natural Resources Wales is created as a result of a modelling process, it may by its nature not be as accurate as might be desired.

If you believe that a particular property does not face the chance of flooding shown on the Environment Agency and Natural Resources Wales flood data, or if you have information that you believe may not have been taken into account, then you should contact your local Environment Agency or Natural Resources Wales office or see the Environment Agency or Natural Resources Wales website for more information on flood data.

We will endeavour to keep the information up to date and correct but make no representations or warranties of any kind, express or implied, about the completeness, accuracy, reliability, suitability or availability with respect to the flood data. Any reliance you place on such information is therefore strictly at your own risk.

See <https://www.gov.uk/browse/environment-countryside/flooding-extreme-weather> and <http://www.naturalresourceswales.gov.uk/flooding-and-water>

Initial title search results which appear to relate to Sites 1, 2, 3, 5, 6, 7, 8 & B:

- SK270546 – Land at Buildings Port of Lowestoft

Title Number : SK270546

This title is dealt with by Land Registry, Kingston upon Hull Office.

The following extract contains information taken from the register of the above title number. A full copy of the register accompanies this document and you should read that in order to be sure that these brief details are complete.

Neither this extract nor the full copy is an 'Official Copy' of the register. An official copy of the register is admissible in evidence in a court to the same extent as the original. A person is entitled to be indemnified by the registrar if he or she suffers loss by reason of a mistake in an official copy.

This extract shows information current on 26 OCT 2015 at 14:12:25 and so does not take account of any application made after that time even if pending in the Land Registry when this extract was issued.

REGISTER EXTRACT

Title Number	: SK270546
Address of Property	: Land at Buildings Port of Lowestoft
Price Stated	: Not Available
Registered Owner(s)	: ASSOCIATED BRITISH PORTS of Aldwych House 71-91 Aldwych, London WC2B 4HN and of Regional Property Manager, Old Custom House, Key Street, Ipswich IP4 1BY.
Lender(s)	: None

Title number SK270546

This is a copy of the register of the title number set out immediately below, showing the entries in the register on 26 OCT 2015 at 14:12:25. This copy does not take account of any application made after that time even if still pending in the Land Registry when this copy was issued.

This copy is not an 'Official Copy' of the register. An official copy of the register is admissible in evidence in a court to the same extent as the original. A person is entitled to be indemnified by the registrar if he or she suffers loss by reason of a mistake in an official copy. If you want to obtain an official copy, the Land Registry web site explains how to do this.

A: Property Register

This register describes the land and estate comprised in the title.

SUFFOLK : WAVENEY

- 1 (16.11.2005) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being Land at Buildings Port of Lowestoft.
- 2 (16.11.2005) The mines and minerals are excepted.
- 3 (16.11.2005) The Conveyance dated 24 November 1966 referred to in the Charges Register contains the following provision:-
 "IT IS HEREBY AGREED AND DECLARED as follows :-
 (i) that the carrying on by the Railways Board of their undertaking on their adjoining or neighbouring land in exercise of their powers and subject to their statutory and common law obligations shall not be deemed to be a breach of the covenant for quiet enjoyment implied herein by reason of the Railways Board being expressed to convey the property as Beneficial Owners nor to be in derogation of their grant
 (ii) that the Railways Board and the Docks Board shall have the right to erect buildings upon the Railways Board's adjoining property and upon the property hereby conveyed up to the boundary of the property hereby conveyed but so that neither of the said Boards shall thereby acquire any right to the access of light and air to the windows or openings that may be constructed in such buildings over the property hereby conveyed or the adjoining property of the Railways Board respectively
 (iii) the Railways Board shall not be entitled to any right of way over any part of the land hereby conveyed except such as is expressly reserved to them herein."
- 4 (16.11.2005) The land tinted pink on the title plan has the benefit of the following rights granted by a Conveyance thereof dated 6 November 1967 made between (1) Small & Co (Lowestoft) Limited (2) Lloyds Bank plc and (3) British Transport Docks Board:-
 "TOGETHER ALSO with (a) full and free licence for and authority to have use and enjoy the full and clear use of the waterway adjoining the said property for the purpose of mooring and laying ships or vessels resorting to the wharf or quay forming part of the property....all easements and appurtenances belonging or appertaining to the property"
- 5 (16.11.2005) The land has the benefit of the rights reserved by but is subject to the rights granted by a Transfer of land lying immediately to the east of the land in this title dated 28 September 2000 made between (1) Associated British Ports and (2) Aldi Stores Limited.
 NOTE: Copy filed under SK216247.
- 6 (02.07.2009) The edged and numbered 7 and 8 in blue references on the title plan are no longer of any significance and should be ignored since the entries in the register which gave rise to the references have been cancelled.
- 7 (10.10.2012) A new title plan based on the latest revision of the Ordnance Survey Map and showing an amended extent has been prepared.

2 of 5

Title number SK270546

B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Title absolute

- 1 (16.11.2005) PROPRIETOR: ASSOCIATED BRITISH PORTS of Aldwych House 71-91 Aldwych, London WC2B 4HN and of Regional Property Manager, Old Custom House, Key Street, Ipswich IP4 1BY.

C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 (16.11.2005) The parts of the land affected thereby are subject to the leases set out in the schedule of leases hereto. The leases grant and reserve easements as therein mentioned.
- 2 (16.11.2005) A Conveyance of the land tinted mauve on the title plan dated 23 November 1966 made between (1) British Railways Board and (2) British Transport Docks Board contains restrictive covenants.

NOTE: Copy filed.

- 3 (16.11.2005) The land tinted mauve on the title plan is subject to the rights reserved by the Conveyance dated 23 November 1966 referred to above.
- 4 (16.11.2005) The land tinted yellow on the title plan is subject to the following rights reserved by a Conveyance thereof and other land dated 24 November 1966 made between (1) British Railways Board (Railways Board) and (2) British Transport Docks Board (Docks Board):-

"subject to :-

(ii) all rights of way whether public or private over the footpath leading to the footbridge hereinafter referred to

(iii) the rights of the Eastern Electricity Board relating to an electricity sub-station constructed on the land hereby conveyed and

(iv) an Agreement relating to sewers dated the sixteenth day of July One thousand nine hundred and twenty-three made between the London and North Eastern Railway Company of the one part and Lowestoft Corporation of the other part and an Agreement dated the third day of December One thousand nine hundred and seven relating to two steel pipes made between the Great Eastern Railway Company of the one part and Lowestoft Corporation of the other part but without the benefit of any part of the annual acknowledgment payable under the last mentioned Agreement.

There are reserved to the Railways Board :-

(i) the right of support from the property hereby conveyed for the adjoining property of the Railways Board

(ii) the right to have maintain repair cleanse use reconstruct alter and remove the footbridge at the western side of the property

(iii) full right and liberty for the Railways Board and their successors in title with or without workmen at all reasonable times to enter upon the part of the property hereby conveyed adjacent to the said footbridge for the purpose of exercising the right reserved by paragraph (ii) of this sub-clause."

NOTE: The footbridge referred to adjoins the western boundary of the land tinted yellow on the title plan. The position of the sub station referred to was not defined.

- 5 (16.11.2005) A Conveyance of the land tinted brown on the title plan

3 of 5

Title number SK270546

C: Charges Register continued

dated 19 December 1966 made between (1) British Railways Board and (2) British Transport Docks Board contains restrictive covenants.

NOTE: Copy filed.

- 6 (16.11.2005) The land tinted brown on the title plan is subject to the rights reserved by the Conveyance dated 19 December 1966 referred to above.
- 7 (16.11.2005) A Conveyance of the land tinted blue on the title plan dated 25 November 1969 made between (1) British Railways Board and (2) British Transport Docks Board contains restrictive covenants.
NOTE: Copy filed.
- 8 (16.11.2005) The land tinted blue on the title plan is subject to the rights reserved in the Conveyance dated 25 November 1969 referred to above.
- 9 (16.11.2005) An Agreement dated 8 June 1972 made between (1) British Transport Docks Board and (2) The Mayor Aldermen and Burgesses of the Borough of Lowestoft relates to construction and maintenance of sewers, rising mains and other works.
NOTE: Copy filed.
- 10 (16.11.2005) The parts of the land affected thereby are subject to the rights granted by a Deed of Grant dated 12 January 1994 made between (1) Associated British Ports and (2) Eastern Electricity PLC.
The said Deed also contains restrictive stipulations by the grantor.
NOTE: Copy filed.
- 11 (16.11.2005) The parts of the land affected thereby are subject to the rights granted by a Deed of Grant dated 11 March 1997 made between (1) Associated British Ports and (2) Eastern Group Telecoms Limited.
The said Deed also contains restrictive covenants by the grantor.
NOTE: Copy filed.
- 12 (16.11.2005) The parts of the land affected thereby are subject to the rights granted by a Deed of Grant dated 20 May 2003 made between (1) Associated British Ports and (2) Aldi Stores Limited.
NOTE: Copy filed under SK216247.
- 13 (30.03.2010) The land is subject to the easements granted by a lease dated 11 March 2010 of the land edged and numbered 10 in blue and edged and numbered 17 in blue on the title plan and other land for a term of 5 years from 14 July 2009.
NOTE: Copy filed under SK139702.
- 14 (04.02.2013) The land is subject to the rights granted by a Deed dated 27 September 1973 made between (1) The Mayor Aldermen and Burgesses of The Borough of Lowestoft and (2) The British Gas Corporation.
NOTE: Copy filed under SK272783.

Schedule of notices of leases

1	16.11.2005 edged and numbered 1 in blue	land on the south side of Commercial Road.	25.01.1963 99 years from 30.6.1962	SK88710
2	16.11.2005 edged and numbered 2 in blue	land on the south side of Commercial Road.	31.12.1965 From 1.9.1965 to 29.6.2061	SK88710
3	16.11.2005	land on the south side of	07.05.1980	SK88710

Title number SK270546

Schedule of notices of leases continued

	edged and numbered 3 in blue	Commercial Road.	From 24.6.1978 to 30.6.2061	
4	16.11.2005 edged and numbered 4 in blue	land on the south side of Commercial Road.	28.06.1982 From 25.3.1979 to 30.6.2061	SK88710
5	16.11.2005 edged and numbered 5, 11 and 12 in blue	50 Commercial Road.	01.01.1994 20 years from 1.3.1994	
6	16.11.2005 edged and numbered 6 in blue	land on the south side of Commercial Road.	26.04.1989 24 years from 14.2.1989	SK87251
7	16.11.2005 edged and numbered 9 in blue (part of)	land at Commercial Road.	30.04.1990 21 years from 1.11.1988	
8	16.11.2005 edged and numbered 10 in blue NOTE: The lease comprises also other land	land and buildings at Commercial Road.	14.04.2004 5 years from 14.4.2004	
9	01.11.2006 edged and numbered 11 and 12 (part of) in blue NOTE: During the subsistence of this lease, the lease dated 1.1.1994 referred to above takes effect as an underlease	Shed 4 and 1st Floor Office Premises at 50 Commercial Road	13.07.2006 6 years from 1/7/2006	
10	14.07.2009 edged and numbered 7, 8 and 14 in blue	land on the north side of Lake Lothing	20.06.2009 term of years beginning on 20 June 2009 and expiring on 24 March 2033	SK317146
11	19.01.2010 edged and numbered 16 in blue	Business Premises, Commercial Road	21.12.2009 15 years from 1.9.2009 to 31.8.2024	SK321482
12	21.09.2011 edged and numbered 9 in blue (part of); edged and numbered 12 and 18 in blue NOTE: The lease comprises also other land	land on the south side of Commercial Road	23.08.2011 15 years from 01/12/2010 expiring on 30/11/2025	SK333516

End of register

Initial title search results which appear to relate to Sites 1, 2, 3, 5, 6, 7, 8 & B:

SK202593 – Hamilton Dock and Waveney Dock, Hamilton Road, Lowestoft

Title Number : SK202593

This title is dealt with by Land Registry, Kingston upon Hull Office.

The following extract contains information taken from the register of the above title number. A full copy of the register accompanies this document and you should read that in order to be sure that these brief details are complete.

Neither this extract nor the full copy is an 'Official Copy' of the register. An official copy of the register is admissible in evidence in a court to the same extent as the original. A person is entitled to be indemnified by the registrar if he or she suffers loss by reason of a mistake in an official copy.

This extract shows information current on 26 OCT 2015 at 14:21:11 and so does not take account of any application made after that time even if pending in the Land Registry when this extract was issued.

REGISTER EXTRACT

Title Number	: SK202593
Address of Property	: Hamilton Dock and Waveney Dock, Hamilton Road, Lowestoft
Price Stated	: Not Available
Registered Owner(s)	: ASSOCIATED BRITISH PORTS of Aldwych House, 71-91 Aldwych, London WC2B 4HN and of Regional Property Manager, Old Custom House, Key Street, Ipswich IP4 1BY.
Lender(s)	: None

Title number SK202593

This is a copy of the register of the title number set out immediately below, showing the entries in the register on 26 OCT 2015 at 14:21:11. This copy does not take account of any application made after that time even if still pending in the Land Registry when this copy was issued.

This copy is not an 'Official Copy' of the register. An official copy of the register is admissible in evidence in a court to the same extent as the original. A person is entitled to be indemnified by the registrar if he or she suffers loss by reason of a mistake in an official copy. If you want to obtain an official copy, the Land Registry web site explains how to do this.

A: Property Register

This register describes the land and estate comprised in the title.

SUFFOLK : WAVENEY

- 1 (03.03.2000) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being Hamilton Dock and Waveney Dock, Hamilton Road, Lowestoft.
- 2 (15.12.2010) A new title plan based on the latest revision of the Ordnance Survey Map has been prepared.

B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Title absolute

- 1 (03.03.2000) PROPRIETOR: ASSOCIATED BRITISH PORTS of Aldwych House, 71-91 Aldwych, London WC2B 4HN and of Regional Property Manager, Old Custom House, Key Street, Ipswich IP4 1BY.
- 2 (03.03.2000) RESTRICTION: Except under an order of the registrar no charge by the proprietor of the land shall be registered unless the solicitor to the proprietor certifies that it is made in accordance with paragraph 21 of Schedule 3 Transport Act 1981 or some other Act or authority.

End of register

Initial title search results which appear to relate to Site 4

SK207062 – 1 and 2 Allerton's Buildings, Battery Green Road, Lowestoft

Title Number : SK207062

This title is dealt with by Land Registry, Kingston upon Hull Office.

The following extract contains information taken from the register of the above title number. A full copy of the register accompanies this document and you should read that in order to be sure that these brief details are complete.

Neither this extract nor the full copy is an 'Official Copy' of the register. An official copy of the register is admissible in evidence in a court to the same extent as the original. A person is entitled to be indemnified by the registrar if he or she suffers loss by reason of a mistake in an official copy.

This extract shows information current on 26 OCT 2015 at 14:27:52 and so does not take account of any application made after that time even if pending in the Land Registry when this extract was issued.

REGISTER EXTRACT

Title Number	: SK207062
Address of Property	: 1 and 2 Allerton's Buildings, Battery Green Road, Lowestoft (NR32 1DH)
Price Stated	: £90,000
Registered Owner(s)	: JULIAN MAXWELL NARBOROUGH of 9 Peregrine Way, Kessingland, Lowestoft, Suffolk NR33 7QH.
Lender(s)	: Commercial First Business Limited

Title number SK207062

This is a copy of the register of the title number set out immediately below, showing the entries in the register on 26 OCT 2015 at 14:27:52. This copy does not take account of any application made after that time even if still pending in the Land Registry when this copy was issued.

This copy is not an 'Official Copy' of the register. An official copy of the register is admissible in evidence in a court to the same extent as the original. A person is entitled to be indemnified by the registrar if he or she suffers loss by reason of a mistake in an official copy. If you want to obtain an official copy, the Land Registry web site explains how to do this.

A: Property Register

This register describes the land and estate comprised in the title.

SUFFOLK : WAVENEY

- 1 (26.07.2000) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being 1 and 2 Allerton's Buildings, Battery Green Road, Lowestoft (NR32 1DH).

B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Title absolute

- 1 (04.07.2003) PROPRIETOR: JULIAN MAXWELL NARBOROUGH of 9 Peregrine Way, Kessingland, Lowestoft, Suffolk NR33 7QH.
- 2 (04.07.2003) The price stated to have been paid on 18 June 2003 was £90,000.
- 3 (04.12.2007) RESTRICTION: No disposition of the registered estate by the proprietor of the registered estate, or by the proprietor of any future registered charge, is to be registered without a written consent signed by the proprietor for the time being of the Charge dated 3 December 2007 in favour of Commercial First Business Limited referred to in the Charges Register.
- 4 (03.11.2009) BANKRUPTCY NOTICE entered under section 86(2) of the Land Registration Act 2002 in respect of a pending action, as the title of the proprietor of the registered estate appears to be affected by a petition in bankruptcy against Julian Maxwell Narborough presented in the High Court (Court Reference Number 9708 of 2009) (Land Charges Reference Number PA 186174/09).
- 5 (01.03.2010) RESTRICTION: No disposition of the registered estate by the proprietor of the registered estate is to be registered without a written consent signed by Geoffrey Michael Weisgard (Licensed Insolvency Practitioner) of Mitchell Charlesworth, 24 Nicholas Street, Chester, CH1 2AU.
- 6 (14.03.2011) BANKRUPTCY NOTICE entered under section 86(2) of the Land Registration Act 2002 in respect of a pending action, as the title of the proprietor of the registered estate appears to be affected by a petition in bankruptcy against Julian Maxwell Narborough presented in the Norwich County Court (Court Reference Number 174 of 2011) (Land Charges Reference Number PA 27602/11).
- 7 (29.06.2011) BANKRUPTCY RESTRICTION entered under section 86(4) of the Land Registration Act 2002, as the title of the proprietor of the registered estate appears to be affected by a bankruptcy order made by the Norwich County Court (Court Reference Number 174 of 2011) against Julian Maxwell Narborough (Land Charges Reference Number WO 69414/11).

No disposition of the registered estate is to be registered until the trustee in bankruptcy of the property of the bankrupt is registered as proprietor of the registered estate.

2 of 3

Title number SK207062

C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 (04.12.2007) REGISTERED CHARGE dated 3 December 2007.
- 2 (04.12.2007) Proprietor: COMMERCIAL FIRST BUSINESS LIMITED (Co. Regn. No. 5289018) of Lutea House, Warley Hill Business Park, The Drive, Brentwood, Essex CM13 3BE and of DX 148520 Brentwood 7.

End of register

Land Registry



in association with the



Flood Risk Indicator

Title number and property description

SK207062

1, and 2 Allerton's Buildings, Lowestoft, Battery Green Road, NR32 1DH,

Flood risk

The land registered under the above title number is affected by a river or sea floodplain.

The land is in an area that has a medium chance of flooding from rivers or the sea which means that the chance of flooding each year is less than 3.3 percent (1 in 30), but greater than or equal to 1 percent (1 in 100). This takes into account the effect of any flood defences that may be in this area.

This result was produced on 26 October 2015 based on Environment Agency and Natural Resources Wales flood risk data that was current as of August 2014 and Land Registry data that was current as of 24 October 2015. The Flood Risk Indicator is based on the most up to date Environment Agency and Natural Resources Wales flood data available at the date and time of your search.

Disclaimer

The information contained in this document is for general information purposes only. The flood risk information is provided by the Environment Agency and Natural Resources Wales. You should note that:-

The Flood Risk Indicator shows only the predicted likelihood of flooding of areas of land from rivers or the sea and it is not detailed enough to describe the likelihood of flooding for individual properties.

Individual properties may not always face the same chance of flooding as the areas that surround them because, for example the property may be higher than the surrounding land. There may also be particular occasions when flooding occurs and the observed pattern of flooding does not in reality match the predicted patterns shown on the Environment Agency and Natural Resources Wales flood data.

Because the flood data from the Environment Agency and Natural Resources Wales is created as a result of a modelling process, it may by its nature not be as accurate as might be desired.

If you believe that a particular property does not face the chance of flooding shown on the Environment Agency and Natural Resources Wales flood data, or if you have information that you believe may not have been taken into account, then you should contact your local Environment Agency or Natural Resources Wales office or see the Environment Agency or Natural Resources Wales website for more information on flood data.

We will endeavour to keep the information up to date and correct but make no representations or warranties of any kind, express or implied, about the completeness, accuracy, reliability, suitability or availability with respect to the flood data. Any reliance you place on such information is therefore strictly at your own risk.

See <https://www.gov.uk/browse/environment-countryside/flooding-extreme-weather>
and <http://www.naturalresourceswales.gov.uk/flooding-and-water>

Addendum

The following comments and observations were noted over the course of this work but are out with the scope of the current brief:

- During discussions with various parties over the course of this work, alternative locations and facilities other than those specified for consideration by WDC were raised but it is noted that further consideration of these is out with the scope of the current brief. There is the option of additional fishermen containers along site B.
- It has been suggested that there is potential for merchants to provide their own accommodation separate to the fish market for sale purposes. This includes, we are informed, alternative sites for auctions and merchant facilities and existing provision and premises at South Lowestoft industrial estate. Consideration of these is out with the scope of the current brief.
- It was reported in interviews that there is a latent demand for similar facilities from around 20 additional fishermen, who would like to operate out of Lowestoft and would like similar facilities and who would like to berth at Hamilton Dock. Their individual spatial requirements are unknown but it was agreed with interviewees that it could be assumed their spatial requirements would be similar to the existing fishermen's needs (i.e. 10m boats, 10m/15m mooring space, loading/unloading quay with refuelling facilities, close to ice making facilities and requirement for 'containers' for storage/baiting.) It was reported that with the prospect of increased fishing quotas there was potential for this latent demand to be realised subject to the availability of appropriate quay and port facilities.
- It was felt by interviewees that good proximity of the fish market to quay space /side for unloading of fish caught, and specification for that quay which provides approximately 32 linear meter quay length with drop quay and appropriate craneage, (as per the existing arrangement) are the most efficient and effective solution. This point is however outside the scope of this current brief/report.
- Interviewees suggested that there is already some significant cross working between the fishing interests and the offshore energy sectors. This is an area many of those interviewed see as fruitful for further development for mutual benefit.
- It was felt by interviewees there is a need to provide pedestrian access between site 1 and the main fish market area potentially along the western boundary of site 2.