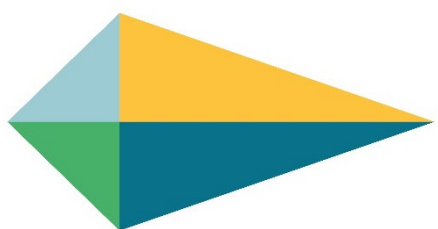


Consultation Statement

North Lowestoft Heritage
Action Zone Design Guide
Supplementary Planning Document

April 2020



EASTSUFFOLK
COUNCIL

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Introduction

East Suffolk Council commissioned consultants Place Services to prepare the North Lowestoft Heritage Action Zone (HAZ) Design Guide Supplementary Planning Document (SPD). This will provide guidance for property owners and developers who are looking to make changes and alterations to buildings in the HAZ area. It will also provide guidance about shop frontages and the public realm. The area covered by the Design Guide SPD has been extended southwards to include further areas of the PowerPark. The SPD therefore covers a wider area than the HAZ.

This Consultation Statement was produced under Regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) to accompany the consultation on the Draft SPD which was held between 13th December 2019 and 24th January 2020 and has subsequently been updated to reflect the consultation responses received during that consultation.

The Council's approach to engagement in the preparation of a Supplementary Planning Document is set out in the Statement of Community Involvement¹. While preparing the HAZ Design Guidance SPD East Suffolk Council has consulted with relevant organisations and members of the public. Details of this consultation process are set out below.

Who was consulted?

The following organisations and groups were consulted during the preparation of the Supplementary Planning Document:

- Suffolk County Council (as Highways Authority)
- Historic England
- East Suffolk Buildings Preservation Trust
- Lowestoft Town Council
- East Suffolk Council Local Plan Working Group
- East Suffolk Council Economic Development Team
- East Suffolk Council Design and Conservation Team
- Members of the public

¹ How to get Involved in Local Planning – Statement of Community Involvement (September 2014)

How were they contacted?

There were three stages to the consultation process, which are set out below.

1. Stakeholder Meeting

The stakeholder meeting took place on the 17th of October and took the form of a workshop. The stakeholders listed below were invited, and this was undertaken via email invitation:

- Suffolk County Council (as Highways Authority)
- Historic England
- East Suffolk Buildings Preservation Trust
- Lowestoft Town Council
- East Suffolk Council Local Plan Working Group
- East Suffolk Council Economic Development Team
- East Suffolk Council Design and Conservation Team

The workshop involved a presentation given by the consultant, which described the Design Guide's contents in detail. Attendees were given the opportunity to ask questions and discuss the document's contents during the course of the presentation. Attendees were asked to send their views and comments to the consultant after the event. Accordingly, attendees were sent a copy of the draft document following the event to further inform any comments that they wished to make at that stage. The main issues raised by these responses are shown in Appendix 1 below.

2. Public Engagement Event

A public engagement event took place on Monday the 28th of October between 2 pm and 6.30 pm at Christ Church in Lowestoft. In total 13 people attended the Public Engagement Event. Members of the public were invited to ask questions and make comments about the draft document and its contents. Comments were received on written forms that were filled in during the event and these can be viewed in Appendix 2. The event was advertised on the HAZ website and Facebook Page as well as on Twitter. Posters were placed throughout the HAZ area along the High Street and Whapload Road. The Council also contacted the Most Easterly Community Group, which is a local community organisation. The posters can be viewed in Appendix 3.

3. Public Consultation

Following the production of the draft SPD, a six week public consultation took place between 13 December 2019 and 24 January 2020. The consultation was advertised using posters, a press release was issued to the media and posted on the Council's website and notices on social media. The poster and an example of a Twitter post can be found in Appendix 2. Those on the Council's planning policy consultation database were contacted directly by letter or email and the list of consultation bodies can be found in Appendix 2.

The consultation documents were made available on the East Suffolk Council website via the pages below:

<https://www.eastsuffolk.gov.uk/business/regeneration-projects/haz/>

<https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/waveney-local-plan/supplementary-planning-documents/>

Hard copies of the document were also made available at the following locations:

- East Suffolk House, Station Road, Melton, Woodbridge. IP12 1RT.
- Riverside, 4 Canning Road, Lowestoft. NR33 0EQ
- Woodbridge Customer Services Centre, New Street, Woodbridge. IP12 1DT.
- Marina Customer Services Centre, Marina, Lowestoft. NR32 1HH.
- Lowestoft Library, Clapham Road South, Lowestoft. NR32 1DT.

In total 27 individuals and organisations responded to the consultation. Between them they made 123 comments.

Full copies of the responses have been published on the Council's website at

<https://eastsuffolk.inconsult.uk/consult.ti/NLOWAZ/consultationHome>

Appendix 1 – Initial Consultation

The table below lists the main issues raised in the consultation responses, the Council’s response and how they informed the preparation of the document.

Responses from the stakeholder meeting

Page numbers referred to below are those in the final consultation version of the HAZ Design Guide SPD.

Department / Company	Comment	Response
Urban Vision C/O LTC	<ul style="list-style-type: none"> The document includes some good examples of new development but is too long. There should be more mention of the Lowestoft Neighbourhood Plan. There should be greater emphasis on the economic importance of design and the historic environment. 	<ul style="list-style-type: none"> The document contains a considerable amount of guidance, maps and illustrations, which explains its length. Text has been added to page 10 of the document that refers to the emerging neighbourhood plan. The restoration of the historic environment will help to support the economic regeneration of the area. Further consideration will be given to this when finalising the document and when responding to comments on the final document.
ESC Regeneration	<p>Section 7</p> <ul style="list-style-type: none"> The Smokehouse concept, while a good idea, is not appropriate for the Power Park area. Whapload Road South will be used by HGVs to access the Birds Eye Factory and PowerPark. Therefore, the width of the road should be retained. Wilde Street is the only point of access to the Birds Eye factory for HGVs. Raised sections of road at crossings would need to be removed. Suggests road access in the PowerPark needs more detailed work. 	<p>Section 7</p> <ul style="list-style-type: none"> The Smokehouse concept has not been taken forward through the SPD. Comments about HGV access are noted and consideration will be given to this in finalising the document alongside any comments received through consultation on the draft design guide. Detailed work about access to the PowerPark may be necessary as part of further detailed design work for the PowerPark area.
ESC Great Places	<ul style="list-style-type: none"> Drawings and examples of development were inspirational. 	<ul style="list-style-type: none"> This representation did not request any changes to the document.

Department / Company	Comment	Response
Project and Cultural Capacity Coordinator	<ul style="list-style-type: none"> Design Guide responds well to the identity of the HAZ area. 	
ESC Regeneration	<p>Section 7</p> <ul style="list-style-type: none"> Overall support for the document. Battery Green Car Park Proposal would be included in the town centre master plan document. Need to be conscious of commercial traffic flows, particularly with regard to the PowerPark. Positive proposals for the High Street. One-way system on the High Street could potentially work well but there needs to be consideration of the junction with Rant Score. The third crossing could alter traffic flow considerably and this could enable realignment of the trunk road. 	<p>Section 7</p> <ul style="list-style-type: none"> The Battery Green Car Park proposal has been removed from the Design Guide SPD. Measures relating to commercial traffic flows for the High Street and Rants Score would be considered as part of the detailed design stage. The impact of the third crossing on traffic flows is potentially a separate piece of work that is outside the scope of the Design Guide.
ESC HAZ Programme Manager	<p>General</p> <ul style="list-style-type: none"> Reference to the neighbourhood plan should be made once but ultimately the Neighbourhood Plan should be informed by this document. <p>Section 2</p> <ul style="list-style-type: none"> Page 6: should refer to East Suffolk Council not East Suffolk District Council. Page 6: Lowestoft Rising is a key stakeholder, not a partner. <p>Section 6</p>	<p>General</p> <ul style="list-style-type: none"> Reference to the Neighbourhood Plan relates, for information, to its emerging status. <p>Section 2</p> <ul style="list-style-type: none"> The word 'District' has been removed from references to East Suffolk. Reference to Lowestoft Rising as a project partner has been removed from the text. <p>Section 6</p>

Department / Company	Comment	Response
	<ul style="list-style-type: none"> • Page 26: Change the number of scores from nine to 11. <p>Section 7</p> <ul style="list-style-type: none"> • The boundary on page 41 should be shown in its original position. • The East of England Park should be renamed The Ness. • Support for the smokehouse centre concept but this should be pursued separately. • Sparrow’s Nest and The Nest should be taken off the list of non-designated heritage assets and placed on a separate list of important spaces. • Photos should include examples of different types of roofing. • Support for one-way system on High Street, but this should include consideration of Rant Score. • Page 48 (Reconnecting Crown Street): Remove text regarding development of the site. Retain crossing concept. • Remove the A47 gateway to the site but there is potential to include something here because it is a key entry to the site. 	<ul style="list-style-type: none"> • The text has been amended to refer to 11 scores, not nine. <p>Section 7</p> <ul style="list-style-type: none"> • The text on page 6 will be amended to state that the area covered by the HAZ Design Guide has been extended southwards to include the PowerPark. The boundary for the HAZ itself has remained unchanged. The map on page 5 has been amended to illustrate this. • East of England Park is now referred to as The Ness. • Section about the Smokehouse concept has not been taken forward through the Design Guide. • A new important spaces section has been added to the text. • Photos of different types of roofing have been added to the Scores section of the document. • Rant Score will be considered as part of evolving detailed design work. • Reference to the text on page 48 will be removed but the diagrams will be retained. • The text has been amended to remove the A47 gateway to the site.

Department / Company	Comment	Response
	<ul style="list-style-type: none"> Regarding the High Street there should be an emphasis on quality of design as opposed to traditional versus contemporary. <p>Section 9</p> <ul style="list-style-type: none"> The section about internal alterations should be reduced. 	<ul style="list-style-type: none"> Further consideration will be given to e examples of contemporary design in finalising the document. <p>Section 9</p> <ul style="list-style-type: none"> The section about internal alterations has not been taken forward in the design guide document, which allows for a greater emphasis on external alterations.
Suffolk CC Highways	<p>General</p> <ul style="list-style-type: none"> There is a need to state that changes to the highway will be made in partnership with Suffolk County Council Highway Authority. There is a need to avoid overlap with the town centre masterplan with an addendum to section 8. <p>Section 7</p> <ul style="list-style-type: none"> Page 45 (Existing Movement Network): Need to explain coloured lines. Reference should also be made to the existing cycle network in the area and the historically high levels of cycling. Page 46 (Future Movement Network): Refer to the opportunity to enhance pedestrian access along the High street, so that there is not the perception that it is finalised. Consider provision of charging points, space for car clubs and mobility for old people. 	<p>General</p> <ul style="list-style-type: none"> The text has been amended to state that changes will be made in partnership with SCC. <p>Section 7</p> <ul style="list-style-type: none"> A key has been added to the map on page 45 to explain what the lines represent. Reference has been made to the cycle network in the town and to the historically high levels of cycling. Text on page 46 regarding pedestrian routes along the High Street has been reworded to state that there is an opportunity to review traffic management arrangements. This makes clear that any change to traffic management is purely conceptual. The provision of electrical charging points, car club spaces and increased mobility will be considered on a site by site basis. Policy

Department / Company	Comment	Response
	<ul style="list-style-type: none"> • Consider the introduction of filtered permeability at some junctions. • Page 47 (Crown Street): Reference to the provision of a tiger crossing should be removed. However, a suitable crossing should be considered to reconnect Crown Street. <p>Section 8</p> <ul style="list-style-type: none"> • Page 49: It was suggested that text relating to provision of developable land and rationalising the A47/Whapload Road roundabout should be removed. • Pages 52 and 53: The SPD should not refer to changing routes to one way. This could be amended to ‘review traffic management arrangements.’ • Page 63 Blue Anchor Square: The document should not include an assumed commitment to changes in traffic movement. • A feature such as a raised table at a junction could reduce speeds and ease pedestrian movement. Additional tree planting on wider sections of pavement could supplement the presence of two larger existing trees in the Rant Score area. 	<p>WLP8.21 of the Local Plan sets the policy context for sustainable transport measures.</p> <ul style="list-style-type: none"> • The issue of filtered permeability will be considered in more detail with Suffolk CC Highways at the development stage. • The text on page 47 has been amended to incorporate the SCC comments. <p>Section 8</p> <ul style="list-style-type: none"> • Text on page 49 has been removed as requested in the comment. • The first bullet point on pages 52 and 53 has been amended to read ‘review traffic management arrangements’. • The text on page 63 has been amended so that changes to traffic movement are referred to as a design element, rather than a firm commitment to change. • The text has been reworded but highways elements will be considered at the detailed design stage.
<p>SCC Highways - Footways, Street</p>	<p>Section 8</p> <ul style="list-style-type: none"> • Use of granite on footways can cause difficulties for disabled pedestrians. 	<p>Section 8</p> <ul style="list-style-type: none"> • Footway granite setts are proposed to be flush, not tumbled. The mortar used will allow for a continuous flush surface.

Department / Company	Comment	Response
Furniture, Drainage	<ul style="list-style-type: none"> • Would prefer if granite setts were not used for pedestrian routes. The use of a commuted sum at the planning application stage may help to finance the use of granite setts. However, it may be necessary for SCC Highways to undertake some repairs using asphalt. 	<ul style="list-style-type: none"> • SCC Highways will be consulted regarding the commuted sum, as well as storage space for granite setts.
Historic England	<ul style="list-style-type: none"> • Supports first draft. 	<ul style="list-style-type: none"> • Support noted.
Historic England	<p>Section 1: Introduction</p> <ul style="list-style-type: none"> • Sections 1 and 2 can be combined. • General information about HAZs may not be necessary in this document. There should just be an introduction to the North Lowestoft HAZ. • The duration of the HAZ should be placed at the end of the section. • The document must refer to North Lowestoft Heritage Action Zone, to differentiate from the one in south Lowestoft. • Paragraph 3 does not make sense. Substitute for the last paragraph in S1, with a minor additional mention of shopfronts. 	<p>Section 1: Introduction</p> <ul style="list-style-type: none"> • The amalgamation of sections 1 and 2 will be picked up as part of the consideration of responses to the formal consultation. • Text changes to provide an introduction to the North Lowestoft Heritage Action Zone will be made as part of the consideration of comments received during the formal consultation. • Paragraph 3 has been amended to address these concerns. This paragraph provides an overview of the document and therefore doesn't reference all elements, however

Department / Company	Comment	Response
	<ul style="list-style-type: none"> • The introduction should be unequivocal in the way it is worded. ‘The design guide will....’ Rather than ‘The design guide is intended to...’ • The map on page 5 needs to differentiate between the HAZ boundary and the total area covered by the Design Guide SPD. <p>Section 3:</p> <ul style="list-style-type: none"> • Heritage Works has been updated and republished at the following location: https://historicengland.org.uk/images-books/publications/heritage-works/. • The Design Guide SPD should not refer to English Heritage. • There are potential quotes from Heritage Counts, which can be found at the following location: https://historicengland.org.uk/research/heritage-counts/2018-heritage-in-commercial-use/heritage-in-commercial-use/ and https://historicengland.org.uk/research/heritage-counts/heritage-and-economy/ 	<p>consideration will be given to further references to shopfronts in the final document.</p> <ul style="list-style-type: none"> • The introductory text will be amended to make it more unequivocal as part of the consideration of comments received during the formal consultation. • The map has been amended to illustrate the difference between the HAZ boundary and the design guide area. The text on the final paragraph of page 6 has been amended to make clear that the HAZ Design Guide covers a wider area than the HAZ itself. <p>Section 3:</p> <ul style="list-style-type: none"> • Reference to English Heritage will be deleted and replaced with Historic England. • Reference has been made to the 2018 Heritage Counts, together with a link to the factsheet about heritage and the economy.

Department / Company	Comment	Response
	<p>Section 4:</p> <ul style="list-style-type: none"> Historic England’s documents aren’t technically guidance according to the government. The NPPG is guidance, whereas Historic England’s are ‘advice’. We also differentiate between ‘Good Practice Advice notes’ (GPAs) and ‘Advice Notes’ (HEANS). This page sets out Historic England’s thinking on that: https://historicengland.org.uk/advice/planning/planning-system/ Include reference to: <ul style="list-style-type: none"> Advice Note 1: CAs Advice Note 2: Making Changes to Heritage Assets Advice Note 12: Statements of Heritage Significance Good Practice Advice Note 3: The Setting of Heritage Assets CPPG (2008) Conservation Principles 2008 can be included, as it still represents Historic England’s guiding high level principles and approach to understanding, and decision taking, irrespective of whether the words used are the same as the NPPF’s. The Conservation Area Appraisal is in the process of being updated, and will be adopted in 2020. ESC will be able to advise on whether they want the new 	<p>Section 4:</p> <ul style="list-style-type: none"> Text will be amended to reference Historic England ‘advice’. The text will be amended to reference all listed documents. Comments about Conservation Principles have been noted. Work on the north Lowestoft Conservation Area Appraisal is not scheduled for completion until later in 2020, after the HAZ Design Guide has been adopted. However the Design Guide will be checked against working drafts of the

Department / Company	Comment	Response
	<p>version referenced.</p> <p>Section 5:</p> <ul style="list-style-type: none"> Really like the timeline approach but maps need to be bigger. <p>Queries whether there is there scope for including a section somewhere that deals with this local geology and its influence on the prevalence or otherwise of local building materials?</p> <p>Section 6:</p> <ul style="list-style-type: none"> North Lowestoft Heritage Action Zone is not a heritage asset and cannot itself have heritage significance. This section needs re wording so it focuses on the place rather than the HAZ project. Support for the approach taken for the boundary between High Street and Whapload Road character areas. <p>Section 6.2</p>	<p>Conservation Area Appraisal as part of the consideration of comments on the formal consultation.</p> <p>Section 5:</p> <ul style="list-style-type: none"> Consideration will be given to whether maps can be better presented / made bigger for the final document. Reference to geology will be added for the final Design Guide SPD. <p>Section 6:</p> <ul style="list-style-type: none"> The text explains the heritage assets, however it will be revisited when the Design Guide is finalised. <p>Section 6.2:</p> <ul style="list-style-type: none"> The text has been amended to refer to the North Lowestoft Conservation Area as a heritage asset.

Department / Company	Comment	Response
	<ul style="list-style-type: none"> • The North Lowestoft Conservation Area is also a designated heritage asset and should be included. • Buildings and Structures of Local Interest have been examined during the recent Conservation Area Appraisal process and this information should be available. • It is considered that some of the buildings and spaces (fishing industry structures, Sparrows Nest) are not yet technically non-designated heritage assets. The Neighbourhood Plan may change this. • Note: 329 Whapload Road ('the Fish House') is currently being considered for listing, as is Christ Church. Decision timescales to be clarified. • This sub-section could be better located within the document. It is suggested that if it were moved forward to the beginning of the section, the Character Area maps and then the guidance for new development would follow on more directly from each other? <p>Section 7:</p>	<ul style="list-style-type: none"> • Information about buildings and structures of local interest in the Conservation Area has been provided to inform the document. • Information about potential non-designated heritage assets cannot be included until the Neighbourhood Plan has been finalised. Where non-designated heritage assets are identified by the Neighbourhood Plan these will be taken into consideration in the planning application process. Due to timescales the Design Guide will be adopted before the Neighbourhood Plan. • The Council will review the information it holds about listings. • Consideration will be given to moving section 6 for the final Design Guide <p>Section 7:</p>

Department / Company	Comment	Response
	<ul style="list-style-type: none"> • Historic Core - Picture 14 and caption: The Design Guide shouldn't be too prescriptive regarding style. Today's High Street is as interesting as it is because it reflects an evolution of stylistic and architectural tastes, and Historic England support the principle of innovative modern architecture where it enhances the character and appearance of conservation areas. • General: Include the recent Goldsmith Street development as an example. This is for two reasons: a) it is a relatively local example, very recent, award winning, and a bit different, and b) it has also referenced in the Town Hall Feasibility Study report as a representative example for the Mariner's Street car park. • Agree with the East Suffolk Council point made at the workshop about the concept for the Smokehouse concept. It is supported as a concept, but it might not be appropriate to include it at this stage. <p>Section 7.5</p> <ul style="list-style-type: none"> • The two maps of existing and future movement patterns are identical. <p>Section 8:</p> <ul style="list-style-type: none"> • Please reference Historic England's 'Streets for All' guidance here. 	<ul style="list-style-type: none"> • Picture 14 and its accompanying caption will be amended to emphasise the importance of high quality rather than traditional architecture. • Pictures from the Goldsmith's development in Norwich have been added as examples to section 7. • The section about the Smokehouse Centre has not been taken forward in the SPD. <p>Section 7.5:</p> <ul style="list-style-type: none"> • The maps show subtle differences in the between present and future movement patterns. <p>Section 8:</p> <ul style="list-style-type: none"> • Reference will be made to Historic England's 'Streets for All' guidance.

Department / Company	Comment	Response
	<p>https://historicengland.org.uk/images-books/publications/streets-for-all/</p> <ul style="list-style-type: none"> On the whole, very supportive of the general proposals in this section. Particularly like Blue Anchor Square. Interested in the idea for the Gateway to the Scores – but some more detail here and clarification about access/Christ Church too. Higher levels – the fisherman is shown on the elevation behind the marketplace, but that isn't on the map of possible elevations on the next page? Generally very supportive of the principle of high quality and locally derived public art to lift otherwise blank elevations. <p>Section 9:</p> <ul style="list-style-type: none"> The principal purpose of the SPD is to guide new development and changes to external features/public spaces. It may therefore be possible to dispense with the advice for interior alterations. Much of this, if it related to listed buildings, would be dealt with through that consent process and there is already existing advice on the appropriate approach to this sort of thing elsewhere. Energy Efficiency: Note that Part L of Building Regulations does not apply to listed buildings. 	<ul style="list-style-type: none"> Site proposals about places such as Christ Church can be worked up in more detail when proposals come forward. The image of the fisherman will be added to the map of possible elevations in the final document. <p>Section 9:</p> <ul style="list-style-type: none"> Guidance about interior alterations has been removed from the document. It is noted that part L of the Building Regulations does not apply to listed buildings.

Department / Company	Comment	Response
Lowestoft TC	<p>General</p> <ul style="list-style-type: none"> • There should be full recognition of Lowestoft Neighbourhood Plan, particularly in the policy and guidance section. • The Design Guide and the Neighbourhood Plan should have a high level of compatibility. Some Design Guide content should be incorporated into the Neighbourhood Plan. • The document should be shortened and made more user friendly. <p>Section 7</p> <ul style="list-style-type: none"> • The illustrations used generally provide good examples, except for pictures 13 and 14 on page 34. It is not clear how they could relate to the High Street. • Reference to Historic England publication Conservation Principles 2008 should be removed. • There is support for the Smokehouse concept, although it is outside the scope of 	<p>General</p> <ul style="list-style-type: none"> • The Design Guide makes reference to the Lowestoft Neighbourhood Plan and its status. • The Design Guide does take into account and reference emerging Lowestoft Neighbourhood Plan policies as much as possible given that production of the Plan is still in its formative stages. • The Design Guide has been produced to be as concise as possible. However, the area and amount of detail covered means that it will be a large document if it is to be presented in an easily accessible format. <p>Section 7</p> <ul style="list-style-type: none"> • The specific pictures referred to have been removed. These pictures were included to provide examples of infill development that is in keeping with surrounding buildings and architecture. • Will consult with Historic England regarding the removal of reference to Conservation Principles. • The Smokehouse concept has not been taken forward through the Design Guide.

Department / Company	Comment	Response
	the Design Guide. This project could be pursued through the Neighbourhood Plan.	

Public drop in responses

Name	Comment	Response
John Ellerby	<ul style="list-style-type: none"> Disappointed by the document – hoped for something more radical. Seeks to combine gentrification with encouraging economic activity. Glad the document has been published. 	<ul style="list-style-type: none"> The guide is appropriately aspirational whilst being realistic about what can be achieved.
Monica Brewster	<ul style="list-style-type: none"> A sign is needed for Arnold’s Bequest. Signage should be readable for older people. New uses needed for Town Hall, hotels and pubs. Money needed to restore shopfronts and fascias. 	<ul style="list-style-type: none"> Comments about signage and history will be considered in more locally focused schemes rather than the Design Guide. Signage will be identified within more detailed schemes with consideration given to how it can be appropriate to all ages. It is not considered appropriate to include this detail within the Design Guide.
Agnes Lillis	<ul style="list-style-type: none"> Supports new development and improvements to the area. There should be an outside eating and coffee area next to Pork’s Pit. There is a need for more cafes, an arts hub in the Town Hall and more independent shops. A sculpture in Ness Park will encourage visitors. The market in under the sails and in the Triangle needs more stores. 	<ul style="list-style-type: none"> Comments noted. It is not considered appropriate to reference such specific potential projects as an outside seating and coffee area in the Design Guide.

Public drop in poster

DESIGN GUIDANCE FOR THE HISTORIC CENTRE OF NORTH LOWESTOFT

East Suffolk Council and Place Services are preparing design guidance for the historic centre of North Lowestoft.

This will guide the restoration of historic buildings and spaces and support the wider regeneration of North Lowestoft.

You are invited to find out more about the project, and give your views:

Monday 28 October
2pm – 6:30pm

Christ Church
Whapload Road
Lowestoft
NR32 1XD



planningpolicy@eastsuffolk.gov.uk ✉

01502 523065 ☎



Heritage Action Zones
Historic England

Appendix 2 – Formal consultation

Formal consultation response summary

Name	Comment ID ²	Type of response	Comment Summary ³	Actions ⁴
Paul Belton	1	Support	Page 14: 'Bomb craters' on the Denes are the remains of the Lowestoft Links Golf Course. Denes recreational development should include the swimming pool that stood close to the sea wall. It was a saltwater pool that was emptied and refilled once a week. Page 23: Photo is a gas holder not a gasometer. Page 21: Photo 2 is of a bottle store for the Eagle Brewery that stood on the site. It is not a smokehouse. The first floor is very strongly constructed, with steel banding supporting thick floorboards. There is no mention of the 'hanging gardens' enjoyed by fishermen returning from sea along the 'Yarmouth Roads.'	Text on page 15 has been amended to refer to the importance of tourism in the twentieth century and the creation of new facilities to serve visitors to Lowestoft. Reference to 'Bomb craters' has been changed to the Lowestoft Links Golf Course. This included the saltwater swimming pool close to the Denes Caravan Park, which has now been filled in. Reference has also been made to the Lowestoft Hanging Gardens. The reference on page 22 has been amended to refer to a bottle store. The reference on page 24 has been amended to refer to a gas holder.

² Please note that there are gaps in the numbering due to the processing of comments

³ Please note that the references to page numbers relate to the draft SPD

⁴ Please note that the references to page numbers relate to the amended SPD

Oulton Ben	2	Support	This comment refers to the recent Glover Report (<i>An Investigation of National Parks and Other AONBs</i>), which expands the interpretation of public benefit in NPPF paragraphs 172 and 196 to include local heritage assets. Therefore, development that impacts upon a local heritage asset should not be permitted unless it leads to public benefit.	The overall aim of public benefit is to improve the quality of the area. The impact upon heritage assets is weighed against other factors when deciding planning applications, in accordance with planning policies and the National Planning Policy Framework.
Francesca Shapland (Natural England)	3	Support	NE Supports the conclusions of both the SEA and HRA Screening reports and has no further comments to make on either document. NE has no comments to make about the SPD.	Comments noted.
David Butcher (Affiliated to Lowestoft Heritage Workshop Centre)	4	Support	Overall Masterplan. This has the potential to create something of significance for the town.	Comments noted.
David Butcher (Affiliated to Lowestoft Heritage Workshop Centre)	5	Support	5.0 Historic evolution. Baseline History. There are some minor historical inaccuracies. Care is needed when presenting facts about Lowestoft's history.	Historical information has been amended where new information has been provided.

David Butcher (Affiliated to Lowestoft Heritage Workshop Centre)	6	Support	Chapter 1. The High Street (extending as far as St. Margaret's Plain) is a planned settlement dating from the second half of the 14th Century. The community moved here from an inland site for a variety of reasons. The layout of the High Street and cross lanes is still evident today.	History timeline has included new information regarding the High Street.
David Butcher (Affiliated to Lowestoft Heritage Workshop Centre)	7	Support	Character Area 2 is an important part of Lowestoft's maritime past - especially before the harbour was built. What remains of it must be preserved, particularly the fishery office at number 329 Whapload Road. This is a building of national importance and some means of preserving it must be found.	329 Whapload Road has been added to the designated assets list in section 6 and reference made within this section.
David Butcher (Affiliated to Lowestoft Heritage Workshop Centre)	8	Support	Character Area 4. It is imperative to Link Belle Vue Park, Sparrow's Nest Gardens and Arnold's Walk. The last named will integrate this 'green area' with the built environment of the High Street.	Guidance seeks to increase permeability though the HAZ area and this includes making the parkland areas more accessible.
David Butcher (Affiliated to Lowestoft Heritage Workshop Centre)	9	Support	Character area 5: The Scores are of considerable visual and historic significance. Restoration of the footways and walls, together with information about their origins and use, will benefit residents and visitors alike. Scores Project is a valuable exercise in promoting them.	The provision of information boards around the HAZ area has been included in the introduction.

David Butcher (Affiliated to Lowestoft Heritage Workshop Centre)	10	Support	7.0 Guidance for new Developments. Sympathetic detail on street elevations is vital. It would be useful to give a sense of what lies behind High Street facades. There is a lot of 16th century timber framing that is not visible.	Comments noted. The HAZ Design Guide however focuses on publicly visible areas.
David Butcher (Affiliated to Lowestoft Heritage Workshop Centre)	11	Support	7.6 Reconnecting Crown Street. Jubilee Way cut the old town in half, compromising its architectural and topographical integrity. Linking the High Street with St. Margaret's Plain will restore the town's original structure.	Comments noted.
David Butcher (Affiliated to Lowestoft Heritage Workshop Centre)	12	Support	8.2 Historic Core. High Street. Supports detailing relating to urban landscaping, not just that relating to 8.2.	Comments noted.
David Butcher (Affiliated to Lowestoft Heritage Workshop Centre)	13	Support	8.6 Key public spaces. Utilising Higher Levels. Some good thinking is in evidence here. The Blue Anchor public house has very interesting origins, dating from the 17th century.	Comments noted.

David Butcher (Affiliated to Lowestoft Heritage Workshop Centre)	14	Support	8.3 Whapload Road - North. Likes what is proposed for Whapload Road North and wishes to flag up the importance of the fish office at no. 329 Whapload Road. Draws attention to report being prepared by Historic England.	329 Whapload Road has been added to the designated assets list and the Statement of Heritage Significance in section 6.0.
David Butcher (Affiliated to Lowestoft Heritage Workshop Centre)	15	Support	10.1 Advertisement Material. The section about shopfronts and advertising is an important part of the HAZ. Work by Historic England (Kate Carmichael) makes for an informative read.	The work undertaken by Historic England has been noted.
David Butcher (Affiliated to Lowestoft Heritage Workshop Centre)	16	Support	1.0 Introduction. Draws attention to the need for good, well designed, accurate and well-located information boards in the High Street and elsewhere. Lowestoft's medieval location, in terms of its surface geology and topography, has so much to tell us that it is important that its relevance is conveyed to the modern observer.	This issue has been explained within the introduction.

<p>David Butcher (Affiliated to Lowestoft Heritage Workshop Centre)</p>	<p>17</p>	<p>Support</p>	<p>Character Area 4. Work on the North Denes in the vicinity of the net drying spars must draw attention to the presence of the remains of the rope walk and liver trench. The latter was used to boil down cod livers saved from Iceland voyages over fire pits. This was done to make train oil for fuelling domestic lamps and treating leather. It can be seen on a north south alignment and is 3 paces wide and 90 paces long. It must have proper archaeological investigation to reveal its potential for revealing artefacts.</p>	<p>Character Area 4 amended to include the Liver Trench and Rope walk.</p>
<p>David Butcher (Affiliated to Lowestoft Heritage Workshop Centre)</p>	<p>18</p>	<p>Support</p>	<p>6.1 Character Areas Map. Draws attention to the publication 'The Town of Lowestoft c. 1720-25: People and Property in a Pre-Industrial Coastal Community.' This includes the whole of the urban area at the time and includes every property that was part of the built environment, together with details of transfer. All property owners are listed, together with their occupations where known. This might be useful in applying work completed in HAZ Design Guide.</p>	<p>This comment refers to useful historical information but is beyond the scope of the HAZ Design Guide.</p>

Sally Norfolk	20	Support	Very pleased that the area might be improved. Support for the crossing at Crown Street and the mural on the end wall where Chambers Cycle Shop was located. There is no mention of the grade II tithe barn, which was known as Crown street Motors on Crown Street West. This is an important building, which must be preserved and highlighted.	Section 7.6 has been amended to refer to the Crown Street Motors building.
Norman Castleton	44	Observation	1.0 It is hoped that this plan will not be overridden in the way that the Green Space and Nature Reserve Strategy were.	Comments noted. The Design Guide will be a material consideration in determining planning applications.
Norman Castleton	45	Object	Overall masterplan. The HAZ should be extended north to include the North Denes and Denes Oval. This area is of heritage significance in that it was given to the town in two covenants for recreation and open space. This area should be developed as a country park as per the original proposals and with no further development.	The Denes Oval is included within the Historic Parkland area of the HAZ Design Guidance. The North Denes is situated mostly outside of the HAZ area, but Character Area 4 text in section 6 does make reference to the area.
Norman Castleton	46	Observation	2.0 It is hoped that some of these aspirations are delivered. The area suffers from woeful neglect, in particular the Crown Hotel. Mariners Score and Crown Score require immediate attention. Repaired flint at Wilde's Score is a good example of what can be done. The street lighting needs to be more antiquated in appearance.	The HAZ Design Guide provides guidance for new development, the alteration of existing buildings, the restoration of the public realm and the repair and alteration of shopfronts. This will help to guide the restoration and development of buildings and public spaces within the HAZ area.

Norman Castleton	47	Support	3.0 Agrees with this approach.	Comments noted.
Norman Castleton	48	Observation	4.0 The area needs to be cleaned up. The scrapyard next to the wind turbine is an eyesore. There are several partially developed buildings along Whapload Road, which also suffers from issues with speeding. There is a wonderful view along the cliff top from the lighthouse. Murals on the gasometer would enhance the area.	Comments noted. The possibility of using public art in the HAZ area and in particular the PowerPark can be explored further in later design projects.
Norman Castleton	49	Support	4.0 The Denes and Beach Village were heritage opportunities that have been spoiled. It is hoped that conservation policies will be acted upon.	Comments noted. The purpose of the Design Guide is to provide detailed guidance to inform future development.
Norman Castleton	50	Support	4.0 Fine in principle, if policies are followed.	Comments noted. The Design Guide will be a material consideration in determining planning applications.
Norman Castleton	51	Observation	4.0 North Lowestoft Character Area Appraisal. The area is rundown. It is necessary to bring activity back to the area, including Council Services to the Town Hall.	Heritage led regeneration of the area has the potential to encourage an economic revival of the HAZ area.
Norman Castleton	52	Observation	4.0 Built Heritage and Design Supplementary Planning Document. Fine if observed.	Comments noted. The HAZ Design Guide will be a material consideration in planning applications.

Norman Castleton	53	Observation	5.0 Baseline History. There is little left after years of neglect and wanton destruction	Comments noted. The HAZ Design Guide aims to change this by providing guidance about the restoration and development of the HAZ area.
Norman Castleton	54	Observation	6.0 This section could suggest the removal of the Denes caravan park, which would reveal some former heritage sites.	The future of the Denes Caravan Park is beyond the scope of this document, however further reference to it has been included under the Historic Parklands character area
Norman Castleton	55	Observation	6.1 Character Areas Map. Parklands should be extended north.	The Design Guide refers to the North Denes.
Norman Castleton	56	Observation	Character area 1. There are still has some heritage assets, including some Georgian buildings, but these require better care.	Comments noted. The HAZ Design Guide should inform the design of any future development related to such buildings.
Norman Castleton	57	Observation	Character area 2. This area includes unfinished development and suffers from fly tipping but the skyline here is potentially wonderful.	Completing development and fly tipping are both beyond the scope of the HAZ Design Guide.
Norman Castleton	58	Observation	Character Area 4. This area should be extended north to include the whole of the North Denes. The caravan park should be removed. Renovation work should be vandal proof.	The document refers to the North Denes. Reference to street furniture being vandal proof is contained in chapter 8.
Norman Castleton	59	Observation	Character area 5. Pictures fail to show the true condition of the area. The Scores were never properly maintained, and Mariners Score and Crown Score are in a poor condition. There are holes in walls, boarding and fly tipping.	Comments noted. However Chapter 5 covers the heritage significance and is therefore highlighting features that contribute to this.

Norman Castleton	64	Observation	Character Area 2. Whapload Road requires regeneration and several buildings require attention. The Ice Factory/Store should be refurbished or removed. Kittiwake Colony should be moved to another location. Buildings near the police station look unfurnished and spartan. Other buildings also require attention. Notes unfinished flats opposite the net drying racks.	Direct action related to the restoration of individual buildings is beyond the scope of the HAZ Design Guide. However, the HAZ Design Guide will guide any regeneration projects that come forward. The removal of the kittiwake colony is also beyond the scope of the Design Guide.
Norman Castleton	65	Observation	Character Area 3. Remove the scrap metal yard near the gasometer, which could be made attractive with murals.	Comments noted. The possibility of using public art in the HAZ area and in particular the PowerPark can be explored further in later design projects.
Norman Castleton	66	Observation	6.2 Heritage Assets. Important Local Spaces. The North Denes are covenanted to the people of the town. The caravan park should be removed.	Comments noted. The Caravan Park is referred to in section 6.2. The document notes that it visually conflicts with the historic and natural characteristics of the parklands area but that it supports the local tourist industry.
Norman Castleton	67	Observation	7.0 Historic Core. Gardens at the back are overgrown in a poor state. Much of the separating wall may also require attention.	This specific action is beyond the scope of the HAZ Design Guide.
Norman Castleton	68	Observation	7.0 Historic Core. The work of Taylor and Green provides some examples of work to follow.	Comments noted.
Norman Castleton	69	Support	7.1 Good examples of characterization.	Comments noted.
Norman Castleton	70	Support	7.3 Supports limited opportunities for development in Lowestoft.	Comment noted.

Norman Castleton	71	Support	7.4 Questions why there are no crinkle crinkle walls.	Text has been amended to refer to crinkle crinkle walls.
Norman Castleton	72	Support	8.2 Historic Core. High Street. Support for tree planting and areas unpolluted by traffic.	Comments noted.
Norman Castleton	74	Observation	6.2 The Prince Albert Pub is worthy of listing but has been marred by subsequent alteration and development. The core shape is reminiscent of fishing related buildings on Whapload Road. The building was mentioned by Pevsner and should be returned to its former glory.	The Prince Albert Pub is outside of the HAZ area and so beyond the scope of the HAZ Design Guide.
Norman Castleton	75	Observation	8.3 Whapload Road - South. Remove all modern unused buildings. Install speed limitation measures.	The Design Guide itself cannot result in direct action to remove vacant buildings however sets out design guidance to support enhancements. Speed control measures can only be installed by the County Highway Authority.
Norman Castleton	76	Observation	8.3 Whapload Road. Whapload Road North. Area ruined by the caravan site.	Comments noted. The Caravan Park is referred to in section 6.2 as an important local space, which supports the local tourist industry.
Norman Castleton	77	Observation	8.5 Street furniture and materials installed need to be vandal proof.	This is covered in the guidance on durability.
Norman Castleton	78	Support	8.7 Introduction. Typical seaside plants already grow near the sea wall and these could be grown successfully.	The list of plants in the design guide is purely indicative. The Design Guide has been amended to include reference to the RHS website, where more information about coastal plants can be found.
Norman Castleton	79	Support	10.1 Lettering and Symbols. Agrees that sans serif and slab serif lettering would probably be out of character, except on modern buildings.	Comment noted.

Marion Wells	60	Observation	<p>1.0 Having read the document please see below for the following comments: 1. The document is excellent it is hoped will contribute to regeneration of Lowestoft. 2. To maximise use of buildings, uses should be extended to include business, office, studio, workshop, gym, community space, sports areas, car bays with electric charging points. 3. Guidance on flood defence would be useful due to risk of flooding from the North Sea. 4. Communal bins for each type of waste would be less of an eyesore than individual bins. 5. Installation of high-speed internet access is necessary to encourage start up businesses.</p>	<p>The document has been amended to state that waste bins be located in discrete, accessible places that are serviceable from the highway. This is so that waste bins do not become an eyesore.</p> <p>The Policy and PowerPark sections have been amended to draw attention to detailed guidance about flood risk and management that is being prepared for the PowerPark area.</p> <p>New uses within buildings would be guided by the policies of the Waveney Local Plan (2019).</p> <p>The installation of high speed internet access is beyond the scope of the Design Guide.</p>
Marion Wells	61	Observation	<p>8.7 Introduction. Drought and wind tolerant plants should be planted due to the dry climate. Rain gardens are a good way of dealing with periods of heavy rainfall.</p>	<p>The list of plant species within the HAZ document is indicative and reference is made to the RHS website where further information can be found about plants that are suitable for a coastal environment.</p>
Marion Wells	62	Observation	<p>9.1 Energy Efficiency and Historic Buildings. Roof mounted solar panels should be encouraged on modern and new buildings in the PowerPark. Business car parks and public car parks should both have solar panels covering car parking spaces. These would generate electricity and provide shade.</p>	<p>The Design Guide already provides advice about solar panels. A link to further information on the Historic England website is provided.</p>

Marion Wells	63	Observation	8.0 Cycle racks should be installed where possible. There should be as much street furniture as possible. Street furniture should be designed to reflect aspects of the town, such as wind turbines and fishing.	Reference to cycle racks is made wherever possible in the document to encourage sustainable forms of transport.
Sarah Foote (Lowestoft Town Council)	81	Observation	Lowestoft Town Council has no objections to the document and looks forward to it being adopted.	Comments noted.
Gill McElvogue (Health and Safety Executive Explosives Inspectorate)	80	Observation	The HSE is not a statutory consultee for Local and Neighbourhood Plans but please refer to the advice app, GIS consultation zones and recognised methodology. These can assist in ensuring that allocated sites do not conflict with major hazards, pipelines or explosive sites. Any future licenced explosive site applications will be subject to the relevant planning application processes.	Comments noted.
Anthony Rudd	144	Observation	1.0 There is concern that the regeneration proposals outlined in the document are not supported by adequate investment, except for the potential for some very limited grants that would induce funding. The introduction appears to deter investment by increasing costs and reducing choice. The Guide also discourages measures such as shopfront security. The SPD should focus more on	The purpose of the HAZ Design Guide is to provide guidance that will improve the quality of the historic environment. This will in turn encourage economic regeneration of the area.

			socio economic issues and on encouraging economic activity. Issues include a limited range of socio-economic groups, perceived high levels of crime and poor public transport.	
Anthony Rudd	145	Observation	7.6 Reconnecting Crown Street. An additional crossing at Crown Street would mean there are three crossings on a 300 metre stretch of road, which is excessive. There is an assumption that the third crossing will significantly alter traffic flow, which seems misplaced. These proposals will deter economic activity in both the HAZ area and the town centre. The document fails to address issues such as crime, antisocial behaviour and poor access via public transport. These issues have resulted in economic and general decline of the High Street.	Page 48, section 7.6 has been amended to refer to the importance of a pedestrian crossing reconnecting Crown Street in improving east - west cycle links in the town. This will be subject to further modelling and consultation with Suffolk County Council Highway Authority. Further reference to addressing crime has been included in section 8 on the public realm.
Anthony Rudd	146	Observation	7.0 Historic Core. The document does not deal with crime and antisocial behaviour and public transport. These issues have helped cause economic and general decline in the High Street.	Reference for the need for design to address issues of crime has been made. This is in accordance with the Suffolk Police representation about Designing out Crime.

Paul Fletcher (Beccles Society)	125	Observation	No comments.	Noted.
Natalie Beale (Broads Authority)	82	Support	No comments to make but is generally supportive of proposals for the HAZ area.	Comment noted.
Emma Bateman	115	Observation	1.0 In light of the declared Climate Emergency climate change adaptation should be central to any plans for the area and should play an important part in any decisions that are made. There should be more discussion of new technology, such as ground source heat pumps or solar tiles. Failure to include this technology reinforces the notion that it is detrimental to the appearance of the area or incompatible with conservation. The need to tackle climate change is overarching and so the document must be flexible to allow property owners to install low carbon energy devices.	Reference has been made in the introduction to the Council's climate emergency declaration and the importance of addressing these issues to Section 4: Policy Advice and Guidance. Section 4 also refers to relevant Local Plan policies, as well as sources of information, such as Historic England and the Design and Conservation team. Climate change references have also been added to Character Area 3, and to sections 7.1, 8.1, 8.5 and 8.7. Regarding the PowerPark area consideration has also been given as to how different aspects of design and regeneration could contribute to a climate change response. Further detailed design guidance is being prepared for the PowerPark area but this does not prevent the HAZ Design Guide from addressing design issues in the PowerPark area.
Emma Bateman	116	Observation	Overall Masterplan. The Denes and Ness Park have a natural Beauty and adding cafes and seaside amusements would spoil them.	Comments noted.

<p>Emma Bateman</p>	<p>117</p>	<p>Support</p>	<p>8.2 Historic Core: High Street. Proposals for the High Street are acceptable as part of a comprehensive plan for traffic management. Parking areas along the High Street are already busy, including that outside the Blue Anchor, which is earmarked as a seating area. There is no parking strategy to deal with extra traffic if this area becomes more popular. One-way traffic increases speeds, which could endanger pedestrians and cyclists. Public transport provision is necessary to encourage visitors and support local businesses.</p>	<p>The introduction to section 8 has been amended to state that the Design Guide will reflect the other strategies that sit alongside it. The Design Guide will also inform the Lowestoft Town Centre Master Plan.</p>
<p>Emma Bateman</p>	<p>118</p>	<p>Observation</p>	<p>7.5 There is currently no direct link between the High Street and Arnold's Walk. Cyclists currently take a short cut along the pavement opposite the petrol station, which is too narrow for both cyclists and pedestrians. Arnold's Walk is too steep for less able cyclists or those with pushchairs. There needs to be a comprehensive rethink of the way the area is laid out, which places a strong emphasis on cycling.</p>	<p>Page 46 has been amended to make reference to the Waveney Cycle Strategy. This document notes the importance of improved linkages to residential areas as well as describing current cycle and bus routes within the HAZ area. Key improvements to the North Denes Promenade and the High Street will be included. Page 46 has been amended to reference potential improvements to cycle routes.</p>

Emma Bateman	119	Support	8.3 Supports the slowing of traffic along the northern end of Whapload Road. This will make it safer for increasing numbers of tourists.	Comments noted.
Emma Bateman	120	Support	7.6 Supports the reconnection of East and West Crown Street in principle because this was the main route in and out of the town. However, this route is architecturally unremarkable and there is another crossing nearby to the north. Improved linkages across the A47 should be considered as part of a wider cycling strategy for the town.	Page 48, section 7.6 has been amended to refer to the importance of a pedestrian crossing reconnecting Crown Street in improving east - west cycle links in the town. This would be subject to further modelling and consultation with Suffolk County Council Highway Authority.
Emma Bateman	121	Support	8.7 It is hoped that some of the plants specified will be edible. This will give people more of a connection to the food they eat. Herbs in particular are fairly resilient and could withstand the Lowestoft climate.	Specifying edible herbs is too detailed and so this has not been referenced in the HAZ Design Guide. The text has been amended to state that community organisations could be given responsibility for planting and maintaining the rainwater gardens with flexibility on planting.
Emma Bateman	122	Observation	7.0 Welcomes the provision of housing through a mixture of new development and restoration. Wishes to see the Triangle Market brought back into use with new stalls and outdoor seating. This will need to include better parking management. The proposal to add artwork to gable ends needs to be done	Comments noted. The guidance in the HAZ Design Guide will encourage the economic regeneration of the Triangle Market.

			well, with locally appropriate pictures. Otherwise these walls should be left blank. Poorly designed and executed work is jarring to the eye and detrimental to the area.	
Emma Bateman	123	Support	7.1 Likes the design proposals for Whapload Road, which include traditional warehouse style structures and modern materials.	Comments noted.
Emma Bateman	124	Support	7.2 Guidance for New Developments. Supports modern development in the PowerPark to compliment the Orbis Energy and Scottish Power buildings. All new buildings in the PowerPark should be very energy efficient. Likes modern buildings and materials if they are done well and are in tune with the future renewable energy industry.	The HAZ Design Guide has been amended to include information about renewable energy. Modern materials are considered acceptable depending on the context.
Gooch	94	Observation	Overall masterplan. Supports the creation of an open air / living museum, such as that at Ironbridge or Beamish. The whole town would benefit from increased footfall. Wishes to receive reassurance that the different parts of the HAZ will receive annual maintenance.	Annual maintenance is beyond the scope of the HAZ Design Guide. Creation of an open-air museum is also beyond the scope of this document.

Historic England	137	Observation	1.0 The SPD is clearly well set out and is largely well illustrated with photographs and pictures. It will provide a coherent set of principles for all stakeholders, which includes private sector developers, property owners, local authority officers and members of the public.	Comments noted.
Historic England	138	Observation	2.0 Section 1: The 'North Lowestoft Historic Action Zone' ... should read 'Heritage Action Zone'.	Typo corrected.
Historic England	139	Observation	5.0 Baseline History. The timeline approach is considered useful but needs to be enlarged.	Font size has been increased slightly.
Historic England	140	Observation	6.2 Designated Heritage Assets. Two additional buildings have been added to the National Heritage List for England: 329 Whapload Road and the Fish House to the rear of 312-14 Whapload Road.	Both Listed buildings have been added to the list of designated heritage assets. Clarification has been provided about whether these two buildings are included in the overall number of listed buildings.

<p>Historic England</p>	<p>141</p>	<p>Observation</p>	<p>7.5 and 8. Welcomes proposed changes to the road layout, particularly around the High Street and Triangle Market where an improved environment for non-vehicular traffic would benefit the conservation area. Would also welcome the increased connectivity between the High Street and Jubilee Way via a new crossing at Crown Street. Would also welcome improved pedestrian access to the new Ness Park. Would welcome reference to the Historic England Publication 'Streets for All: Advice for Highway and Public Realm Works in Historic Places' in section 8. Existing and proposed movement maps in section 7.5 are currently the same diagram and so a comparison cannot be made.</p>	<p>Reference has been made to Historic England's document in this section. Movement diagrams have been amended so that now the proposed diagram is different to the existing map.</p>
<p>Historic England</p>	<p>142</p>	<p>Observation</p>	<p>7.5 and 8. Welcomes proposed changes to the road layout, particularly around the High Street and Triangle Market where an improved environment for non-vehicular traffic would benefit the conservation area. Would also welcome the increased connectivity between the High Street and Jubilee Way via a new crossing at Crown Street. Would also welcome improved pedestrian access to the new Ness Park. Would welcome reference to the Historic England Publication 'Streets for All: Advice for Highway and Public Realm Works in</p>	<p>Reference has been made to Historic England's document in this section. Movement diagrams have been amended so that now the proposed diagram is different to the existing map.</p>

			Historic Places' in section 8. Existing and proposed movement maps in section 7.5 are currently the same diagram and so a comparison cannot be made.	
Historic England	143	Observation	10.1 Welcomes the shopfront design guidance. Further illustration is needed to accompany pages 74, 75 and 77. An example is Uncle Sid's Plastic Free Emporium. Clarity is needed regarding which changes require planning permissions and whether Article 4 Directions restrict PD rights. Reference should be made to the Historic England Research Report: 'The Shopfronts of Lowestoft High Street, Suffolk: Research and Investigation.' This provides useful information about the historical development of shopfronts and the process of dating and identification. It also provides useful information about specific buildings, which could be useful for owners looking to undertake renovation.	Specific reference has been made to Historic England's research reports about Lowestoft shop fronts at the start of this section, with document link provided. Photographs have been added to illustrate the text on pages 76, 77, 78, 79 and 80.

<p>Historic England</p>	<p>147</p>	<p>Observation</p>	<p>SEA Screening Opinion. Historic England will comment upon the specific question 'Is it (the SPD) likely to have a significant effect on the historic environment?' The Screening Opinion indicated that the Council considers that the SPD will not have any significant impact upon the historic environment because it does not determine uses at the local level, and does not set a framework for projects under either Annex I or Annex II or the EIA Directive. It will support the delivery of policies as set out in the Local Plan. In the context of the criteria set out in the Environmental Assessment Regulations Historic England concurs with this opinion based on the information provided. The two other statutory bodies should also be consulted. Requests that a copy of the determination as required by Regulation 11 of the Environmental Assessment of Plans and Programmes Regulations 2004.</p>	<p>Comments noted.</p>
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John Daynes	85	Observation	<p>1.0 Involved with Arts Centre at Triangle Market but comments do not represent the views of that organisation. Supports the document's proposals but believes that success depends on two issues: 1. Public involvement. The Arts Centre responded to the preliminary consultation but received no response. The formal stage of consultation was poorly advertised, and public awareness remains limited. The documents also suffer from being overlong, too technical and bureaucratic. Shorter summaries would help to retain public interest. 2. Delivery is key, and the project needs to be completed. This needs to be promoted to property owners, residents, businesses and others and to give them ownership of the project, with support of planning teams and other expertise.</p>	<p>The HAZ design Guide has been subject to two rounds of consultation both of which were advertised to members of the public. This included posters, adverts on the Council's website and social media. The document is written to be as clear and concise as possible but of necessity includes a lot of local and technical detail, which means that it cannot be made any shorter. The HAZ Design Guide is part of the HAZ project, which includes engagement with local businesses, residents, property owners and others to enable social and economic regeneration that benefits the local community. The Design Guide will be a material consideration in decisions on planning applications.</p>
Lanpro (Tingdene (North Denes) Ltd)	97	Observation	<p>1.0 Tingdenes (North Denes) Ltd are disappointed that there is no reference to the caravan park in the document. More specifically: Page 4; paragraphs 5 and 6 states that the document will provide a HAZ wide strategy that meets the needs of all stakeholders, but the caravan park has been omitted from the document. Page 7 paragraph 4 is again hard to reconcile with the fact that the caravan park has been</p>	<p>The Design Guide refers to the presence of the caravan park. There is also a description of how tourism has evolved in the North Denes area. Some of the points raised have been considered in greater detail in responses to individual comments and these are set out elsewhere in the table.</p>

			<p>omitted from the document. Section 4 page 8 does not refer to Waveney Local Plan objective 'Central and Coastal Lowestoft - North Denes beyond tourism and ecological enhancement strategy.'</p> <p>The document also does not include WLP8.15 New Self-Catering Tourist Accommodation, which sets out criteria for large new self-catering tourist sites, including those close to Lowestoft. This is a significant omission. Section 4, page 10 - Lowestoft Neighbourhood Plan has not yet been published and yet this document describes it as though it has already been adopted. Section 5-page 12 Historic Evolution makes no reference to the role of tourism in the town's history. Section 6, page 17 - Character Areas Map. The caravan site has been omitted and it is a misnomer to describe the whole area as parklands when a significant part of it is the caravan park. The caravan park should be recognised as a separate tourism use within the HAZ. Character area 4. Page 25, image 4. This is north east from The Ravine, not eastward. A photo looking eastward would include the caravan park.</p> <p>6.2 Important Local Spaces. Page 29, Ness Park. Ness Park is located directly to the south of North Denes Caravan Park. The</p>	
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			document acknowledges the presence of the Bird's Eye factory and so should acknowledge the presence of the caravan park. Failure to mention the caravan park is a missed opportunity because tourism uses could help attract tourists to the area and support regeneration.	
Lanpro (Tingdene (North Denes) Ltd)	98	Observation	3.0 Page 7, paragraph 4. The aspirations of section 3 are not compatible with the omission of the caravan park.	References have been made to the caravan park elsewhere in the Design Guide, but it is not felt appropriate to refer to it in this section which sets out the overarching aims of the Design Guide.
Lanpro (Tingdene (North Denes) Ltd)	99	Observation	4.0 Section 4, page 8 does not refer to Waveney Local Plan objective 'Central and Coastal Lowestoft - North Denes beyond tourism and ecological enhancement strategy.' The document also does not include WLP8.15 New Self-Catering Tourist Accommodation, which sets out criteria for large new self-catering tourist sites, including those close to Lowestoft. This is a significant omission.	Page 8, paragraph 1 has been updated to state that the HAZ Design Guide should be read in conjunction with national and Local Plan policies. The Local Plan contains a number of strategies to deliver improvements to Lowestoft. Reference to 'North Lowestoft Conservation Area Character Appraisal' (March 2007) will be amended to refer to 'North Lowestoft Conservation Area Appraisal'. Reference to WLP8.15 has been made in the list of relevant policies.
Lanpro (Tingdene (North Denes) Ltd)	100	Observation	Section 4, page 10 - Lowestoft Neighbourhood Plan has not yet been published and yet this document describes it as though it has already been adopted.	The text was clear that it is an emerging Neighbourhood Plan however the text has been amended to state that this is an emerging plan and the contents are subject to change following consultation.
Lanpro (Tingdene (North Denes) Ltd)	101	Observation	5.0 Baseline History. Makes no reference to historic tourism use in the North Denes area and its influence on the character of the area.	The caravan park has been mentioned in the historic timeline of Lowestoft. This describes how tourism in the Denes area was enhanced by the caravan park.

Lanpro (Tingdene (North Denes) Ltd)	102	Observation	6.1 Page 17 - Character Areas Map. The caravan site has been omitted and it is a misnomer to describe the whole area as parklands when a significant part of it is the caravan park. The caravan park should be recognised as a separate tourism use within the HAZ.	The caravan park has been mentioned on page 30 as part of the paragraph about Ness Park as well as in the historic timeline. The latter describes how tourism in the Denes was enhanced by the caravan park. The map on page 25 has been amended to show the position of the Caravan Park.
Lanpro (Tingdene (North Denes) Ltd)	103	Observation	Character area 4. Page 25, image 4. This is north east from The Ravine, not eastward. A photo looking eastward would include the caravan park.	The caption has been altered to state that the photo faces northeast, rather than just east.
Lanpro (Tingdene (North Denes) Ltd)	104	Observation	6.2 Important Local Spaces. Page 29, Ness Park. Ness Park is located directly to the south of North Denes Caravan Park. The document acknowledges the presence of the Bird's Eye factory and so should acknowledge the presence of the caravan park.	The caravan park has been referred to in the paragraph about the significance of Ness Park.
Most Easterly Community Group	105	Observation	1.0 Two comments relate to the whole document. 1. The document was long, and consultation took place over Christmas. The consultation was therefore not inclusive. 2. There is not mention of the climate emergency that should underpin all proposals. There was no option for Omissions or Questions.	Reference has been made in the introduction to the Council's climate emergency declaration and the importance of addressing these issues, as well as to Section 4: Policy Advice and Guidance. Section 4 also refers to relevant Local Plan policies, as well as sources of information, such as Historic England and the Design and Conservation team. Climate change references have also been added to Character Area 3, and to sections 7.1, 8.1, 8.5 and 8.7. Regarding the PowerPark area consideration has also been given as to how different aspects of design and regeneration could

				<p>contribute to a climate change response. Further detailed design guidance is being prepared for the PowerPark area, but this does not prevent the HAZ Design Guide from addressing design issues in the PowerPark area. The public consultation ran for a total of six weeks between 13th December 2019 and 24th January 2020. This provided the opportunity for members of the public to respond both before and after the Christmas break. The document was available online as well as in hard copy and comments could be made via the Council’s consultation portal, via email or in writing.</p>
<p>Most Easterly Community Group</p>	<p>106</p>	<p>Observation</p>	<p>1.0 The document is difficult to read, and the consultation took place over Christmas when it was difficult for people to respond. The Design Guide appears to conflict with other plans for Lowestoft, which is confusing. Main points are that there is no mention of the climate emergency, which has been declared by the Council. Any Council document should therefore refer to this. In section 1, paragraph 3 there is a conflict between conservation and enhancement. Modern technologies can save money and help to respond to the climate emergency. Owners of listed buildings in the past have been prevented from installing energy</p>	<p>Reference has been made in the introduction to the Council's climate emergency declaration and the importance of addressing these issues, as well as to Section 4: Policy Advice and Guidance. Section 4 also refers to relevant Local Plan policies about climate change and renewable energy, as well as sources of information, such as Historic England and the Design and Conservation team. Climate change references have also been added to Character Area 3, and to sections 7.1, 8.1, 8.5 and 8.7. Regarding the PowerPark area consideration has also been given as to how different aspects of design and regeneration could contribute to a climate change response. Further detailed design guidance is being prepared for the PowerPark area, but this does not prevent the</p>

			saving devices, in particular double glazing.	HAZ Design Guide from addressing design issues in the PowerPark area. The public consultation ran for a total of six weeks between 13 th December 2019 and 24 th January 2020. This provided the opportunity for members of the public to respond both before and after the Christmas break. The document was available online as well as in hard copy and comments could be made via the Council's consultation portal, via email or in writing.
Most Easterly Community Group	107	Objection	1.0 There should not be an emphasis on conservation at any cost. An insistence on conserving existing materials and technologies is inefficient and prevents progress.	The HAZ Design Guide seeks to encourage development that is in keeping with the principles set out in the Design Guide. It does not seek to prevent the use of new materials or technologies.
Most Easterly Community Group	108	Observation	1.0 With reference to section 1, paragraph 6 how will this be enforced? It appears that enforcement action can only be taken concerning Listed properties and there are a number of business and retail properties where no enforcement action has been taken. There are no incentives to encourage Listed building owners to undertake repairs and repairs are often unaffordable.	The Council employs officers to investigate and undertake enforcement action where necessary. Enforcement is beyond the scope of the HAZ Design Guide.

<p>Most Easterly Community Group</p>	<p>109</p>	<p>Objection</p>	<p>10.1. The section about shopfronts is overly prescriptive. Appearance and paint colour are very subjective, and it is unfair that certain shops are named and shamed. It is not clear why certain tastes in design have been allowed to prevail.</p>	<p>Guidance about shopfronts is intended to encourage repair or alteration that is sympathetic to the existing shopfronts and their surrounding areas. Examples are provided to illustrate what changes are appropriate to the area but are not intended to be prescriptive.</p>
<p>Most Easterly Community Group</p>	<p>110</p>	<p>Observation</p>	<p>7.4 Martin's Score is not mentioned, and this should be a priority for regeneration because it is currently not safe. Regeneration of the Scores should not be undertaken at the expense of safety. Safety is not discussed in this document.</p>	<p>Within section 8.0 a point has been added to state that safety will be ensured throughout the HAZ area and not overlooked due to aesthetic or design quality considerations. Measures such as non-slip materials and handrails have been suggested in places such as The Scores.</p>

<p>Most Easterly Community Group</p>	<p>111</p>	<p>Observation</p>	<p>7.0 33 High Street. Proposals for business or retail use on the ground floor and dormer properties on the upper floor assume that there is a need for more retail development on the High Street. Empty retail properties suggest there is little demand. It is thought unlikely that dormer properties will be popular and could also remain empty. Empty properties are not good for an area and it is better if properties simply become wholly residential rather than left empty.</p>	<p>The HAZ Design Guide seeks to describe the current uses of High Street buildings. It does not seek to guide the future use of High Street buildings. Policies in the Waveney Local Plan would guide appropriate uses in the High Street.</p>
<p>Most Easterly Community Group</p>	<p>112</p>	<p>Support</p>	<p>7.5 Supports the opportunity to increase pedestrian priority by reviewing traffic management arrangements.</p>	<p>Comment noted.</p>

<p>Most Easterly Community Group</p>	<p>113</p>	<p>Observation</p>	<p>7.5 Pedestrianisation is not possible while parking is chaotic and there is no bus service. It is important for shoppers to be able to use their cars. Proposed solutions are for a cheap bus service linking to the town centre and for one-hour parking in nearby car parks. This would then support pedestrianisation. One-way streets are dangerous without traffic calming measures. Cars travel up both Rant Score and the High Street the wrong way - what can be done to stop this? Cars shoot across the junction between the High Street and Duke's Head Street - what can be done to stop this? Cars cut through the Triangle Street during the day, when they are restricted - what can be done to stop this? Parking restrictions are not enforced. These issues need to be resolved now.</p>	<p>The HAZ Design Guide includes proposals that could have a positive effect on road safety. Details would be resolved by consultation with the County Highway Authority during the development management process or as part of subsequent design projects.</p>
<p>Most Easterly Community Group</p>	<p>114</p>	<p>Observation</p>	<p>8.2 Omission: There is a bus lane shown on the High Street but no details of any bus service. This is crucial for regeneration of the High Street. The bus service will only be viable if there is two-way traffic on the High Street. There should be a bus lane on Whapload Road. Why were no businesses on Whapload Road consulted about this document?</p>	<p>The amended road layout in the HAZ Design Guide will be subject to further work and consultation with Suffolk County Council Highway Authority. Bus timetables are beyond the scope of the HAZ Design Guide. The HAZ Design Guide was subject to public consultation and was advertised on posters, the Council's website and social media.</p>

National Grid (Avison Young)	86	Observation	No comments.	Noted.
Norfolk County Council	126	Observation	No comments.	Noted.
North Lowestoft United Reform Church	84	Support	1.0 Pleased to note that the church is included on the southern edge of the HAZ. The church requires some renovation work. A full survey of the building was undertaken by the Morton Partnership, which is available.	Comments noted.
Suffolk County Council (Cameron Clow)	127	Observation	1.0 Suffolk County Council supports the objectives of the guidance, particularly the aim to enhance the area with appropriate development while improving connectivity and the public realm. Suffolk County Council's main area of the interest is the public realm, particularly where it concerns the highway.	Comments noted.
Suffolk County Council (Cameron Clow)	128	Observation	4.0 WLP8.40 - Archaeology guidance is welcome. The Design Guide should recommend early engagement with Suffolk County Archaeological Service to identify the archaeological potential of an area early in the development process. Development could be designed to reflect archaeological content.	The document has been amended to refer to policy WLP8.40 and to advise of the importance of consultation with SCC archaeological service early in the development process.

<p>Suffolk County Council (Cameron Clow)</p>	<p>129</p>	<p>Observation</p>	<p>7.5 Suffolk County Council supports measures to reduce the dominance of motor vehicles but consultation with the Highway Authority is required before specific details are included in the guidance. This is particularly important for one-way road layouts, widths of carriageways, cycle lanes and footways, layout of on street parking, road crossings and raised tables. Suffolk County Council welcomes further engagement as the document develops, particularly regarding highway safety. Reference to Crown Street, High Street, Whapload Road, Wilde Street and The Scores includes suggested changes to layout, alignment and use as well as drawings that specify width of carriageways, cycle ways and footways. Suffolk County Council favours the approach of creating principles of development rather than specific designs for particular places as part of a design guide. The inclusion of highway specifics raises expectations without undergoing due process. Consideration should be given to the mix of traffic. Proximity of leisure and employment areas increases the interaction between vulnerable road users and traffic.</p>	<p>Specific widths have been removed from public realm diagrams to reduce the potential for conflict with the County Highway Authority. These were conceptual rather than technical drawings that provided ideas about how to improve urban grain and permeability. The following amendments have been made to the titles on pages 53, 54, 55, 56, 57 and 58 to state that these sections are concepts. Pages 55, 56, 58, 59, 60, 61, 62 - Changed title from 'Palette' to 'Indicative Palette'.</p>
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<p>Suffolk County Council (Cameron Clow)</p>	<p>130</p>	<p>Observation</p>	<p>8.5 Preservation of historic surfaces is an important part of conservation, but this should only be reserved for the most important areas. It is likely that were these areas to be removed in order to carry out repairs they would be replaced with asphalt, which would lead to a deterioration of the area. Granite setts can be slippery, and this is a particular concern for those with mobility issues. This problem is likely to increase as the population ages. It is noted that the document proposes mixing granite with concrete and so this may be acceptable in small areas. However, granite should be avoided in areas with high pedestrian footfall.</p>	<p>The materials section has been amended to state that the HAZ Design Guide sets high aspirational design standards for the public realm. The importance of the High Street and The Scores to the HAZ area means that the HAZ Design Guide suggests the use of granite setts as paving material. However alternative materials have been suggested for Whapload Road. The Materials section on page 51 states that the selection of surface materials should take user safety into account. Furthermore, safety should not be ignored in the interests of appearance and that non-slip surfaces and handrails should be added where necessary.</p>
<p>Suffolk County Council (Cameron Clow)</p>	<p>131</p>	<p>Observation</p>	<p>8.0 Suffolk County Council agrees with guidance regarding street furniture. This should be of a standard design so that it is easier to maintain and replace. Non-highway furniture placed in the highway will need to be licenced. It is noted that street furniture should leave a clear space of 1.2 metres for pedestrians. The ideal minimum would be 2 metres to leave space for those with mobility issues, wheelchairs and buggies.</p>	<p>The Street Furniture section on page 50 refers to a minimum space of 1.2 metres, which is needed to ensure accessibility and usability for all.</p>

<p>Suffolk County Council (Cameron Clow)</p>	<p>132</p>	<p>Observation</p>	<p>10.1 Hanging Signs. Suggested minor changes to guidance for hanging signs. 2.4 metre clearance is adequate for footways, but 2.7 metres is needed for cycle ways. Guidance should state that hanging signs over highways should be licenced by the Highway Authority to avoid obstruction and safety issues.</p>	<p>The height of overhang over cycleways has been amended to 2.7 metres. The guidance has been amended to state that signs overhanging the highway need to be licenced. Bullet points 5 and 10 have been amended so that there is only one reference to the 2.4 metre clear height standard.</p>
<p>Suffolk County Council (Cameron Clow)</p>	<p>133</p>	<p>Observation</p>	<p>8.0 Changes to the public realm could also be integrated with changes to parking. Parking is key to the public realm and should be designed so as not to block pedestrian desire lines. Reducing parking in the area would reduce car use, cut air pollution and encourage more sustainable forms of transport.</p>	<p>A new 'Parking' subheading has been introduced. This explains how parking measures will relate to the wider streetscape. Public realm proposals that impact upon parking will be integrated with parking management and enforcement strategies.</p>
<p>Suffolk County Council (Cameron Clow)</p>	<p>134</p>	<p>Observation</p>	<p>8.0 It is not clear how proposed public realm improvements fit into wider strategies for the area, for example, town centre regeneration. Public realm and highway improvements also have the potential to contribute towards delivery of the Waveney Cycle Strategy. The HAZ Design Guide could provide guidance about delivery of objectives in the cycle strategy. This includes, for example, improving cycle access along The High Street.</p>	<p>Page 46 has been amended to refer to the Waveney Cycle Strategy. This document notes the importance of improved linkages to residential areas as well as describing current cycle and bus routes within the HAZ area. Key improvements to the North Denes Promenade and the High Street have been included. Page 46 has been amended to reference potential improvements to cycle routes. Page 47 also states that a bus route along the High Street could be incorporated into detailed regeneration plans subject to consultation with Suffolk County Council Highway Authority.</p>

<p>Suffolk County Council (Cameron Clow)</p>	<p>135</p>	<p>Observation</p>	<p>8.0 Suffolk County Council supports grey to green proposals set out in the guidance. Tree planting helps to manage surface water, creates shade, adapting to climate change, increasing biodiversity and improving air quality. Planning appropriate infrastructure and selecting suitable species will help to design out issues relating to trees in the highway. The placement, design and long-term maintenance of rain gardens will require consultation with the County Council as Highway Authority and Lead Local Flood Authority.</p>	<p>The document has been amended to state that the placement of trees would help to enhance the public realm. This includes how tree planting could be used in combination with soft SUDs features to improve drainage, air quality and biodiversity as well as the appearance of the area. Information about SUDs has also been added to the landscape section but will be subject to further detailed work with Suffolk County Council as Local Highway Authority and Lead Local Flood Authority.</p>
<p>Suffolk County Council (Cameron Clow)</p>	<p>136</p>	<p>Observation</p>	<p>1.0. Reference needs to be made to how flooding and water management can be managed as well as the design of SUDs in the policy and guidance section. This includes policy WLP8.24 and the Suffolk Flood Risk Management Strategy. Public realm improvements can improve surface water conditions. There is a history of surface water flooding at the northern end of Whapload Road. Suffolk County Council should be involved in measures to improve the highway and public realm.</p>	<p>Section 4 Policy Advice and Guidance. Text has been added to the section about flooding to state that Beach Village was converted from residential to employment uses as a result of bomb damage caused during World War 2 and subsequent flooding. The new text also identified the parts of the HAZ at risk from flooding and explained the purpose of the Lowestoft Flood Risk Management Project. The paragraph at the top of page 9 has been moved to the policy section so that it is not spread across two columns.</p>

<p>Suffolk Police (Alan Keely)</p>	<p>83</p>	<p>Observation</p>	<p>4.0 This is an imaginative project that will help to regenerate the HAZ area. Suffolk Police request that the Design Guide references Crime Prevention Through Environmental Design and that this is used through all stages of the design process. the Police Designing Out Crime officer should be engaged from the outset. Reference is made in Appendix 1 to the main principles of CPTED.</p>	<p>Crime Prevention through Environmental Design and Secured by Design have both been mentioned in the list of useful policies. Further reference to addressing crime has also been added to chapter 8 on the public realm.</p>
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<p>Suffolk Preservation Society (Fiona Cairns)</p>	<p>87</p>	<p>Observation</p>	<p>1.0 SPS welcomes the commissioning of this bold and aspirational document, in particular the traffic management arrangements that will prioritise the pedestrian. The regeneration of The Scores using high quality ground surfaces is welcomed. Public realm enhancements will make Lowestoft a more attractive place and drive economic regeneration. The use of gable ends for artwork will create focal points and a sense of identity. Focus on how to produce high quality design is endorsed by the SPD. Comprehensive townscape analysis provides logical guidance for decision making and encouraging contemporary responses to the townscape. The SPS would like to make the following points: Page 37; item 21 - should read "materiality". Page 41; line 9 - should read "limited". Page 43 - A wavy wall is referred to as a serpentine wall or crinkle crinkle wall. 49 Landscaping - This section is too brief, and more information is needed about landscaping. Page 50 Materials - Greater emphasis is needed on the retention and restoration of historic materials. Page 52 - The term rain garden needs to be defined and explained. Page 76 - Typo: 'tansom' should read 'transom'.</p>	<p>The wording has been strengthened to emphasise the need to retain historic materials and further guidance has been included on landscaping. Typographical errors have been corrected.</p>
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Suffolk Preservation Society (Fiona Cairns)	88	Observation	7.1 Page 37; item 21 - should read "materiality".	Typo corrected.
Suffolk Preservation Society (Fiona Cairns)	89	Observation	7.3 Page 41; line 9 - should read "limited".	Typo corrected.
Suffolk Preservation Society (Fiona Cairns)	90	Observation	7.4 Page 43 - A wavy wall is referred to as a serpentine wall or crinkle crinkle wall.	Wavy wall has been changed to crinkle crinkle wall.
Suffolk Preservation Society (Fiona Cairns)	91	Observation	8.0 Page 49 Landscaping - This section is too brief, and more information is needed about landscaping. Page 50 Materials - Greater emphasis is needed on the retention and restoration of historic materials. The "where possible" reference is weak and undermines the document's efforts to positively manage change.	Text has been added to explain that tree planting would not be possible within the High Street due to impact on the street scene and lack of space below street level. Climatic conditions would make tree planting unsuitable, except in certain designated areas. The text on page 51 to state that significant historic surfaces should be retained, reinstated or refurbished.
Suffolk Preservation Society (Fiona Cairns)	92	Observation	8.2 Page 52 - The term rain garden needs to be defined and explained.	Rain garden is also referred to as SUDs or opportunity for sustainable drainage within the Design Guide.

Suffolk Preservation Society (Fiona Cairns)	93	Support	10.1 Page 76 - Typo: 'tansom' should read 'transom'.	Typo corrected.
Wendy Brooks	95	Support	<p>1.0 Generally supports the design guide. Likes the idea of making the High Street one way and of green spaces along the High Street and A47 with an additional crossing. Abandoned space behind the Town Hall should be turned into a heritage park to encourage families into the area. There is not enough provision for cycling in the High Street - one set of racks is not enough. A-boards should not be allowed on the High Street because they look ugly. Bin storage is a problem that needs to be considered in depth. The consultation should be widened because many people were excluded. The document should have been written with the local population in mind because it is very wordy and long. Supports narrowing the road along Whapload Road and increasing garden spaces there. Not convinced that PowerPark can ever be an inspiring area.</p>	<p>Comments noted. Proposals for a heritage park are beyond the scope of the HAZ Design Guide. The HAZ Design Guide includes proposals to improve the appearance of the High Street and cycle parking provision. It also includes guidance concerning bin storage. The HAZ Design Guide was written as concisely and clearly as possible given the need to include a lot of technical and local detail. It was also subject to two rounds of public consultation, both of which were advertised to members of the public.</p>

Wendy Brooks	96	Support	1.0 Understands the need for a colour palette for buildings but disagrees that the wood turning shop is not a good example. It brightens up the Triangle Market. By contrast the Old Chemists shop, which is cited as a good example, is a poor colour and the work is of a poor standard.	Comment noted.
Environment Agency (Mark McDonald)	148	Support	Agrees with the conclusions of the SEA Screening exercise.	Comment noted.

Consultees - Public Consultation

Specific consultation bodies

The Coal Authority
 Environment Agency
 Historic England
 Marine Management Organisation
 Natural England
 Network Rail
 Highways Agency
 Suffolk County Council
 Parish and Town Councils within and adjoining the East Suffolk District
 Suffolk Constabulary
 Adjoining local planning authorities – Ipswich Borough Council, Babergh District Council, Mid Suffolk District Council, South Norfolk District Council, Great Yarmouth Borough Council and the Broads Authority
 NHS England and the Care Commissioning Groups
 Anglian Water
 Essex and Suffolk Water
 Homes England
 Electronic communication companies who own or control apparatus in the District
 Relevant gas and electricity companies

General consultation bodies

Voluntary bodies some or all of whose activities benefit any part of the District
 Bodies which represent the interests of different racial, ethnic or national groups in the District
 Bodies which represent the interests of different religious groups in the District
 Bodies which represent the interests of disabled persons in the District
 Bodies which represent the interests of persons carrying on business in the District

Examples include:

Most Easterly Community Group
 Community Action Suffolk
 Beccles Society
 Greater Anglia Ltd
 Home Builders Federation
 New Anglia Local Enterprise Partnership
 Norfolk & Suffolk Gypsy Roma and Traveller Service
 Sport England
 Suffolk Coast & Heaths AONB
 Suffolk Constabulary
 Suffolk Fire and Rescue Service
 Suffolk Preservation Society
 Suffolk Wildlife Trust
 Theatres Trust
 The Woodland Trust
 Woodbridge Chamber of Trade & Commerce

Other individuals and organisations

Includes local businesses, high schools, individuals, local organisations and groups, planning agents, developers, landowners, residents and others on the Local Plan mailing list.

Poster

NORTH LOWESTOFT HERITAGE ACTION ZONE DESIGN GUIDE

East Suffolk Council in partnership with Historic England, Lowestoft Town Council and East Suffolk Building Preservation Trust are consulting on a Design Guide to promote the renovation, repair and economic regeneration of historic North Lowestoft.

The Supplementary Planning Document will be a material consideration in the determination of planning applications.

Find out more and give your views on the draft Supplementary Planning Document online:

www.eastsuffolk.gov.uk/HAZ

Alternatively, view a copy at Lowestoft Library, Marina Customer Service Centre or Riverside in Lowestoft, East Suffolk House in Melton or the Customer Service Centre at Woodbridge Library.

Comments to be received by
5pm on 24th January 2020



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Heritage Action Zones
Historic England

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