

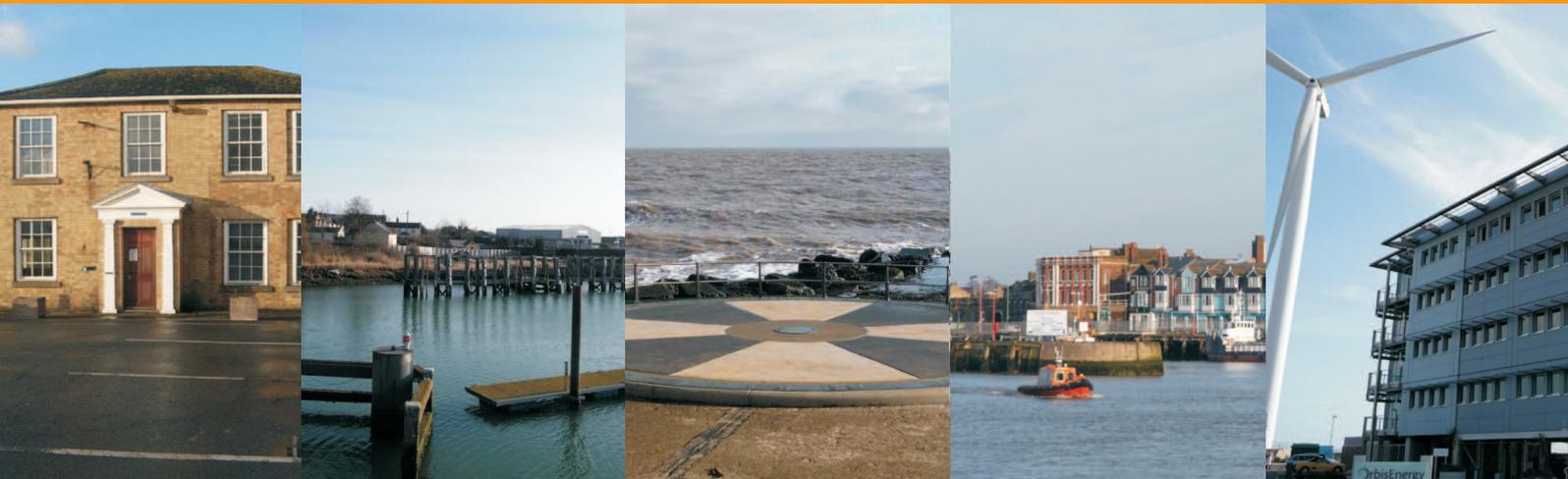
# Lowestoft Lake Lothing & Outer Harbour Area Action Plan

## Development Plan Document

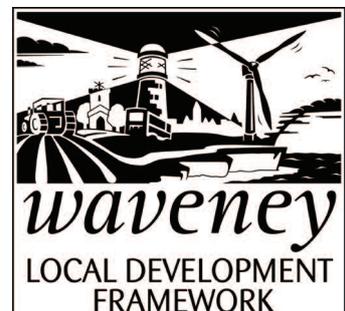
Adopted January 2012



This document was superseded on 20<sup>th</sup> March 2019 with the adoption of the Waveney Local Plan by Waveney District Council (the East Suffolk Council – Waveney Local Plan).



Waveney District Council  
Serving the Community



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# 1

## Introduction

## 1.1 WHAT IS THE AREA ACTION PLAN?

1.1.1 The AAP provides a spatial policy framework for the revitalisation of Lake Lothing and the Outer Harbour by identifying opportunities for a range of employment, residential, recreational, community, transport and environmental improvements. It builds on the policies in the adopted Waveney Core Strategy and the Suffolk and Waveney Sustainable Communities Strategies which provide the overarching framework for the development of Waveney District to 2021 and 2028 respectively. It also seeks to provide detail to complement the district wide Development Management Policies DPD, Site Allocations DPD and Proposals Map.

1.1.2 An extract from the Central Lowestoft Area Inset Map is provided for ease of reference at the back of this document and illustrates the AAP area boundary and the areas of application for the main policies and proposals. See the Council's website [www.waveney.gov.uk/ldf](http://www.waveney.gov.uk/ldf) for complete Proposals Map.

1.1.3 The AAP sets out a detailed planning policy framework to guide development within the Lake Lothing and Outer Harbour area to 2021 (2025 for housing allocations). It contains land allocations and thematic policies covering employment, housing, retail, tourism, flood risk, transport, social infrastructure, heritage, open space and energy efficiency. Planning applications for developments within the AAP area will need to demonstrate compliance with this policy framework in order to be granted approval by the Council.

1.1.4 More specifically the AAP:

- Sets the long-term vision and strategy for the Lake Lothing and Outer Harbour area;
- Sets the objectives required to achieve the vision;
- Sets out land use proposals and policies to guide development;
- Provides a realistic and viable plan for the implementation of the AAP proposals including phasing and funding etc;
- Is fully embedded within wider strategies, plans and guidance; and
- Acts as a promotional tool for articulating the vision for the area.

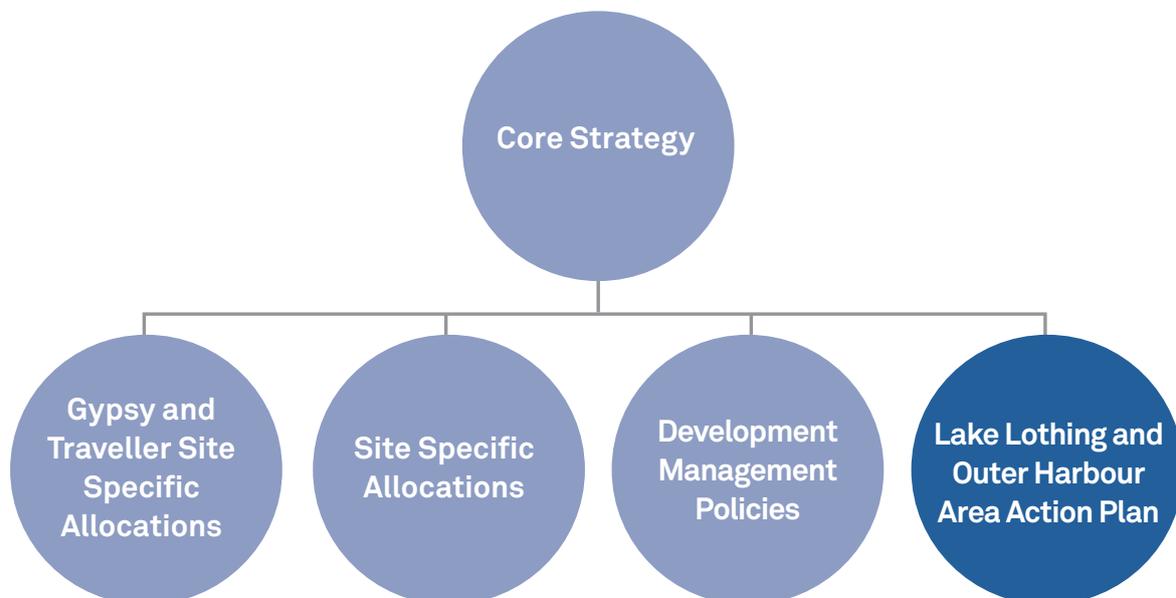


Figure 1.2.1 – Waveney Local Development Framework – Development Plan Documents

## 1.2 WHAT IS THE STATUS OF THE AAP AND HOW DOES IT RELATE TO OTHER PLANS?

- 1.2.1 The AAP is a statutory Development Plan Document (DPD) and forms part of Waveney’s Local Development Framework (LDF). Figure 1.2.1 illustrates how the AAP fits within this context. Part of the District, including part of Oulton Broad, immediately west of the AAP boundary, lies within the Broads Executive Area. The Broads Authority is the Local Planning Authority for this area and is producing a separate Local Development Framework.
- 1.2.2 The AAP sits beneath the adopted Core Strategy and is an important mechanism through which key elements of the Strategy are to be delivered. It includes specific planning allocations and designations for the Lake Lothing and Outer Harbour area. The Core Strategy sets out the total amount of development to be accommodated across Waveney over the plan period up to 2021 (2025 for housing allocations).
- 1.2.3 Policy CS05 of the adopted Waveney Core Strategy sets out the objectives for the Lake Lothing and Outer Harbour Area Action Plan. It states that:

“An Area Action Plan for the Lake Lothing and Outer Harbour area of Lowestoft will be prepared focusing on employment-led regeneration. The objectives of this Plan will be to create:

- a flourishing local economy to provide wealth and at least 1000 jobs;
- employment and transport opportunities in the port, including greater use of the water;
- a high quality, well-designed, mixed use and sustainable built environment, that respects the existing qualities and character of the area, includes the integration of existing businesses wherever possible and makes maximum use of renewable energy technologies;
- a safe and healthy local environment with well designed public and green space;
- improved public access to the waterfront;
- sufficient size, scale and density and the right layout to support basic amenities in the neighbourhood and to minimise use of resources;
- good public transport and other transport infrastructure to reduce the need to travel, with a consequent reduction in congestion;
- buildings, both individually and collectively, that achieve a high standard of design and which can meet different needs over time and minimise the use of resources;

- a well integrated mix of in the region of 1500 decent homes of different types and tenures to support a range of household sizes, ages and incomes;
- good quality local public services including education, health, leisure and community facilities;
- an enhanced role for Lowestoft as a retail centre, including provision of around 21,000sqm of new (comparison) retail floorspace and associated leisure uses in an extension to the town centre in the Lake Lothing area;
- a diverse, vibrant and creative local culture that builds on the strong maritime heritage traditions;
- a better connection between the waterfront and the old industrial areas, the town centre and local communities;
- better connections between the communities north and south of Lake Lothing;
- a vibrant heart to the town for local people and visitors;
- development which is safe in terms of flood risk for its lifetime, and does not increase the risk of flooding elsewhere;
- improved flood protection for the heart of Lowestoft;
- support for the tourism economy through the promotion of uses such as hotels, leisure and marina facilities; and
- links between the Broads and the seaside tourism areas.”

1.2.4 This policy provides the basis for the AAP. The primary purpose of the AAP is to articulate in greater detail how this policy will be implemented, and to provide a more detailed policy framework to guide the development process.

1.2.5 In addition to Core Strategy Policy CS05, the following policies refer specifically to the Lake Lothing and Outer Harbour area:

- Policy CS07 Employment which states “The Lake Lothing and Outer Harbour area will be identified and developed as a strategic employment site through the Area Action Plan in support of port development, employment-led regeneration and economic diversification.

A shift towards the provision of a range of sizes of light industrial and business units will be encouraged, including as part of mixed use schemes”.

- Policy CS08 Renewable Energy Cluster states that “a renewable energy cluster and ‘power park’ of around 8 ha will be promoted in the Lake Lothing and harbour area of central Lowestoft, especially focused on expanding existing development in the Ness Point and outer harbour area”.
- Policy CS09 Knowledge Economy states that “land will be identified in the Site Specific Allocations and the Lake Lothing Area Action Plan Documents to meet the further needs of the emerging knowledge economy. This will include educational facilities and their associated uses such as student accommodation. Priority will be given to brownfield sites with good access by public transport, walking and cycling, either in central locations or well connected to existing educational/ research establishments”.
- Policy CS10 Retail, Leisure and Office Development, identifies “the main town centre of Lowestoft as the preference for retail, leisure and office development... and to be of an appropriate scale and character to reflect their role and function”. This policy states that “in the region of 21,000 sq m of new (comparison) retail floorspace plus associated leisure development will be located in the Lake Lothing area in an extension to Lowestoft town centre. Sites will be allocated in the AAP”.
- Policy CS15 Sustainable Transport identifies a range of sustainable transport measures to regenerate Lowestoft. This includes the Lowestoft Access Project including northern spine road, improvement to Denmark Road and a new road giving access to development sites south of Lake Lothing; a transport interchange at Lowestoft Station; and new cycle/pedestrian crossings of Lake Lothing to increase accessibility between development sites in Lowestoft and the town’s employment sites, services and facilities. This policy also states that “the Council will continue to promote the creation of a third road crossing across Lake Lothing”.

- 1.2.6 In addition to the Core Strategy and the AAP, the Waveney Local Development Framework includes three other Development Plan Documents that are important in decision making, shaping and delivering future development in the District. These are: -
- Development Management Policies DPD – criteria based policies for determining planning applications across the district (including the AAP area) including affordable housing, open space and renewable energy policies. These policies will be used to deliver the objectives of the Core Strategy.
  - Site Specific Allocations DPD - identifies land for specific purposes (outside the AAP area) such as housing, employment, shopping and community facilities.
  - Gypsy and Traveller Site Specific Allocations DPD - Policy CS12: Gypsy and Traveller Accommodation in the Core Strategy provides a criteria based approach for the assessment of planning applications for gypsy and traveller accommodation. However, Waveney is required to identify new sites and a further Site Specific Allocations document to meet this need will be produced, due to commence in 2010.
- 1.2.7 In addition, a Proposals Map illustrates, on an Ordnance Survey base, the policies and proposals in the Development Plan Documents that relate to specific sites or areas of land, areas of environmental protection and other similar designations. This includes minerals and waste site specific allocations adopted by Suffolk County Council.
- 1.2.8 Supplementary planning documents will also be prepared, as and when necessary, to provide additional guidance for specific policies and explain how they will be implemented.

## 1.3 BACKGROUND AND COMMUNITY INVOLVEMENT

### Background

- 1.3.1 The AAP preparation process has been led by Waveney District Council (WDC) in partnership with 1st East, the Urban Regeneration Company (URC) responsible for delivering the transformation of waterfront areas in both Lowestoft and Great Yarmouth. Work commenced on producing masterplans covering waterfront areas in Lowestoft and Great Yarmouth in 2006. Following advice from the Government Office for the East of England (GO East), it was decided to develop these masterplans into statutory Area Action Plans within each Council's emerging Local Development Framework.
- 1.3.2 Halcrow and Urhahn were originally commissioned to undertake initial masterplanning and to develop the two AAPs to Preferred Option stage. This parallel process included the following stages:
- Issues and Options public consultation (March – April 2006);
  - Preparation of Preferred Option AAP documents;
  - Preferred Option Consultation (January - February 2007).
- 1.3.3 The two Preferred Options documents published in January 2007 were based upon extensive baseline research and options testing. Both AAPs were subject to a sustainability appraisal but did not contain specific development policies. Since the Preferred Options Consultation in 2007 there have been significant changes in the context within which the AAPs are to be taken forward, in particular:
- Changes to planning regulations and revision to PPS 12 on Local Spatial Planning that has updated requirements and process for the preparation of Development Plan Documents;
  - Changes to other areas of national policy guidance relating to climate change, renewable energy and flood risk;

- The emergence of significant potential for offshore wind farms in close proximity to Lowestoft and Great Yarmouth;
- The adoption, and subsequent revocation of the East of England Plan as the Regional Spatial Strategy;
- The adoption of the Waveney Core Strategy;
- Progress in the preparation of the Great Yarmouth Core Strategy;
- Changes in the availability of land within the AAP area and new opportunities for development; and
- Further evidence base work in relation to housing (in particular the Strategic Housing Market Assessment, affordable housing viability study), flooding (the Waveney Strategic Flood Risk Assessment), renewable energy, sustainable construction, transport and viability.

#### Further Preferred Options

1.3.4 In light of the above changes, it was deemed appropriate to undertake a further stage of “Preferred Options” consultation on the Lowestoft Lake Lothing and Outer Harbour AAP under Regulation 25 of the Town and Country Planning (Local Development) (England) Regulations 2004, as amended. Consultation on this further “Preferred Options” stage took place between 23rd April and 4th June 2010. A summary of responses and recommended changes to the document can be found in the Further Preferred Options Consultation Summary Report.

#### Proposed Submission Draft

1.3.5 The AAP takes on board the comments received during further preferred options consultation, together with additional technical work as part of the AAP evidence base. It represents the final draft of the Area Action Plan and is the final chance to provide comment on the proposals.

#### Sustainability Appraisal

1.3.6 Sustainability appraisal is an assessment of the potential significant social, environmental and economic impacts of development and forms an integral part of the plan-making process. It ensures that all policies and proposals are prepared with a view to contributing to the achievement of sustainable development. To this end, all policies have been subject to a sustainability appraisal to assist decision-making and identification of the most sustainable policies. Further information can be found in the Sustainability Appraisal Report which is available on the Council’s website [www.waveney.gov.uk/ldf](http://www.waveney.gov.uk/ldf)

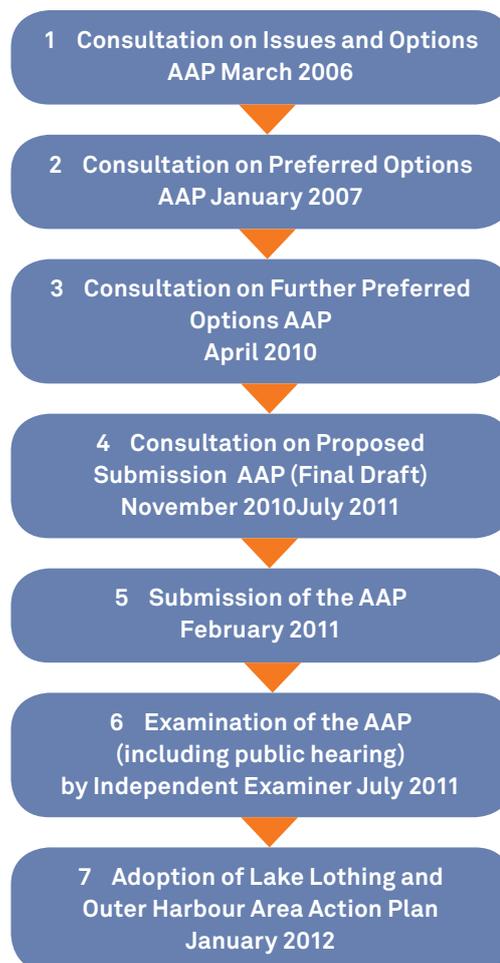


Figure 1.3.1 – The AAP Preparation Programme

### Habitats Regulations Screening Report

1.3.7 Waveney and surrounding Districts are home to a number of important designated sites for nature conservation. Habitats screening is an assessment of the potential significant effects of a policy on European Sites designated for their nature conservation importance. These include Special Areas of Conservation, Special Protection Areas, and international Ramsar sites. A policy should only be approved after determining that it will not adversely affect the integrity of such sites. Each policy has been assessed for any significant impacts on European sites both within and outside the District. The screening report concludes that policies in the Area Action Plan DPD will not have any significant impact on European designated sites, either alone or in combination with other plans and strategies. The Habitats Regulation Screening Report is available on the Council's website: [www.waveney.gov.uk/ldf](http://www.waveney.gov.uk/ldf).

### 1.4 THE AAP STUDY AREA

1.4.1 Figure 1.4.1 illustrates the proposed Lake Lothing and Outer Harbour AAP boundary. The study area comprises predominantly brownfield and industrial land surrounding Lake Lothing, extending from Oulton Broad in the west to the Outer Harbour in the east. The AAP also incorporates brownfield land and open space east of the High Street to the north of the harbour. Figure 1.4.2 provides an aerial view of the AAP area.

 Lake Lothing and Outer Harbour Area Action Plan Boundary

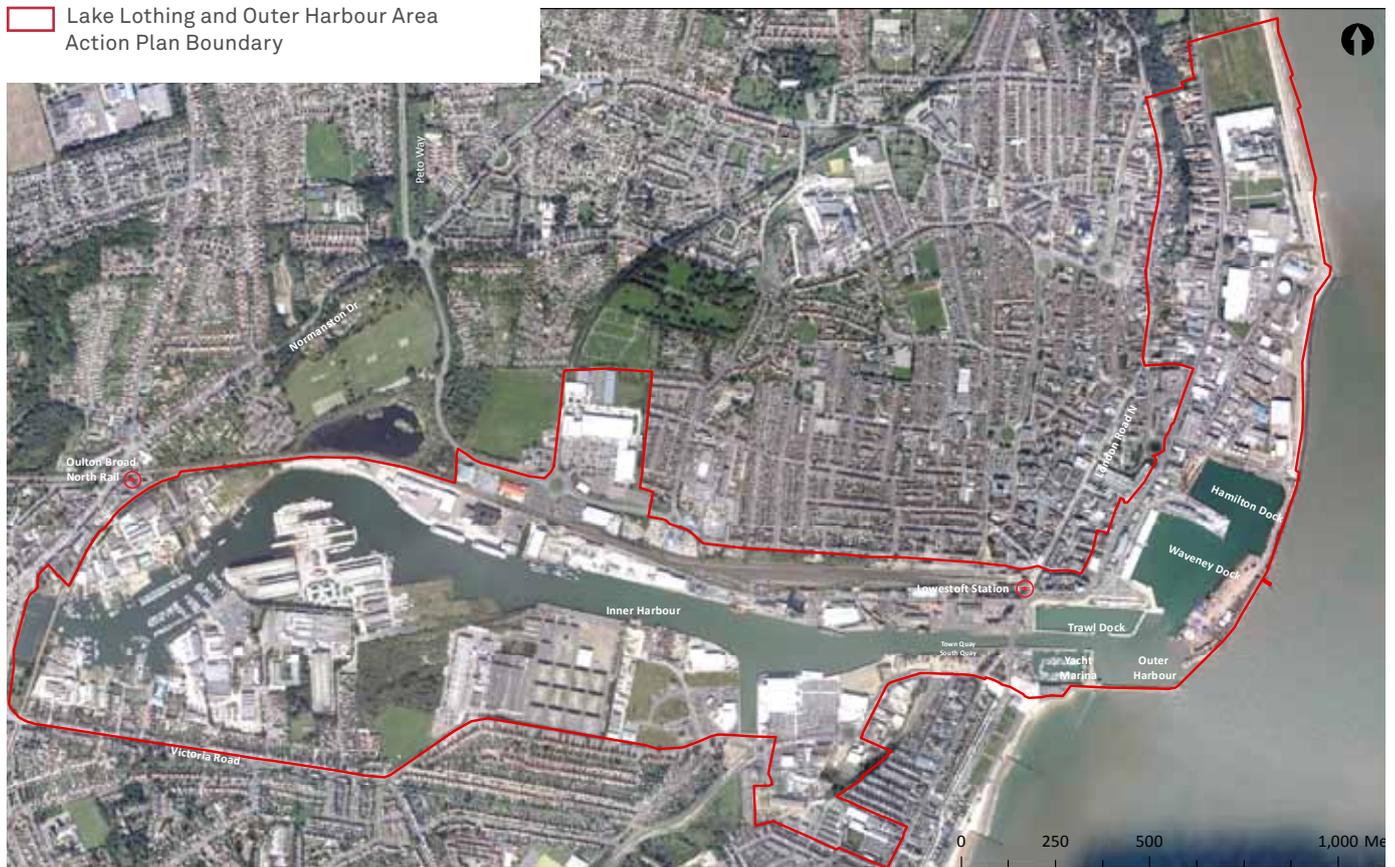


Figure 1.4.1 – Lake Lothing and Outer Harbour AAP Area

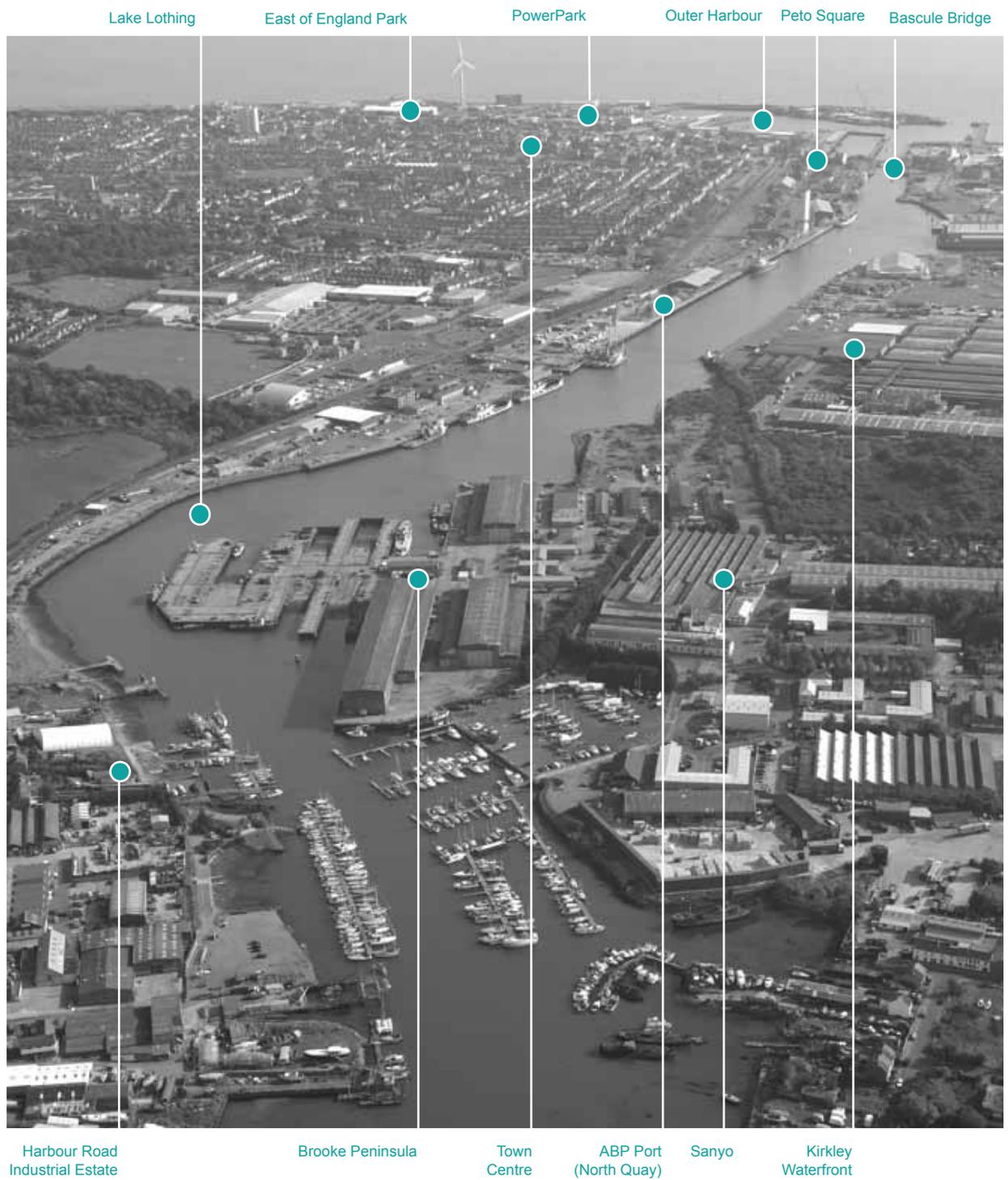


Figure 1.4.2 – Aerial View of the AAP area

## 1.5 SITE ALLOCATIONS

1.5.1 The AAP process has identified the development of the following strategic sites to be critical in realising the regeneration and revitalisation of the Lake Lothing and Outer Harbour Area:

- PowerPark (SSP1);
- Peto Square and South Quay (SSP2);
- Kirkley Waterfront and Sustainable Urban Neighbourhood (incorporating the Brooke Peninsula and Sanyo sites) (SSP3);
- East of England Park (SSP4);
- Kirkley Rise (SSP5).

1.5.2 In addition the following smaller scale sites are also proposed as development sites within the AAP area:

- Western end of Lake Lothing (SSP6);
- Oswald's Boatyard (SSP7);
- The Scores (east of historic High Street) (SSP8);
- Peto Way/Denmark Road Corridor (SSP9).

1.5.3 The extent of these site allocations is illustrated in Figure 1.5.1.

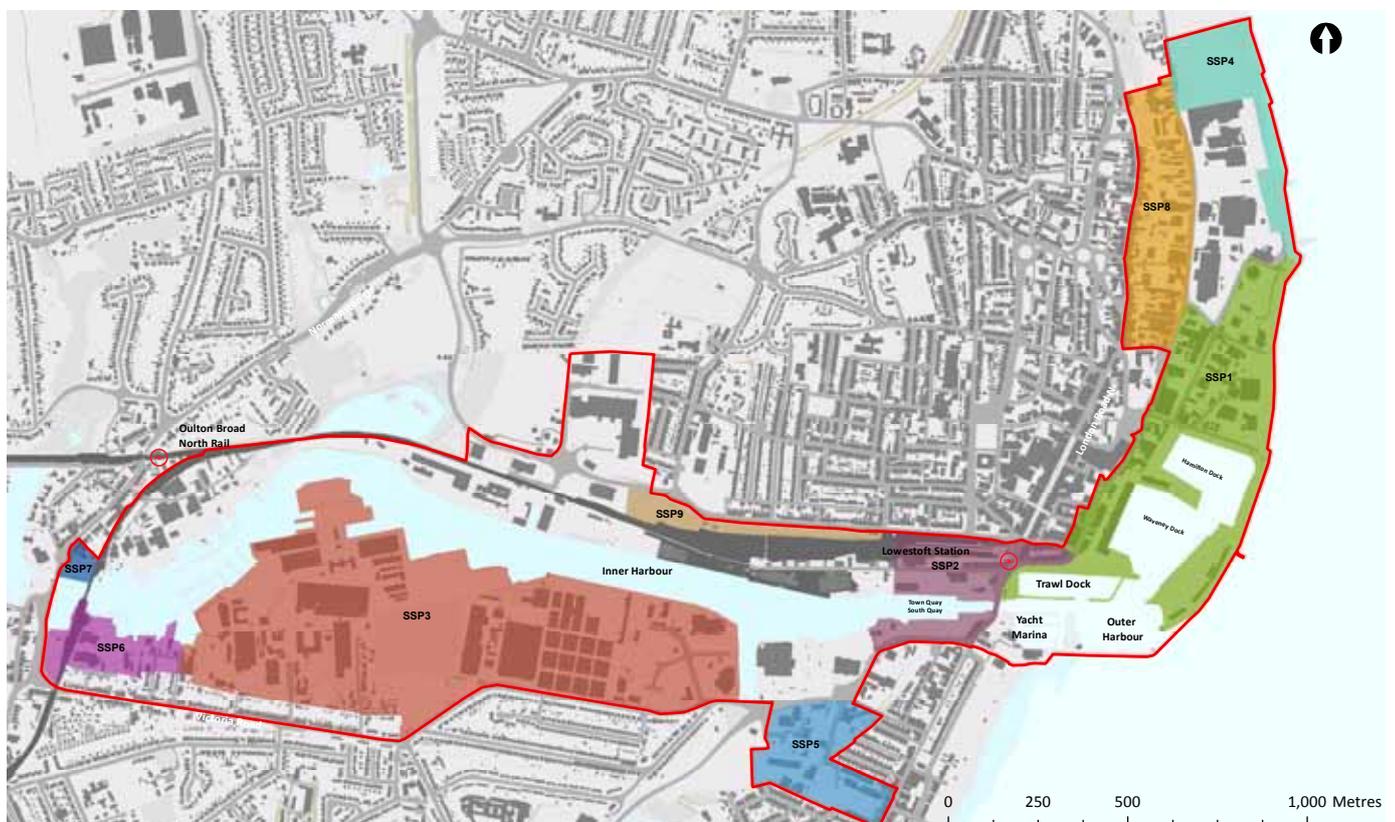


Figure 1.5.1 – AAP Site Allocations

1.5.4 The remainder of the AAP is structured as follows:

**Section 2 – AAP Spatial Strategy** - This sets out the overarching vision for Lake Lothing and Outer Harbour, presents key objectives that the AAP seeks to address and outlines an area-concept that defines the structuring principles for the area in terms of land use, development zones, connections and other interventions sought through the AAP.

**Section 3 – Area-Wide Policies** - These policies set out how the area-wide vision, objectives and concept will be achieved and provides a framework to which all development in the AAP area must accord.

**Section 4 - Strategic Site Proposals** - This identifies planning and design guidelines for development of these key areas and sets out how specific policies will be implemented within the strategic sites.

**Section 5 – Implementation and Delivery** – sets out a strategy outlining how the AAP policies and proposals will be implemented to 2025.

1.5.5 The saved policy in the Adopted Waveney Local Plan (1996) to be replaced by an Area Action Plan policy is set out in Appendix 1. A glossary of terms is provided as Appendix 2. Each of these sections is interrelated. A summary of the structure is set out in Figure 1.5.2.

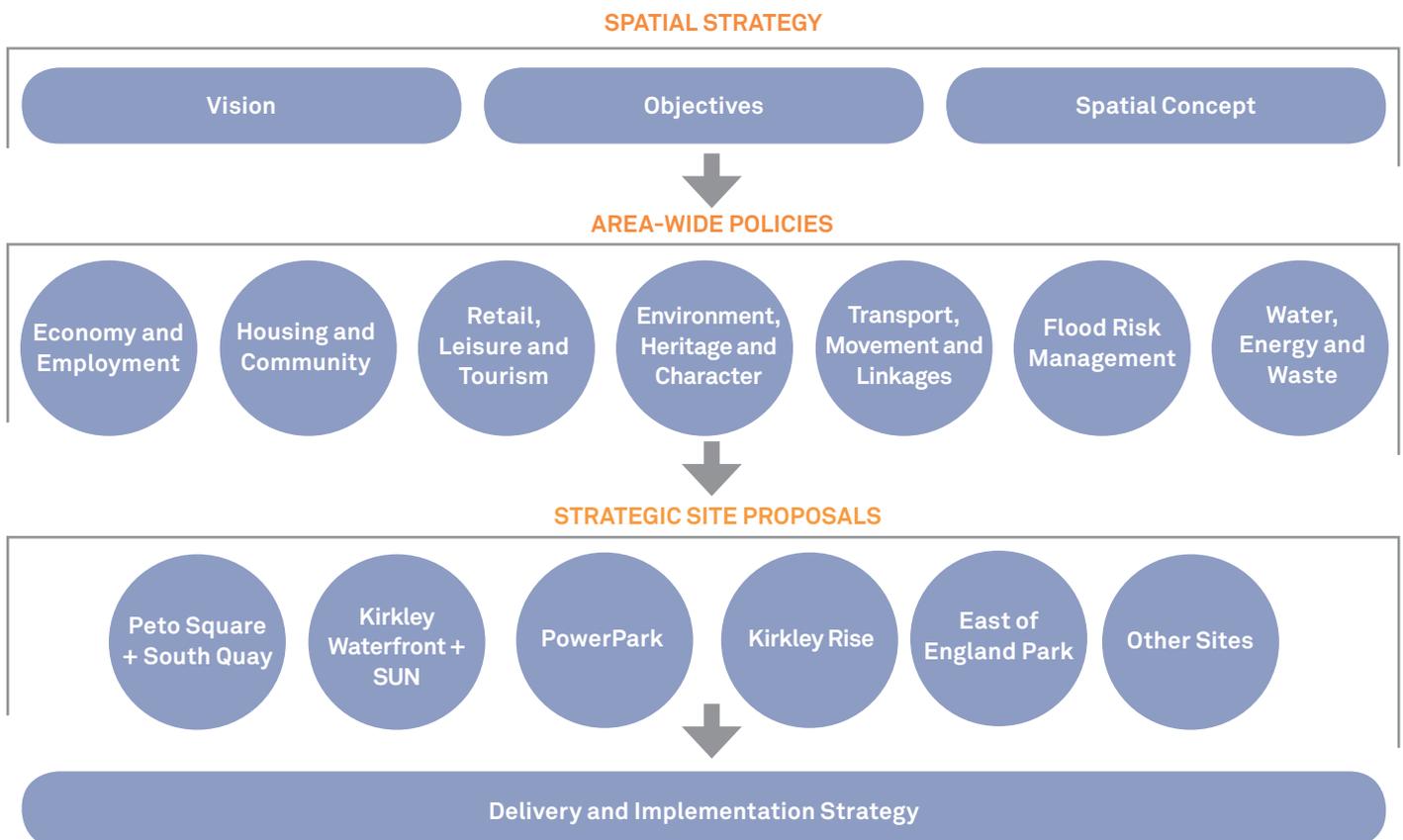


Figure 1.5.2 – AAP Structure



# 2

## AAP Spatial Strategy

- 2.0.1 This section sets out the overarching strategy for the development of Lake Lothing and Outer Harbour, and seeks to present an overview of what this AAP is seeking to achieve across the study area to 2025. The spatial strategy presents an area-wide vision, together with a series of themed objectives that will guide the development of the AAP area to 2025.
- 2.0.2 The vision and objectives were formed through consideration of key drivers for change, an analysis of the baseline opportunities and constraints, along with the results of consultation with key stakeholders and the public through the AAP production process.
- 2.0.3 An area development “concept” and series of structuring principles have been refined to illustrate how the vision and objectives might be implemented through development across Lake Lothing and Outer Harbour.

## 2.1 LAKE LOTHING AND OUTER HARBOUR AREA VISION

- 2.1.1 An area vision has been identified to provide a clear statement as to what Lake Lothing and Outer Harbour will become following the implementation of the AAP policies and proposals. This seeks to distil a series of vision statements set out for the area taken from the following documents:
  - Transforming Suffolk – Suffolk’s Community Strategy 2008-2028, Suffolk Strategic Partnership;
  - Waveney’s Future - Waveney Sustainable Communities Strategy 2010-2028, Waveney Strategic Partnership;
  - The Waveney Core Strategy; and
  - Previous iterations of the AAP.

### The Two Towns Vision

- 2.1.2 The initial AAPs for Lowestoft and Great Yarmouth included a single vision for the two towns. Whilst priorities for the two AAPs have subsequently changed, elements of the “two towns vision” and joint objectives remain relevant. The two towns vision and objectives are illustrated in Figure 2.1.1:

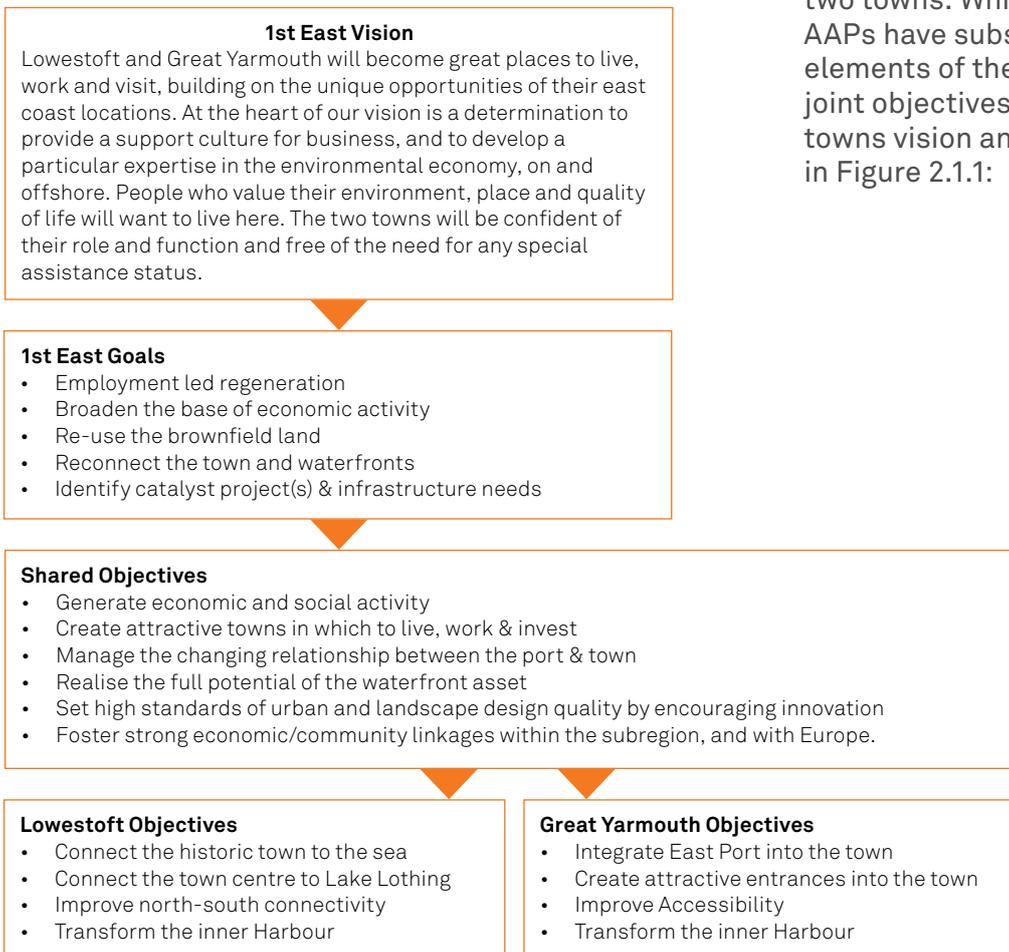


Figure 2.1.1 – The Two Towns Vision

## Area Action Plan

### The Core Strategy Vision

2.1.3 Paragraphs 3.15 to 3.21 (p.14) of the adopted Waveney Core Strategy set out the following vision for Lowestoft and the Lake Lothing and Outer Harbour Area:

Lowestoft will be a clean, attractive, vibrant and progressive place to live, work and visit. As the main town, most additional housing development will have taken place here and a broader range of retailing, employment, services and facilities provided for a wide catchment area.

As part of a sub-regional vision with Great Yarmouth, the regeneration of the towns will have been addressed through a complementary and integrated approach to the shared issues of geographically remote and coastal locations, economic and social deprivation. The towns will retain their important District/Borough roles as the main towns but they will also complement each other through their differences. Their sub-regional function will have been enhanced through improved transport linkages between them and beyond. The synergy of the sub-region will have raised the status and profile of each town.

The Lake Lothing and Outer Harbour area of Lowestoft will be regenerated with a thriving mix of uses throughout the day and evening, integrated with the seafront and shopping streets to the north and south. There will be public access to the water frontage and public spaces for people to meet and play. Connection between the north and south of the town will have improved and measures to protect against the risk of flooding will be in place. The port will have top quality freight handling and distribution facilities, fabrication, services and facilities for the offshore industry. The port will also have a role as a gateway to Europe for trade and as a hub as part of an integrated transport network. Ness Point, as the most easterly point in Britain, will have a nationally high profile. It will be an important tourism destination with high quality links to the historic High Street area. The area will provide a nationally important cluster for renewable energy activity and businesses in the form of a PowerPark; building on the success of

the Gulliver wind turbine and the OrbisEnergy accommodation for renewable energy related companies.

The attraction of the beaches, coast and the Broads will continue to provide an income for the tourism industry. The town will offer a range of indoor and outdoor facilities and high quality accommodation to meet the needs of local people and tourists all year.

Lowestoft will provide an important role in further education and the development of skills. Deprivation will have been reduced in those areas of the town suffering from the highest levels. People will be healthier, with improved access to health facilities and homelessness will have reduced.

Travel within the town will be easier, with a much higher percentage of the population walking and cycling for shorter trips. Public transport will have improved as the status of Lowestoft as a Regional Transport Node is recognised. There will be improved rail and bus links with other urban centres in the region and with London and to national networks. The frequency and quality of bus services within and beyond the town will be good and integrated with rail services. In particular, linkages along the A12 with Great Yarmouth will be strengthened.



## Lake Lothing & Outer Harbour Vision

### The AAP Vision

2.1.4 The regeneration of the Lake Lothing and Outer Harbour Area will be vital to achieve this town wide vision. In realising the wider objectives for Lowestoft, the following specific vision for the AAP area has emerged:

#### Lake Lothing and Outer Harbour AAP Vision

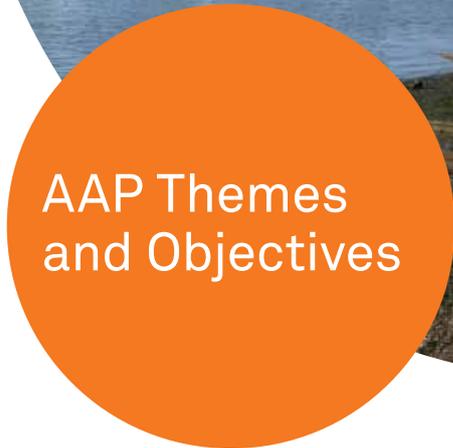
By 2025 the Lake Lothing and Outer Harbour area will be an outstanding place to live, work and visit building on its unique location between the North Sea and the Broads. The area will have a strong economy and a supportive culture for business with particular expertise in the renewable energy and environmental sectors both on and off shore.

People will chose to live and work in Lake Lothing and Outer Harbour because of its job opportunities, high quality environment, heritage, sense of place and quality of life. The area will boast a variety of housing options to support the needs of a demographically diverse population. Existing and new residents will benefit from high quality amenities including town centre retail, culture, education, leisure and community facilities. The area will boast attractive waterfront areas to the sea, Lake Lothing and Broads, whilst the area will continue to operate as a successful port. Peto Square will provide a heart to Lowestoft, connecting the town centre to the waterfront and sea front and will be a place where people will want to spend time.

The area will benefit from better connections for pedestrians, cyclists and traffic with increased access to the water frontage, linkages across Lake Lothing and throughout the AAP area. There

will be strong linkages to other parts of the town and the area will be fully served by public transport that will revolve around an interchange hub at the reconfigured Lowestoft Station. Development in the area will maximise strategic maritime connections between the North Sea and the Broads. Development around Lake Lothing and Outer Harbour will conserve and enhance biodiversity and create wildlife corridors to ease migration and expansion of habitats.

Lake Lothing and Outer Harbour will have led the way in ensuring development is sustainable with buildings that are highly efficient in terms of water, energy and waste. Despite increased risk of flood from climate change the area will be safe for residents and users alike due to a strategic approach to managing and mitigating flood risk across the AAP area.



## AAP Themes and Objectives

### 2.2 AAP THEMES AND OBJECTIVES

2.2.1 In realising the vision, a series of cross cutting themes and objectives have been identified to guide the development of the area. These are as follows:

#### **Employment and Economy**

2.2.2 Supporting new employment growth and strengthening the local labour market are fundamental to reversing Lowestoft's economic fortunes and realising the vision of a town which is a vibrant and attractive place to live and work. Lowestoft is well placed to serve as an operations and maintenance base for existing and planned offshore wind farms in close proximity to the town. The AAP therefore supports the development of an energy business cluster which capitalises on the enormous opportunities associated with investments taking place in the North Sea and East of England including offshore wind, oil and gas, Sizewell power station and future potential for offshore carbon capture, gas storage and wave technologies.

2.2.3 As well as promoting job creation in renewable and related growth sectors, the AAP seeks to safeguard existing port activities and other viable businesses in the Lake Lothing and Outer Harbour. In order to ensure future job opportunities do not bypass the local population, enhancing labour market competitiveness through education and training is an important objective of the AAP.

#### **OBJECTIVE 1 – To generate a flourishing and diverse local economy**

Proposals within the AAP area will enhance Lowestoft as a location for business with a focus for expansion in environmental and energy businesses leading to the creation of at least 950 direct jobs and some 4,000 indirect jobs. This will build on existing synergies with Great Yarmouth and other parts of the sub-region. Existing businesses will be supported with provision for expansion and relocation space within the area and provision will be made for diverse economic sectors encompassing energy and green industries, port activities, manufacturing, tourism, research and training, public sector and finance/professional services.

## Housing

- 2.2.4 Supporting the delivery of new housing is central to the vision of making Lowestoft a more attractive place to live. Redevelopment of currently underused land provides the opportunity to reconnect Lowestoft with Lake Lothing and to create attractive and vibrant waterfront communities. The AAP therefore supports the regeneration of a number of brownfield sites which have been identified as suitable for residential development.
- 2.2.5 The mix of units in new developments should reflect local housing needs as identified in the Waveney Strategic Housing Market Assessment, creating new neighbourhoods which cater to households of all ages, sizes and incomes.
- 2.2.6 While the establishment of new pedestrian and cycle links will contribute to reducing car dependence, providing locally accessible social infrastructure, leisure destinations and retail facilities will be crucial to supporting the emergence of sustainable communities where people can walk and cycle to local destinations.

### OBJECTIVE 2 – To provide an attractive place to live

Lake Lothing and Outer Harbour area will be an attractive place to live with a new urban community and some 1,500 homes built to the highest design and environmental standards. A strategic approach to residential development will be taken that makes the most of renewable energy sources. Development will be of sufficient size, scale, density and layout to support a range of neighbourhood amenities.

### OBJECTIVE 3 – To ensure social inclusivity

A range of housing types and tenures will be developed to support a mix of household sizes, ages and incomes. Existing and new residents will benefit from new and enhanced amenities that provide education, skills, health, recreation and leisure facilities to assist in reducing inequalities and ensure the needs of a diverse community are met.

## Retail

- 2.2.7 As the largest centre in Waveney, enhancing Lowestoft's retail offer will increase the town's attractiveness to visitors as well as existing residents. To stem the tide of income leakage to larger centres such as Norwich, one of the AAP's objectives is to encourage new retail and leisure development within the Town Centre. Although much of the town centre is outside of the AAP boundary, the AAP provides some scope for the development of town centre uses within the Peto Square strategic site. This will extend the town centre southwards, connecting Lowestoft's historic town centre to the waterfront of Lake Lothing. Related access and movement issues will be addressed, and improved transport interchange facilities will be provided in the vicinity of the station.

### OBJECTIVE 4 – To realise an enhanced retail centre

Lowestoft will be improved as a retail centre. New retail and related leisure uses will be developed to extend the town centre, partly focused within the AAP area at Peto Square which will be redeveloped to provide improved access within the site and improved connections between the town centre and waterfront. The railway station will be the focus of a package of improvements aimed at enhancing the town centre's attractiveness to visitors using sustainable travel modes and creating a more attractive public space.

## Environment, Heritage and Character

- 2.2.8 The appeal of Lowestoft as a place to live, work and visit will be influenced by the quality of the town's built form and open spaces. Securing innovative urban design is essential in enhancing the character, heritage and biodiversity of the Lake Lothing and Outer Harbour area.
- 2.2.9 Lowestoft has an identified shortage of open space. The AAP therefore aims to protect, restore and increase access to open spaces. Within the study area, open spaces should promote biodiversity while providing a focus for leisure and recreational activities as part of a wider

network of ecologically rich green infrastructure. Lake Lothing presents a significant opportunity to meet these aims as part of a “blue” network connecting the North Sea to the Broads.

**OBJECTIVE 5 – To make the most of the waterfront**

The waterfront is one of Lowestoft’s greatest assets. The role of the port is changing and the employment function of waterfront locations will be protected and enhanced through development proposals. This will be balanced through appropriate redevelopment for residential, commercial, leisure and tourism activities to assist in connecting the historic town to its waterfront. This will provide appropriate levels of public access that will enhance the amenity of the areas as a place to live and visit.

**OBJECTIVE 6 – To create a quality environment**

Development proposals must contribute to the provision of a well designed, high quality built environment that assists in attracting new businesses and provides an attractive living environment. This will be complemented through the creation of a network of green corridors, ecological habitats and wildlife throughout the area, including linkages with the surrounding areas and particularly the Broads. This will include the imaginative re-use of existing buildings and creation of appropriate urban spaces with a high quality public realm.

**OBJECTIVE 7 – To ensure the highest standards of design**

All proposals must be of the highest standards of architectural, landscape and urban design that reflect the town’s strong local character, culture and maritime heritage. High levels of design quality must be considered in all proposals from inception to completion. Appropriate design measures will be required to ensure that all new buildings are resource efficient from construction through to demolition and can meet different needs over the lifetime of the building.

**OBJECTIVE 8 – To encourage people to visit**

Proposals within the AAP will enhance Lowestoft as a successful tourism destination drawing upon the town’s historic and cultural fabric. Connections will be enhanced between the town centre and the beach. Ness Point will be enhanced as a visitor attraction. Connections between the town and the Broads will be improved in the west of the area with improved marina facilities and other leisure activities in this location.

**Transport, Movement and Linkages**

2.2.10 Reducing car dependence is a key factor in promoting the long-term sustainability of Lowestoft. Improving existing pedestrian and cycle routes and establishing new links is crucial to making walking and cycling an attractive alternative to the car. The AAP identifies key routes which will be promoted and enhanced over the plan period. Of particular strategic importance, will be to improve connections across Lake Lothing and integrating the study area with the wider urban fabric of Lowestoft.

2.2.11 The AAP also promotes public transport improvements which will assist in tackling reliance on car travel. Nevertheless, a limited number of highways interventions, such as new southern access routes will be created to unlock development sites.

**OBJECTIVE 9 – To be better connected**

Proposals will facilitate better connections within the AAP area and beyond by foot, cycle, road, rail, sea and waterway. Vehicular travel will be reduced through an improved environment for pedestrians and cyclists who will benefit from improved connections across and around Lake Lothing. Vehicular connections will be enhanced to facilitate new development.

**OBJECTIVE 10 – To reduce the need to travel by car**

Proposals must cultivate opportunities to reduce reliance on private cars to move about the area, providing facilities and opportunities to use public transport, walk or cycle around Lowestoft. The AAP will help combat growing congestion and will minimise the impact of new development on the transport network. In the longer term, all modes of transport will require improvement.

## Flood Risk

2.2.12 The assessment of flood risk underpins the whole of the AAP strategy. Although proximity to the waterfront is a key asset of the study area, the associated risk of flooding must be appropriately addressed and mitigated. The AAP adopts the risk-based approach recommended by PPS25 – Development and Flood Risk. This includes application of the Sequential Test which directs development to areas of lowest flood risk, consideration of the Exception Test where development is required in higher risk flood areas, and the use of the sequential approach to match development vulnerability to flood risk. The majority of the AAP area is previously developed land in Flood Zone 3, and hence development is justifiable in regeneration terms. The flood risk management hierarchy which includes Assess, Avoid, Substitute, Control and Mitigate has underpinned the AAP process and site selection.

2.2.13 The AAP seeks to identify a strategic approach to flood risk across the entire area and the Council will work closely with developers to co-ordinate a managed approach to address flood risk.

### OBJECTIVE 11 – A strategic approach to flood risk

The Council will lead a strategic approach to flood risk mitigation in implementing the AAP proposals taking into account the findings of the Cumulative Land Raising Study that supported the Core Strategy.

Development within the AAP area will follow the sequential approach as defined in Planning Policy Statement 25 – Development and Flood Risk. The Sequential Test has been applied at the local planning level and the AAP identifies that the principles set out in the Exception Test can be met for all strategic sites which aims to ensure that flood risk is not increased elsewhere, and if possible reduced overall. The sequential approach will then be applied within each strategic site to consider development vulnerability and the level of flood risk to ensure that vulnerable uses are located in areas of lowest flood risk within the AAP area.

## Energy, Water and Waste

2.2.14 Utilising renewable energy, promoting high levels of water and energy efficiency as well as minimising waste will be critical to the area's sustainability. The AAP sets out performance standards which developers will be expected to comply with in terms of building performance and construction methods. Developers will be required to explore the potential for on-site renewable energy as well as the incorporation of Sustainable Urban Drainage Systems (SuDs) into development schemes.

### OBJECTIVE 12 – To ensure resource efficient development

Development in the AAP area will minimise carbon emissions through energy efficient design and the incorporation of development driven renewable and low carbon energy infrastructure including on and off site energy, heat and cooling provision, and linking into new or existing energy generating networks. All new development will incorporate measures to reduce mains water demand and to minimise waste arising from demolition, construction and operational requirements of development.

## Delivery and Implementation

2.2.15 In realising the AAP it will be important to ensure that proposals are capable of being implemented and have the support of local stakeholders. The final chapter of the AAP sets out a specific strategy for the delivery and implementation of policies and proposals.

2.2.16 The Council recognises that it has a key role to play in assisting the delivery of the Plan. The public sector can assist in delivery in a number of ways:

- The Council are establishing a Major Projects Team to facilitate the delivery and co-ordination of the Plan. The Team will operate across the AAP area and include site specific sub-teams.
- The Council will establish partnerships with landowners and developers to facilitate site delivery and actively participate in collaboration and/or development agreements.

- The Council will take an overview monitoring role on site viability, particularly the cumulative picture of viability across all development sites in the AAP.
- The Council will work with other relevant parties to submit bids for funding assistance to help facilitate site delivery.
- The Council will proactively use its land holdings to facilitate site delivery.
- The Council has statutory powers which could be used, as a last resort, to help facilitate delivery.

**OBJECTIVE 13 – To ensure proposals are flexible and deliverable**

The AAP takes a flexible approach to detailed delivery within the framework set by the AAP. This reflects fluctuating national and local economic conditions and public sector funding. This approach will involve:

- A thorough monitoring exercise to inform stakeholders on progress and regarding any risks to delivery
- A review mechanism that allows the AAP to be altered to take feedback from the monitoring work into account.

**OBJECTIVE 14 – Working in Partnership**

The Council and its partners will work closely with landowners, businesses, residents and community representatives to deliver the AAP. In particular – within the context of the overall direction set by the AAP - this will focus on more detailed analysis of the strategic sites to:

- Engage landowners, public sector agencies, businesses, developers, residents and communities in the refinement of the proposed concept for each site;
- Confirm the scale and mix of development proposed;
- Work up requirements and costings for infrastructure accordingly;
- Test financial viability;
- Secure funding to cover any viability gap;
- Secure the commitment of key agencies to specific actions over an agreed development phasing period.



## Urban Structure and AAP Concept



### 2.3 URBAN STRUCTURE AND AAP CONCEPT

2.3.1 In realising the vision a consistent approach to the overall urban structure of the AAP area and wider town must be taken to ensure the benefit of development and regeneration is felt across Lowestoft, not just within individual sites. Figure 2.3.1 summarises the main structuring principles and urban concept that underpin the AAP. These have been identified throughout the AAP preparation process and are the result of detailed analysis and masterplanning.

2.3.2 All policies and proposals contained within the AAP seek to achieve the above structure and concept principles. In addition the following principles must be inherent to all development within the AAP area:

- **Improving connections** – the Lake Lothing and Outer Harbour area will be enhanced through better connections across the area, with improved connections across Lake Lothing, to and from the historic old town, and the south beach area;

- **Creating a better relationship to the waterfront** – development within the AAP area will exploit water frontage to the North Sea and Lake Lothing through establishment of appropriate areas for public access and improved connections to, and along, water frontages;
- **Gateway to the North Sea and the Broads** – the AAP area presents an important area of transition between the North Sea/ Europe and the Norfolk Broads. This unique location should be exploited as a location for tourism, and to support offshore and maritime industries;
- **A central activities focus** – Peto Square and South Quay act as an important hub

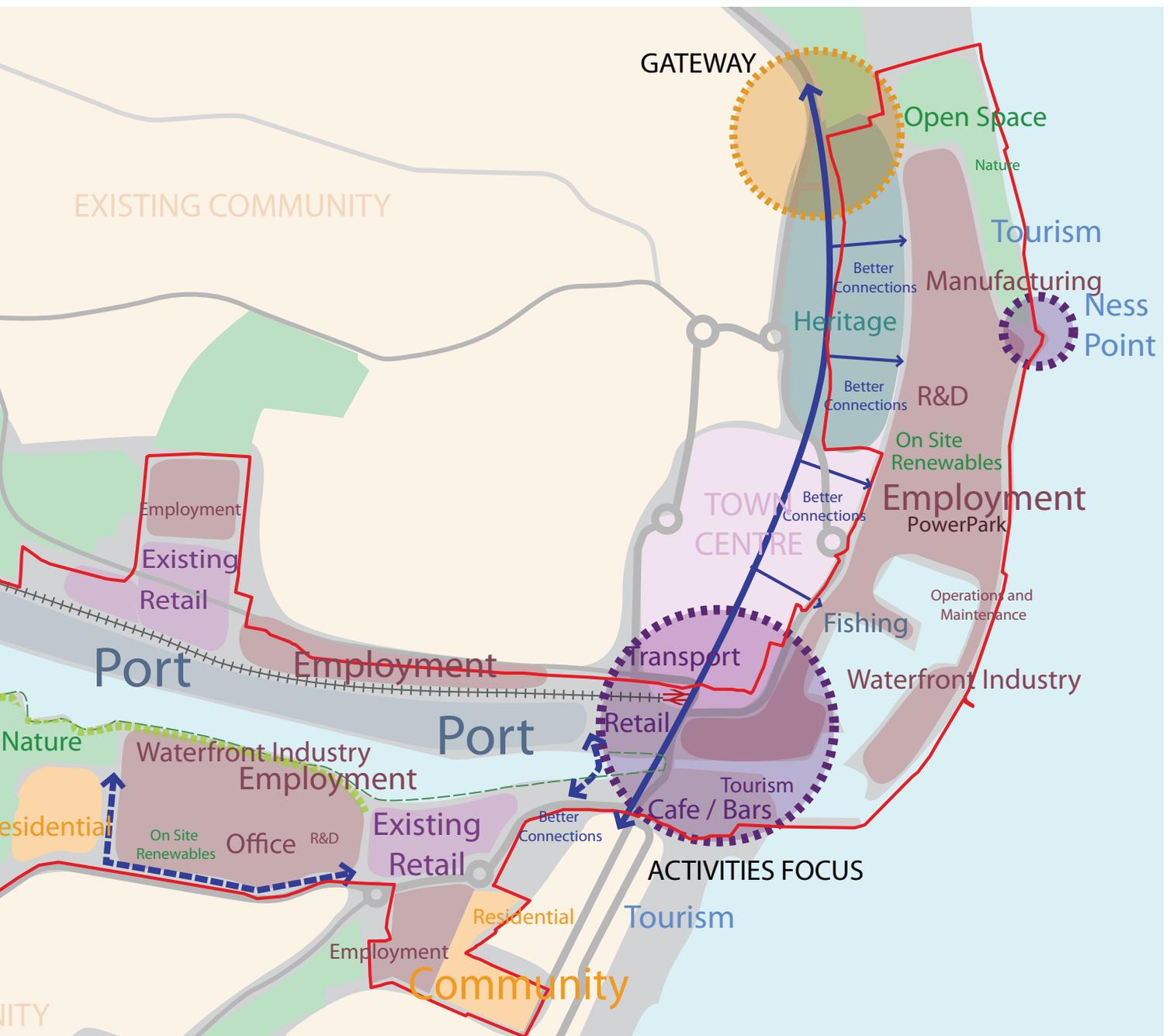


Figure 2.3.1 – AAP Structuring Principles

between the town centre to the north, and southern parts of the town. Development within this location should encourage activity to cross the waterfront and provide an attractive destination where people will want to be;

- **Balancing employment and other uses** – The Lake Lothing and Outer Harbour area retains an important role as an active waterfront with a diverse focus of employment activities. The distribution of land uses must be carefully planned so as not to undermine the ongoing employment potential of the waterfront and ensuring that conflicting land uses are positioned away from each other;

- **Supporting the town centre** – retail development should be located in town centre locations and connections should be enhanced between current out-of-centre retail, the town centre and residential/employment uses so as to reduce the need to travel by car; and
- **Ensuring resource efficiency** – the distribution of land uses should encourage the use of area-wide energy, heat and cooling provision and water efficient technologies through appropriate clustering and concentration of development within strategic sites.



## Summary of policies and proposals

### 2.4 SUMMARY OF AAP POLICIES AND PROPOSALS

2.4.1 Table 2.4.1 provides a summary of the detailed area-wide policies (set out in Section 3) and strategic site proposals (set out in Section 4). The Proposals Map illustrates the context for the Lake Lothing and Outer Harbour area. It is through the implementation of these policies and proposals that the vision, themes and objectives, urban structure and AAP concept will be achieved.

POLICY THEME	PROPOSALS	POLICY REF
<b>SPATIAL DEVELOPMENT STRATEGY</b>		
<b>Employment and Economy</b>	<ul style="list-style-type: none"> <li>Support for the establishment of a hub for energy related sectors at PowerPark, with future expansion potential at Kirkley Waterfront at Riverside Road and on the waterfront.</li> <li>The protection, enhancement, expansion and relocation of existing and new businesses within existing employment areas and other mixed use areas.</li> <li>Protection and enhancement of port operations.</li> </ul>	EMP1-4
<b>Housing and Community</b>	<ul style="list-style-type: none"> <li>Provision of in the region of 1,500 new homes within the AAP area, with residential development focused within Kirkley Waterfront and the new Sustainable Urban Neighbourhood (SUN) within the south west of the AAP area and applying a risk based approach to flood risk in considering residential areas.</li> <li>Housing built to a range of tenures, types and densities responding to diverse population needs.</li> <li>Housing built to high standards of sustainability.</li> <li>Appropriate social and community facilities to support existing and new residential communities.</li> </ul>	HC1-3
<b>Retail, Leisure and Tourism</b>	<ul style="list-style-type: none"> <li>Provision of an enhanced town centre, including facilities for shopping, leisure and tourism through expansion within Peto Square.</li> <li>Establishment of hubs for tourism and leisure activities within the AAP area.</li> </ul>	RLT1-2
<b>Environment, Heritage and Character</b>	<ul style="list-style-type: none"> <li>Development built to the highest standards of urban design with enhanced public realm throughout the area.</li> <li>Connections to the waterfront enhanced, with increased public access in appropriate locations and enhancement of the historic scores to the east of the High Street.</li> <li>Historic buildings and conservation areas to be enhanced through development.</li> <li>New and existing areas of open space to be provided to meet the requirements of residents and visitors.</li> <li>Areas of high ecological value to be protected and enhanced.</li> <li>Linkages to be enhanced between the built up and natural area.</li> </ul>	EHC1-4

<b>Transport, Movement and Linkages</b>	<ul style="list-style-type: none"> <li>• A sustainable approach to transport in the AAP area focussing upon reducing the need to travel by car and improving pedestrian, cycle and public transport facilities and connections between existing parts of the town and development sites.</li> <li>• Southern access routes to be created to the south of Lake Lothing to facilitate development of Kirkley Waterfront and the SUN.</li> <li>• The railway station to be enhanced as a transport interchange with improved facilities.</li> <li>• Development to be subject to travel planning and transport assessment.</li> </ul>	TML1-6
<b>Flood Risk Management</b>	<ul style="list-style-type: none"> <li>• A strategic approach to flood risk management through application of a risk based and sequential approach to development within the Flood Zone.</li> <li>• Development to respond to flood issues and mitigate risk to future users through appropriate defence and design solutions.</li> </ul>	FRM1
<b>Water, Energy and Waste</b>	<ul style="list-style-type: none"> <li>• Development within AAP to encourage energy generation within the area as part of on-site and area-wide energy, heating and cooling networks, including new provision and connections with new or existing energy generating networks.</li> <li>• Development to minimise use of water.</li> <li>• Development will minimise the amount of waste generated through demolition, construction and operation of buildings.</li> </ul>	WEW1-4
<b>STRATEGIC SITE PROPOSALS</b>		
<b>PowerPark</b>	<ul style="list-style-type: none"> <li>• The establishment of an energy hub located around the outer harbour and existing industrial area north of Hamilton Dock around the existing OrbisEnergy building.</li> </ul>	SSP1
<b>Peto Square and South Quay</b>	<ul style="list-style-type: none"> <li>• Connection between the town centre, railway station and southern side of Lake Lothing through expansion of town centre uses.</li> </ul>	SSP2
<b>Kirkley Waterfront and Sustainable Urban Neighbourhood</b>	<ul style="list-style-type: none"> <li>• Comprehensive mixed-use redevelopment to create a new sustainable urban neighbourhood including housing, waterfront industry and employment uses, social and community facilities, open space, marina and a retirement village.</li> </ul>	SSP3
<b>East of England Park</b>	<ul style="list-style-type: none"> <li>• Enhancement of Ness Point as a leisure and tourism destination.</li> </ul>	SSP4
<b>Kirkley Rise</b>	<ul style="list-style-type: none"> <li>• Extension of residential, retail, business and community uses to Kirkley District Centre and improved connections to the wider AAP area.</li> </ul>	SSP5
<b>Other Sites</b>	<ul style="list-style-type: none"> <li>• Further potential for residential at Oswald's Boatyard, the Scores and employment development in the Denmark Road/Peto Way corridor.</li> </ul>	SSP6-9

Table 2.4.1 Summary of AAP Policies and Proposals

# 3

## Area-Wide Policies



- 3.0.1 A series of detailed policies for the Lake Lothing and Outer Harbour area are defined in order to realise the vision, objectives and urban concept set out in Section 2.
- 3.0.2 The spatial development strategy sets out the policies under the following themes that reflect the area-wide objectives:
- Economy and Employment** – identification and protection of locations for economic growth, business development and innovation, public sector and port employment;
  - Housing and Community** – the locations, types and densities for urban housing developments within the AAP area and provision for supporting facilities and amenities;
  - Retail, Leisure and Tourism** – locations for shopping, leisure and tourism activities;
  - Environment, Heritage and Character** – protecting and enhancing the quality and character of the AAP area in terms of urban design, public realm, heritage assets and waterfront to ensure a place where people want to live, work and visit;
  - Transport, Movement and Linkages** – transport and accessibility initiatives in the AAP area promoting public transport, walking, cycling, private car and water;
  - Flood Risk Management** – the strategic approach to reducing and mitigating flood risk in the AAP area;
  - Water, Energy and Waste** – potential for inclusion of renewable energy provision, reducing the use of water and reducing waste.

## 3.1 ECONOMY AND EMPLOYMENT

### Introduction

- 3.1.1 Policy CS05 of Waveney’s adopted Core Strategy states that at least 1,000 new jobs should be created within the AAP area. It is anticipated that much of this employment will be focused on PowerPark, the proposals for which reflect opportunities associated with the energy sector. Nevertheless, the AAP supports employment in a broad range of sectors and seeks to safeguard existing employment in the Lake Lothing and Outer Harbour area. In addition to employment uses, Policy CS05 states that the AAP must include provision for new housing, retail and other facilities within the area to support the wider economic regeneration of the town.
- 3.1.2 The AAP therefore has an important role in balancing allocations for employment and other uses within the Lake Lothing and Outer Harbour area. This section sets out a series of policies to support the economic development of the area, whilst balancing the requirement for other uses. According to the definition in PPS4, economic development includes development within B class uses as well as public and community uses and main town centre uses. Although it is acknowledged that development of uses outside the B classes creates jobs, ‘employment’ in this section refers specifically to B1, B2 and B8 uses. Employment associated with retail, tourism and leisure is dealt with in Section 3.3.



## EMP1 Employment Sites

**3.1.3 Employment Sites** Policy CS07 of Waveney’s Core Strategy identifies the Lake Lothing and Outer Harbour area as a strategic employment site where port development, employment led regeneration and economic diversification will be promoted. This is further supported by Policy DM08 of the Development Management Policies DPD. The AAP has been formulated through close stakeholder consultation to identify the most appropriate locations for employment whilst considering other competing uses.

**3.1.4** Alternative AAP options tested extensive redevelopment of existing areas of port land, including new housing, leisure facilities and restaurants. In light of comments received from stakeholders and the public on earlier drafts, the AAP seeks to prevent the loss of employment land to other uses by protecting strategic sites for employment use. The loss of existing employment land on a scale advocated in earlier AAP options may have compromised Lowestoft’s ability to capitalise fully on identified opportunities arising in the offshore sector. Although previous redevelopment proposals would have generated some service-sector employment, in the long-term this is unlikely to have replicated the quantity and quality of employment creation associated with future investment in growth sectors such as renewables.

**3.1.5** The area at the West End of Lake Lothing includes a range of small and medium sized enterprises (SMEs), many of which are marine related. The Harbour Road Industrial Estate in particular provides an important employment location within the AAP area with a focus upon maritime activities. Proposals in these areas must ensure that these important employment functions are retained and enhanced. This may include uses that complement employment activities such as enhanced training associated with the International Boat Training College.

### EMP1 – Employment Sites

Employment sites identified on the Proposals Map will be protected and enhanced for B1 (light industrial), B2 (general industrial) and B8 (storage and distribution) and appropriate ancillary uses. Development will be promoted within this location that enables relocation and expansion of local businesses. In accordance with the ‘town centre first’ principle, applications for large B1 office uses will need to demonstrate that no suitable sites are available within the town centre boundary. Where no suitable town centre sites are available, B1 office development will be permitted in employment areas closest to the town centre or public transport hubs.

The Council will support existing businesses and new development should seek to retain businesses within strategic sites. Where development requires existing businesses to be relocated the Council will work with owners (and occupiers), prior to any redevelopment taking place, to relocate to appropriate premises in employment or mixed use areas defined within the AAP area, or other locations within the sub-region.

### Energy Business Cluster

3.1.6 In its discussion of the challenges facing the District, the Waveney Economic Regeneration Strategy (2008 – 2017) highlights the fundamental restructuring of the global economy in recent decades and the profound impacts this has brought about in Waveney in terms of the decline of many traditional forms of employment. Waveney's relative geographical isolation has compounded the effects of industrial decline, with the District characterised today by persistent pockets of deprivation, poor skill levels, high unemployment and low levels of enterprise. As the District's principal employment centre, these outcomes are manifested most profoundly in Lowestoft, which has suffered from the loss of employment in manufacturing and fishing, the traditional industries within Lowestoft. The Waveney Economic Regeneration Strategy suggests that although the economic challenges facing the District are significant, they are not insurmountable providing coordinated and sustained action is undertaken by stakeholders to build on Waveney's existing strengths and capitalise on emerging opportunities.

3.1.7 The Waveney Economic Regeneration Strategy identifies Lowestoft as having a unique opportunity to exploit potential in the renewable energy and environmental services sector. This potential is reflected in Policy CS08 of the Core Strategy which sets out the requirement to promote an energy cluster and PowerPark within the AAP area in order to support the expansion in offshore energy.

3.1.8 The establishment of the OrbisEnergy Centre and the 'Gulliver' wind turbine provides an initial catalyst for expansion of the sector in Lowestoft and it is anticipated that a cluster of businesses will be developed as part of the proposed PowerPark at the existing Beach Industrial Estate and Outer Harbour area with potential for further expansion across the AAP area.

## EMP2 Energy Business Cluster

3.1.9 The PowerPark Demand and Need Report (July 2009), undertaken on behalf of 1st East, sets out in detail the potential for fostering such an energy-based economic cluster in this location. The report identified through the development of PowerPark, the potential to create 950 direct and almost 4,000 indirect jobs in a variety of energy-related sectors.

### EMP2 – Energy Business Cluster

The Lake Lothing and Outer Harbour area will become a hub for a complementary mix of energy sector activities based around the PowerPark which may include:

- i. Offshore wind Operations and Maintenance (O&M).
- ii. Offshore marine energy Research and Development (R&D).
- iii. Existing traditional marine and underwater engineering facilities.
- iv. Offshore assembly/component development.
- v. Mixed use area with a blend of other energy activities that do not require significant land or quay space. These include:
  - a. Carbon Capture Storage (CCS) - including potential research and development/ operations and maintenance facilities to support carbon capture storage in geological formations under the North Sea;
  - b. Support to the nuclear industry (in particular the construction of future phases of the Sizewell plant);
  - c. Gas storage - operations and maintenance for off shore gas storage facilities.

Provision will be made within the AAP area for on-site training centres to supply the energy sector.



## EMP3 Mixed Use Employment Areas

### Mixed Use Employment Areas

3.1.10 A key objective of the AAP is to create high quality mixed use areas within the AAP area with a balance of residential, commercial and employment activities. The potential for development of a greater number of B1 office and light industrial premises has been identified as a requirement through the 2006 Employment Study and subsequent DTZ update (2009) which identifies a net requirement of between 9 and 16 hectares of office focused employment land in Waveney to 2021. The AAP seeks to encourage appropriate business activity as part of mixed use schemes, providing such uses are compatible.

#### EMP3 – Mixed Use Employment Areas

Office and light industrial (B1) uses will be permitted as part of mixed use development as illustrated on the Proposals Map. Such uses will be permitted provided they do not undermine the amenity of other uses. In accordance with the 'town centre first' principle, applications for large B1 office uses will need to demonstrate that no suitable sites are available within the town centre boundary. Where no suitable town centre sites are available, B1 office development will be permitted in employment areas close to the town centre or public transport hubs.

## EMP4 Port Activities



### Port Activities

- 3.1.11 Currently owned by Associated British Ports (ABP), the Port of Lowestoft is an important regional and local asset. The Port services traffic to and from the industrial heartlands of Northern Europe, Scandinavia and the Baltic states. Lowestoft has experienced a significant increase in throughput in recent years, and offers a wide range of facilities for container, bulk and general cargo handling. It also serves as a major centre for servicing the offshore oil and gas industry, and the construction and shipment of wind turbines. Extensive ship repair facilities, including a dry dock, are located at the port, together with a modern fish market with fish auction and processing facilities. Parts of the port are safeguarded for minerals operations in accordance with the Suffolk Minerals Core Strategy (adopted 2008). The port also includes an increasingly popular marina function. ABP's land ownership currently covers the following areas:
- Outer Harbour including Hamilton Dock, Waveney Dock, Trawl Dock (Inner North Pier) and Yacht Marina (Inner South Pier);
  - Inner Harbour (Lake Lothing) comprising Town Quay, Silo Quay, North Quay and Lowestoft Haven Marina.
- 3.1.12 Also included within the AAP area is South Quay, to the north of Belvedere Road, currently in separate private ownership. Alternative AAP options considered "managed transition" of Port Activity,

particularly within the Inner Harbour. This met with significant objections from ABP and was not considered an appropriate way forward within the AAP. The AAP therefore seeks to facilitate the protection and enhancement of Port Activities (particularly in supporting the Renewable Energy Business Cluster proposals), together with appropriate redevelopment of redundant port land for alternative development.

- 3.1.13 Development at Peto Square and to the south side of Lake Lothing will mean that the port area is increasingly surrounded by different land uses that do not have an industrial or freight purpose. The challenge is to minimise conflict between the new and the established land uses.

#### EMP4 – Port Activities

Existing port activities will be protected and enhanced through development. Developers should work with port operators to ensure that appropriate technology, equipment and business practices are utilised to minimise unnecessary noise and other issues.

New development next to or opposite port areas should ensure potential conflicts are mitigated through the layout, use and environmental credentials of new buildings. Developers in areas adjacent to port operations will be expected to work with port operators to ensure that potential conflicting uses are addressed ahead of any application for planning permission.

## 3.2 HOUSING AND COMMUNITY

3.2.1 Fundamental to the Government's aim of creating more balanced and sustainable communities is the provision of a mix of housing types and tenures. New developments should therefore include a mix of market and affordable units as well as a variety of housing types to suit different households such as families with children, older people and single person households. Planning Policy Statement 3 Housing (June 2010) states that a Local Planning Authority's approach to housing mix should be informed by robust evidence of both housing need and market demand, as set out in Strategic Housing Market Assessments (SHMAs). Local Planning Authorities are also required to take account of Strategic Housing Land Availability Assessments (SHLAAs) which provide evidence of the availability of suitable land for new residential development.

3.2.2 Within Lowestoft, Waveney's 2007 SHLAA identifies Lake Lothing and the key strategic sites set out in the AAP as a 'broad location' for new residential development with a capacity of approximately 1,500 units. Housing development within the AAP area will contribute to the national annual target of providing 60 per cent of new housing on previously developed land. The Sustainability Appraisal highlighted a variety of potential sustainability benefits associated with locating residential development within the AAP area, in terms of the accessibility of town centre facilities and services, maximising use of existing infrastructure and reducing pressure on greenfield land.

3.2.3 The Strategic Housing Market Assessment (SHMA) for Waveney and Great Yarmouth (September 2007) explores trends in household formation in the sub-region, highlighting in particular a growth in the number of smaller households. The report stresses that the typical household in the sub-region are singles, couples or other adults without children. New development should respond to these trends in household formation and place greater emphasis on smaller 1 and 2 bedroom

### HC1 Housing and Community

properties which provide opportunities for first-time buyers and older people who may wish to downsize. Waveney is characterised by an ageing population with a significant growth in the proportion of people aged over 65 within the District's population. The changing housing needs are often inadequately met by the District's elderly housing stock, which are often difficult and expensive to adapt. As such, the SHMA highlights the need to give greater consideration to delivering more accessible, adaptable 'Lifetime Homes' as well as sheltered accommodation.

3.2.4 The SHMA also stresses that although house prices remain relatively low in the context of the wider region, comparatively low incomes mean affordability is a crucial housing issue. The SHMA indicates that house prices in Waveney have risen dramatically, by 173% over the 10 year period up to 2006. The relatively slow delivery of affordable housing is manifested in the assessment's analysis of housing need, which estimates that in the five years following the SHMA, there will be an annual shortfall of 225 affordable homes. The majority of identified affordable housing need in Waveney is for smaller properties, typically 1 bedroom (40.2%) and 2 bedroom (42%) accommodation. Just over 15% of households in need require 3 bedroom accommodation with a further 3% requiring larger properties.



3.2.8 The assumptions of infrastructure projects needed to unlock the AAP sites for development or to mitigate the impacts of development on the strategic sites are broadly similar to those identified in section 5 of the AAP and will be subject to review through detailed site design and implementation.

3.2.5 The Development Management Policies DPD sets out the policy framework for housing mix and affordable housing.

3.2.6 The evidence base for the Development Management Policies DPD includes an Affordable Housing Viability Report (September 2009) which indicates that AAP proposals would be viable depending on two distinct phases and a reduced level of affordable housing of 20% to 2015 with a 35% target for the rest of the plan period.

3.2.7 The Council's Major Projects Team will co-ordinate negotiations of affordable housing and any other matters set out within this Plan across all development proposals within the AAP area. In cases where financial viability is demonstrably an issue, other developer contributions may be reduced instead of, or in addition to, reductions in the affordable housing contribution. These negotiations will be informed by the priorities set out in the Council's Infrastructure and Physical Projects Delivery Plan. The Major Projects Team will also regularly review the evidence base to assess whether the reduced target for affordable housing should continue beyond 2015.

#### HC1 – Housing in the AAP Area

Sites identified in the AAP should contribute approximately 1,500 homes towards the District-wide targets for housing completions to 2025.

All new housing sites will be developed to densities of broadly between 50 and 90 units/hectare. Proposals for development at lower and higher average densities (i.e. below 50 and above 90 units/hectare) will also be considered, taking account of site characteristics and surrounding land uses, which may limit the development area.

All new housing developments should provide a range of housing choices in terms of the mix of housing sizes and types in accordance with the policies set out within the Development Management Policies DPD.

Proposals will be expected to deliver a broad balance of 40% smaller sized accommodation (1-2 bedrooms), with a preference for 2 bedroom units and 60% of units as 3 bedrooms or larger.

Proposals will be expected to deliver a minimum of 20% affordable housing in the early phases of the plan period to 2015. In the latter stages of the plan period to 2025 proposals will be expected to deliver a minimum of 35% affordable housing. An indicative split of 90% social rented and 10% intermediate housing will be provided. The precise mix of tenure shall reflect the needs identified in the Housing Market Assessment and as a result of any pre-application discussions and agreement by the District Council Housing Officer at the time of the application. The above requirements will be altered where it can be demonstrated that lower percentages of affordable housing or different mixes of tenure are required to ensure the site remains financially viable when taking into account other development costs and where grant funding is not available.



**HC2  
Housing  
Distribution**

**Housing Distribution**

3.2.9 Proposals for residential development within the AAP were subject to extensive testing and scrutiny through the preparation process. The AAP housing policy has been refined based upon an increase in vacant brownfield land within the AAP area and planning policy. In particular, the Government has revised its advice on planning for flood risk as set out in PPS25.

3.2.10 The majority of housing will be focused within the south west of the AAP area on brownfield land predominantly occupied by the Brooke Peninsula and Sanyo sites, as part of a new Sustainable Urban Neighbourhood. This is considered to have the following advantages:

- This location is sequentially preferable to alternative options which considered dispersed housing. Parts of the area lie outside of Flood Risk Zone 3 and there is greater potential for flood mitigation through land raising and improved defences;
- Concentration of residential development in this location will assist in delivering the access improvements required to deliver development to the south of Lake Lothing;
- Supporting infrastructure will be delivered to support residential development including education, community facilities, open space and on-site renewables/ combined heat and power systems through greater critical mass of development;

- The new residential neighbourhood will provide for greater integration with existing neighbourhoods to the south and north of Lake Lothing.

3.2.11 The AAP advocates a comprehensive approach to the planning of this area in order to ensure benefits of development are maximised. A comprehensive development brief and design guide will be required for the area ahead of any formal planning application. Further development principles are contained in Section 4.

3.2.12 The distribution of housing across the AAP area reflects the sequential approach to site allocation advocated in PPS25. At the site level, a risk based approach should be adopted whereby the most vulnerable land uses are located in parts of the site which are at the lowest level of flood risk.

3.2.13 The remaining residential units not provided as part of the Sustainable Urban Neighbourhood should be developed as part of mixed use or individual site schemes in locations identified on the Proposals Map. The AAP seeks to prioritise development in areas of lowest flood risk and has therefore identified additional development sites in order of preference following the sequential test set out in PPS25.

3.2.14 In accordance with Policy FRM1, developments will be required to adequately demonstrate how flood risk has been mitigated e.g. through land raising; Sustainable Drainage Systems (SuDS); and how resilience during flood events has been maximised (e.g. safe access/egress points; habitable rooms above ground floor). In certain locations, developments may also be required to incorporate defences which help to reduce flood risk elsewhere in Lowestoft.



## HC3 Social and Community Infrastructure

### HC2 – Distribution of Housing Sites

A Sustainable Urban Neighbourhood (SUN) comprising a minimum of 1,380 units will be developed to the south of Lake Lothing as set out in SSP3 of the AAP. Development within this location will include a range of housing types and tenures, (built to a range of densities across the site of approximately 50 to 90 units to the hectare), social and community facilities, and complementary employment uses.

Outside the SUN, additional housing within the AAP area should be located in the following locations as illustrated on the Proposals Map, subject to appropriate Flood Risk Assessment and mitigation:

- i. The “Scores” area, east of the High Street;
- ii. Western end of Lake Lothing;
- iii. Kirkley Rise;
- iv. Oswald’s Boatyard.

### Social and Community Infrastructure

3.2.15 Social and community infrastructure includes schools, libraries, youth and community services, police and emergency services, cultural facilities, places of worship and health care facilities. An assessment of social infrastructure required to support development has been prepared to underpin AAP proposals (September 2010).

3.2.16 The inclusion of approximately 1,500 additional homes will have significant implications for Lowestoft with an increase in population and change in demographic make up of the area. It is anticipated that development will require a new primary school and it is proposed that a facility be provided as part of wider proposals for the Sustainable Urban Neighbourhood. This could be used for other out-of-hours community uses. In

addition further social and community facilities are anticipated to be provided as part of developments at Oswald’s Boatyard and Kirkley Rise. The location of social and community infrastructure will be defined by the sequential approach to flood risk, ensuring that vulnerable uses are located in areas of lowest flood risk.

### HC3 – Social and Community Infrastructure

All residential development should be supported by an appropriate provision of social infrastructure, including education, health and other community facilities. The scale and nature of such provision will be refined through site masterplanning.

The following social and community infrastructure will be sought in the AAP area during the plan period:

- i. Primary school as part of the Sustainable Urban Neighbourhood;
- ii. Flexible community space including provision for sports and social activities, and religious worship as part of the Sustainable Urban Neighbourhood;
- iii. Replacement library provision at Oswald’s Boatyard;
- iv. Provision of new community health facility at Kirkley Rise.

Where possible social and community facilities should be co-located or integrated with other uses in order to ensure building efficiency and reduce the need to travel between uses.



## RLT1 Retail

### 3.3 RETAIL, LEISURE AND TOURISM

3.3.1 Vibrant town centres help to create jobs, attract investment and generate income. The important role played by town centres is reflected in Planning Policy Statement 4: Planning for Sustainable Economic Growth (December 2009), which requires Local Planning Authorities to promote their vitality and viability. As the main shopping centre within the District of Waveney, Lowestoft is identified as a Major Town Centre in the retail hierarchy set out in the Core Strategy. This identifies that despite a leakage of spending to larger centres such as Norwich, Lowestoft plays an important role in serving everyday needs of residents in the immediate catchment.

3.3.2 The Core Strategy is underpinned by the Great Yarmouth Borough and Waveney District Retail and Leisure Study (August 2006). This identifies scope for additional comparison retail floorspace to 2021 in Lowestoft town centre. In addition, the study suggests there is scope to strengthen Lowestoft's evening economy, including higher quality bars and restaurants, which would help to increase the town centre's attractiveness to visitors. The study concluded that there is limited capacity for additional convenience retail floorspace in the period to 2016. However, there will be a requirement to provide local convenience retail as part of major new housing development.

3.3.3 The 2006 study underpins Policy CS10 in the adopted Waveney Core Strategy which states that approximately 21,000 sq m of new comparison retail and leisure development will be allocated within the AAP area as part of the southern

expansion of the town centre towards Lake Lothing. An update of the Retail Study was undertaken in 2010 to support AAP proposals. This highlighted that capacity for some 21,000 sq m of additional comparison retail capacity (i.e. non-food) by 2026 remains in Lowestoft despite the economic downturn.

3.3.4 Alternative AAP options considered significant retail development south of the town centre, facilitated by the relocation of the railway station and in the area adjacent to Trawl Dock and Waveney Dock. Further feasibility work has been undertaken since to investigate the relocation of the station and the proposals for PowerPark which has led to a significant reduction in the amount of land available for any town centre expansion in the AAP area.

#### RLT1 – Town Centre Expansion and Retail within the AAP Area

Retail development (use class A1-A5) will be accommodated as part of a town centre expansion, including the redevelopment of the Peto Square strategic site illustrated on the Proposals Map and in Section 4.2 of the AAP. This will be brought forward in association with other town centre sites that may or may not fall within the AAP boundary. However, the Council will encourage the development of retail space within Peto Square ahead of other town centre sites.

Further small-scale retail schemes will be brought forward to support the proposals for Kirkley Waterfront and the Sustainable Urban Neighbourhood. Retail will also be permitted as part of small-scale expansion of the Kirkley District Shopping Centre.

No retail development will be permitted within the AAP area which has an adverse impact on the vitality and viability of the town centre in accordance with the tests set out under PPS4. This includes existing out-of-centre retail areas.

## RLT2 Leisure and Tourism

3.3.5 An urban design capacity exercise for the Peto Square area was undertaken to investigate the potential for retail and leisure based development underpinned by an appraisal of development viability (Peto Square Capacity Exercise, 2010). This concluded that a maximum of 17,500 sqm of floorspace could be provided in this location as part of a comprehensive redevelopment including a relocated station and removal of a number of existing buildings. However, the study concluded that viability, heritage and access constraints associated with a comprehensive scheme would be difficult to overcome in the short and medium-terms.

3.3.6 It is therefore considered that smaller scale development proposals at Peto Square should come forward in the short-medium term, in association with development of other town centre sites outside the AAP area to accommodate the additional retail capacity during the plan period. This will require further study as part of the LDF review process. Further details on site development principles are contained within Section 4.

### Leisure and Tourism

3.3.7 The adopted Waveney Core Strategy states that tourism was worth £198 million to the local economy in 2006 and supports approximately 10% of the District's jobs.

3.3.8 The Waveney Sunrise Coast Tourism Strategy (2006) establishes an agenda for developing sustainable tourism in Waveney which draws on the District's unique assets. The Strategy highlights Lowestoft's seafront as the town's key tourism asset.

3.3.9 The Strategy also recognises the role of the AAP in supporting the transformation of the Lake Lothing Area and stresses that tourism-related development should be a key component of regeneration initiatives going forward, particularly along Lowestoft seafront and at Oulton Broad.

### RLT2 – Leisure and Tourism

New tourism and leisure facilities should capitalise on proximity to existing assets such as Ness Point, the beachfront and proximity to the Broads. The following areas are identified as a focus for leisure and tourism activities within the AAP area:

- i. Historic High Street;
- ii. Peto Square / Bascule Bridge Waterfront;
- iii. East of England Park;
- iv. Brooke Peninsula to Mutford Bridge Waterfront;
- v. Oswald's Boatyard;
- vi. PowerPark (potential for energy sector related visitor centre);
- vii. Maritime/Heritage training cluster at North Western edge of Lake Lothing.

Within these areas development that provides tourist facilities will be encouraged as part of a mix of uses including tourist information, guest accommodation, and other ancillary uses such as cafes, bars and restaurants. These areas will be prioritised for landscape and public realm enhancements and public access to the waterfront.

Development that enhances the tourism potential of the water will be supported through the AAP, including provision for water taxis and boat tours, marina facilities, a public slipway and the use of boats for cafes, bars and restaurants subject to consultation with ABP as Statutory Harbour Authority and providing that commercial marine operations are not undermined.



## EHC1 Design in the AAP Area

3.3.10 To support a strengthened tourism sector additional commercial leisure facilities will be required. The Great Yarmouth Borough and Waveney District Retail and Leisure Study (August 2006) sets out scope to strengthen Lowestoft's evening economy, including higher quality bars and restaurants, which would help to increase the town centre's attractiveness to visitors. The potential for a multi-screen cinema and associated uses will be promoted within the AAP area.

3.3.11 Ness Point, the most easterly point in the country is currently an under-developed asset within Lowestoft. Consequently, the East of England Park proposals seek to provide a more attractive setting for this unique location. The scale of the proposed Park has been reduced compared to earlier AAP options in order to avoid conflict with port uses and developments at PowerPark.

3.3.12 Proposals should encourage linkages between the AAP area and the Sunrise Tourism Area. Proposals should directly support cycle/pedestrian based tourism and leisure activities and the use of the AAP as a gateway for such activities into the surrounding area.

3.3.13 There may also be opportunities for rail-based tourism with the potential for increasing the amount of charter trains attracted to the UK's most easterly station. Any redevelopment of the station should ensure that the capacity to receive longer charter trains is not restricted.

3.3.14 Some leisure and tourism uses such as hotels and bars are considered to be 'more vulnerable' land uses by PPS25. Site specific Flood Risk Assessments will be required to demonstrate that the development is safe and how its vulnerability has been minimised.

### 3.4 ENVIRONMENT, HERITAGE AND CHARACTER

3.4.1 A key priority of the Waveney Core Strategy is to protect and enhance the quality and character of Lowestoft and the AAP area in terms of urban design, public realm, heritage assets and connections to the waterfront. This attention to detail will be essential in creating a high quality environment in which businesses want to locate and invest, people will want to live and work, and that will be attractive to tourists and visitors. The vision for the AAP area is of a high quality environment, characterised by an attractive and pedestrian-friendly public realm that emphasises heritage and local character whilst providing places for play and biodiversity. A series of area specific policies have been refined that seek to ensure that these aims are integrated into all development within the AAP area.

#### Design in the AAP Area

3.4.2 The Core Strategy and Policy DMO2 of the Development Management Policies DPD sets out a strong policy approach to ensuring good quality design is included in all new development. The AAP seeks to ensure these principles are integrated into all development within the Lake Lothing



and Outer Harbour area with a sympathetic approach taken in designing all new development that is reflective of the area's strong identity and character.

- 3.4.3 There has been significant investment in public realm improvements to the town centre and Waveney Sunrise regeneration area, as well as small scale schemes within the AAP area. However, much of the AAP area is characterised by poor quality public realm and landscape. All new development must ensure that high quality public realm is provided that unifies the area in terms of materials and details and seeks to overcome poor signage and barriers to movement.

#### **High Quality Architecture and Urban Design**

- 3.4.4 The AAP seeks to ensure that all development benefits from high quality architecture, urban design and public realm that responds to the local area and individual site opportunities and constraints. Section 4 of the AAP provides high level design principles for each of the strategic sites that should be applied in refining design proposals for individual schemes.

- 3.4.5 Landmark buildings should be developed at appropriate gateways and prominent locations within strategic sites. Landmarks are not necessarily tall buildings but must be architecturally distinctive and assist in ensuring the creation of high quality places that complement the wider town, define sites, and assist in wayfinding through the AAP area.

#### **Waterfront Connections**

- 3.4.6 In November 2009 the Marine and Coastal Access Bill received Royal Assent to become an Act of Parliament. This legislation reflects the national strategic importance given to increasing access to the country's coastal and waterfront areas. To this end, the Act places a duty on the Secretary of State and Natural England to secure "the English Coastal Route", a long-distance, publicly accessible route around the coast of England.
- 3.4.7 This strategic ambition is reflected at the local level. Policy CS05 of the adopted Waveney Core Strategy, which sets out the key objectives for the Lake Lothing and Outer Harbour AAP, seeks to improve public access to the waterfront. Accordingly, a primary objective of the AAP from the outset has been to reconnect the town to its waterfront. Alternative AAP options sought to provide unrestricted public access to the waterfront, as well as the development of vibrant mixed use developments on the waterfront. This approach was subject to significant objections from port operators who expressed concern about the operational implications of a fully accessible waterfront.

3.4.8 In light of consultation responses during the preparation process, the AAP seeks to encourage waterfront access in managed locations, with other areas safeguarded for waterfront employment activities. The following locations are therefore considered appropriate locations for public access to the waterfront in the AAP area:

- The area around Bascule Bridge as part of the development of Peto Square, including a significant new waterfront space in front of Custom House;
- A waterfront pedestrian and cycle link connecting the south bank of Lake Lothing from South Pier to Mutford Bridge;
- New public waterfront spaces within Kirkley Waterfront and the Sustainable Urban Neighbourhood;
- South Pier;
- PowerPark; and
- the East of England Park.

3.4.9 The AAP seeks to encourage high quality connections from other parts of the town and AAP area to these waterfront locations through appropriate public realm and design initiatives and all new development is expected to have regard to this ambition. The AAP seeks to encourage open spaces at various locations along the waterfront taking into consideration views across the water, as well as the potential for mooring of heritage vessels in locations such as Trawl Dock and Brooke Peninsula.

**Access for all**

3.4.10 The AAP seeks to ensure that development in the AAP area is designed to take into consideration the needs for disabled people. This should be in accordance with the Equality Act, which became law in April 2011. This updated, streamlined and strengthened previous anti-discrimination legislation, including the Disability Discrimination Act (DDA).

3.4.11 Developers within the AAP area should recognise this new legislative context and promote inclusive access within the built environment, having particular regard to Part M of Building Regulations (Access to and use of Buildings) and best practice standards on inclusive design such as British Standards BS 8300: 2009.

EHC1 – Design in the AAP Area
<p>The Council will require the highest standard of design in all new development in accordance with the principles set out in Policy DM02 in the Waveney Development Management Policies DPD. The design of new development will be required to:</p> <ol style="list-style-type: none"> <li>i. Contribute to the character of sites taking into account local context; as described in the Lowestoft URC Area Cultural Heritage Assessment (September 2006);</li> <li>ii. Protect and enhance the character of the North and South Lowestoft Conservation Areas;</li> <li>iii. Be integrated with existing areas of the town north and south of Lake Lothing;</li> <li>iv. Include appropriate signage and wayfinding to key locations within the AAP area;</li> <li>v. Provide landmarks or focal buildings within strategic sites that complement the local context;</li> <li>vi. Increase public access to and along waterfront areas at locations that do not restrict employment provision or port operations;</li> <li>vii. Make best possible use of the waterfront including provision of a new pedestrian/cycle route along the southern shore of Lake Lothing and new public spaces focused around views and activity on the water;</li> </ol>



- viii. Include appropriate temporary or permanent moorings of heritage vessels;
- ix. Ensure new streets, routes and spaces are orientated to provide vistas to the waterfront and other local landmarks;
- x. Provide a more sympathetic boundary treatment to the port land (currently steel railings), particularly within the Conservation Area;
- xi. Animate pedestrian routes with “active frontages” comprising employment activities, shops, cafes, bars, restaurants (with outdoor seating);
- xii. Ensure elements of Sustainable Drainage Systems (SuDS) such as swales, and permeable surfaces are well integrated into the design of new development as part of a strategic approach to flood risk management;
- xiii. Protect and enhance the historic scores which connect the High Street to the sea front;
- xiv. Provide well designed areas of soft and hard landscape, with appropriate planting including native species;
- xv. Incorporate living walls and roofs into new development as attractive visual features within development that assist in flood attenuation and enhancing biodiversity;

- xvi. Promote biodiversity through the incorporation of habitats such as nesting spaces into the design of buildings and open spaces;
- xvii. Secure increased waterfront access and environmental improvements around Bascule Bridge, the area between Brooke Peninsula and Mutford Lock Bridge;
- xviii. Have regard to, and help deliver the Government’s commitment to a continuous and clear public right of way around the entire English coast;
- xix. Ensure that development is designed to have appropriate access and facilities for disabled people; and
- xx. New housing development in proximity to port and maritime areas should use appropriate environmental mitigation measures and design approaches to mitigate against potential conflicts of users. This should include considering the building orientation, the location of bedrooms, glazing treatments, and other sound attenuation measures.

In accordance with the Public Realm Strategy set out in the 2004 Lowestoft Design Guide, the Council will seek to promote a high quality, well designed and well connected landscape and public realm that is consistent across the AAP area.



## EHC2 Heritage Assets

### Heritage Assets

- 3.4.12 The Government's approach to built heritage, as articulated through Planning Policy Statement 5 (PPS5) (March 2010): Planning for the Historic Environment, seeks to secure effective protection for all aspects of the historic environment through the planning process so heritage assets can be enjoyed by present and future generations. PPS5 emphasises the role of the historic environment in creating local distinctiveness and that successful conservation can play a vital role in promoting economic development and regeneration. Documents such as AAPs are required to provide greater detail on how enhancement of specific historic assets can contribute to the regeneration objectives of the Core Strategy.
- 3.4.13 The AAP seeks to ensure that the North and South Lowestoft Conservation Areas are protected and enhanced through development, whilst balancing any conflicting issues between development and conservation of the heritage environment. The town's historic maritime character should be protected through

development with assets such as the historic Scores enhanced in order to increase connections between the historic High Street and waterfront.

- 3.4.14 A Cultural Heritage Assessment (September 2006) has been prepared for the AAP area which highlights potential risks as well as opportunities to enhance identified assets through sensitive regeneration. The study includes a 'Historic Townscape Assessment' which provides a detailed character assessment of five distinctive zones, making reference to specific listed buildings, Conservation Areas, and locally significant buildings, as well as street, town and riverscapes. The document concludes that the AAP area contains significant heritage assets and states that masterplanning must take into account the heritage setting of the medieval town, the 19th and 20th century port and improvements to Lake Lothing as well as the eastern most part of the Norfolk Broads.
- 3.4.15 The area of Lake Lothing and the Outer Harbour is considered to be an area of high archaeological potential. The Outer Harbour Area incorporates part of the medieval and early post-medieval town core, which is recorded as an area of archaeological importance in the Historic Environment Record (HER no. LWT 040). There is potential for encountering important medieval occupation deposits within this area.
- 3.4.16 Lake Lothing is recorded in the HER as the remnants of a possible medieval turbary (a place where peat was cut) (HER no: LWT 154). There are also a number of recorded archaeological sites and find spots within and surrounding the Lake Lothing area. However, the area has been subject to only piecemeal archaeological investigation, in response to new development, and not to systematic archaeological survey.
- 3.4.17 In view of its topographic location overlooking Lake Lothing, the Conservation Team of Suffolk County

Council Archaeological Service consider the AAP area as having good potential for the discovery of unknown archaeological sites and that development has the potential to damage any archaeological deposits that exists. The more recent marine industry may also provide historical or archaeological interest and redevelopment should therefore also include an assessment of the importance both of any surviving individual structures and the broad layout and context of the industrial development within these areas.

Development proposals should seek to retain and re-use existing listed or locally listed buildings unless it can be demonstrated that demolition would produce substantial benefits for the community in accordance with policy guidance set out in PPS5. A historic building appraisal conducted by an individual with appropriate expertise should inform development proposals which potentially affect the setting or appearance of heritage assets.

Proposals involving the demolition of non-listed buildings within the Conservation Areas will be considered if proposals will enhance the overall quality of the Conservation Areas and bring about positive socio-economic benefits.

The redevelopment of the Strategic Sites will require archaeological desk-based assessment, trial trenching and palaeo-environmental assessment, in order to establish the full archaeological implications of any proposals prior to the determination of planning applications. The results of this work will enable the archaeological resource (both in quality and extent) to be accurately quantified.

### EHC2 – Heritage Assets

New development will reflect, protect and enhance the historic character of Lowestoft as illustrated in Figure 3.4.1. Development within the Lowestoft North and South Conservation Areas will be required to be of high standards of urban design that is complementary to the heritage environment. The character and setting of listed buildings within the AAP area will be enhanced and protected by development.



Figure 3.4.1 – Heritage Assets



## EHC3 Meeting Open Space Needs

### EHC3 – Open Space

The following areas of open space will be protected and enhanced within the AAP to become publicly accessible areas for recreation:

- i. East of England Park;
- ii. Playing fields adjacent to Jeld Wen (or like-for-like re-provision in terms of quality, quantity and management within the Kirkley Waterfront/Sustainable Urban Neighbourhood site).

All strategic sites will provide appropriate areas of open space to serve site users. This will include formal squares, pocket parks and other incidental areas. Street furniture including seating, signage, bins and public art will be included into the design of these spaces.

All new residential development should provide high quality and sufficient quantity of open space to meet the needs of future residents and improvement of existing open spaces where appropriate, having regard to Policy DM25 of the Development Management Policies DPD.

Large residential development proposals within the area should include, or contribute towards the following types of open space within the AAP area:

- i. Equipped sites for children's/ youth play, kick-about areas, formal sports pitches and courts and ancillary facilities;
- ii. Allotments and other food growing areas;
- iii. Small and medium size parks for informal recreation, seating, dog walking etc.

These areas will include appropriate play and recreational provision to serve the entire AAP area and surrounding neighbourhoods. These areas will also include areas for habitat enhancements.

New areas of open space should link into existing green infrastructure to assist in promoting wildlife and biodiversity and assist in enhancing connections between new and existing communities.

### Meeting Open Space Needs

- 3.4.18 National government planning policy seeks to protect and enhance open space and recreation facilities, stressing the importance of high quality, well-managed open spaces in terms of conservation, biodiversity, promoting healthy lifestyles and a focus for community activities. PPG17 promotes the creation of high quality open spaces which are accessible and well-suited to the needs of the communities they serve. The Waveney Open Space Needs Assessment (2006) highlighted the deficiency of green spaces and play space for children across Lowestoft. Creating high quality open spaces as part of new developments and promoting the improvement and accessibility of existing open spaces is therefore a key component of the AAP.
- 3.4.19 Policy DM25 of the Development Management Policies DPD and supporting text sets out requirements for open space provision within the District. All residential development within the AAP must ensure that these standards are met, and that new and enhanced open spaces meet the requirements of the existing communities, as well as future residents. Open Spaces must be designed to the highest standards and include a range of activities for a diverse population.



## EHC4 Biodiversity and Habitats

3.4.20 The AAP area contains significant existing open space at East of England Park (north of the Birds Eye factory) which is currently poorly maintained with few facilities. Development within the AAP will seek to enhance this space.

3.4.21 An area of private open space, currently used as football pitches, forms part of the Jeld Wen site. This area is included within the Kirkley Waterfront / Sustainable Urban Neighbourhood strategic site. The space is outside of the Flood Zone and therefore presents a sequentially more acceptable location for development within the strategic site. Consideration should therefore be given to developing the area for residential development or other sensitive uses through comprehensive site master planning. However, it will be expected that like-for-like re-provision will be provided within the strategic site in a location with higher flood risk. In line with Sport England's Policy Statement 'A Sporting Future for the Playing Fields of England' (2004), replacement playing fields should be of equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development. This may also form part of site-wide attenuation measures. This does not apply to the area designated as a County Wildlife Site. Further guidance is provided within Section 4.

### EHC4 – Design for Biodiversity and Habitats

Development within the AAP area should protect and enhance European sites, county wildlife sites and local nature reserves within and adjacent to the AAP area (as designated on the Proposals Map and illustrated in Figure 3.4.2).

All new development should promote biodiversity by considering the potential to create habitats within new buildings and open spaces through appropriate planting and incorporation of features such as green/brown roofs and bird nesting spaces.

Prior to the submission of any planning application, habitats surveys should be undertaken for protected species/biodiversity and appropriate mitigation measures should be incorporated into development plans. This will be particularly important in the development of derelict brownfield sites where habitats may have been established.

The AAP will protect and enhance existing ecological networks (including European, National or County Wildlife Sites) and seek to facilitate local ecological networks within the area. This should include provision of planting along road corridors and the railway, where feasible and safe to do so, to assist in habitat creation and migration, linkages between areas of open space, and the enhancement of waterside areas for habitat creation. Lake Lothing should be further enhanced as a "blue" corridor, providing an ecological network between the North Sea and the Broads.

### Biodiversity and Habitats

3.4.22 Policy CS16 of the Core Strategy and Policy DM29 of the Development Management Policies DPD set out policies to protect and enhance biological and geographical features across the District in order to safeguard valuable habitats, species and geology. The following areas of biological importance are situated within or adjacent to the AAP area:

- European Habitats:
  - Broads Special Area of Conservation (SAC);
  - Broadland Special Protection Area (SPA);
  - Outer Thames Estuary Special Protection Area.
- Local Nature Reserves (LNR):
  - Leathes Ham (a LNR adjacent to AAP area).
- County Wildlife Sites:
  - Brooke Yachts and Jeld Wen Mosaic (recently designated);
  - The Outer Harbour Kittiwake colony;
  - Ness Point;
  - Rustyback Fern, off Harbour Road.

3.4.23 The Core Strategy seeks to maintain a network of habitats and wildlife corridors to facilitate movement of wildlife populations and allow species to adapt to climate change. Likewise, it will be important to ensure that all new development within the AAP area has regard to existing habitats and consider the potential for the creation of new wildlife areas as part of the sustainable development of area-wide proposals. The AAP has been subject to Appropriate Assessment screening and proposals are not considered to have any significant negative impacts on the European Habitats as required by Article 6(3) of the European Habitats Directive.



Figure 3.4.2 – Illustrative Biodiversity and Habitats



### 3.5 TRANSPORT, MOVEMENT AND LINKAGES

- 3.5.1 Development proposals within the Lake Lothing and Outer Harbour area will have significant implications in terms of travel and transport requirements for the people living, working and visiting the area. In order to support the AAP proposals and reduce the impact that traffic congestion could have on them, measures will need to be introduced that reduce reliance on the car for journeys within the town and improve the sustainable transport network. The Lowestoft Transport Strategy identifies that 80% of the people who work in Lowestoft also live there, with the remaining 20% mostly coming from the surrounding Waveney and Great Yarmouth sub-region, with the majority of journeys being locally based and relatively short; however, although two thirds of all journeys are less than 5km, 55% are made by car, 12% by cycling and only 4% by bus.
- 3.5.2 The A12 Trunk Road forms part of the strategic road network and provides connection into the Port for freight vehicles. The presence of the A12 presents a major constraint to development around Station Square and Bascule Bridge as it forms a heavily trafficked route and presents a poor environment for pedestrians and cyclists in this central location.
- 3.5.3 Lake Lothing creates a significant barrier to movement within the AAP area and across the wider town. This splits the town in two, with the main employment area located to the northern side and a sizeable residential population to the south. Crossing Lake Lothing constrains the transport options within the town, with two lifting bridges crossing at the eastern and western ends of the town and so forming bottlenecks where several roads merge into one. The Bascule Bridge currently has narrow pavements adjacent to the road carriageway with no separate provision for cycles. At Mutford Bridge there is a separate shared cycle/ pedestrian crossing.
- 3.5.4 Policy CS15 in the Waveney Core Strategy states that the District Council will work with strategic stakeholders to put in place the necessary transport infrastructure to facilitate the regeneration of Lowestoft, including a long-term ambition to create a third vehicular crossing over Lake Lothing. It is now unlikely that the crossing will come forward within the AAP plan period but it remains a long-term ambition of the Council. Other key priorities in the AAP area include:
- Increasing pedestrian and cycle links to and along the waterfront and increasing the accessibility of employment and leisure uses in the town centres;
  - Improved vehicular access arrangements to connect key development sites south of Lake Lothing to the wider urban fabric of Lowestoft;
  - Provision of accessible retail facilities and social infrastructure within easy walking distance of major new development sites.

## TML1 Sustainable Transport

### Sustainable Transport

- 3.5.5 National planning policy set out within PPG13 encourages local authorities to use planning and land use policies to promote accessible development that encourages the use of sustainable modes of transport (including walking, cycling and public transport) as a priority alternative to the car. The Lowestoft Transport Strategy (October 2007) prepared by Suffolk County Council sets out a long-term framework for transport planning in Lowestoft and seeks to reduce reliance on car use for journeys within and through the AAP area.
- 3.5.6 Lowestoft is covered by Suffolk County Council's Travel Smart Lowestoft Project. This seeks to reduce car journeys by a minimum of 15% across Lowestoft over the plan period by encouraging people to use alternative modes of transport including cycling, walking and public transport.
- 3.5.7 Transport modelling has been undertaken to support the AAP development proposals, and this assessment updates the modelling work undertaken in 2007 for Suffolk County Council and 1st East on the 2007 Preferred Options AAP. Full details of the transport modelling assessment and the findings of the scenario testing and technical analysis are set out in the AECOM Lowestoft AAP Modelling Technical Note which forms part of the AAP evidence base. Traffic modelling investigations of the AAP proposals were undertaken using the Lowestoft Traffic Model. This is a relatively simple traffic model representing road traffic conditions in the morning peak. Originally developed to examine the effect of the now built South Lowestoft Relief Road (Tom Crisp Way) it was last revalidated in 2005, prior to recent traffic management changes.
- 3.5.8 The model was updated to represent the expected traffic demand and network conditions in 2025, with and without the AAP proposals. Tests were undertaken to examine the impact of AAP traffic, with sensitivity tests considering the impact of sustainable transport initiatives, the improvement of the traffic arrangements at the Station Square / Commercial Road / Waveney Road gyratory and the overall scale of the AAP developments.
- 3.5.9 The conclusions were that the existing network could cope with the expected background traffic growth to 2025, but that the full development of the AAP would result in unacceptable congestion at both Lake Lothing crossings even with the existing Travel Smart initiative, strong travel planning and sustainable transport initiatives directly associated with the developments. It is therefore considered that up to 80% of growth associated with the AAP can be accommodated through these measures alone.
- 3.5.10 In order to support the full AAP proposals, the introduction of challenging town wide comprehensive sustainable travel initiatives will be required. All new development will therefore be subject to planning obligations and planning conditions to secure the implementation of travel plans and challenging modal split targets for non-car modes in order to deliver AAP growth to 2025 with acceptable levels of congestion across the town.



- 3.5.11 There will be limited public funding for new transport infrastructure during the plan period and the Council will seek to ensure that new development within the AAP area contributes to provision of improved cycle, pedestrian and public transport routes that link into the existing sustainable transport networks, as proposed in the AAP and illustrated in Figures 3.5.1 and 3.5.2.
- 3.5.12 New development will be expected to have an acceptable impact on existing infrastructure, and will be required to contribute to suitable additional infrastructure where necessary.
- 3.5.13 Where a new development is likely to have significant transport implications, a Transport Assessment will be prepared and submitted by the developer. It will then be used to determine whether the impact of the development on transport is acceptable. It will identify measures to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.

#### TML1 – Sustainable Transport

Within the AAP area development and transport will be planned in order to reduce the need to travel by car and provide a comprehensive network for cyclists, pedestrians and public transport that covers the entire AAP area, with strong linkages to other parts of the town and sub-region.

Development proposals will be assessed in terms of their ability to support journeys by non-car modes, pedestrian and cycle accessibility, availability and access to public transport, impact on the road network, traffic capacity, highway safety, and environmental impact of traffic generated. The Council will require mitigation measures to be provided to the satisfaction of the highway authority where necessary.

Developers will either make direct provision of the necessary transport infrastructure relating to their site, or will contribute to an overall fund for provision of identified transport improvements within the AAP area. A mixture of the two approaches may also be acceptable.

Contributions and the roles and responsibility relating to the delivery of identified infrastructure improvements will be negotiated between the developer and the Council, taking into account viability of development at the time.

All new development must include a toolkit of measures to reduce reliance on private car use including secure cycle storage in prominent locations, showering facilities and car clubs.

New developments will be expected to make provision for new and emerging transport technologies such as electric car charging points.

Proposals for major development in the AAP area will be accompanied by a Transport Assessment demonstrating how the proposal seeks to minimise the need to travel by unsustainable modes. All proposals for non-residential development must be accompanied by a Travel Plan which encourages the use of sustainable modes of travel and enables agreed modal split targets to be achieved.

Planning permission, where necessary, will be subject to planning obligations and/or planning conditions to secure the implementation of the travel plan.



## TML2 Pedestrian and Cycle Network

3.5.14 Workplace and school travel plans are intended to promote more sustainable transport choices for journeys to work or school, for example by walking, cycling, public transport, car sharing, pool cars or home working. Suffolk County Council actively promotes travel planning for schools and major employers. The local authorities will also encourage the use of Residential Travel Plans to ensure that travel choices are available to and from proposed developments. Area-wide Travel Plans will be encouraged which provide the opportunity to bring together existing sites with proposed developments and to link individual travel plans into an overall cohesive joined up plan. Conditions may be attached to planning permissions requiring occupiers to implement Travel Plans or meet the thresholds set within area-wide Travel Plans. Preparation of these plans will be required for all non-residential developments over the national thresholds for Transport Assessments, as set out in the 'Guidance on Transport Assessment', which was published by the Department for Transport in March 2007.

### **Pedestrian and Cycle Network**

3.5.15 In reducing the need to travel by car, the potential exists within the AAP area to enhance facilities for pedestrians and cyclists through the creation of new routes, connections and provision of appropriate facilities. The Council will ensure that all new development provides high quality routes and facilities for pedestrians and cyclists either within the scheme, or through contributions.

## TML2 – Pedestrian and Cycle Network Improvements

New development will provide and support a comprehensive network for cyclists and pedestrians that covers the entire AAP area, with strong linkages to other parts of the town. This will include the reallocation of road space, crossing facilities and new pedestrian/cycling bridges across Lake Lothing at Peto Square and the Sustainable Urban Neighbourhood. Pedestrian and cycle linkages will be enhanced to Lowestoft, Oulton Broad South and Oulton Broad North stations to assist in promoting rail as a transport mode. The following facilities will be sought by the Council during the AAP plan period (as illustrated in Figure 3.5.1):

- i. Subject to overcoming engineering and cost constraints pedestrian and cycle crossings across Lake Lothing in the defined zones illustrated in Figure 3.5.1. Any new crossing must ensure that navigation in Lake Lothing is not adversely affected;
- ii. New and improved pedestrian and cycle crossing facilities across the A12 and A146 to improve access to strategic sites;
- iii. Lake Lothing waterfront pedestrian and cycle route, following the southern shore of Lake Lothing between Bascule Bridge and Mutford Bridge and the northern shore from Bridge Road through the Oswald's Boatyard site to connect the Harbour Road Industrial Estate and Normanston Park;

- iv. Improved footways along the following new/upgraded vehicular routes to include appropriate width for pedestrians, cycles and users with particular needs (such as wheelchair or mobility scooter users):
  - a. New routes within Kirkley Waterfront/Sustainable Urban Neighbourhood sites;
  - b. PowerPark as part of improved public realm;
  - c. Denmark Road/Peto Way corridor.
- v. Secure and easily accessible cycle parking within all new commercial and residential development, and at the following key destinations:
  - a. Sustainable Urban Neighbourhood (adjacent to new community and retail facilities);
  - b. Kirkley Waterfront (adjacent to all new employment development);
  - c. Kirkley Rise (adjacent to new community facilities);
  - d. Peto Square (within new public space);
  - e. Rail Station (as part of interchange facilities);
  - f. PowerPark (integrated within all new employment development).

Pedestrian and cycle routes will be constructed using high quality materials following the palette established within the Lowestoft Design Guide (May 2004). New cycle routes will provide safe connections with the existing cycle network in the town (in particular Sustrans route 30 and the coastal path). New footpaths and pedestrian bridges will be designed to be mobility inclusive and accessible for all users.

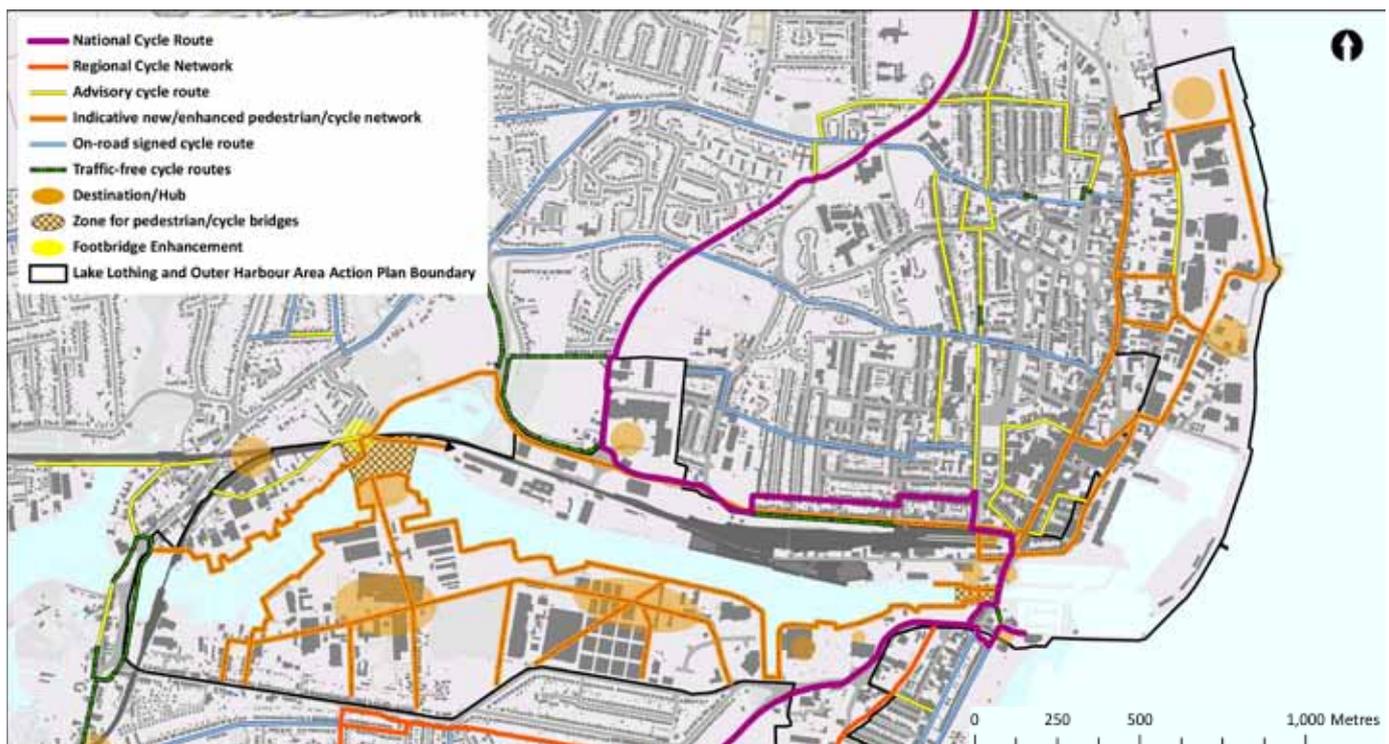


Figure 3.5.1 – Indicative Pedestrian and Cycle Network Improvements



## TML3 Public Transport Network

### Public Transport Network

3.5.16 The Lake Lothing/Outer Harbour Area is currently served by Lowestoft Railway Station, with Oulton Broad North and Oulton Broad South Stations serving the western area. The area is also served by a number of bus routes. The Lowestoft Transport Strategy identifies that despite the majority of journeys in the town being locally based (two-thirds of all journeys are less than 5km), only 4% are by bus, and less than 1% by rail.

### TML3 – Public Transport Network

Development in the AAP area should seek to improve the public transport network in the AAP area by introducing the following measures:

- i. The creation of an enhanced rail/bus/taxi/cycle interchange at Lowestoft Station with sheltered waiting facilities, seating and real-time information;
- ii. Provision of sheltered waiting facilities, seating and real-time information at key transport nodes identified within Figure 3.5.2;
- iii. Introduction of high frequency shuttle bus services connecting strategic sites within the Lake Lothing and Outer Harbour AAP area and wider town/sub-region;
- iv. The introduction of bus priority measures within strategic sites and at key junctions within the AAP area;
- v. The promotion of increased frequency rail routes to Norwich and Ipswich;
- vi. Investigate the viability of permanent Park and Ride facilities at Lowestoft to promote access into the AAP area;
- vii. The promotion of water-borne public transport such as water taxis.

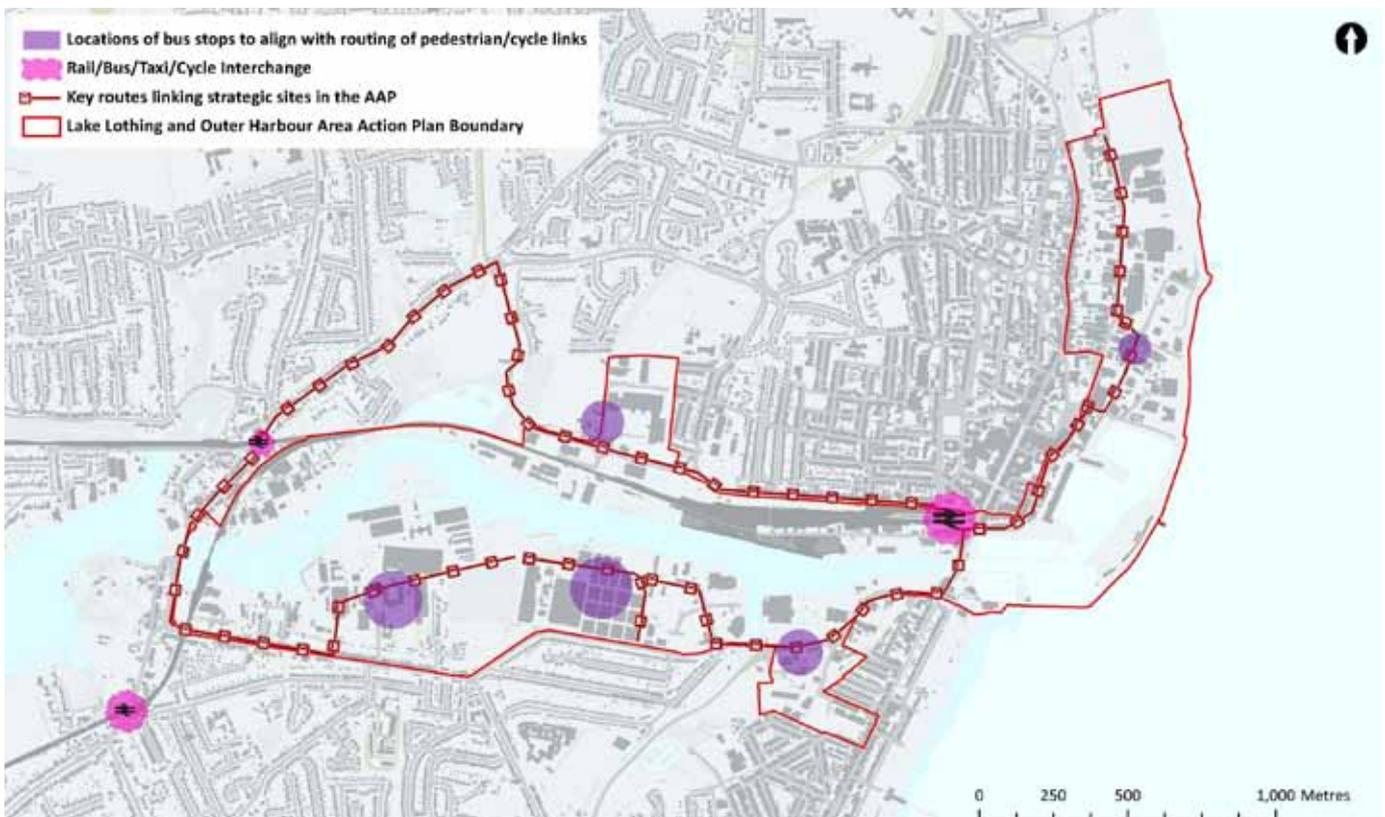


Figure 3.5.2 – Indicative Public Transport Network Improvements



## TML4 Lowestoft Station Interchange

### Lowestoft Station Interchange

3.5.17 Lowestoft Station presents a major asset for the town, located at a strategic location within the AAP area, close to the town centre. The Suffolk Rail Strategy (February 2007) contains a long-term priority to increase frequency of train services to and from Lowestoft, and considerable potential exists to enhance rail facilities within the town.

3.5.18 At present facilities at the station are restricted with poor quality passenger facilities and limited interchange with other transport modes. A key priority of the AAP is to improve station facilities in the short-term to include improved passenger facilities and rail/bus interchange together with the reuse of station buildings which are presently underutilised.

3.5.19 Alternative AAP options considered the potential to move the station by some 400 metres to the west in order to facilitate expansion of the town centre. These proposals were met with strong objections from both the public and technical stakeholders. Moving the station so far from the town centre was deemed to be commercially unacceptable, operationally disruptive and technically unproven.

3.5.20 To inform the AAP preparation process 1st East commissioned the Lowestoft Station and North Peto Square Feasibility Study of Development Options (September 2009) which investigated eleven different options to reconfigure the station. This identified a potential preferred approach that would see the station move 40 metres to the south and 80 metres to the west, utilising the area of disused sidings. This would provide a significant development site with potential linkages to the town centre and waterfront, incorporating existing heritage features such as the current station buildings. Further feasibility work was undertaken as part of the North Peto Square Capacity Exercise (September 2010) which further investigated the capacity of the site and commercial viability.

3.5.21 The feasibility work has identified a significant shortfall in funding such a scheme and it is considered that this would be a long-term proposal given existing economic circumstances and public spending restrictions. In the short-term the improvement of station facilities and reuse of station buildings is therefore considered to be a priority for the Council working in partnership with key partners including Suffolk County Council, Network Rail, train and bus operators and local user groups. The AAP sets out a detailed specification for any new station

interchange to provide high quality passenger facilities at this important location. This forms the basis for Policy TML4. As development takes place in the AAP area the development of this area is likely to become more viable and the Council will work with development partners to bring forward an appropriate and comprehensive scheme for this important central location.

#### TML4 – Lowestoft Station Interchange

Lowestoft Railway Station will be improved and enhanced during the AAP plan period to provide improved passenger facilities and a rail/bus/taxi interchange. Development of the station will be required to adopt the following principles:

- i. Provision of safe, convenient and direct pedestrian and cyclist linkages to the town centre, South Beach and other parts of Lowestoft;
- ii. Retention of historic buildings and signage;
- iii. Station travel plan;
- iv. Demarcation between private cars, taxis and buses;
- v. Inclusion of the following passenger facilities:
  - a. Integrated audio and visual information systems;
  - b. Integral service centre including ticket sales and information;
  - c. Toilet facilities;
  - d. Provision of parking for commuters and leisure travellers to be controlled through pricing and ticketing;
  - e. Secure, sheltered cycle parking;
  - f. Adequate lighting;
  - g. Facilities to be accessible to all, reflecting the needs of disabled people.

- vi. Inclusion of the following requirements for rail operations:
  - a. Minimum of two platforms and a siding to accommodate special services;
  - b. Canopies for shelter.
- vii. Inclusion of the following requirements for bus operations:
  - a. At least four bus stops;
  - b. Space for coaches (including rail replacement services);
  - c. Real time information;
  - d. Shelter and seating for passengers;
  - e. Facilities to be accessible to all, reflecting the needs of disabled people.
- viii. Inclusion of the following requirements for taxi operations:
  - a. Dedicated waiting area with covered passenger facilities;
  - b. Adequate passenger lighting.

In the short-term the following development will be encouraged at Lowestoft Station:

- i. Longer staffing hours;
- ii. Bus shelters and Real Time Information;
- iii. Improved information, ticketing and waiting facilities;
- iv. Improve façade and surrounding environment;
- v. Re-use of underutilised buildings and other vacant parts of the station.

## TML5 New Streets and Vehicular Routes



### **New Streets and Vehicular Routes**

3.5.22 In order to facilitate development a series of road improvements will be required dependant on securing appropriate levels of funding from central government and developments within the town. These improvements are set out within the Lowestoft Transport Strategy. As a long-term ambition for the town a third crossing has been identified to provide a further vehicular connection across Lake Lothing. This is expected to come forward beyond the AAP plan period and will be subject to further feasibility work by the highways authorities. However, it will be expected that developers will work with the Council to ensure that proposals will not restrict the future potential for a new road crossing.

3.5.23 Current access from the ABP land north of Lake Lothing to the A12 is restricted to a left-turn only link from Commercial Road. This presents a considerable constraint in realising the potential for new development at Peto Square. Any future development in this location will be required to fully address this issue and provide appropriate solutions ahead of any scheme coming forward. Early indications are that proposals to reconfigure / improve the A12 junction with Commercial Road would be the preferred option for improving vehicular access arrangements at this site, with all movements permitted out of Commercial Road. However, this proposal would be subject to further detailed testing at the planning application stage.

3.5.24 Any proposed changes to access arrangements into the port should take account of the need for strategic access for HGV traffic and the primary purpose of

the A12 trunk road network providing the linkage to the wider regional network, with minimal impact on the capacity of the highway network at this location. The Highways Agency considers that, exceptionally, some relaxation of trunk road management policy may be acceptable within the vicinity of Peto Square. This is because the proposed regeneration is at the terminus of the A12 trunk road, a high percentage of traffic in Lowestoft is local, not strategic, and at this location the road is effectively an intrinsic part of the local highway network. However, this relaxation must be part of a wider Lowestoft Transport Strategy.

3.5.25 In creating new vehicular routes and streets to access new development exemplary standards of design should be utilised to integrate new streets with surrounding areas and to provide a safe, human scale environment. Manual for Streets (2007) was produced by the Department of Transport and seeks to reduce the impact of vehicles on residential streets through intelligent and proactive design that gives a high priority to the needs of pedestrians, cyclists and public transport. Development in the AAP area must ensure that these principles are embedded into the design of residential streets from the outset of design. It is anticipated that Manual for Streets will be supplemented in Suffolk by, a) some additional highway guidance and b) some design guidance to reflect the distinctive character of Suffolk, and this supplementary design guidance would also need to be referred to in the design of transport infrastructure for new AAP development.

### TML5 – New Streets and Vehicular Routes

All new streets will be developed to include high quality space and crossing provision for pedestrians and cyclists. Residential streets will be designed in accordance with the principles set out within Manual for Streets and Suffolk’s supplementary design guidance.

The phased approach to new development at Kirkley Waterfront and the Sustainable Urban Neighbourhood will utilise existing vehicular access points with the A146 where feasible, with improvements to junctions where required. Later phases would provide new access junctions and routes through the land south of Lake Lothing, with options to connect access routes in the later phases of development to enhance connectivity and network capacity. All development within this location will be required to contribute to the overall package of infrastructure provision

Indicative access arrangements for the land south of Lake Lothing are provided within Figure 3.5.3, with more detailed proposals to be defined as part of a development brief to be prepared for the area prior to any planning application being determined.

Support will be given to a new access into ABP land north of Lake Lothing through an improved junction layout with Station Square and Waveney Road to facilitate the redevelopment of Peto Square.

Development within the AAP area will support improvements to the alignment of Denmark Road/ Peto Way corridor as set out in the Lowestoft Transport Strategy to include improved pedestrian and cycle provision and to reduce the impact on properties fronting the road.

Development should facilitate an improved pedestrian environment, in particular along the route of the A12 around Station Square and Bascule Bridge. This will be undertaken in conjunction with traffic calming measures as part of limited relaxation of trunk road management policy in this location as part of the wider Lowestoft Transport Strategy.

-  Denmark Road Corridor Improvements
-  Upgraded pedestrian environment
-  Potential port access route
-  Utilise existing access points in early phases with improved junctions with A146
-  New access routes to provide additional capacity & connectivity
-  Lake Lothing and Outer Harbour Area Action Plan Boundary
-  Existing car park
-  Possible bus & emergency connection only



Figure 3.5.3 – Indicative Streets and Vehicular Route Improvements

## TML6 Parking in the AAP area



### Parking in the AAP area

3.5.26 Parking requirements for the Lake Lothing and Outer Harbour AAP are set out within county-wide Suffolk Advisory Parking Standards adopted in 2002. These may be subject to review during the plan period. Car parking standards are expressed as a maximum requirement whereas cycle parking standards are expressed as minimum requirement. Residential parking standards are intended to provide adequate parking in private homes, but avoiding inefficient use of land or developments being dominated by parked vehicles. There may be scope for reducing residential parking provision within the AAP area if brought forward in accordance with AAP Policies TML1, 2 and 3.

### TML6 – Parking in the AAP area

Car parking in new development will be minimised through the incorporation of the following measures:

- i. More efficient use of existing car parks;
- ii. Inclusion of car clubs;
- iii. Improved access to existing car parks.

Car parking provision should be considered against the need to travel and the Council will seek to ensure that car parking requirements are effectively managed through new development.

New town centre car parking should be limited through the promotion of access by sustainable means and the promotion of permanent park and ride facilities at Lowestoft. The potential may exist for a replacement car park to serve the station and town centre as part of the Peto Square proposals, providing access issues can be overcome.



## FRM1 Flood Risk and Emergency Planning

### 3.6 FLOOD RISK MANAGEMENT

#### Overview

- 3.6.1 The Core Strategy and Development Management DPDs identify that Waveney District will be disproportionately affected by climate change, rises in river and sea levels, frequent summer droughts and winter flooding. The Council is seeking to mitigate and adapt to climate change through a combined approach to planning policy and other delivery mechanisms. Development within the Lake Lothing and Outer Harbour area will be particularly affected by the future effects of climate change due to its coastal location and presence of Lake Lothing, placing much of the AAP area within Flood Zones 2 or 3. The AAP therefore seeks to adopt a strategy approach to managing future risks from flooding.
- 3.6.2 National guidance on development within areas at risk of flooding is set out within PPS25. This seeks to ensure development should not be undertaken in areas at risk of flooding unless the “Sequential Test” and “Exception Test” can be demonstrated, and where development is acceptable a “sequential approach” to site level development should be adopted.
- Flood Risk and the PPS25 Sequential Test**
- 3.6.3 The Lake Lothing and Outer Harbour AAP area is defined by its proximity to both the coast and Lake Lothing. As such, flood risk is a key consideration which will affect the viability of regeneration and development proposals. PPS25 sets out guidance for managing flood risk through the planning and development process. It advocates the use of the sequential test, which aims to steer development to areas at lowest flood risk. The Strategic Flood Risk Assessment (SFRA) (as amended by the Cumulative Land Raising Study) and Core Strategy provide the basis from which to apply the sequential test and provide a justification for redevelopment of the area. The SFRA defines the extents of the Flood Zones for the area that it covers. There are four classifications for Flood Zones, as defined in PPS25 (see glossary).
- 3.6.4 The Strategic Flood Risk Assessment for Waveney initially indicated that the majority of the AAP area falls within Flood Risk Zones 2, 3a and 3b, with flood risk increasing over the next century due to the impacts of climate change including anticipated sea level rise. The Cumulative Land Raising Study (June 2008) provides an addendum to the SFRA and clarified, with agreement from the Environment

Agency, that despite having a 1 in 20 annual flood probability, seven of the assessed sites did not serve as a functional flood plain. It concludes that a classification of Flood Zone 3a is more appropriate for these areas. This study also presents an assessment of existing flood defences. It should be noted that the Environment Agency do not own any defences around Lake Lothing.

#### **The PPS25 Exception Test**

- 3.6.5 Development of uses defined as highly or more vulnerable in PPS25, including housing, is generally not permitted in Flood Zones 3. However, PPS25 also introduces the 'Exception Test' which establishes the principles that vulnerable development types may be acceptable within high flood risk zones. Through the application of the Exception Test, vulnerable land uses may be permitted if the developer:
- Can demonstrate that the development provides wider sustainability benefits to the community that outweigh flood risk;
  - Locates development on previously developed land or, if it is not on previously developed land, that there are no reasonable alternative sites on developable previously developed land;
  - Prepares a Flood Risk Assessment which demonstrates that the development will be safe, without increasing flood risk elsewhere, and, where possible, will reduce overall flood risk.
- 3.6.6 AAP proposals have been subjected to the PPS25 sequential and exception tests as set out within the Core Strategy. Policy CS03 identifies that development of new housing within Flood Zones 2 and 3a inside the AAP area would be acceptable based on the contribution to AAP regeneration objectives provided that any risk can be mitigated by engineering and design measures. Outside the boundaries of the AAP, Policy CS03 does not permit the allocation of land for vulnerable uses in Flood Zones 2 and 3a.

#### **The Sequential Approach**

- 3.6.7 All sites within the AAP must be developed using the sequential approach. The sequential approach seeks to direct the uses of highest vulnerability within a site to the areas of lowest flood risk within a site.
- 3.6.8 Extensive flood modelling was undertaken as part of the SFRA which included modelling of overtopping and breaches to the flood defences. Figure A23 from the SFRA demonstrates the extent of high, medium, low and no hazard within the AAP area based upon existing conditions with no improvement to defences. These maps present a strategic overview of flood risk in the area. However, the level of flood risk at the site level can only be determined through a site specific Flood Risk Assessment.

#### **A Strategic Approach to Flood Risk Management**

- 3.6.9 The SFRA stresses the role of SuDS in reducing flood risk, stating that developments within Lowestoft should aim to mimic green field runoff rates by incorporating SuDS into development designs to limit runoff to surrounding areas. In addition, steps should be taken to improve the surface water outfall systems to limit tide locking.
- 3.6.10 The SFRA and accompanying Cumulative Land Raising Study set out the potential for a range of strategic mitigation measures to address flood risk within the AAP strategic sites, in particular land raising and upgrading of existing flood defences.
- 3.6.11 Although many of the AAP proposals have been altered since the SFRA and Cumulative Land Raising Study were undertaken it is considered that these studies provide sufficient evidence to support AAP proposals, although site specific Flood Risk Assessments will be required to identify impacts of land raising or defences not assessed in the 2008 study.
- 3.6.12 Given the on-going risk of flooding there is a need to continue to provide flood

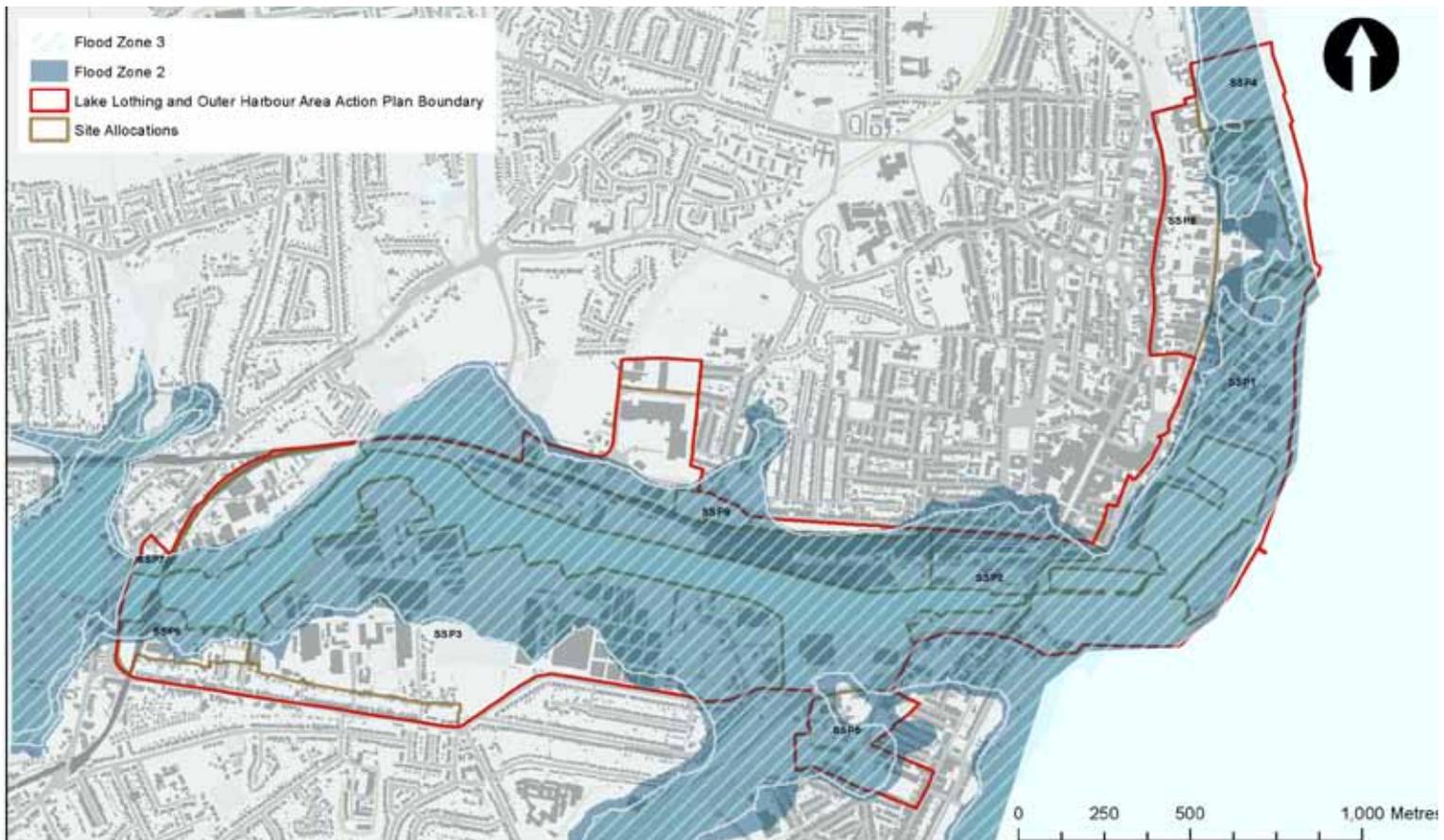


Figure 3.6.1 - Environment Agency existing situation flood zones not taking into account climate change. (See SFRA and Cumulative Land Raising Study for further information).

warning and to maintain an emergency plan for the area. Planning applications should be supported by a Flood Evacuation Plan which is prepared to the satisfaction of the Council's emergency planner.

### Shoreline Management Plans

3.6.13 The AAP is covered by two Shoreline Management Plans (SMPs). The majority of the area is covered by SMP3c, which covers the shoreline from Lowestoft Ness south to Felixstowe Landguard Point (Final Draft published January 2010). Part of the East of England Park strategic site is covered by SMP3b which covers the area north of Ness Point to Kelling (published November 2006 and currently subject to revision). It is anticipated that both SMPs will be formally adopted in the first quarter of 2011. There is likely to be a requirement during the life of the AAP for investment by developers to mitigate erosion, as well as flood risk issues.

3.6.14 The proposed management policies for all coastal frontages abutting the AAP are Hold the Present defence Line [HTL] over 3 epochs, ie to 2105. The SMP recommends that future development in locations adjacent to the shoreline (in particular PowerPark) should recognise increased risk of flooding caused by climate change and that floor levels and the type of development should be appropriately considered. The space behind the existing defences should be maintained to allow for defence raising. Shoreline erosion must also be considered as a long-term issue in bringing forward development, particularly within the Outer Harbour and Denes areas, taking into consideration requirements set out in PPS25 Supplement – Development and Coastal Change.

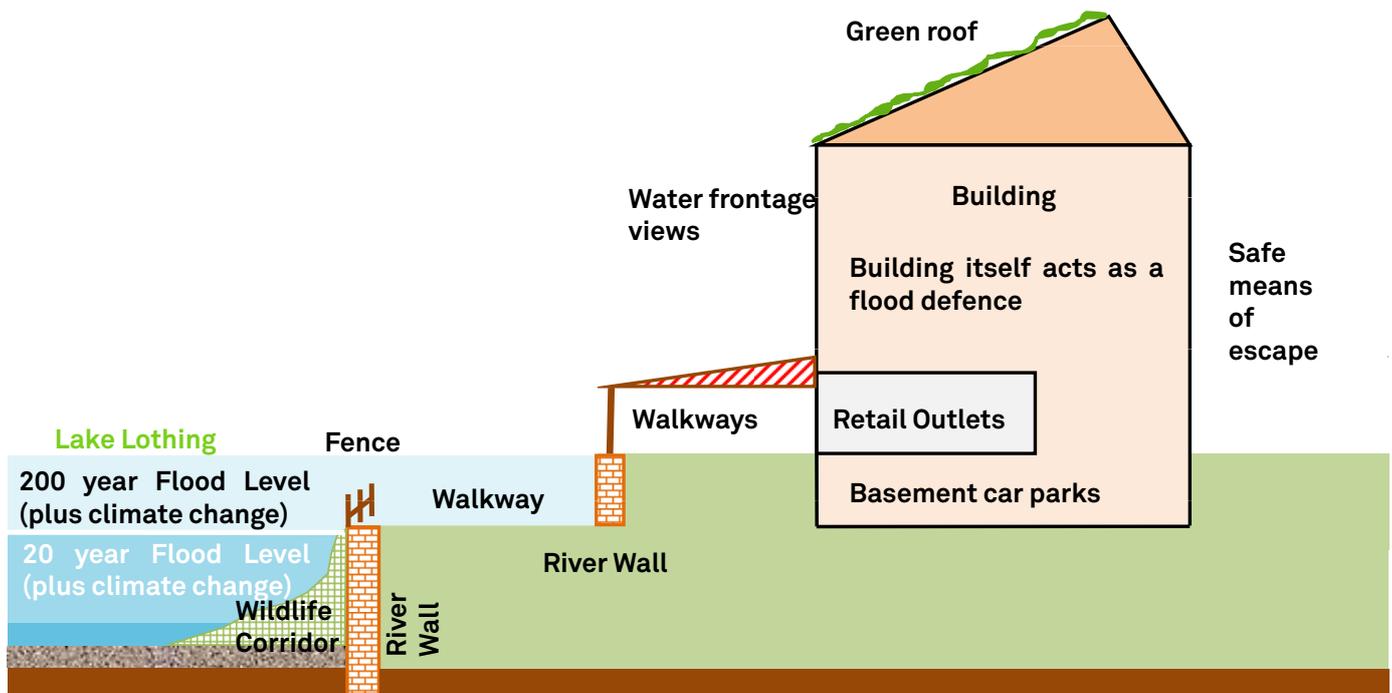


Figure 3.6.2 - Flood resilient site planning and building design principles. A range of site planning and building design principles should be incorporated into schemes within the AAP area. This includes providing dedicated areas to accommodate flood water, ensuring habitable rooms are raised above flood levels, and orientating buildings so that they act as part of the flood defence.

### FRM1 – Flood Risk and Emergency Planning

All development within the AAP will require a site specific Flood Risk Assessment prepared in accordance with Planning Policy Statement 25. The Environment Agency is a statutory consultee for those developments that are located within Flood Zones 2 and 3, greater than 1 hectare in size (in Flood Zone 1) and within 20 metres of a watercourse and should be consulted in accordance with their Flood Risk Standing Advice.

All new development in AAP Strategic Sites must provide contributions to ensure flood defences are maintained and upgraded as appropriate in accordance with the SFRA, Cumulative Land Raising Study and Shoreline Management Plans. Development must also account for risks from shoreline erosion particularly in the Outer Harbour and Denes areas as set out within the SMP reports.

All development within Flood Zones 2 and 3 must incorporate flood mitigation measures to protect the site and existing development, whilst ensuring high standards of urban design. The Flood Risk Assessments for those developments located within Flood Zone 1 should concentrate on the safe disposal of surface water. All Flood Risk Assessments must consider cumulative impacts of development and demonstrate that development does not increase off site flood risk.

All development within Flood Zones 2 and 3 must be accompanied by a flood evacuation plan to be produced in collaboration with the Council's emergency planner.

Developments within the AAP area should demonstrate application of the risk-based approach, including the sequential approach within the site as set out within PPS25. Development will be required through planning applications to demonstrate that the following considerations have been taken into account in bringing development forward.

Proposals must demonstrate how flood risk is to be mitigated through inclusion of appropriate mitigation measures. Such measures could include one or a combination of the following:

- i Land raising;
- ii Incorporation of secondary flood defences;
- iii Sustainable urban drainage systems (SuDS);
- iv Other flood mitigation measures appropriate to the proposal.

Prior to the grant of planning permission, developers should demonstrate how buildings have been designed to maximise resilience during flood events through:

- i The incorporation of safe escape routes to areas outside high flood risk areas in accordance with table 13.1 of FD2320/TR2 (<http://www.hydres.co.uk>);
- ii Situating habitable uses above the flood level;
- iii Positioning service meters and electrical sockets above likely flood levels;
- iv Use of appropriate flood-resilient materials.

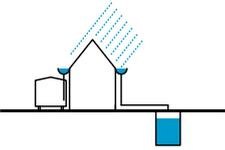
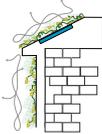
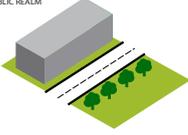
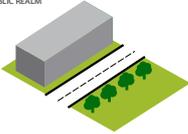
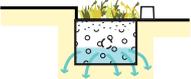
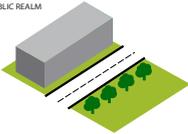
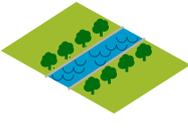
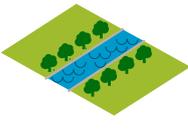
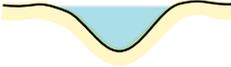
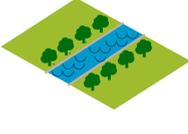
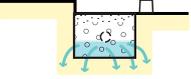
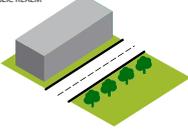
	DESCRIPTION:	SCALE:	LAND TAKE:	BENEFITS:
 <p><b>RAINWATER HARVESTING</b></p>	<p>Rainwater is collected from the roof of a building and stored in an underground or underground tank for treatment and reuse within the plot.</p>	<p>BUILDING SCALE</p> 	<p><b>WATER STORAGE (UNDERGROUND OR ABOVE GROUND)</b></p>	<p>FILTRATION</p>  <p>ATTENUATION</p> 
 <p><b>GREEN ROOFS / WALLS</b></p>	<p>Soil and plant material is attached to the roof or walls of a building to create a living surface. Water is stored in the soil layer and absorbed by vegetation.</p>	<p>BUILDING SCALE</p> 	<p><b>BUILDING INTEGRATED</b></p>	<p>ECOLOGY AND BIODIVERSITY</p>  <p>ATTENUATION</p> 
 <p><b>SWALE / FILTER STRIPS</b></p>	<p>Shallow depressions designed to convey and filter water. These can be 'wet' where water gathers above the surface, or 'dry' where water gathers in a gravel layer beneath. Surface can be vegetated. Can be lined or unlined to allow infiltration. Often used alongside roadways.</p>	<p>STREET / OPEN SPACE PUBLIC REALM</p> 	<p><b>2-5 % DRAINAGE AREA 2-3 METRES WIDE</b></p>	<p>ECOLOGY AND BIODIVERSITY</p>  <p>FILTRATION</p> 
 <p><b>PERMEABLE PAVING</b></p>	<p>Paving which allows water to soak through. Can be in the form of paving blocks with gaps between solid blocks or porous paving where water filters through the block itself. Water can be stored in the sub-base beneath or allowed to infiltrate into ground below.</p>	<p>STREET / OPEN SPACE PUBLIC REALM</p> 	<p><b>5% DRAINAGE AREA</b></p>	<p>FILTRATION</p>  <p>ATTENUATION</p> 
 <p><b>BIORETENTION</b></p>	<p>A vegetated area with gravel and sand layers below designed to channel water vertically to filter and cleanse. Water can infiltrate ground below or drain to a perforated pipe.</p>	<p>STREET / OPEN SPACE PUBLIC REALM</p> 	<p><b>1-4 % DRAINAGE AREA</b></p>	<p>ECOLOGY AND BIODIVERSITY</p>  <p>FILTRATION</p>  <p>ATTENUATION</p> 
 <p><b>HARDSCAPE STORAGE</b></p>	<p>Hardscape water features can be used to store run-off. These can be integrated into public realm areas with a more urban character.</p>	<p>OPEN SPACE</p> 	<p><b>3-5 % DRAINAGE AREA</b></p>	<p>ECOLOGY AND BIODIVERSITY</p>  <p>FILTRATION</p>  <p>ATTENUATION</p> 
 <p><b>WETLAND</b></p>	<p>Wetlands are shallow vegetated water bodies with a varying water level. Specially selected plant species are used to filter water. Water flows horizontally and is gradually treated before being discharged.</p>	<p>OPEN SPACE</p> 	<p><b>5-15% DRAINAGE AREA</b></p>	<p>ECOLOGY AND BIODIVERSITY</p>  <p>FILTRATION</p>  <p>ATTENUATION</p> 
 <p><b>POND</b></p>	<p>Ponds can be used to store water. 'Wet' ponds have a constant body of water and run-off is additional, while 'dry' ponds are empty during periods without rainfall. Ponds can be designed to allow infiltration to ground or to store water for a period of time then discharge.</p>	<p>OPEN SPACE</p> 	<p><b>3-5 % DRAINAGE AREA (RETENTION POND) 5-15% DRAINAGE AREA (INFILTRATION POND)</b></p>	<p>ECOLOGY AND BIODIVERSITY</p>  <p>FILTRATION</p>  <p>ATTENUATION</p> 
 <p><b>SOAKAWAY</b></p>	<p>A subsurface structure into which surface water is conveyed to allow infiltration into the ground. A soakaway may consist for example, of a hole dug in the ground and then filled with brick, rubble or other suitable inert material and covered over.</p>	<p>STREET / OPEN SPACE PUBLIC REALM</p> 	<p><b>1-4 % DRAINAGE AREA</b></p>	<p>FILTRATION</p>  <p>ATTENUATION</p> 

Figure 3.6.3 – Sustainable Drainage Systems



### 3.7 WATER, ENERGY AND WASTE

- 3.7.1 Tackling climate change is a key Government priority for the planning system as set out in the supplement to PPS1 Planning and Climate Change which explains how planning should contribute to reducing emissions to stabilise climate change.
- 3.7.2 Development within the AAP must seek to support this guiding principle of sustainable development and provide measures to ensure that development reduces carbon emissions through the provision of efficient building design and renewable technologies.
- Energy Requirements within the AAP Area**
- 3.7.3 New development will increase energy demands within the AAP area. Part L of the Building Regulations requires that buildings meet minimum energy efficiency standards. The proposed changes to Building Regulations Part L, requiring an increase in energy performance which will take effect in 2013 and 2016, have been taken into consideration, along with the expected changes to Regulations affecting non-residential buildings leading to zero carbon development by 2019.
- 3.7.4 Policies DM03, DM04 and DM05 of the Waveney Development Management Policies DPD set out the following targets to reduce carbon emissions within development:
- Approximately 30% electricity from renewable sources by 2021;
  - Approximately 12% of heat from renewable sources by 2021;
  - At least Code for Sustainable Homes Code Level 4 for all new homes by 2013;
  - All office and school development to achieve BREEAM “Very Good” Certification;
  - All new buildings are encouraged to achieve a 15% reduction in residual CO<sub>2</sub> emissions after Building Regulations Part L compliance has been demonstrated.
- 3.7.5 The Supplement to Planning Policy Statement 1 on Climate Change (December 2007) encourages Local Planning Authorities to investigate the potential for the inclusion of renewable and low carbon technologies in their LPA area, and to identify opportunities to exceed LPA area-wide targets on strategic sites where there is good potential for additional CO<sub>2</sub> reductions. Waveney District Council



## WEW1 Energy Requirements

commissioned a Renewable Energy and Sustainable Construction Study (November 2009), which models the evolving energy profile of Waveney up to 2025 and sets out policy recommendations for the emerging Local Development Framework.

utilised to develop heat networks supplied by Combined Heat and Power (CHP) units providing issues such as delivery and storage can be satisfactorily addressed.

3.7.6 Based on the scale, density and mix of development proposed within the Lake Lothing and Outer Harbour area, the Study suggests that there is significant potential to maximise energy performance and renewable energy provision including district heating networks within the AAP area. Consequently, it recommends that the Council should pursue energy targets which are in excess of those set out in Waveney's Development Management Policies DPD. Specifically, the Study recommends that AAP policy should require developers to deliver equivalent of the energy requirements of Code for Sustainable Homes Level 5 (in residential buildings) and BREEAM 'Excellent' certification (in other buildings). The Council's Major Projects Team will co-ordinate negotiations on energy targets and any other matters set out within this Plan across all development proposals within the AAP area.

3.7.7 The Study highlights that wind energy provides the potential to play a particularly important role in meeting the renewable energy targets in Waveney. The study also identifies Biomass CHP as potentially providing an important part of the renewables mix, particularly in the AAP area where existing heat densities could be

### WEW1 – Energy Requirements within the AAP Area

Within the main strategic sites (Kirkley Waterfront / Sustainable Urban Neighbourhood / Peto Square/ PowerPark) developers must deliver the equivalent of the energy requirements of Code for Sustainable Homes Level 5 (in residential buildings) and BREEAM excellent (in other buildings) unless these technologies can be proven technically unsuitable or commercially unviable. Investigations should be based on opportunities identified in the Renewable Energy and Sustainable Construction Study.

Within the strategic sites opportunities should be sought to provide linked district heating networks to serve development sites within the AAP area. These will be designed to take advantage of the diversity of energy loads from the different proposed building uses. This process will be supported by Waveney District Council. Where a CHP system is delivered on-site, all buildings are required to connect. These may be provided as self-contained systems on site, or link into a wider network incorporating other parts of the AAP area and beyond.

Smaller sites within the AAP should seek to integrate into new or existing networks, or provide self-contained on-site energy generation.

An energy strategy and delivery plan must be submitted alongside any planning application for development within the AAP area outlining expected carbon reductions and the viability of exceeding district-wide energy targets on-site.

## WEW2 Water Efficiency and Quality

### **Water Efficiency and Quality**

- 3.7.8 The Environment Agency has classified the area managed by Essex and Suffolk Water, which includes Waveney District as one of the most water stressed areas in England (joint first in order of most stressed). Receiving an average annual rainfall less than 600mm, the East of England is the driest region of England and Wales. In comparison, the national average is around 900mm. Taking evaporation into consideration, which can be as much as 450mm, means that the level of rainfall restoring aquifers is limited, particularly in times of prolonged drought.
- 3.7.9 In 2004, the average water consumption per person in Waveney was 154lts per day. The Waveney DC & Great Yarmouth BC – Joint Water Cycle Strategy scoping report (2009) provides a useful baseline and summary of water resources in relation to the impact on proposed growth in the area.
- 3.7.10 The main water supply in Waveney is surface water abstraction from the River Waveney at Shipmeadow. This is supplemented by a number of smaller groundwater abstraction points. It is the Environment Agency's view that the River Waveney is over-abstacted and that there is no potential for increasing abstraction from the Chalk aquifer at depth and any abstraction from the shallower Crag layer will only be permitted for non-consumptive purposes such as spray irrigation. The potential for future ground water resource development in this area is therefore severely limited.

3.7.11 The Water Cycle Study concludes that ‘overall the Resource Zone covering the Waveney and Great Yarmouth areas both have surplus resources until 2021’. Beyond this date with the planned growth, the supply zones will go into supply deficit and this deficit will increase as growth continues until 2025. Therefore, further resources and/or demand management measures will be required beyond 2021.

3.7.12 The Water Cycle Study and Core Strategy identify capacity constraints to the sewage network in Lowestoft. Development within the AAP area must ensure that such capacity issues are considered in development in accordance with the Water Framework Directive to prevent an increased risk from both flooding and pollution incidents.

3.7.13 The Waveney Renewable Energy and Sustainable Construction Study identifies the potential within the AAP area to provide sufficient density and critical mass to deliver infrastructure to reduce mains water consumption to the equivalent requirement of Code for Sustainable Homes Level 5 (in residential buildings) and BREEAM excellent (in other buildings). This has been reflected in the AAP policy approach.

#### WEW2 – Water efficiency and quality

Developers must explore the potential to implement water recycling measures on a building or site-wide scale to significantly reduce mains water demand as part of all new development within the AAP.

Within the main strategic sites (Kirkley Waterfront/ Sustainable Urban Neighbourhood/Peto Square/ PowerPark) developers must deliver infrastructure to reduce mains water consumption to the equivalent requirement of Code for Sustainable Homes Level 5 (in residential buildings) and BREEAM excellent (in other buildings) unless these strategies can be proven technically unsuitable or commercially unviable. Investigations should be based on opportunities identified in the area-wide Water Strategy for the AAP.

Opportunities should be sought to link together development within the AAP with site-wide recycled water networks, taking advantage of the diversity of water sources and uses on-site. This process will be supported by Waveney District Council. Where a recycled water network is delivered on-site, all buildings are required to connect.

All development must also consider implications upon the sewage network in Lowestoft, ensuring that capacity is sufficient. Where this is not the case, appropriate contributions will be required to upgrade the network. Development must ensure that no deterioration in water quality occurs and where possible an improvement will be sought.

A water strategy and delivery plan should be submitted alongside any planning application for development within the AAP area outlining expected mains water demand reductions and the viability of exceeding District-wide water targets on-site.



## WEW3 Waste

### Waste

3.7.14 In 2001, the household waste recycling rate in Waveney was approximately 5%. The Suffolk Waste Strategy Partnership Annual Report for 2008/09 (December 2009) identifies this figure as being 55.91%, compared to a Suffolk average of 48.4%. It is important that development supports this continued change in dealing with waste. As part of the wider sustainable approach to development within the AAP area it is important that new schemes consider the implications of waste and recycling from the outset. The AAP seeks to ensure waste is fully considered in all development during design, construction, post-construction and demolition stages.

#### WEW3 – Waste

Development in the AAP area should use sustainable construction materials that are recycled or locally sourced, unless demonstrated otherwise. Development within the AAP area should seek to minimise the production of waste and reuse demolition materials from within the AAP area where practicable. Recycling facilities must be provided during construction and as an integral part of new developments in the AAP area.

All applications for development in the AAP area should be accompanied by a Demolition and Site Waste Management Plan demonstrating how waste will be managed and recycled during the demolition and construction phases.

# 4

## Strategic Site Proposals



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



## SSP1 PowerPark

### Current Character

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

## 4.1 PowerPark

### Overview

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

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

### Development Opportunities

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

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



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

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

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

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

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

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



Aerial View of PowerPark

These include

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

- e Possible on-site training centres to supply the energy sectors.
- f Offshore assembly/component development.”

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

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



The OrbisEnergy Centre

## Flood Risk Constraints

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

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

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

## SSP1 - PowerPark

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

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

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

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

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

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

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

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

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

### Delivery and Implementation

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

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



Figure 4.1.2 - PowerPark - Indicative Development Principles





**SSP2  
Peto Square  
and South Quay**

**Current Character**

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

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

**4.2 Peto Square and South Quay**

**Overview**

4.2.1 Peto Square and South Quay comprises the areas immediately north and south of the Bascule Bridge as illustrated in Figure 4.2.1. The strategic site covers an area of some 9 ha and includes the following:

- Peto Square – the area north of Lake Lothing, including land north of Town Quay comprising the Railway Station, Station Square, Commercial Road (including former Aldi site and Custom House). Within Peto Square, this will be the main focus for development during the plan period (approximately 6.6ha).
- South Quay – the area south of Lake Lothing comprising land between Belvedere Road and South Quay (approximately 2.4ha).



View to Peto Square through Royal Plain

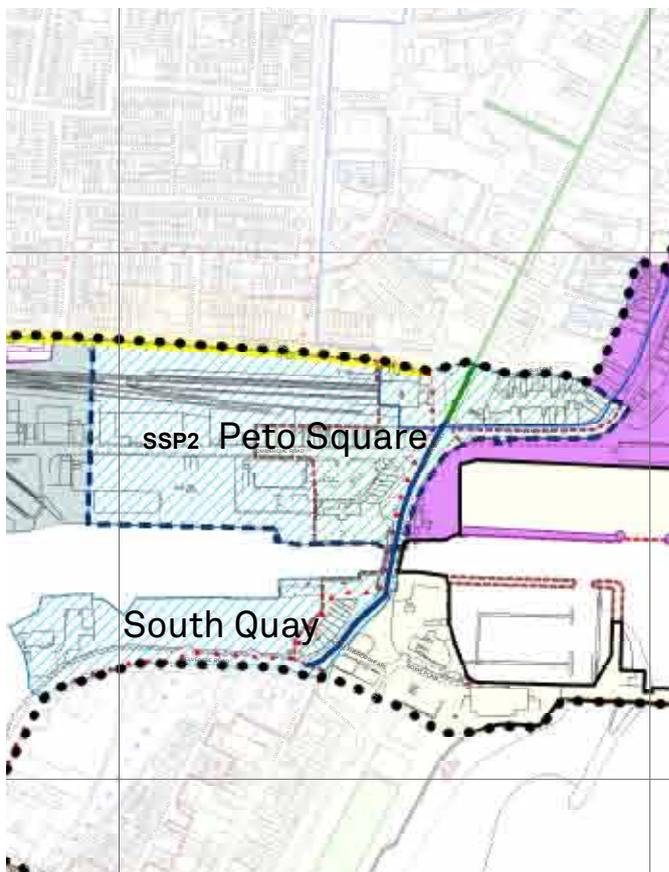


Figure 4.2.1 - Peto Square - Extent of Site (Proposals Map Extract)

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

4.2.4 Significant local assets are located within the strategic site:

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

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

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

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



Lowestoft Rail Station frontage



A12 Crossing Bascule Bridge

### Development Opportunities

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

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

- 4.2.14 Later phases of redevelopment could enable further improvements in connectivity, including pedestrian and cycle linkages between the town centre and southern parts of the town. This may include the reconfiguration or relocation of the station to facilitate development, subject to feasibility and viability issues being addressed.
- 4.2.15 The area identified as South Quay is partly covered by an extant planning permission (ref W17336/1) for mixed use development incorporating food and non-food retail, restaurants, boat museum, play zone and business space with associated highway and ancillary works. This permission has been part implemented by the development of the Asda store and vacant factory outlet building to the west of the South Quay strategic site boundary. If the remainder of the permission remains unimplemented, it is expected that this area will continue as a port facility during the plan period with potential for occasional “heavy lift” operations associated with major projects such as potential future development of Sizewell Power Station. The AAP therefore seeks to safeguard this function. Any remaining retail capacity associated with permission W17336/1 should be taken up within the Peto Square scheme, or development within other town centre/edge-of-town-centre locations.
- 4.2.16 It is considered that this area should be subject to environmental enhancement, together with increased, appropriate access to the waterfront, where practical.



Station Square

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

### Flood Risk Constraints

- 4.2.17 Depth and hazard modelling undertaken as part of the SFRA illustrates that much of the Peto Square site is currently within an area of high flood hazard. In applying the PPS25 sequential test to the AAP area residential development would therefore be more appropriately located in alternative locations than Peto Square, due to high levels of flood hazard and difficulties in providing safe means of escape.
- 4.2.18 The Cumulative Land Raising Study identifies that the site and adjacent ABP land is protected by sheet and timber piling with concrete capping backed by concrete areas with crest level varying between 2.8m AOD and 3.4m AOD. A similar defence protects the area to the south, although the study identifies that parts of this stretch are in poor condition. The study identifies that flood defences could be improved by a riverside walkway combined with an embankment with a retaining wall, backed by partial land raising linked to higher grounds. The height of the retaining wall should be constructed at 4.7m AOD.
- 4.2.19 An initial Flood Risk Assessment for Peto Square and the PowerPark (September 2010) sets out a series of masterplanning parameters for addressing flood risk within the site. This may include:
- Creation of new flood defences to be developed as part of a co-ordinated strategy with a minimum crest level of 4.7m AOD;



Lowestoft Station

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

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

### Delivery and Implementation

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

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

## SSP2- Peto Square and South Quay

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

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

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

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

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

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

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

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

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

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

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



Commercial Road



Custom House



Retail development Manchester



Gunwharf Quays, Portsmouth



Norwich Riverside

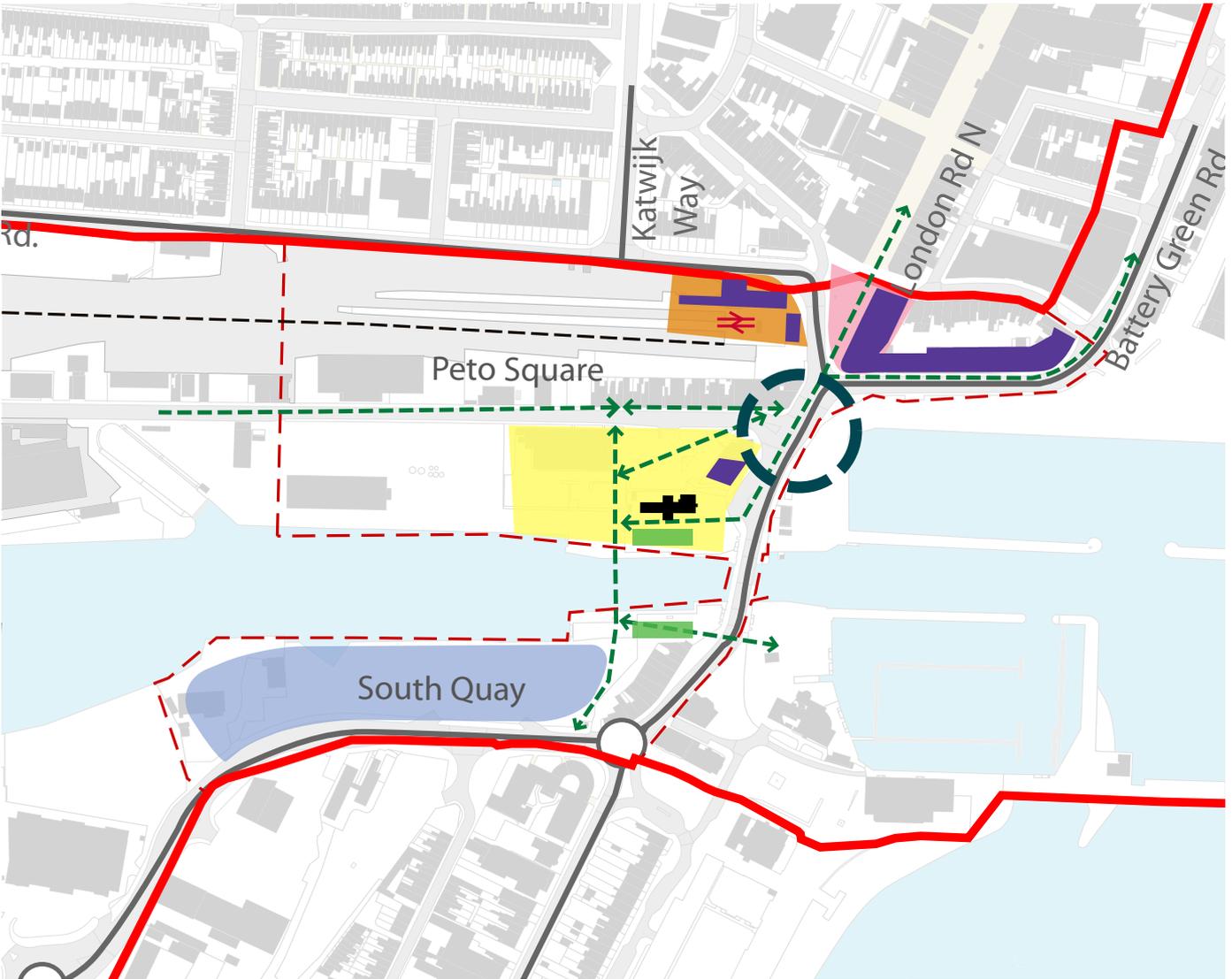


Figure 4.2.2 - Peto Square - Indicative short-term development principles

- |                             |                                  |   |
|-----------------------------|----------------------------------|---|
| Site area                   | Waterfront employment            | Improvements to station and surrounding area                                      |
| Existing routes             | Station                          | Station Square and Tuttle's Building for appropriate retail / mixed use occupants |
| Rail                        | Relationship to waterfront       | Redevelopment for retail / leisure activities                                     |
| Grade II listed buildings   | Potential key vistas             |   |
| Locally important buildings | Potentially enhanced connections |   |
| Potential open space/square | Junction improvements            |   |



Corby Rail Station



Bristol Harbourside



Mermaid Quay, Cardiff

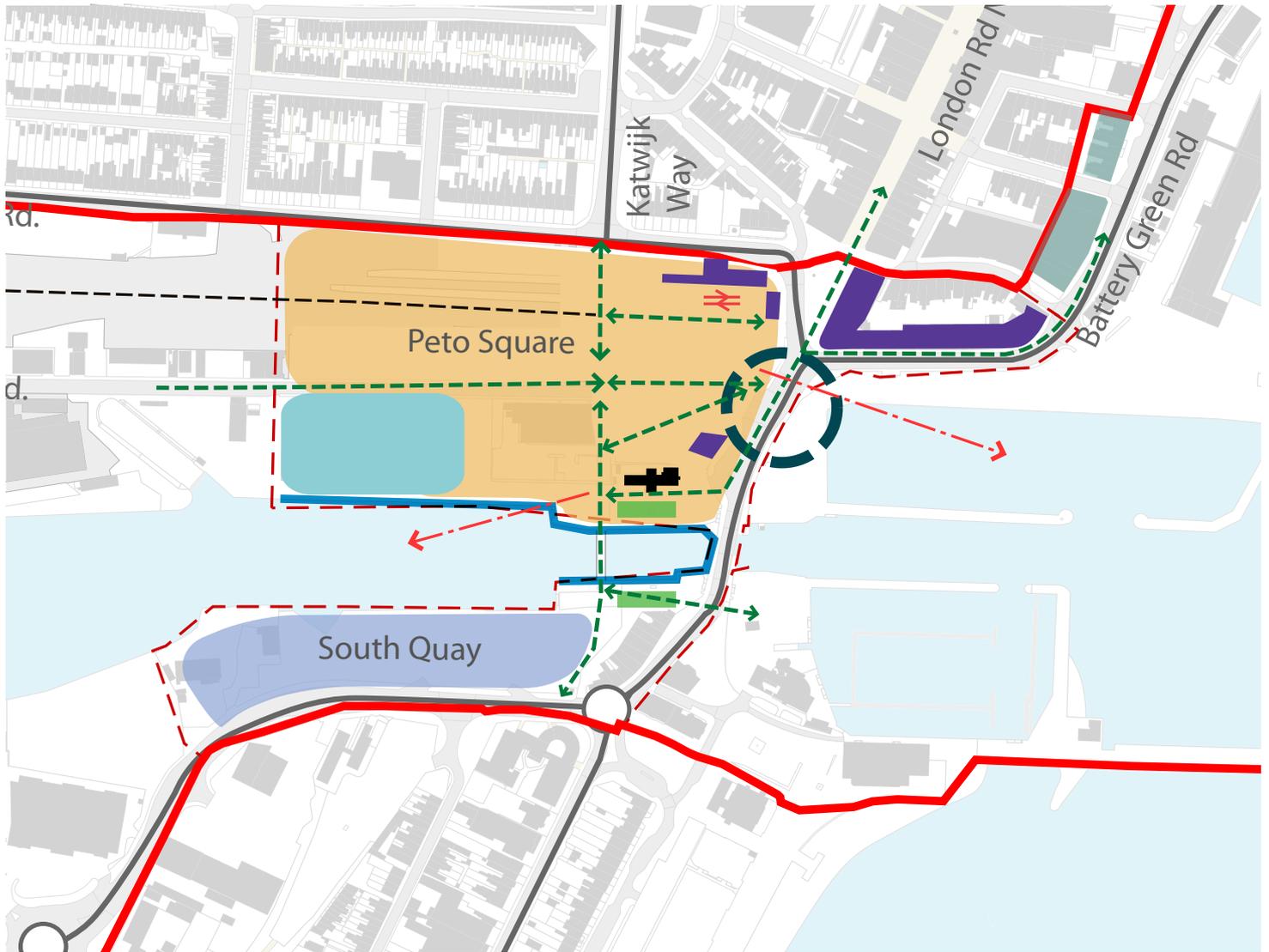
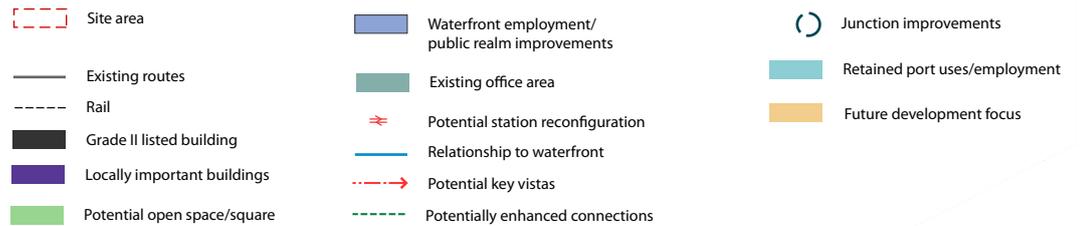
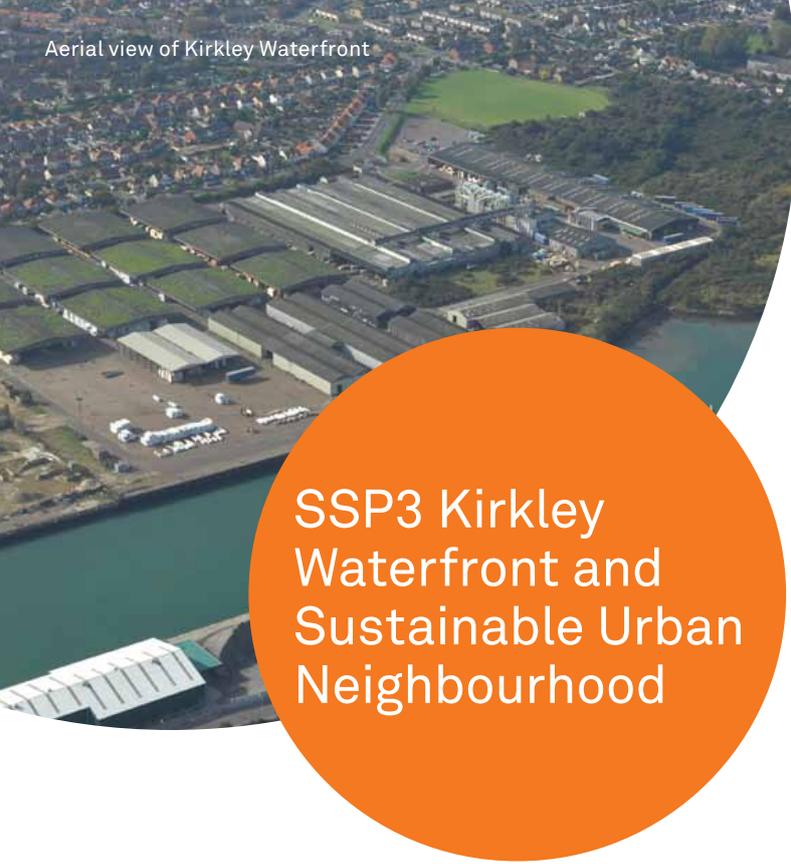


Figure 4.2.3 - Peto Square - Indicative longer-term development principles





## SSP3 Kirkley Waterfront and Sustainable Urban Neighbourhood

59.8 ha consisting of the following key character areas:

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

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

### Background and current character

#### Kirkley Waterfront

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

### 4.3 Kirkley Waterfront and Sustainable Urban Neighbourhood

#### Overview

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

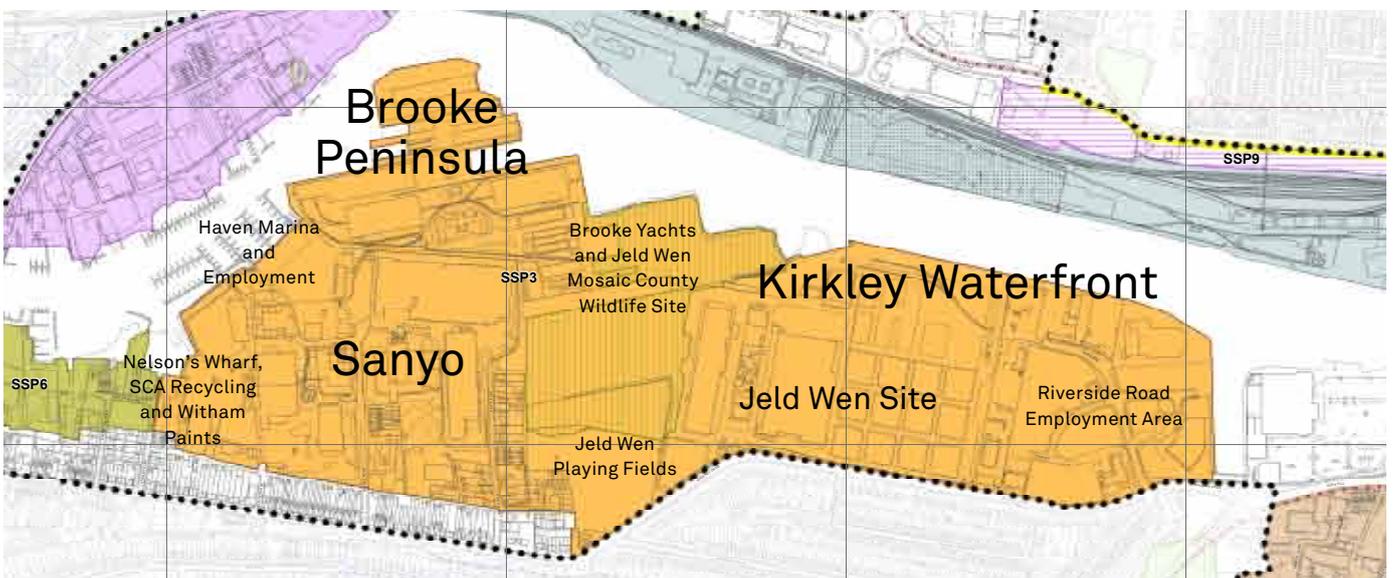


Figure 4.3.1 - Kirkley Waterfront and Sustainable Urban Neighbourhood - Extent of Site and Indicative Character Areas (Proposals Map Extract)

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

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

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

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

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

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

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

#### Development Opportunities

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



Underutilised employment land, Nelsons Wharf



Lake Lothing frontage, Brooke Peninsula

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

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

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

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

#### **Site Constraints**

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

#### **Site Access**

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

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

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

#### **County Wildlife Site**

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

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

### Open Space Provision

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

### Compatibility with Port Operations

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

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

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

### Flood Risk Constraints

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

#### Western Section:

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

#### Eastern Section:

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



County Wildlife Site



Aerial view of Brooke Peninsula

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

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

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



Riverside Business Centre

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

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

### Delivery and Implementation

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



Entrance to Jeld Wen site, Waveney Drive

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

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

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

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

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

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

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

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

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

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

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

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

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

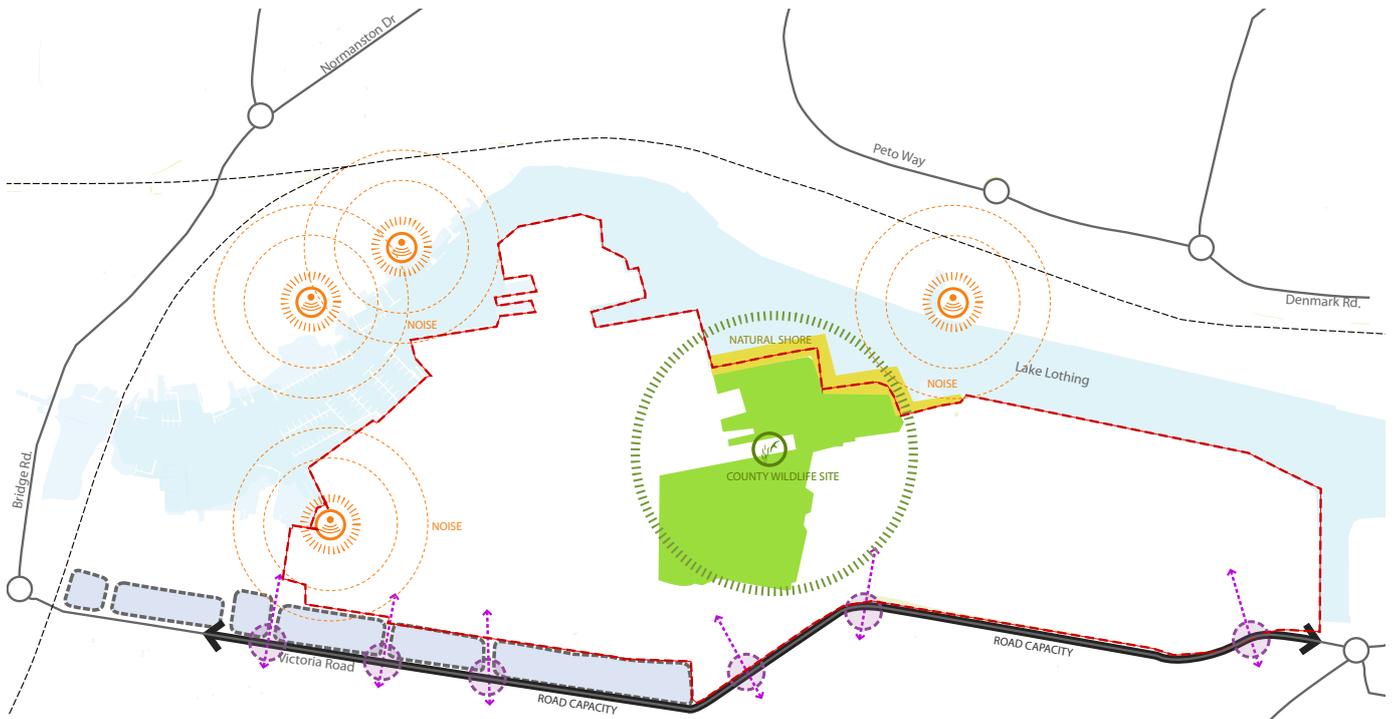


Figure 4.3.2 - Illustrative Site Opportunities and Constraints

- Site area
- Existing open space
- County wildlife site
- Potential impact upon natural habitats
- Entry gateways
- Existing retained
- Potential noise impact from existing use



Figure 4.3.3 - Illustrative Development Principles

- Site area
- Existing open space
- Existing roads
- Rail
- Potential location for public space
- Potential public transport route
- Potential secondary route
- Potential key vistas
- Potential waterfront public realm
- \* Proposed Landmarks
- Existing / Retained area
- Public realm development and pedestrian access
- Potential pedestrian crossing
- Key junction
- Sustainable transport node
- Waterfront focus
- County wildlife site
- Indicative residential/mixed use development
- Indicative employment/mixed use development
- Potential car route



Flood resilient open space, Selby



Flood resilient open space, Selby



Flood resilient open space, York



Figure 4.3.4 - Illustrative approach to Green Infrastructure

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



Waterfront development, Ipswich



SuDs/Recreation Open Space, Upton, Northampton



Pedestrian/Cycle Footbridge, Hammarby Sjostad, Sweden



Estuary Business Park, Merseyside



Townhouses/SUDs system, Upton, Northampton



Mixed use development in flood plain, Worcester

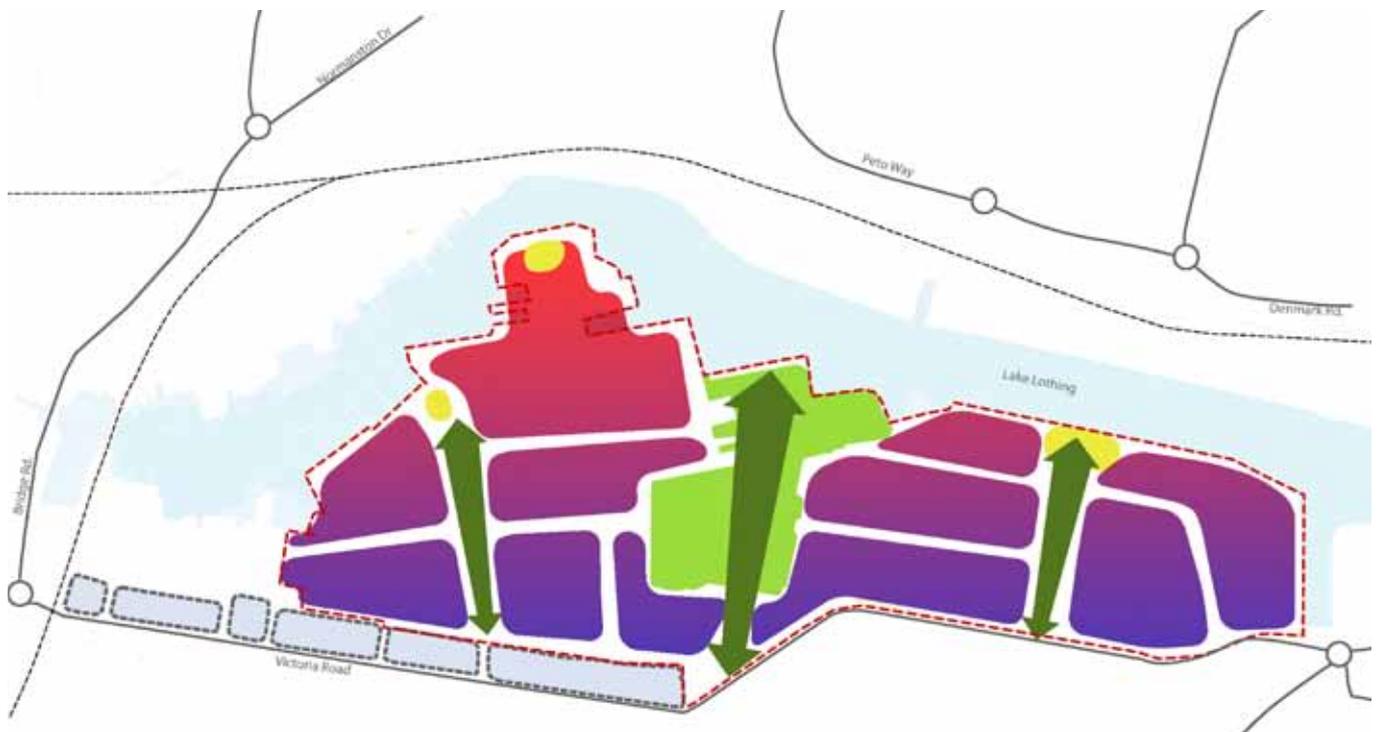
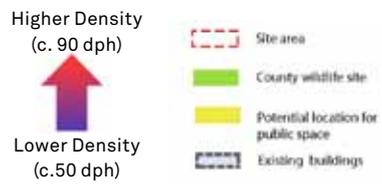


Figure 4.3.5 - Indicative Development Density



Zero carbon housing, Building Research Establishment



Waterfront housing, Hammarby Sjostad



Millennium Primary School, Greenwich



**SSP4  
East of England  
Park**

**4.4 East of England Park**

**Overview and Development Opportunities**

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



Ness Point - England's most eastern point

**Current Character**

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

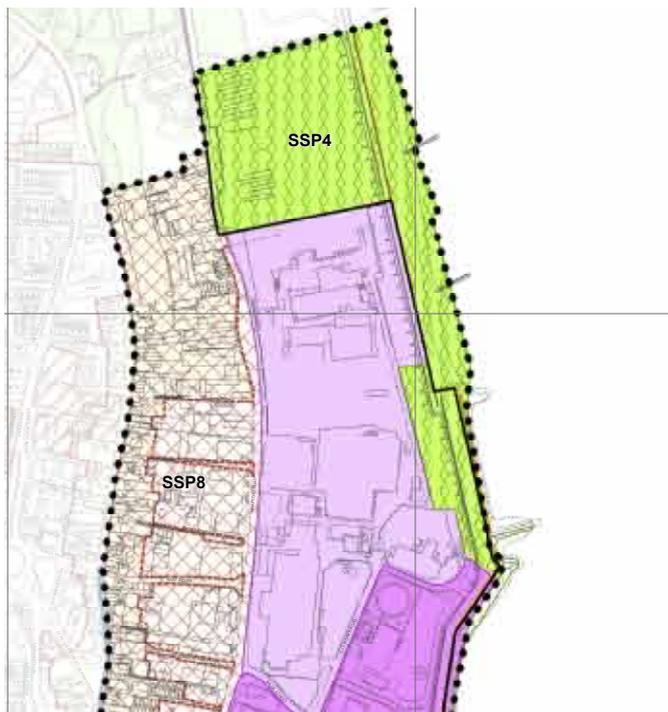


Figure 4.4.1 - East of England Park - Extent of Site (Proposals Map Extract)



Car parking adjacent to Ness point



Sea defence and Birds Eye factory

## SSP4 - East of England Park

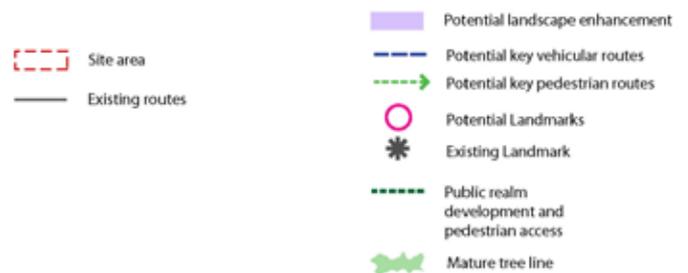
The East of England Park will be created as a high quality landscaped area that celebrates its location as the most easterly point in England. The Park will seek to include the following features:

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

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



Figure 4.4.2 East of England Park - Indicative Development Principles



Climbing wall, Blackpool



Wayfinding/Sculpture, Mile End



Key West - most southern point in USA



Sea Defences, Blackpool



Estuary Park, Merseyside



Lands End - most southern point in UK



**SSP5  
Kirkley Rise**

**4.5 Kirkley Rise**

**Overview**

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

**Current Character**

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

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

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

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



Clifton Road car park

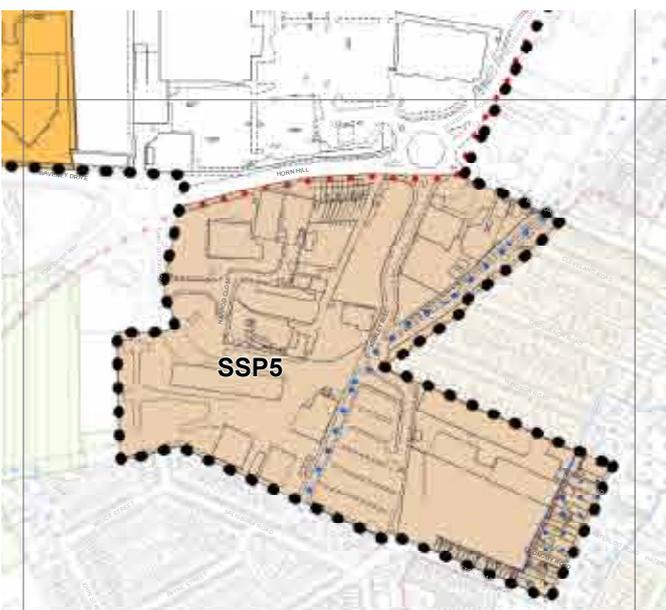


Figure 4.5.1 - Extent of Site (Proposals Map Extract)



Development site to rear of London Road South



New Kirkley Rise access road and development site

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

### Development Opportunities

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

### Flood Risk Constraints

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

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

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

### Delivery and Implementation

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



Development potential adjacent to Kirkley Rise



Potential linkages into site from London Road South via Economy Road

## SSP5 - Kirkley Rise

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

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

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

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

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

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

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



Figure 4.5.2 Kirkley Rise - Indicative Development Principles

- |   |  |   |                                     |
|---|--|---|-------------------------------------|
|  | Site area                                      |  | Existing / Retained employment area |
|  | Existing open space                            |  | Existing car park                   |
|  | Existing routes                                |  | Pedestrian and cycle route          |
|  | Residential /health led Mixed use              |  | Active frontages                    |
|  | Employment /Residential /Mixed use development |  | Retained commercial frontage        |
|  | County wildlife site                           |   |                                     |

## 4.6 Other Development Sites

### Overview

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

### The Western End of Lake Lothing

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

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

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

### SSP6 – Western End of Lake Lothing

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

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

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

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

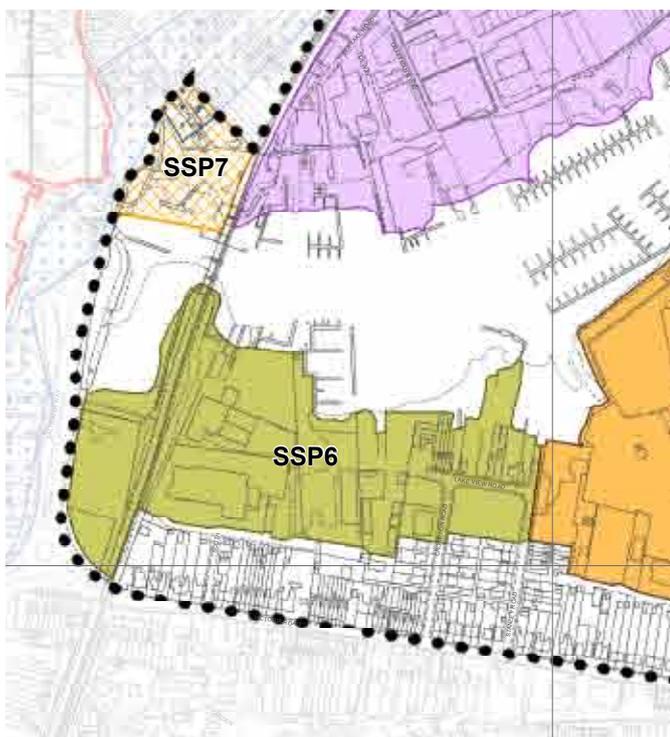


Figure 4.6.1 - Western End of Lake Lothing - Extent of site (Proposals Map Extract)



SSP6  
Western End of  
Lake Lothing

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

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

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



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



**SSP7  
Oswald's  
Boatyard**

**Oswald's Boatyard**

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

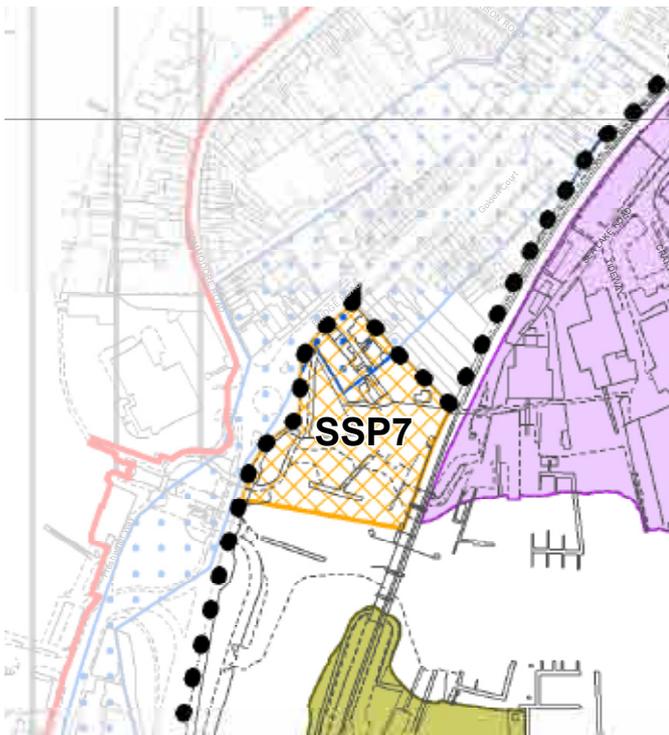


Figure 4.6.3 - Oswald's Boatyard - Extent of site (Proposals Map Extract)

- 4.6.5 The Cumulative Land Raising Study identified that the southern part of the site, along the shoreline, is low lying and surrounded by higher ground to the north, west and east.
- 4.6.6 The study concludes that due to the small scale of this site, and high ground surrounding the site, land raising the quay crest between the Railway Bridge and Mutford Bridge is likely to be sufficient for providing the required level of flood protection for the development of this site. An alternative option would be to construct a defence wall along the Lake Lothing frontage tying in to the higher ground on the east and west of the site.

**SSP7 – Oswald's Boatyard**

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

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



Figure 4.6.4 - Oswald's Boatyard - Indicative Development principles

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





SSP8  
The Scores

**The Scores**

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

**SSP8 – The Scores**

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



Figure 4.6.5 - Extent of site (Proposals Map Extract)



Figure 4.6.6 - The Scores - Indicative Development principles

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



**SSP9  
Peto Way/  
Denmark Road  
Corridor**

**Peto Way/Denmark Road Corridor**

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

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

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

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

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

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

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



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



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

- Site area
- Existing open space
- Existing routes
- Employment
- Potential Environmental enhancement
- Future pedestrian crossing
- Active frontages



# 5

## Delivery and Implementation

- 5.0.1 The AAP vision will only be realised through the co-ordinated implementation of the 14 key objectives and their related AAP policies, principally through the delivery of the main Strategic Sites.
- 5.0.2 This section seeks to demonstrate the delivery of the AAP policies and proposals. It sets out the following:
- Partnership approach
  - Strategic site and infrastructure requirements
  - Funding mechanisms
  - Planning tools
  - Indicative development programme
  - Implementation and Monitoring Framework

## 5.1 A PARTNERSHIP APPROACH

- 5.1.1 The delivery and implementation of the AAP will be phased over a number of years to 2025. It will be essential to ensure that the Council continue to work in partnership with a range of stakeholders in the public, private and community/voluntary sectors. The success of the AAP will depend upon effective co-ordinated delivery, with the Council playing a central role as plan maker, development management authority and regeneration delivery agent.
- 5.1.2 It will require considerable resources to realise the AAP vision. Partnership working with a clear process and good communication among the partners and with stakeholders will be required to keep all parties up to date and involved in the progress of the AAP as a whole and projects for individual sites. It will therefore be essential to maintain the momentum and communication links established during the preparation process.

- 5.1.3 Therefore the Council, in partnership with Suffolk Coastal District Council, is establishing a comprehensive major projects team structure to facilitate the regeneration of the Lake Lothing and Outer Harbour AAP area and other major projects within the two districts. The AAP Implementation Steering Group referred to in Policy IMP1 is an integral part of this Major Projects Team structure. As illustrated in Figure 5.1.1 it is proposed that the structure comprises an overarching project manager and support team covering both districts, which reports to a Major Projects Team steering group comprising council members.

- 5.1.4 The AAP Implementation Steering Group will comprise of lead representatives of public sector partnership organisations and land owners as appropriate. Within the steering group it is proposed that individual working parties will be established for the strategic site proposals with a focus on PowerPark, Peto Square and Kirkley Waterfront/ Sustainable Urban Neighbourhood. Membership of these working parties will reflect the specific delivery requirements and scope of the strategic site proposals. The AAP Implementation Steering Group will be responsible for making recommendations on investment prioritisation to the wider Major Projects Team.

- 5.1.5 It is envisaged that the Implementation Steering Group may be required to draw upon specific skills and resources given the complexity associated with the delivery of strategic site proposals. This may include viability, urban design, transport, land agent/surveyor, legal, finance, and funding/section 106 advice. The Implementation Steering Group will be able to draw upon specific skill requirements from within the wider Major Projects Support Team, or through the commissioning of external consultancy support as required.

# IMP1 A Partnership Approach

**IMP1 – A Partnership Approach**

The Council will establish an AAP implementation steering group comprising representatives of public and private stakeholder partners. This Group will be responsible for realising the AAP vision, objectives, policies and proposals to 2025 and will work in partnership with a range of stakeholders in the public, private and community/voluntary sectors.

Separate project teams will support the implementation of the strategic site proposals with a focus on PowerPark, Peto Square and Kirkley Waterfront/Sustainable Urban Neighbourhood. Each project team will be overseen by a project manager.

5.1.6 The Council's role as regeneration delivery agent is distinct from its statutory role as Local Planning Authority, in particular its development management function. This is also illustrated in Figure 5.1.1 with a clear separation between statutory and regeneration functions.

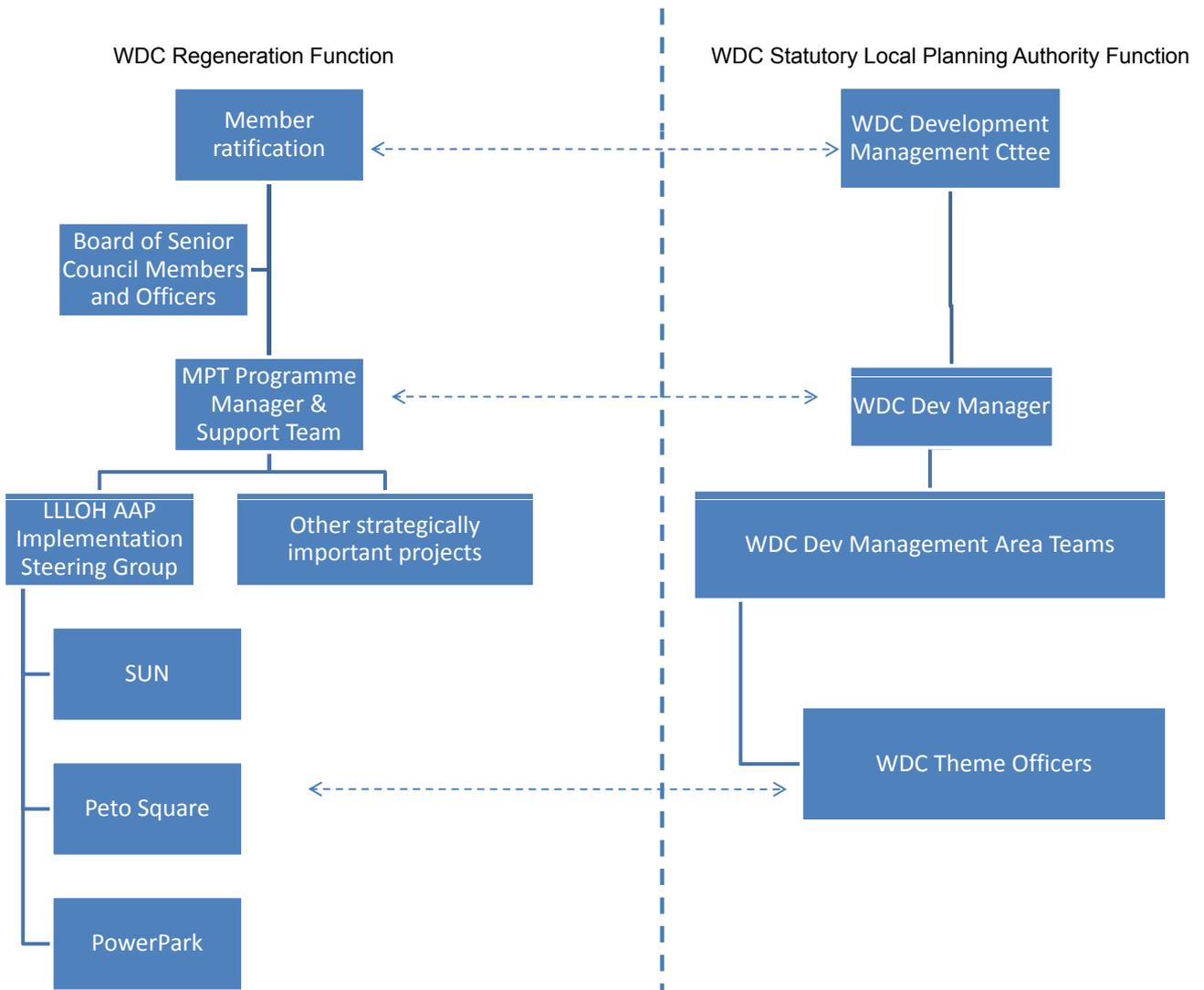


Figure 5.1.1 - AAP Implementation Structure

## 5.2 STRATEGIC INFRASTRUCTURE REQUIREMENTS

5.2.1 The realisation of the AAP vision will entail significant investment in infrastructure to benefit existing local residents and businesses and to ensure Lowestoft continues to be an attractive place to invest, work, live and visit. Without this infrastructure new development will not be brought forward and the opportunity to regenerate the Lake Lothing area in a comprehensive way will be put at risk.

5.2.2 Table 5.2.1 below summarises indicative infrastructure requirements required for the AAP proposals. The precise format, costings and delivery mechanisms will be determined through further study prior to site-specific planning applications being brought forward.

5.2.3 Table 5.2.1 indicates:

- The required infrastructure project and the site or sites(s) that it relates to;
- The responsible agencies that will bring the project forward (by providing the infrastructure, coordinating its delivery or providing advice);
- Whether the project is critical to unlock the strategic site or site(s) for development or whether it is an essential item that will be needed as the development is built out;
- The phasing of the project;
- Any dependencies with other initiatives or parallel work that are important to delivering the project;
- High level contingencies, risks and mitigation required should the project not be delivered; and
- Indicative costs for the project.

5.2.4 The Council has reviewed the level of social infrastructure that will be required to support the growth projections which are set out in the AAP. The analysis has reviewed education (primary & secondary school) provision, primary healthcare & dental space and community space provision. This analysis does not replace a District-wide approach to consider the needs of the AAP communities together with the existing population and how their needs will also change over the lifetime of the AAP. A District-wide social infrastructure study would require a co-ordinated partnership approach with social infrastructure stakeholders to derive a comprehensive response taking into account how any surplus provision or planned

facilities can also contribute towards meeting the combined future needs. The social infrastructure requirements outlined in the AAP are identified early in the process to provide guidance to subsequent master planners and developers of the land requirements that will need to be accommodated and to provide parameters for social infrastructure delivery agencies to incorporate into their investment and asset management plans. The requirements are based on the affordable housing, unit mix and density assumptions set out elsewhere in the AAP and should be reviewed as part of detailed masterplans for the intervention sites.

5.2.5 Waveney District Council will work in partnership with delivery partners and service agencies to investigate potential funding sources and delivery mechanisms that can be used to assist the delivery of these projects.

### IMP2 – Strategic Infrastructure

The Council will work with public and private sector partners to ensure the timely delivery of the following strategic infrastructure within the AAP area to facilitate the wider regeneration of Lowestoft:

- An indicative requirement for 1.8 forms of entry (classes) Secondary School provision;
- New Primary School with 2 forms of entry on the Sustainable Urban Neighbourhood;
- Strategic flood risk mitigation measures;
- Utility infrastructure upgrades (as required) including drinking water, waste water, gas, electricity and telecommunications including broadband;
- Southern access arrangements;
- North - south pedestrian bridge across Lake Lothing;
- Station relocation at Peto Square;
- New pedestrian /cycle bridge at Peto Square;
- Bus priority routes and services;
- Other necessary utility improvements including drinking water and sewerage infrastructure.

All other local and essential types of infrastructure are the key responsibility of developers to coordinate in partnership with the Council or the relevant infrastructure provider.

STRATEGIC SITE	INFRASTRUCTURE REQUIREMENT	RESPONSIBLE AGENCIES	INFRASTRUCTURE CLASSIFICATION (critical to unlock site or essential to be delivered alongside sites)	INDICATIVE PHASING (Short-Term , <5 years; Medium-Term 5-10 years; Long-Term >10 years)
<b>AAP-wide infrastructure projects</b>				
All residential sites	Indicative requirement for 1.8 forms of entry (classes) secondary school provision.	Suffolk County Council.	Essential.	Long-Term.
All development sites	New pedestrian /cycle bridge parallel to Bascule Bridge at Peto Square.	ABP; Suffolk County Council.	Essential.	Short term.
	Upgraded or new services and utilities infrastructure (as required), including: Reinforcement, potable drinking water, waste water, electricity, gas and telecommunications (including Broadband).	Anglian Water; Essex and Suffolk Water; EDF; British Gas; BT.	Essential.	To be determined.
<b>Multiple-site infrastructure projects</b>				
Kirkley Waterfront/ Sustainable Urban Neighbourhood	Southern access arrangements.	Suffolk County Council.	Critical.	Short-Term.
	Short term (up to 320 units) - using School Road and Nelson Wharf as linked accesses with new bus stops and a possible bus loop.  Medium to Long term (more than 320 units) – 2 options exist, either using existing accesses at the eastern end of the site linked to the Southern Lowestoft Relief Road, or a new access road, avoiding Victoria Road. Any link to the existing western accesses should only be for buses and emergency access.			Medium Term.
	North-south Pedestrian Bridge.	Waveney District Council; ABP; Suffolk County Council.	Essential.	Medium-Term.

INTER-DEPENDENCIES	CONTINGENCIES	RISKS	MITIGATION	INDICATIVE COSTS	FUNDING DETAILS FOR SHORT AND MEDIUM TERM CRITICAL INFRASTRUCTURE PROJECTS
To be refined through site-specific development briefs and planning applications.  To be monitored across the AAP area.	None.	The schools needs for the new population are not met.	Early review of school organisation planning with Suffolk County Council.	£6.5 million.	
A detailed design study for the bridge configuration, lifting/swinging arrangements etc.	Use of existing pedestrian connections.	Long-term unsatisfactory pedestrian linkages which reduce the viability of the sites; Modal shift not achieved.	Early review of the AAP proposals. Review of modal shift measures.	£1.3 million.	
To be refined through further discussions with the utility providers to understand the implications of the AAP development on the infrastructure network.	None.	Development is either not able to proceed due to utility capacity or can only be built to a certain level.	Early review of utility asset		
Southern access arrangements detailed feasibility study.	Use of existing access routes in the short-term to facilitate a level of development.	Full development of the sites is not able to proceed.	Early review of the AAP proposals.	Short term – minimal costs. (subject to satisfactory transport assessment).  Medium Term East-west link road: £6 - £8 million for access arrangements dependent on form, function and length of road based upon SCC estimates.	Probability of funding: Landowners have indicated that the short term development of the SUN would be facilitated by access from existing roads (School Road and Heath Road). (subject to satisfactory transport assessment). Funding source: Developer contributions.  Probability of funding: Land owner has indicated that the Jeld-Wen Playing Fields provides the opportunity to deliver a major new access into the development.  Further work will be needed to have greater certainty of costs.
	Use of existing pedestrian connections. Provide more open space in SUN.	Long-term unsatisfactory pedestrian linkages and poor access to open space.	Early review of the AAP proposals.	£1.3 million.	

STRATEGIC SITE	INFRASTRUCTURE REQUIREMENT	RESPONSIBLE AGENCIES	INFRASTRUCTURE CLASSIFICATION (critical to unlock site or essential to be delivered alongside sites)	INDICATIVE PHASING (Short-Term , <5 years; Medium-Term 5-10 years; Long-Term >10 years)
Kirkley Waterfront/ Sustainable Urban Neighbourhood	Strategic flood risk mitigation measures (New/improved flood defences, potential for land raising and/or attenuation measures).	Site developers in consultation with Waveney District Council; ABP; Environment Agency.	Critical.	Medium-Term.
	Indicative requirement for 2 year groups of pre-school provision.	Suffolk County Council.	Essential	Long Term.
Kirkley Waterfront/ Sustainable Urban Neighbourhood	Indicative requirement for 2 forms of entry Primary School provision.	Suffolk County Council.	Essential.	Long-Term.
	Indicative requirement for 299sq.m Primary Healthcare space and 65sq.m Dental Surgery floorspace.	Great Yarmouth and Waveney NHS Trust.	Essential.	Long-Term.
	Indicative requirement for 228sq.m flexible Community Space and 98sq.m Library floorspace.	Waveney District Council; Suffolk County Council.	Essential.	Long-Term.

INTER- DEPENDENCIES	CONTING- ENCIES	RISKS	MITIGATION	INDICATIVE COSTS	FUNDING DETAILS FOR SHORT AND MEDIUM TERM CRITICAL INFRASTRUCTURE PROJECTS
To be refined through site specific Flood Risk Assessments.	None.	Development cannot proceed.	Early review of the AAP proposals.	Medium Term £2.3 million based upon Davis Langdon costings contained within the Rail Estates Work.	Funding source: Developer provision as part of scheme proposals.  Probability of funding: Landowners have indicated that they may provide flood mitigation measures within their individual site developments to a standard required to mitigate individual levels of risk to these sites.  WDC and the Environment Agency will provide a co-ordination role to consider the overlaps between the individual site flood mitigation schemes and the need for any additional funding to ensure the required level of cumulative flood protection.
To be refined through site-specific development briefs and planning applications.  To be monitored across the AAP area.	None.	The early years childcare needs for the new population are not met.	Early review of school organisation planning with Suffolk County Council.	£612,000.	
To be refined through site-specific development briefs and planning applications.  To be monitored across the AAP area.	None.	The schools needs for the new population are not met.	Early review of school organisation planning with Suffolk County Council.	£8.5 million.	
To be refined through site-specific development briefs and planning applications.  To be monitored across the AAP area.	None.	The healthcare needs for the new population are not met.	Early review of healthcare asset management plans with the NHS Trust.	£700,000.	
To be refined through site-specific development briefs and planning applications.  To be monitored across the AAP area.	None.	The community space needs for the new population are not met.	Early review of community space planning with Waveney District Council and Suffolk County Council.	£700,000.	

STRATEGIC SITE	INFRASTRUCTURE REQUIREMENT	RESPONSIBLE AGENCIES	INFRASTRUCTURE CLASSIFICATION (critical to unlock site or essential to be delivered alongside sites)	INDICATIVE PHASING (Short-Term , <5 years; Medium-Term 5-10 years; Long-Term >10 years)
<b>Individual-site infrastructure projects</b>				
PowerPark	Upgraded dock facilities.	ABP.	Essential.	Short-Term.
	Strategic flood risk mitigation measures.  (New/improved flood defences and potential for land raising).	Waveney District Council; ABP; Environment Agency; LEP.	Essential.	Medium-Term.
	Potential enhancements to the accesses into the site from the A12 trunk road.	Suffolk County Council; ABP; Highways Agency.	Critical.	Short-Term.
Peto Square	Improvements to Commercial Road/Station Square junction.	Suffolk County Council; ABP; Highways Agency.	Critical.	Short-Term.
	Interchange facilities and short-term station improvements.	Waveney District Council; Network Rail; Rail Operator; Suffolk County Council.	Essential.	Short-Term.
	Other potential A12 junction improvements (that may include Station Square/ Denmark Road/Waveney Road/ Commercial Road and Belvedere Road/Pier Terrace/ London Road South junctions).	Suffolk County Council; ABP; Highways Agency.	Critical.	Short-term.
	Upgrade and/or reconfiguration of station facilities.	Network Rail; Rail Operator; Associated British Ports; Suffolk County Council; Highways Agency.	Critical.	Long-Term.
	Strategic flood risk mitigation measures (New/improved flood defences and potential for land raising).	Waveney District Council; ABP; Environment Agency; LEP.	Critical.	Medium-Term.

INTER-DEPENDENCIES	CONTINGENCIES	RISKS	MITIGATION	INDICATIVE COSTS	FUNDING DETAILS FOR SHORT AND MEDIUM TERM CRITICAL INFRASTRUCTURE PROJECTS
A Relocation Strategy to identify affected business and appropriate assistance.	None.	Employment occupiers not attracted to the PowerPark.	Early review of the AAP proposals.	£3 million.	
To be refined through site specific Flood Risk Assessments.	None.	Development cannot proceed.	Early review of the AAP proposals.	£2.3 million.	
To be subject to detailed feasibility as part of wider site masterplanning.	None.	Long-term regeneration and redevelopment of PowerPark is not possible.	Early review of the AAP proposals.	Short Term £to be confirmed	Probability of funding: Requirement to be confirmed through site specific TAs. To be monitored through the Council's Major Projects Team working with SCC and Highways Agency.
To be subject to detailed feasibility as part of wider site masterplanning.	None.	Long-term regeneration and redevelopment of Peto Square is not possible.	Early review of the AAP proposals.	Short Term £2.4m based on costs within Rail Estates work provided by Davis Langdon.	Probability of funding: SCC have indicated that is likely to be funded in the period to 2014/15. Otherwise the cost will fall to developers.
Short-term station improvements linked to initial redevelopment of Peto Square.	None.	Short-term improvements are not delivered, compromising the ability to move towards the long-term plans. Modal shift not achieved.	Early review of the AAP proposals. Review of modal shift measures.	£2 million.	
To be subject to detailed feasibility as part of wider site masterplanning.	None.	Long term regeneration of Lowestoft is negatively affected.	Early review of the AAP proposals.	Short Term £ to be confirmed.	Probability of funding: Developer funding - Requirement to be confirmed through site specific TAs and their cumulative impact. To be monitored through the Council's Major Projects Team working with SCC.
A detailed feasibility study on relocating the station undertaken in partnership with the responsible agencies as part of a comprehensive scheme.	None.	Long-term regeneration and redevelopment of Peto Square is not possible.	Early review of the AAP proposals.	£18 million.	
To be refined through site specific Flood Risk Assessments.	None.	Development cannot proceed.	Early review of the AAP proposals.	Medium Term £2.3m based on costs within the Rail Estates work provided by Davis Langdon.	Funding source: Developer provision as part of scheme proposals.

STRATEGIC SITE	INFRASTRUCTURE REQUIREMENT	RESPONSIBLE AGENCIES	INFRASTRUCTURE CLASSIFICATION (critical to unlock site or essential to be delivered alongside sites)	INDICATIVE PHASING (Short-Term , <5 years; Medium-Term 5-10 years; Long-Term >10 years)
East of England Park	Landscape improvements.	Waveney District Council; Environment Agency; LEP.	Critical.	Medium-Term.
Kirkley Rise	Strategic flood risk mitigation measures. (New/improved flood defences and potential for land raising).	Waveney District Council; Environment Agency; LEP.	Critical.	Medium Term.
Western End of Lake Lothing	Strategic flood risk mitigation measures (new/improved flood defences and potential for land raising).	Waveney District Council; Environment Agency.	Critical.	Long term.
Oswald's Boatyard	Strategic flood risk mitigation measures (new/improved flood defences and potential for land raising).	Waveney District Council; Environment Agency.	Critical.	Short term.
	Library.	Waveney District Council; Suffolk County Council.	Essential.	Short term.

Table 5.2.1 - Strategic Infrastructure Requirements

INTER-DEPENDENCIES	CONTINGENCIES	RISKS	MITIGATION	INDICATIVE COSTS	FUNDING DETAILS FOR SHORT AND MEDIUM TERM CRITICAL INFRASTRUCTURE PROJECTS
To be refined through detailed site design.	None.	Development cannot proceed.	Early review of the AAP proposals.	Medium Term £ to be confirmed.	Funding source: Relevant District-wide CIL contributions towards improving existing open spaces.
To be refined through site specific Flood Risk Assessments.	None.	Development cannot proceed.	Early review of the AAP proposals.	Medium Term £ to be confirmed.	Funding source: Developer provision as part of scheme proposals.
To be refined through site specific Flood Risk Assessment.	None.	Development cannot proceed.	Early review of the AAP proposals.	Long Term £ to be confirmed.	Funding source: Developer provision as part of scheme proposals.
To be refined through site specific Flood Risk Assessment.	None.	Development cannot proceed.	Early review of the AAP proposals.	Short Term £ to be confirmed.	Funding source: Developer provision as part of scheme proposals.
To be refined through detailed site design.	None.	The library needs of the local population are not met.	Early review of the AAP proposals.		

# IMP3 Delivery and Funding Mechanisms

## 5.3 DELIVERY AND FUNDING MECHANISMS

- 5.3.1 Strategic infrastructure within the AAP will be funded through private sector development facilitated through the partnership approach set out above. Funding will be managed through existing Section 106 agreements and through a Community Infrastructure Levy (CIL). While CIL is expected to make a significant contribution to infrastructure funding, it will not replace existing mainstream funding.
- 5.3.2 This AAP identifies the infrastructure which will be required to unlock the strategic sites within the AAP area. This is not the only infrastructure that will be required in order to unlock development in the District as a whole. The Council are working towards the adoption of a CIL in 2013. The AAP makes a positive contribution towards this process by identifying the critical and essential infrastructure that are required, the phasing of when it is required, the key agencies who are responsible for helping to secure this infrastructure and the potential development trajectory which is both unlocked by, and could potentially contribute towards, delivering this infrastructure.
- 5.3.3 Developers and landowners of the AAP Strategic Sites will need to work in partnership with each other and also with Waveney District Council in delivering the AAP. If a developer or landowner wishes to bring forward a site for development in advance of a CIL, then the Council will need to ensure that the site has contributed fairly and reasonably towards the costs of infrastructure which is required to unlock the site for development and/or to mitigate the impacts of the development and deliver sustainable development objectives. In these instances the Council will look to

developers and landowners to work in partnership to present coordinated development proposals together with an agreed timetable for infrastructure improvements and an agreed approach to the use of pooled financial contributions towards the cost of this infrastructure. Once CIL is adopted, development proposals will be required to pay the CIL.

- 5.3.4 Short term uses, temporary applications or development which facilitates the comprehensive regeneration of the AAP will be considered, provided this does not preclude delivery of the AAP vision and can demonstrate conformity with IMP3.

### IMP3 – Delivery and Funding Mechanisms

Policy CS04 (Infrastructure) in Waveney’s adopted Core Strategy sets out particular infrastructure projects for which developer contributions will be sought, highlighting infrastructure needed to support the regeneration of the Lake Lothing and Outer Harbour as such a project.

The AAP implementation steering group will be expected to work together to address the infrastructure needs in the AAP area in the context of the settlement strategy set out in the Core Strategy.

In advance of a CIL, developers within the AAP area should demonstrate that the indicative infrastructure requirements that are needed to support and service their proposed development(s), (as set out in table 5.2.1 above) have either been incorporated into proposed schemes or are provided through other appropriate means. In line with Core Strategy Policy CS04 they will need to demonstrate, to the satisfaction of the Local Planning Authority or infrastructure provider, that adequate capacity either exists or that provision will be made to meet the necessary infrastructure requirements within an appropriate timescale. On adoption of a CIL, developers will be required to pay the CIL.

Developers will be expected to work in partnership across the strategic sites to demonstrate coordinated infrastructure delivery and ensure that any subsequent or third party developers who assume responsibility for site specific delivery are also signed up to this partnership way of working. The Council will work with developer interests to facilitate this coordination.

## 5.4 PLANNING TOOLS

- 5.4.1 To ensure that development meets the vision and objectives set out within the AAP, Waveney District Council as local planning authority will control the nature and quantum of development through the planning process. Development of strategic sites will be required to comply with the development principles set out within the AAP.
- 5.4.2 The AAP provides a clear policy framework for the promotion of a comprehensive approach to enable the delivery of key community facilities and infrastructure and create well connected neighbourhoods. To deliver the proposals outlined in the AAP, a more detailed level of design development is required before comprehensive site development can commence. The following documents will need to be prepared, either by the AAP implementation steering group or by developers of the strategic sites working together in partnership, submitted to, and approved by, Waveney District Council either at or before the planning application stage in addition to the standard requirements for planning application(s):
- Development brief and design codes/ detailed design principles (if required by WDC);
  - Detailed phasing and delivery strategy;
  - Street hierarchy plan and detailed design of key highways infrastructure;
  - Public transport strategy (including a comprehensive and highly sustainable package removing reliance on the private motor car, including Travel Plan and Travel Assessment taking into account wider public transport subsidies, travel planning and area wide measures for cycling and pedestrians);
  - Landscape strategy;
  - Flood defence strategy;
  - Energy strategy; and
  - A community facilities strategy (if required by WDC).
- 5.4.3 Developers and landowners of the AAP Strategic Sites will need to work in partnership with each other to deliver these requirements, particularly within the Kirkley Waterfront and Sustainable Urban Neighbourhood strategic site. Waveney District Council and the core landowners within the area are reviewing potential collaboration agreement arrangements to form such a partnership to focus their efforts and to achieve what is a complex series of projects that will take place over the next 15 years. A collaboration agreement would provide a framework for the Council and the core land owners (and their successors in title) to realise a development brief and coordinated masterplan to facilitate the delivery of the sites in line with the policies of the AAP.
- 5.4.4 It is not intended to utilise compulsory purchase powers in implementing strategic sites in multiple ownership and/ or occupation, as the AAP places an onus on developers to negotiate any land acquisition with support from the AAP Implementation Steering Group. However, an approach that takes a CPO route to deliver a scheme may be required if negotiation proves unsuccessful. This will be carried out in accordance with circular 06/2004.

### IMP4 – Planning Tools

All development proposals will be required to adhere to the principles and requirements outlined in the above documents (para 5.4.2) to ensure coordination between development schemes and the delivery of strategic objectives.

A comprehensive approach will be required for the development of the strategic sites to ensure a high quality of design, an integrated layout and the timely delivery of social, economic, environmental and physical infrastructure improvements.

Planning applications within the AAP area will not be considered unless the strategic documents listed below have been prepared and approved by the Council. All development proposals will be required to be in accordance with the policies and guidance set out in the AAP.

The following documents will need to be approved by the Council at or before the planning application stage. They cover AAP-wide issues which require further detailed work to ensure a comprehensive development:

- Development brief and design codes/detailed design principles;
- Detailed phasing and delivery strategy;
- Street hierarchy plan and detailed design of key highways infrastructure;
- Public transport strategy;
- Landscape strategy;
- Energy strategy;
- Flood defence strategy; and
- A community facilities strategy.

In order to facilitate delivery, the Council may choose to exercise compulsory purchase powers in cases where land assembly cannot be negotiated. These powers will only be used as a last resort and where tests set out in relevant legislation and guidance are met.

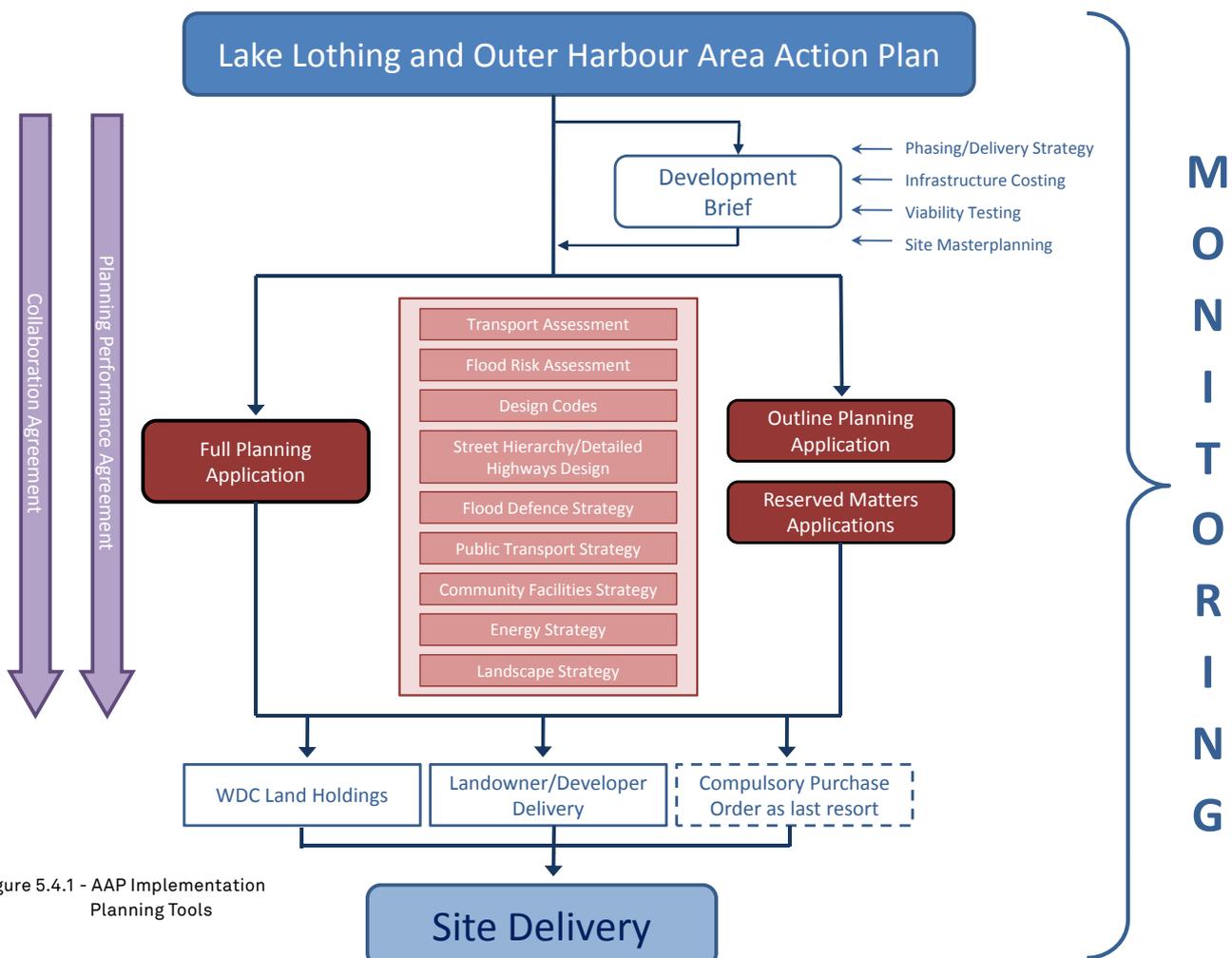


Figure 5.4.1 - AAP Implementation Planning Tools

## 5.5 INDICATIVE DEVELOPMENT PROGRAMME

5.5.1 Table 5.5.1 below summarises the housing trajectory information for the strategic sites based on reasonable assumptions of average build out rates and the likely lead-in periods required to unlock key sites through strategic infrastructure. The trajectory also indicates likely housing numbers that would be delivered in the short, medium and long-term periods which correspond to the phasing periods used for the infrastructure costs assessment.

5.5.2 The short-term development trajectory is limited to development in Kirkley Rise, Oswald's Boatyard and early phases of the Sustainable Urban Neighbourhood within the Brooke Peninsula and Sanyo sites prior to delivery of new access routes. In

the medium and long-term the main strategic sites are delivering housing numbers, but at a realistic rate of delivery with a high rate of delivery from 2020 onwards. It should be remembered that this is in addition to housing delivery in the rest of the District and care should be taken not to exceed the likely rate of take-up by the market and affordable housing providers. At the affordable housing policy levels set out in Policy HC1 this trajectory would deliver 48 affordable homes to 2015 and 471 affordable homes to 2025.

STRATEGIC SITES	Residential Units	SHORT-TERM					MEDIUM-TERM					LONG-TERM				
		2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025
Kirkley Waterfront and Sustainable Urban Neighbourhood	1,380				60	60	70	70	100	120	120	140	140	160	170	170
Kirkley Rise	68				30	38										
Sub Total Strategic Sites	1,448	0	0	0	90	98	70	70	100	120	120	140	140	160	170	170
Other sites:																
The Scores	30											30				
Oswald's Boatyard	50			25	25											
Western End of Lake Lothing	57											20	20	17		
Sub Total other sites	137	0	0	25	25	0	0	0	0	0	0	30	20	20	17	0
<b>TOTAL AAP AREA</b>	<b>1,585</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>115</b>	<b>98</b>	<b>70</b>	<b>70</b>	<b>100</b>	<b>120</b>	<b>120</b>	<b>170</b>	<b>160</b>	<b>180</b>	<b>187</b>	<b>170</b>
		<b>SHORT-TERM</b>					<b>MEDIUM-TERM</b>					<b>LONG-TERM</b>				
		238					480					867				

Table 5.5.1 - Illustrative Housing Trajectory

# Implementation and Monitoring Framework

## 5.6 IMPLEMENTATION AND MONITORING FRAMEWORK

5.6.1 The Planning and Compulsory Purchase Act 2004 requires local planning authorities to produce an Annual Monitoring Report (AMR) every year to assess the delivery of the Council's planning documents and implementation of its policies. The Monitoring Framework overleaf identifies the key indicators and targets to be monitored for the Lake Lothing and Outer Harbour area in order to ensure the delivery of a high quality, sustainable mixed use community.

5.6.2 Waveney District Council will monitor the implementation of the AAP and assess the extent to which the objectives and policies are being achieved. Where targets are not being met, the Council will explain why and set out what steps are to be taken to correct this [in the AMR].

### Mitigation Measures

5.6.3 The AAP delivery strategy is considered to set out the most realistic phasing for the interventions identified to regenerate the area. However, it is recognised that this cannot be guaranteed and that the AAP must be flexible to mitigate against potential risks to delivery:

- **Downturn in the housing market**  
It is difficult to assess when the current downturn may end. This affects the timing of, and funding for, development and is a major uncertainty. The phasing identified is built on an assessment of the expected housing market conditions and site availability but this will be subject to regular review leading to possible changes in the programme to reflect changes in

housing market conditions.

- **Land Assembly**  
Although it is not considered that significant land assembly will be required in delivering AAP proposals, there may be circumstances where land assembly is required. This may be mitigated by the utilisation of compulsory purchase powers as a last resort.
- **Availability of Funding**  
The Council will manage its assets to support the delivery strategy set out in the AAP but it is necessary to make assumptions about the likely level of public funding that can be secured through public sector funding streams. It is recognised that the availability of public sector funding is becoming increasingly uncertain but the regular monitoring of the AAP will show whether progress is being made as planned. If the anticipated levels of external funding do not materialise, there will be implications in relation to the timing and scale of the proposed interventions. If this is the case, the Plan may need to be reviewed so that delivery is slowed and projected housing completions put back.
- **Planning process**  
Delivery is dependent upon the preparation of site development briefs, where necessary, the submission of timely planning applications and securing appropriate consents. The AAP establishes principles for developments and an indication as to the design quality that is expected. Further community engagement at pre-submission stage in

line with the Council's Statement of Community Involvement should mitigate against the risk that planning applications will not reflect the aspirations for the area.

- **Lack of Community 'Buy in'**

It is important that the existing community is not alienated through the process of change envisaged. Engagement in the AAP process should help to mitigate against this with further involvement in more detailed proposals as they are planned and implemented.

#### **Key Indicators and Targets**

5.6.4 As set out above, each year the AMR will assess the performance of the AAP proposals against a range of indicators, taking into consideration the risks to delivery as set out above. Through the AMR the Council will consider short term core interim targets at 2016 which may trigger a review of the Area Action Plan. These are set out in Table 5.6.1 on the following pages.

5.6.5 In addition, ongoing traffic monitoring across the town (undertaken by Suffolk County Council) will continue and be reported annually in the Waveney AMR. The Council's Major Projects Team will work closely with Suffolk County Council, the Highways Agency and developers in comprehensively managing and monitoring traffic generation and modal shift, through transport assessments and strong travel planning. A comprehensive position will be reported on a 5 yearly basis, or earlier if deemed necessary, in the Council's AMR, with the first report being in 2016 to tie in with the interim

targets primarily focused upon jobs and housing growth. This information will be used to inform the need for future mitigation measures and any necessary review of the LDF.

5.6.6 In pursuing its separate role as a regeneration delivery agent, the Major Projects Team structure as explained in section 5.1, will have monitoring responsibilities and will be able to take corrective action should the monitoring indicate that progress on the AAP implementation is slower than desired or not being achieved. These corrective actions are more proactive in nature than those that can be exercised by the Council in its statutory local planning authority functions including:

- Proactive use of funding assistance to help facilitate site delivery.
- Re-examination of phasing and accordant infrastructure prioritisation.
- Review and adaptation of funding programmes to take account of unforeseen funding gaps.
- Use of land holdings to facilitate site delivery to pump prime site delivery.
- Use of statutory powers where voluntary negotiation has failed.

OBJECTIVE	POLICIES	TARGET
1 To generate a flourishing and diverse local economy	EMP1 – Employment Sites EMP2 – Energy Business Cluster EMP3 – Mixed Use Employment Areas EMP4 – Port Activities. HC3 – Social and Community Infrastructure. SSP1 – PowerPark Proposals. SSP3 – Kirkley Waterfront/SUN.	1,000 jobs delivered by 2021. Increased proportion of jobs in Lowestoft in the renewable energy sector. Increased skill levels in the local labour market.
		2016 Interim Target – Significant progress towards delivering 1,000 new jobs in Lowestoft and increase in average earnings.
2 To provide an attractive place to live	HC1 – Housing in the AAP. HC2 – Distribution of Housing Sites. HC3 – Social and Community Infrastructure. EHC1 – Design in the AAP Area. EHC2 – Heritage Assets. EHC3 – Open Space. EHC4 – Design for Biodiversity and Habitats. SSP3 – Kirkley Waterfront/SUN Proposals. SSP5 – Kirkley Rise Proposals.	Delivery of approximately 1,500 new homes. Provision of a variety of housing types. An increased proportion of the local population have access to key facilities. Open space deficiency reduced through new provision.
		2016 Interim Target – Completion of circa 238 new homes within AAP area.
3 To ensure social inclusivity	HC1 – Housing in the AAP area. HC3 – Social and Community Infrastructure. EHC1 – Design in the AAP Area. TML1 – Sustainable Transport Infrastructure. SSP1 – PowerPark Proposals SSP3 – Kirkley Waterfront Proposals. SSP4 – Brooke Peninsula/Sanyo Proposals. SSP3 – Kirkley Waterfront/SUN Proposals.	Delivery of a variety of housing types, tenures and sizes. Public realm and open spaces encourage inclusive access to local facilities. Increased skill levels in the local labour market.
4 To realise an enhanced retail centre	RLT1 – Retail within the AAP Area. SSP2 – Peto Square Proposals.	Enhanced vitality and viability of Lowestoft’s town centre. Provision of new retail floorspace. Retail core extended southwards.
		2016 Interim Target – Comprehensive review of vitality and viability through updated retail study.
5 To make the most of the waterfront	EHC1 – Design in the AAP Area. SSP1 – PowerPark Proposals. TML2 – Pedestrian and Cycle Network Improvements. SSP2 – Peto Square Proposals. SSP3 – Kirkley Waterfront/SUN Proposals. SSP4 – East of England Park Proposals.	Delivery of safe and attractive connections to and along waterfront areas. Historic scores protected and enhanced.

INDICATORS	RESPONSIBLE AGENCIES
<ul style="list-style-type: none"> <li>• sq m commercial / office floorspace delivery.</li> <li>• Number and percentage of employees by employment division.</li> <li>• Unemployment rate.</li> <li>• Long-term unemployment.</li> <li>• Average earnings.</li> <li>• Number and percentage of businesses by size (number of employees).</li> <li>• Number and percentage of businesses by main industry type.</li> <li>• Business formation rate.</li> <li>• Business start up and closures.</li> <li>• Net change in total number of VAT registered businesses.</li> <li>• Proportion of the population with no qualifications.</li> <li>• Proportion of the population with NVQ level 4 or higher.</li> </ul>	<ul style="list-style-type: none"> <li>• WDC.</li> <li>• SCC.</li> <li>• LEP.</li> <li>• ABP.</li> <li>• Waveney Chamber of Commerce.</li> </ul>
<ul style="list-style-type: none"> <li>• % of residents who are happy with their neighbourhood.</li> <li>• Housing completions in AAP area.</li> <li>• Ha. of new open space.</li> <li>• Local satisfaction with quality of open spaces.</li> <li>• Distance to key services.</li> <li>• % of journeys to work undertaken by sustainable modes.</li> <li>• % of school children travelling to school by sustainable modes.</li> <li>• Number of applications refused on grounds of design.</li> </ul>	<ul style="list-style-type: none"> <li>• WDC.</li> <li>• SCC.</li> <li>• Developers.</li> <li>• English Heritage.</li> </ul>
<ul style="list-style-type: none"> <li>• Affordable housing completions in AAP area.</li> <li>• Lifetime homes completions in AAP area.</li> <li>• Fear of crime.</li> <li>• Recorded crime per 1000 of population.</li> <li>• Distance to key services.</li> <li>• Household demographic profiles.</li> <li>• Proportion of the population with no qualifications.</li> <li>• Proportion of the population with NVQ level 4 or higher.</li> </ul>	<ul style="list-style-type: none"> <li>• WDC.</li> <li>• SCC.</li> <li>• Developers.</li> <li>• LEA.</li> <li>• PCT.</li> </ul>
<ul style="list-style-type: none"> <li>• Number and % vacant units in town centre.</li> <li>• sqm of new retail floorspace in town centre.</li> <li>• sqm of new entertainment / leisure / cultural floorspace in town centre.</li> </ul>	<ul style="list-style-type: none"> <li>• WDC.</li> <li>• Developers.</li> <li>• Waveney Chamber of Commerce.</li> </ul>
<ul style="list-style-type: none"> <li>• Implementation of proposed new waterside linkages.</li> <li>• Public footfall at key points on waterfronts.</li> </ul>	<ul style="list-style-type: none"> <li>• WDC.</li> <li>• Developers.</li> <li>• ABP.</li> </ul>

OBJECTIVE	POLICIES	TARGET
<p>6 To create a quality environment</p>	<p>EHC1 – Design in the AAP Area. EHC2 – Heritage Assets. EHC3 – Open Space. EHC4– Design for Biodiversity and Habitats. SSPs 1 - 9.</p>	<p>Delivery of all new development sites to high standards of design. Heritage assets and maritime character safeguarded and enhanced. Open space deficiency reduced through new provision. Quality of existing open spaces improved. Protect and enhance natural habits. Increase biodiversity.</p> <p>2016 Interim Target – Provision of an adequate quantity and quality of open space to meet needs of new housing population in accordance with AAP Policy EHC3.</p>
<p>7 To ensure the highest standards of design</p>	<p>EHC 1 – Design in the AAP Area. SSPs 1 - 9.</p>	<p>Delivery of all new development sites to high standards of design.</p>
<p>8 To encourage people to visit</p>	<p>EHC2 – Heritage Assets. RLT2 – Leisure and Tourism. RLT1 – Retail within the AAP Area. SSP2 – Peto Square Proposals. SSP3 – Kirkley Waterfront/SUN Proposals. SSP4 – East of England Park Proposals.</p>	<p>Completion of leisure / marina development within Brooke Peninsula. East of England Park delivered with Ness Point enhanced as a destination. Delivery of Peto Square enhances Lowestoft’s retail offer.</p>
<p>9 To be better connected</p>	<p>TML1 – Sustainable Transport Infrastructure. TML2 – Pedestrian and Cycle Network Improvements. TML3 - Public Transport Network. TML4 – Lowestoft Station. TML5 – New Streets and Vehicular Routes.</p>	<p>Completion of satisfactory access arrangements for Kirkley Rise and Sustainable Urban Neighbourhood sites, Lake Lothing pedestrian and cycle crossings and upgrade of Lowestoft Station Interchange which enables development at Peto Square, Brooke Peninsula, Sanyo and Kirkley Waterfront. Completion of proposed pedestrian and cycle routes.</p> <p>2016 Interim Target – All new development to be meeting site specific travel plan commitments relating to sustainable transport and modal shift.</p>

INDICATORS	RESPONSIBLE AGENCIES
<ul style="list-style-type: none"> <li>• No. of applications which involve Conservation Area or listed building enhancements.</li> <li>• No. of buildings on at risk register.</li> <li>• % of residents who are happy with their neighbourhood.</li> <li>• Air quality.</li> <li>• Water quality in Lake Lothing.</li> <li>• Groundwater quality.</li> <li>• Reported condition of County Wildlife Sites.</li> <li>• Achievement of habitat action plan targets.</li> <li>• Achievement of species action plan targets.</li> <li>• Implementation of proposed public realm and open space enhancements.</li> <li>• Ha. of new open space.</li> <li>• Local satisfaction with quality of open spaces.</li> </ul>	<ul style="list-style-type: none"> <li>• WDC Conservation.</li> <li>• SCC.</li> <li>• English Heritage.</li> <li>• Natural England.</li> <li>• Environment Agency.</li> </ul>
<ul style="list-style-type: none"> <li>• Number of applications refused on grounds of design.</li> <li>• % new dwellings meeting Code for Sustainable Homes level 5.</li> <li>• %non-residential buildings meeting BREEAM Excellent standard.</li> <li>• % of residents who are happy with their neighbourhood.</li> <li>• Fear of crime.</li> </ul>	<ul style="list-style-type: none"> <li>• WDC.</li> <li>• SCC.</li> </ul>
<ul style="list-style-type: none"> <li>• Number of visitors to Lowestoft.</li> <li>• Numbers employed in tourism-related employment.</li> <li>• Implementation of East of England Park proposals.</li> <li>• Implementation of Brooke Peninsula proposals.</li> <li>• Implementation of Peto Square proposals.</li> </ul>	<ul style="list-style-type: none"> <li>• WDC.</li> <li>• SCC.</li> <li>• Choose Suffolk.</li> <li>• Broads Authority.</li> <li>• ABP.</li> </ul>
<ul style="list-style-type: none"> <li>• Traffic volumes at key locations.</li> <li>• Footfall along key pedestrian routes.</li> <li>• Number of proposed schemes implemented / under construction.</li> </ul>	<ul style="list-style-type: none"> <li>• WDC.</li> <li>• SCC.</li> <li>• Highways Agency.</li> <li>• Network Rail.</li> <li>• ABP.</li> <li>• Rail operator.</li> <li>• Sustrans.</li> <li>• Rail User Groups.</li> <li>• Developers.</li> </ul>

OBJECTIVE	POLICIES	TARGET
10 To reduce the need to travel by car	TML1 – 6. SSPs 1 - 6.	Completion of new pedestrian routes and cycle links. New development well served by public transport.  Reduction in car usage by a minimum 15% contributing to Lowestoft Travel Smart Initiative.  2016 Interim Target – All new development to be meeting site specific travel plan commitments relating to sustainable transport and modal shift.
11 A strategic approach to flood risk	FRM1 – Flood Risk and Emergency Planning. SSPs 1 - 9.	Flood risk minimised within the AAP area, with vulnerable uses delivered in areas of lowest flood risk. Reduction of flood risk outside AAP area Design of developments minimises vulnerability in times of flooding.
12 To ensure resource efficient development	WEW1 – Energy Requirements within the AAP Area. WEW2 – Water efficiency and quality. WEW3– Waste. SSPs 1 - 9.	All new homes to meet Code for Sustainable Homes Level 5 subject to viability. All other new development rated as BREEAM Excellent.
13 To ensure proposals are flexible and deliverable	IMP2 – Strategic Infrastructure. IMP3 – Delivery and Funding Mechanisms.	Successful delivery of all proposed developments.
14 Working in partnership	IMP1 – A Partnership Approach.	Broad support for developments from landowners, businesses, residents, community representatives and other local stakeholders.

Table 5.6.1 - Implementation and Monitoring Framework Table

INDICATORS	RESPONSIBLE AGENCIES
<ul style="list-style-type: none"> <li>• Number of recommended linkages implemented / under construction.</li> <li>• Distance to key services.</li> <li>• % of journeys to work undertaken by sustainable modes.</li> <li>• % of school children travelling to school by sustainable modes.</li> <li>• Footfall along key pedestrian routes.</li> <li>• Public transport ridership.</li> <li>• Traffic counts.</li> </ul>	<ul style="list-style-type: none"> <li>• WDC.</li> <li>• SCC.</li> <li>• Highways Agency.</li> <li>• Network Rail.</li> <li>• Rail operator.</li> <li>• Sustrans.</li> <li>• Rail User Groups.</li> <li>• Developers.</li> <li>• ABP.</li> </ul>
<ul style="list-style-type: none"> <li>• Number of planning applications with flood mitigation measures.</li> <li>• Number of planning permissions with SuDS.</li> <li>• Number of properties at risk of flooding.</li> </ul>	<ul style="list-style-type: none"> <li>• WDC.</li> <li>• SCC.</li> <li>• Environment Agency.</li> <li>• ABP.</li> <li>• Developers.</li> </ul>
<ul style="list-style-type: none"> <li>• % new dwellings meeting Code for Sustainable Homes level 5.</li> <li>• %non-residential buildings meeting BREEAM Excellent standard.</li> <li>• Water consumption.</li> <li>• Tonnage / proportion of household (and municipal) waste recycled, composted and landfilled.</li> <li>• Consumption of gas – domestic use per consumer and total commercial / industrial use.</li> <li>• Consumption of electricity – domestic use per consumer and total commercial / industrial use.</li> </ul>	<ul style="list-style-type: none"> <li>• WDC.</li> <li>• SCC.</li> <li>• Environment Agency.</li> <li>• Developers.</li> </ul>
<ul style="list-style-type: none"> <li>• Housing completions.</li> <li>• Social infrastructure delivered.</li> <li>• Physical infrastructure delivered.</li> <li>• sqm retail floorspace delivered.</li> <li>• sqm commercial floorspace delivered.</li> <li>• sqm leisure / entertainment / cultural floorspace delivered.</li> </ul>	<ul style="list-style-type: none"> <li>• WDC.</li> <li>• Developers.</li> </ul>
<ul style="list-style-type: none"> <li>• Planning application representations.</li> <li>• Housing completions.</li> <li>• Social infrastructure delivered.</li> <li>• Physical infrastructure delivered.</li> <li>• sqm retail floorspace delivered.</li> <li>• sqm commercial floorspace delivered.</li> <li>• sqm leisure / entertainment / cultural floorspace delivered.</li> </ul>	<ul style="list-style-type: none"> <li>• WDC.</li> <li>• Developers.</li> </ul>

An aerial photograph of a coastal area, likely a harbor or marina. The foreground is dominated by a large body of water filled with numerous boats and yachts docked at piers. To the right, there are several large industrial buildings with grey roofs and parking lots. In the background, a dense residential area with many houses is visible, along with a large green field. A white wind turbine is visible in the distance. A large orange circle is overlaid on the right side of the image, containing white text. The text reads "Appendix 1" in a large font, followed by "Adopted Local Plan policy to be replaced" in a smaller font. The background image is framed by a white circular border.

# Appendix 1

Adopted Local  
Plan policy to be  
replaced

Adopted Local Plan Policy		Replacement Area Action Plan Policy	
POLICY	SUBJECT	POLICY	SUBJECT
TM6	Tourism in Lake Lothing (western end)	SSP6	Western End of Lake Lothing

An aerial photograph of a coastal town and harbor. The town is densely packed with buildings and roads, extending to a sandy beach and a large harbor. The harbor contains several piers, a marina with many boats, and a large industrial or commercial area. The ocean is visible in the foreground, with waves breaking on the shore. A large orange circle is overlaid on the right side of the image, containing the text 'Appendix 2 Glossary'.

# Appendix 2

## Glossary

### **Above Ordnance Datum (AOD)**

Height above mean sea level at Newlyn, Cornwall, UK, from which all other spot heights on Ordnance Survey maps and contours are established.

### **Affordable Housing**

Housing that is provided, with subsidy, for people who are unable to resolve their housing needs in the local private sector market because of the relationship between housing costs and incomes. Affordable Housing normally consists of social rented housing or intermediate housing which is normally provided by a Housing Association. The official national definition of affordable housing for the purposes of Town and Country Planning is found in Planning Policy Statement 3.

### **Annual Monitoring Report (AMR)**

It is a requirement of the Planning and Compulsory Purchase Act 2004 for local planning authorities to monitor and review progress towards the delivery of the local development documents. Progress is set down in an Annual Monitoring Report which has to be prepared by the December following the end of the previous financial year.

### **Area Action Plans**

These are used to provide a planning framework for areas of significant change or conservation. They are part of the Development Plan.

### **Biodiversity**

The variety of plant and animal species, plus the groups of species which make up particular habitats. These help to maintain a balanced environment at all levels, from local to global.

### **BREEAM**

Standards developed by British Research Establishment to assess the environmental impact of non-residential buildings.

### **(The) Broads Authority Area**

This area, which includes parts of Waveney District outside the area covered by the Waveney Local Development Framework, has status equivalent to a national park. The Broads Authority is the local planning authority for the area, and has the statutory duties of conserving and enhancing its landscape, wildlife and cultural heritage; promoting opportunities for the understanding and enjoyment of its special qualities by the public; and protecting its navigation.

### **Brownfield Land**

See previously developed land.

### **Building Emission Rate**

Actual carbon emissions from building.

### **Code for Sustainable Homes**

The Code for Sustainable Homes was introduced in England in 2007. The Code has been mandatory since 2008 setting standards to improve the overall sustainability of new homes by setting a single framework within which the home building industry can design and construct homes to a higher environmental standard.

### **Community Infrastructure Levy**

A charge on development which local planning authorities can choose to set and which is designed to help fund needed infrastructure identified in their plans.

### **Conservation Area**

An area, designated by a local authority, of special architectural or historic interest within towns and villages, which has been given special status to ensure its protection and enhancement.

### **County Wildlife Site**

Areas of county-wide wildlife interest as defined using the following criteria:

- 'Woodland sites are selected using a number of criteria; ancient status, well developed structure and diverse ground flora;
- Grasslands are selected on the basis of unimproved status, floral diversity and presence of rarities;
- Other habitats which are regionally or nationally scarce, e.g. heathland, vegetable shingle or open water are also represented;
- Any sites which support a population of one or more species listed in Schedule 5 or 8 of the Wildlife and Countryside Act or the Red Data book are included. 'Taken from 'A Register of County Wildlife Sites in Suffolk' (1991 and updates), compiled by Suffolk Wildlife Trust and Suffolk County Council.

### **Cumulative Land Raising Study**

Study investigating potential for land raising and other flood defence systems across the AAP area.

### **Decentralised Energy Supply/District Energy Systems**

Energy supply from local renewable and local low-carbon sources (i.e. on-site and near-site, but not remote off-site) usually on a relatively small scale. Decentralised energy is a broad term used to denote a diverse range of technologies.

### **Density**

In the case of residential development, a measurement of the number of dwellings per hectare. Net housing density excludes for example structural landscaping.

### **Development**

Defined in Section 55 (1) of the Town and Country Planning Act 1990 as ‘the carrying out of building, engineering, mining and other operations in, on, over or under land, or the making of any material change in the use of any buildings or land’.

### **District Centre**

As defined in PPS4 Planning for Sustainable Economic Growth, this will usually comprise groups of shops often containing at least one supermarket, and a range of non retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.

### **Economic Development**

Development that creates new, or safeguards existing jobs.

### **Evidence Base**

Information and data gathered by the Council to justify the ‘soundness’ of the policy approach set out in Local Development Documents.

### **Exception Test**

Test providing a method of managing flood risk while still allowing necessary development to occur in areas at risk of flooding as detailed in paras. D9–D14 of PPS25.

### **Flood Risk Assessment**

A site specific assessment of all types of flood risk to the proposed development itself and to others in the locality. All planning applications for development of 1 hectare or greater in any

Flood Zone are required to include a Flood Risk Assessment. All planning applications for development in Flood zones 2 and 3 require Flood Risk Assessments.

### **Flood Zone 1 - Low Probability**

This zone comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding in any year (<0.1%). All uses of land are appropriate in this zone.

FRA is required for development proposals on sites comprising one hectare or above the vulnerability to flooding from other sources as well as from river and sea flooding, and the potential to increase flood risk elsewhere through the addition of hard surfaces and the effect of the new development on surface water run-off, should be incorporated in a FRA. This need only be brief unless the factors above or other local considerations require particular attention. In this zone, developers and local authorities should seek opportunities to reduce the overall level of flood risk in the area and beyond through the layout and form of the development, and the appropriate application of sustainable drainage techniques.

### **Flood Zone 2 - Medium Probability**

This zone comprises land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% – 0.1%) or between a 1 in 200 and 1 in 1000 annual probability of sea flooding (0.5% – 0.1%) in any year. The water-compatible, less vulnerable and more vulnerable uses of land and essential infrastructure in Table D.2 of PPS25 are appropriate in this zone. Subject to the Sequential Test being applied, the highly vulnerable uses in Table D.2 are only appropriate in this zone if the Exception Test is passed. All development proposals in this zone should be accompanied by a FRA. In this zone, developers and local authorities should seek opportunities to reduce the overall level of flood risk in the area through the layout and form of the development.

### **Flood Zone 3a - High Probability**

This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year.

The water-compatible and less vulnerable uses of land in Table D.2 of PPS 25 are appropriate in this zone. The highly vulnerable uses in Table D.2 should not be permitted in this zone. The more

vulnerable and essential infrastructure uses in Table D.2 should only be permitted in this zone if the Exception Test (see para. D.9) is passed. Essential infrastructure permitted in this zone should be designed and constructed to remain operational and safe for users in times of flood. All development proposals in this zone should be accompanied by a FRA. In this zone, developers and local authorities should seek opportunities to:

- i. reduce the overall level of flood risk in the area through the layout and form of the development and the appropriate application of sustainable drainage techniques;
- ii. relocate existing development to land in zones with a lower probability of flooding; and
- iii. create space for flooding to occur by restoring functional floodplain and flood flow pathways and by identifying, allocating and safeguarding open space for flood storage.

### **Flood Zone 3b - The Functional Flood Plain**

This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their SFRAs areas of functional floodplain and its boundaries accordingly, in agreement with the Environment Agency. The identification of functional floodplain should take account of local circumstances and not be defined solely on rigid probability parameters. But land which would flood with an annual probability of 1 in 20 (5%) or greater in any year, or is designed to flood in an extreme (0.1%) flood, should provide a starting point for consideration and discussions to identify the functional floodplain.

Only the water-compatible uses and the essential infrastructure listed in Table D.2 of PPS25 that has to be there should be permitted in this zone. It should be designed and constructed to:

- remain operational and safe for users in times of flood;
- result in no net loss of floodplain storage;
- not impede water flows; and
- not increase flood risk elsewhere.

Essential infrastructure in this zone should pass the Exception Test.

All development proposals in this zone should be accompanied by a FRA.

In this zone, developers and local authorities should seek opportunities to:

- i. reduce the overall level of flood risk in the area through the layout and form of the development and the appropriate application of sustainable drainage techniques; and
- ii. relocate existing development to land with a

lower probability of flooding.

### **Greenfield**

Land which has not been previously developed i.e. fields, woods, meadows, or land that has no recent history of development.

### **Heritage (built and architectural)**

Historical, architectural and archaeological features, buildings and monuments that are of local, regional or national interest.

### **Heritage Vessels**

Heritage vessels are those that are either listed on the National Register of Historic Vessels or have a historic relationship with Lowestoft or the sub-region or are of sufficient scale and quality as to make a positive contribution to the character of the Lake Lothing and Outer Harbour area.

### **Lifetime Homes Standards**

Homes that are accessible to everybody and where the layout can be easily adapted to meet the needs of future occupants.

### **Listed Building**

A building or structure designated by the Secretary of State for the Department of Culture, Media, and Sport as being of special architectural or historical interest.

### **Local Development Documents (LDDs)**

The collective term used in the Planning and Compulsory Purchase Act 2004 for Development Plan documents, Supplementary Planning Documents and the Statement of Community Involvement, Local Development Scheme and the Annual Monitoring Report.

### **Local Enterprise Partnership (LEP)**

Replacement organisation to supersede the East of England Development Agency (EEDA) to be responsible for local economic development.

### **Local Planning Authority (LPA)**

The local plan making authority – Waveney District Council.

### **Open Space**

Covers a broad range of open spaces as defined in the annex to PPG17: Planning for Open Space, Sport and Recreation (2002).

### **Planning Obligations and Agreements**

A legal agreement between a planning authority and a developer ensuring that certain extra

works related to a development are undertaken or contributions made to the provision of infrastructure or facilities, for example the provision of highways. Sometimes called a Section 106 Agreement.

### **Planning Policy Guidance Note (PPG)**

National policy guidelines issued by the Department for Communities and Local Government (CLG) on a range of subjects affecting the use and development of land.

### **Planning Policy Statements (PPS)**

Statements of the government's national policies on a range of topics. Now issued by the Department for Communities and Local Government (CLG) and formerly by the Office of the Deputy Prime Minister (ODPM):

- PPS1 Delivering Sustainable Development
- Supplement to PPS1 Planning and Climate Change
- Supplement to PPS1 Eco-towns
- PPG2 Green Belts
- PPS3 Housing
- PPS5 Planning for the Historic Environment
- PPS4 Planning for Sustainable Economic Growth
- PPS7 Sustainable Development in Rural Areas
- PPG8 Telecommunications
- PPS9 Biodiversity and Geological Conservation
- PPS10 Planning for Sustainable Waste Management
- PPS12 Local Spatial Planning
- PPG13 Transport
- PPG14 Development on Unstable Land
- PPG17 Planning for Open Space, Sport and Recreation
- PPG18 Enforcing Planning Control
- PPG19 Outdoor Advertisement Control
- PPG20 Coastal Planning
- Good Practice Guide on Planning for Tourism
- PPS22 Renewable Energy
- PPS23 Planning and Pollution Control
- PPG24 Planning and Noise
- PPS25 Development and Flood Risk
- Supplement to PPS25 Development and Coastal Change

### **Previously Developed Land (PDL)**

Previously developed land is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. The definition includes defence buildings but excludes land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision has been made for restoration through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds, and allotments which, although it may feature paths, pavilions and other buildings, has not previously been developed; land that was previously developed but where the remains of the permanent structure of fixed surface structure have blended into the landscape in the process of time (to the extent that it can reasonably be considered as part of the natural surroundings).

There is no presumption that land that is previously developed is necessarily suitable for housing development nor that the whole of the curtilage should be developed. (Source: PPS3 Housing).

### **Proposals Map**

Ordnance Survey maps which identify the areas to which policies and proposals in the development plan documents relate.

### **Regeneration**

Regeneration centres on the physical development of land, buildings and new transport systems. It also seeks to capture and maximise benefits for the people through economic and social regeneration in terms of skills, social and economic inclusion, prosperity, education, housing, health, community development and the environment. It is closely aligned to neighbourhood renewal.

### **Renewable & Low Carbon Energy**

Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment - from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass. Low-carbon technologies are those that can help reduce carbon emissions. Renewable and/or

low-carbon energy supplies include, but not exclusively, those from biomass and energy crops; CHP/CCHP (and micro-CHP); waste heat that would be generated directly or indirectly from fossil fuel; energy-from-waste; ground source heating and cooling; hydro; solar thermal and photovoltaic generation; wind generation.

### **‘Saved’ Policies**

Under the Planning & Compulsory Purchase Act 2004, policies in the Waveney Adopted Local Plan (1996) were saved for 3 years from 28th September 2004. The Secretary of State can make a direction to save policies for a further period beyond this date, but they were otherwise due to expire on 27th September 2007. The Council had to submit an assessment of Adopted Policies that it wished to save beyond 27th September 2007 and the Secretary of State’s Direction lists the Adopted Local Plan policies that have been extended beyond 27th September 2007. Local Plan policies are gradually being replaced by policies contained within development plan documents once they are adopted. The saved policies are listed on the Council’s website.

### **Section 106 Planning Obligation**

A legal agreement which provides a means of ensuring that developers contribute towards the infrastructure that is required to make a development acceptable in planning terms.

### **Sequential Approach (PPS25)**

A sequential risk-based approach to determining the suitability of land for development in flood risk areas is central to PPS25 and should be applied at all levels of the planning process.

### **Sequential Test (PPS25)**

The Sequential Test is applied by LPAs allocating land in LDDs for development (see Annex D and Table D.1 of PPS25) to demonstrate that there are no reasonably available sites in areas with a lower probability of flooding that would be appropriate to the type of development or land use proposed. A sequential approach should be used in areas known to be at risk from other forms of flooding, unless the “Exception Test” can be reasonably applied.

### **Shoreline Management Plans (SMPs)**

SMPs provide a large-scale assessment of the risks associated with coastal processes and present a long-term policy framework to reduce these risks to people and the developed, historic

and natural environment in a sustainable manner.

### **Site Specific Allocations**

The allocation of sites for specific or mixed uses. Policies will identify any specific requirements for the site. The allocations form part of the Development Plan.

### **Spatial Planning**

Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. It includes policies which can impact on land use, for example by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.

### **Special Areas of Conservation (SACs)**

Sites of European importance for nature conservation designated under the Conservation of Natural Habitats and Wild Flora and Fauna Directive.

### **Special Protection Areas (SPAs)**

Sites of European importance for nature conservation designated under the Conservation of Wild Birds Directive.

### **Statement of Community Involvement**

This sets out the methods local authorities will use to involve local communities in the preparation of Local Development Documents and decisions on planning applications. The Statement is not part of the Development Plan.

### **Strategic Flood Risk Assessment (SFRA)**

SFRA carried out on behalf of Waveney and Suffolk Coastal District Councils to inform the preparation of LDDs, having regard to catchment-wide flooding issues which affect the area. The SFRA provides the information needed to apply the sequential approach advocated in PPS 25.

### **Strategic Housing Market Assessment**

An assessment which estimates local or sub-regional housing need and demand in terms of affordable, specialised and market housing.

### **Sustainable Drainage Systems (SUDS)**

System where surface water (i.e. rainwater)

drains naturally back into the underground water system rather than to waste water treatment works. These avoid adding flood risks by mimicking natural drainage processes and provides benefits for sustainability, water quality and amenity.

### **Sustainable Development**

Sustainable development is an approach towards development that aims to ensure people satisfy their basic needs and enjoy a good quality of life without compromising the quality of life for future generations. The Government will try to achieve that through five principles: living within environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

### **Sustainable Urban Neighbourhood**

Residential/mixed use allocation focused on sites to the South of Lake Lothing.

### **Target Emission Rate**

The calculated target CO2 emissions rate of a notional building.

### **Urban Regeneration Company (1st East) (URC)**

A private company set up specifically to promote the regeneration of a particular geographical area. Such companies were designated by the Department of Communities and Local Government and the Department of Trade and Industry. Representatives from the local authorities, community and private sector make up a Board of Directors.

### **Use Classes Order**

The Use Classes Order puts uses of land and buildings into various groupings that have similar implications for the amenity of an area. The Use Classes Order permits some changes within, and between, classes although most changes of use between different classes require planning permission.

### **Waveney Local Strategic Partnership**

Involves a range of organisations from across the District working towards the delivery of the Sustainable Communities Strategy.

### **1st East**

See Urban Regeneration Company.



# Notes







