

5.0

Masterplan proposals



5.0

Masterplan proposals

This section of the document sets out the proposals for the ten town centre sites based on the existing studies, baseline analysis, workshop, further consultation and key themes and principles set out in the preceding sections.

Importantly, the proposals for the town centre sites have not been developed in isolation and are informed by a strategic approach which includes a vision diagram for Leiston and its wider context (see Section 5.1) and a series of townwide strategy plans (see Section 5.2).

These plans have been informed by the work set out in the preceding sections of this document and, alongside the key principles, provide an important guiding framework for the site proposals. It is important to note that these proposals are not intended as 'fixed responses' to each of the sites, but rather indicative options for how they could come forward based on the current position.

The context for each of these sites has the potential to change following the submission of this document and the key principles, vision diagram and townwide strategies will provide an important guiding framework to refer back to if any of the proposals need to be reviewed at any stage.

5.1

A vision for Leiston and its wider context

Figure 5.1 shows a vision diagram for Leiston and its wider context. The moves set out in this vision underpin the townwide strategies set out in Section 5.2 and the proposals for each of the ten sites set out in Section 5.3. The key moves are summarised below:

- Embracing and enhancing the relationship between Leiston and Sizewell / the Coast, including:
 - Enhancing the physical connections for pedestrians and cyclists.
 - Exploring the potential for a new destination facility at Sizewell e.g. a lido.
- Promoting Leiston as a visitor destination in order to retain and increase footfall and support the High Street and wider town. This can be achieved through maximising the potential of:
 - Key historical assets such as the Long Shop Museum and Leiston Abbey.
 - The unique, independent retail offering provided by the town.
 - The town's role as a practical stop-off location as part of a wider trip e.g. the circular recreational route linking the town with Sizewell, the coast and Kenton Hills.
- Capitalising on Leiston's location on an incredible strategic footpath network which connects it with its rural context and the coast and which is likely to be further enhanced through Sizewell C and the leisure routes proposed by East Suffolk Council. This includes the circular route that connects the town with Sizewell, the Coastal Walk, Kenton Hills and the new open space at Aldhurst to come forward as part of Sizewell C.
- Fully realise, and become independent of, the opportunities for Leiston presented by Sizewell Power Station, including:
 - Potential increase in footfall and the increased demand on town facilities.
 - Employment and training opportunities.
 - Possible synergies / shared facilities e.g. using waste heat from the plant for a lido at Sizewell.
 - Potential financial support e.g. Leiston Transport Strategy.
- Establishing Leiston as a lead town within East Suffolk for delivering on net zero aspirations. In terms of the relationship with the wider context this will include:
 - Capitalising on Leiston's location on a dense network of strategic footpaths, which connect it with its rural context and the coast.
 - Minimising the need to travel beyond Leiston for daily needs by supporting the services within the town and providing education, training and employment opportunities.
 - Providing good public transport connections to surrounding settlements to reduce the reliance on private vehicles.
 - Maximising the opportunities for walking and cycling between Leiston and the accommodation for Sizewell workers, including the accommodation campus for Sizewell C if it goes ahead.
 - Maximising the potential for possible synergies with Sizewell power station and the town e.g. using waste heat.



Figure 5.1: Vision diagram

5.2

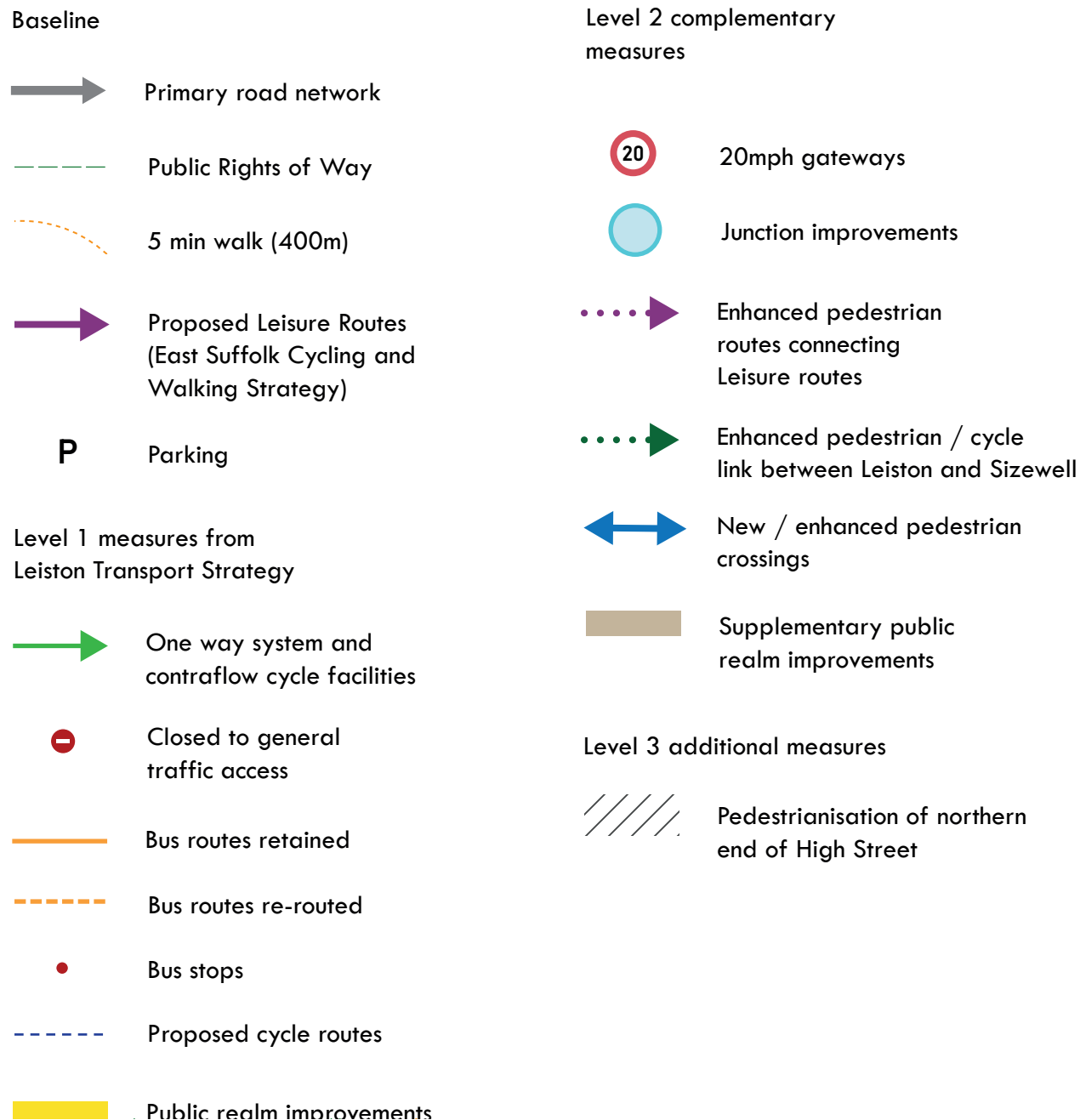
Townwide strategies

5.2.1 Access and movement

Figure 5.2 shows the access and movement strategy for Leiston and its immediate context. This strategy builds on the latest Leiston Transport Strategy proposals and has been developed in conjunction with the vision diagram set out in Section 5.1 and the other townwide strategies set out in this section.

The proposals set out in the access and movement strategy have been divided into three different categories as follows:

- Level 1: Measures that are included in the Leiston Transport Study and are supported by this masterplan document. It is recognised that the Transport Study has gone through considerable consultation and it is considered that the measures set out represent a robust strategy to build on.
- Level 2: Measures which are complementary to the Leiston Transport Strategy and it is considered would significantly improve the town centre without being highly challenging to implement.
- Level 3: Additional measures which it is considered would be greatly beneficial to the town, but it is recognised would potentially be more controversial / challenging to implement.



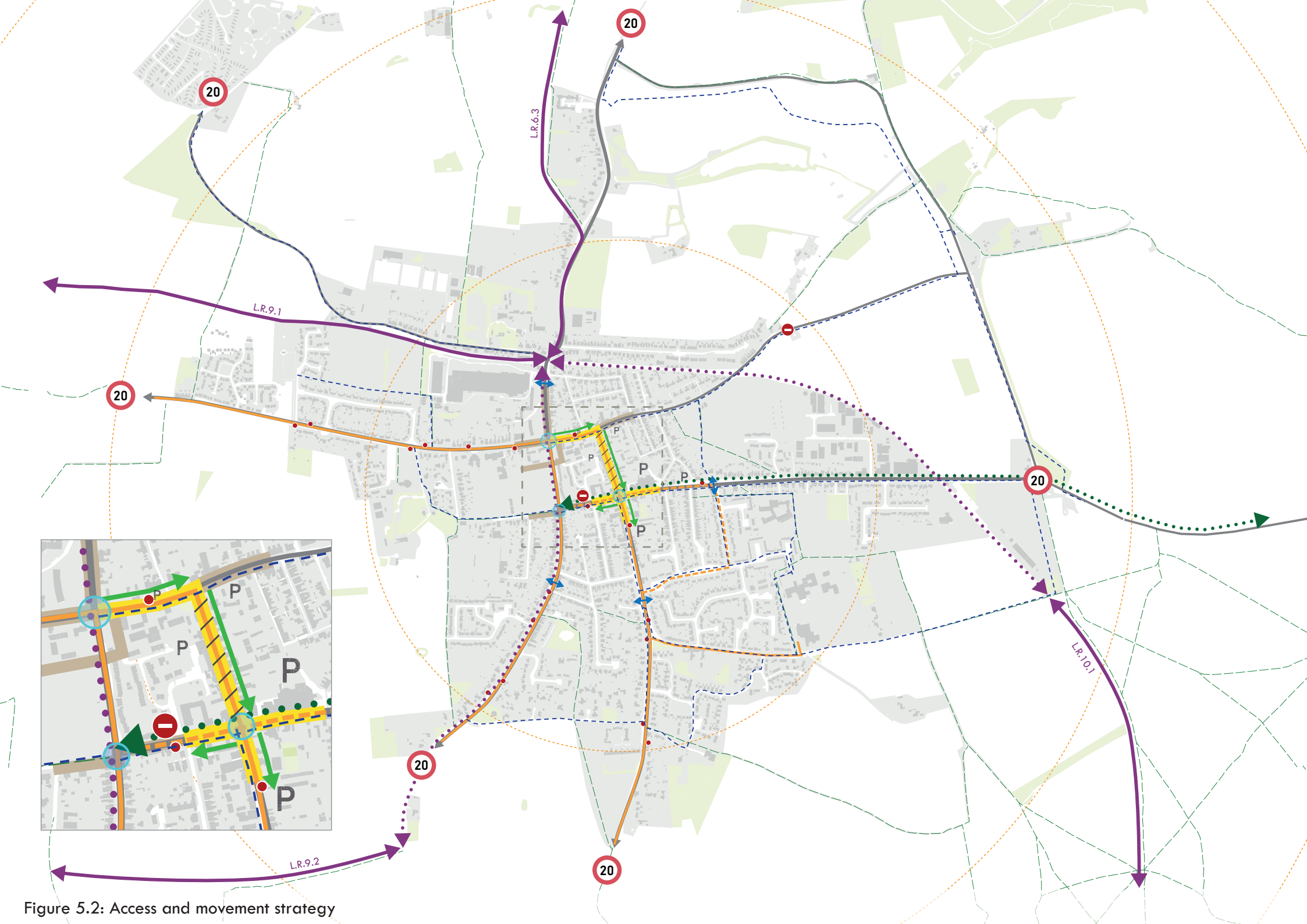


Figure 5.2: Access and movement strategy

5.2.1.1 Level 1 Leiston Transport Strategy measures

- One way system along Main Road, the High Street (as far south as the public car park) and Cross Street. Proposed one-way streets will include contraflow cycle facilities to ensure two-way cycling access throughout the town centre.
- Closure of Valley Road to vehicular traffic to reduce the impact of traffic between Leiston and Sizewell.
- Bus routes re-routed along Seaward Avenue, Sylvester Road, Sizewell Road and Cross Street in-line with the one-way system.
- Provision of a network of safe cycle routes through highways improvements (including the one-way system), to include promotion of slower vehicle speeds and cycle track provision along sections of Seaward Avenue and Sylvester Road.
- Public realm improvements on Main Street, the High Street (as far south as the public car park), Sizewell Road and the eastern section of Cross Street.

5.2.1.2 Level 2 supplementary measures

- Establish Leiston as a 20mph town. The 20mph zone would start at the gateway locations indicated in figure 5.2. The signage would be integrated with the town gateway features proposed in the Leiston Transport Strategy.
- Improvements e.g. surface treatments, new controlled crossing locations and pedestrian prioritisation to the following key junctions:
 - Main Street / Waterloo Avenue / Park Hill / Station Road – this will be particularly important in terms of improving the connections between the Waterloo Centre and the town centre.
 - High Street / Cross Street / Sizewell Road – potential to improve appearance, safety and efficiency of this key crossing at the heart of the town centre.
 - Cross Street / Haylings Road / Park Hill / Victory Road – this will be particularly important in terms of improving the safety of the existing crossing to the recreation ground entrance.
- Connect Leisure Routes L.R.6.3, L.R. 9.1, L.R.9.2 and L.R.10.1 (proposed by East Suffolk

Council as part of the East Suffolk Cycling and Walking Strategy) by providing attractive, safe and legible connecting routes through the town in the following locations:

- Along Cross Street, Haylings Road, Park Hill and Victory Road, linking routes L.R.9.1 and L.R.6.3 with route L.R.9.2.
- Adjacent to the railway line, linking Leisure routes L.R.9.1 and L.R.10.1. This option needs further investigation to determine its viability and may involve diverting some sections of the route onto adjacent roads / footpaths.
- Enhanced pedestrian and cycle routes along King George's Avenue and Sizewell Gap to ensure an attractive, legible and safe strategic connection between Leiston and Sizewell / the Coast.
- New / enhanced pedestrian crossings on Haylings Road, Park Hill, Aldeburgh Road and King George's Avenue / Sizewell Road to ensure the safe movement of pedestrians through the town.
- Additional public realm improvements, to include the following:
 - Along the eastern end of Waterloo Avenue and on the ramp/bridge over Park Road

to improve access to the Waterloo Centre and Recreation Ground, which are currently perceived to be beyond the town centre despite their proximity.

- Along the western section of Cross Street and Victory Road to improve access from the heart of the town centre to the Recreation Ground.

5.2.1.3 Level 3 supplementary measures

- Pedestrianisation the northern section of the High Street. This would bring the following major benefits to the town centre:
 - Reclaim the High Street for pedestrians and cyclists allowing a much more attractive, safe and enjoyable environment in which to enjoy the retail / leisure uses on offer and, in doing so, providing increased footfall to support them.
 - Essentially create a new public space in the town centre that has a clear purpose (as a High Street), but can be used for alternative events / activities. It is considered that this is preferable to creating a large new public space for which there is no definite demand on one of the ten sites and would be more consistent with the morphology and history of the town.

- Help alleviate existing traffic issues relating to the narrow carriageway and the tight junction with Cross Street and Sizewell Road.

- It is appreciated that this measure would require an adjustment to the one-way system and local access for businesses, residents and buses which is likely to be more complex to implement.

5.2.1.4 Parking

- From the engagement with the public and key stakeholders it is clear that parking provision (capacity, location, cost and management) is a very important issue in the town and one that will play a key role its future development. The proposals set out in Section 5.7 assume that it will be possible to reduce parking provision on some of the sites in conjunction with the proposed transport measures set out above, which will significantly improve walking and cycling access in Leiston and should help promote mode shift for shorter journeys in the town away from general traffic.
- The two key sites where parking numbers are shown to be reduced are the Co-op site (site 6) and the Market Square site (site 7).

- It is recognised that further technical work beyond the scope of this masterplan document will need to be carried out to test these proposals and create a robust parking strategy. However, it is envisaged that the access and movement strategy will support a strategy that allows reductions in parking provision in these and other car parks across the town centre. The benefits of these reductions will include the following:

- A reduction in traffic congestion in the town centre.
- The release of land and generation of funding for alternative uses which help to establish a vibrant town centre.
- The opportunity to restore/establish a more cohesive and legible townscape with better defined streets and spaces that reflect the historic character of the town.

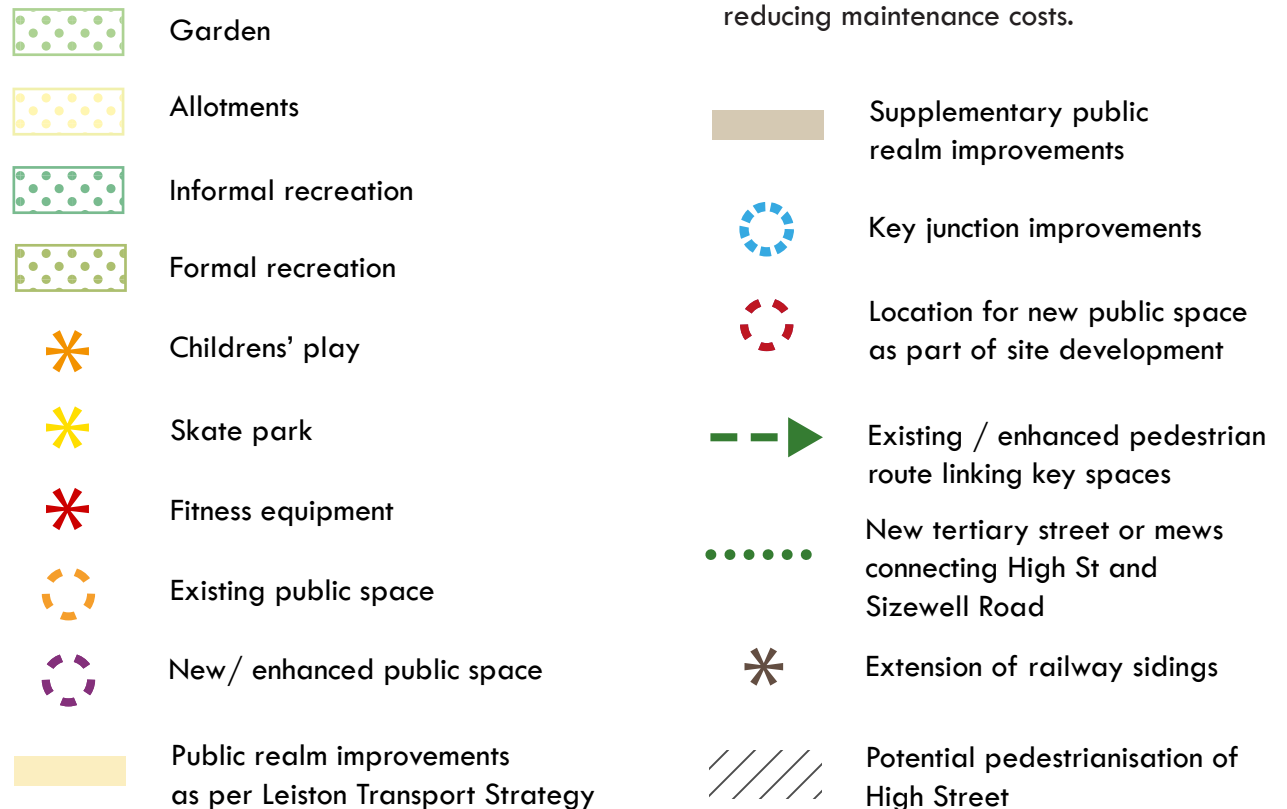
5.2.2 Public realm and landscape

Figure 5.3 sets out the public realm and landscape strategy for Leiston Town Centre. The strategy seeks to establish a network of high quality, well-connected and easily accessible green and urban spaces in the town, which reflect its unique character. The key proposals are as follows:

- Enhance pedestrian connections to the Recreation Ground, which is a major asset, but difficult to access from the town centre. This will be achieved through public realm improvements along Main Street, Waterloo Avenue, Cross Street and Victory Road as well improvements to the two junctions on Park Hill.
- Enhance the quantity and quality of urban space in the town in a way that reflects its morphology and history i.e. through small-medium scale spaces off key streets rather than a central large public space at a key intersection. This will involve the following:
 - Enhancing Church Square by improving links through to Sizewell Road and the High Street.
 - Reclaiming Post Office Square as an attractive, public space off Main Street, potentially incorporating an extension to the railway sidings.

- Providing a new small-medium scale space off Sizewell Road as part of the Market Square site development and in conjunction with a new tertiary street or mews through the block.
- Enhancing the garden space at the intersection of Main Road / the High Street.

- Possible pedestrianisation of the High Street.
- Improve the pedestrian routes and areas of public realm that link the key existing and proposed green and urban spaces in the town.
- Provide planting (particularly within existing green spaces) that promotes biodiversity, whilst creating an attractive environment and reducing maintenance costs.



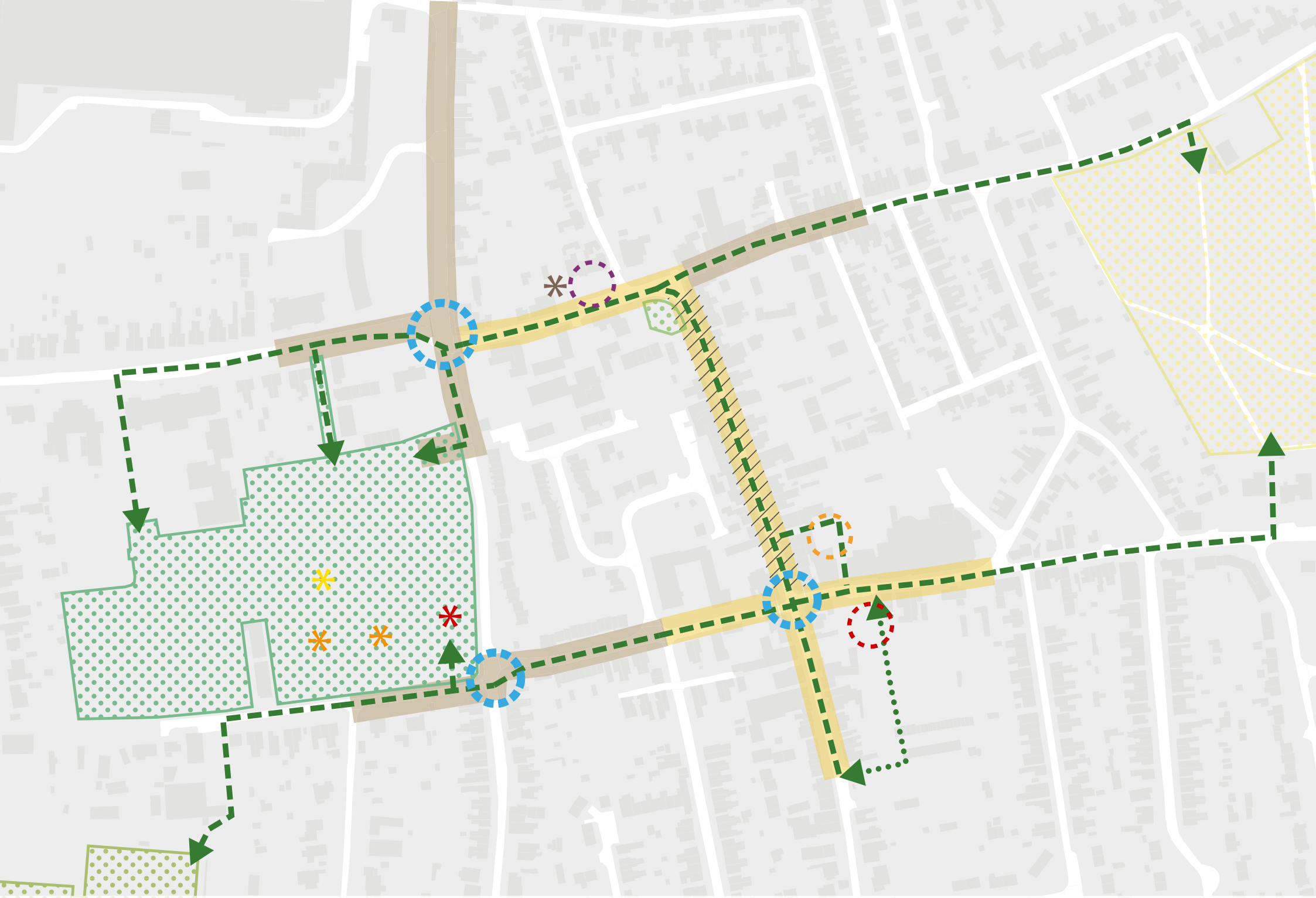


Figure 5.3: Public realm and landscape strategy

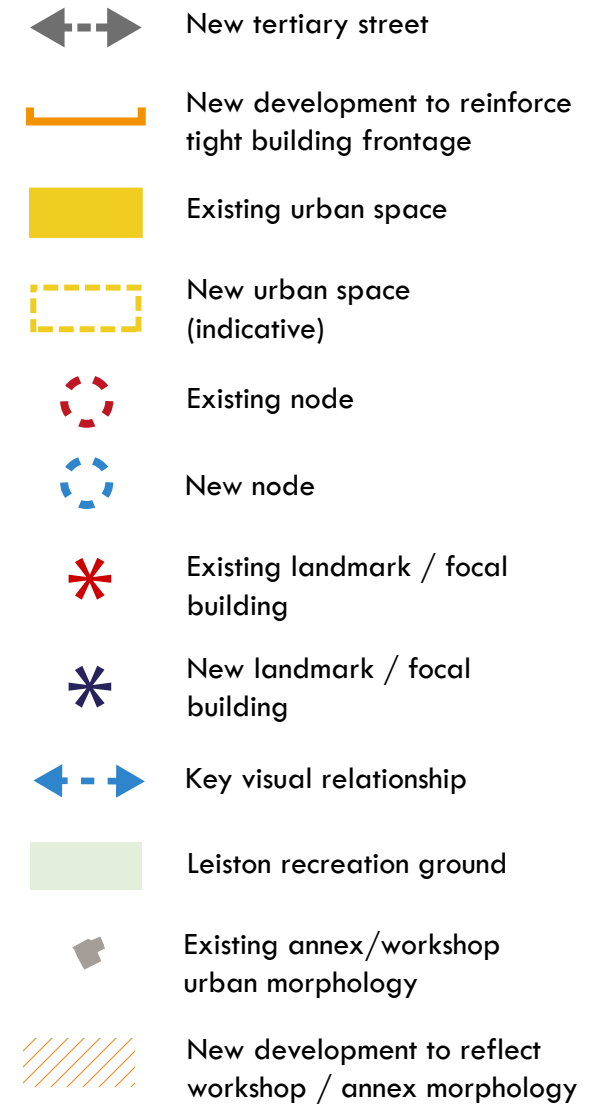
5.2.3 Townscape

Figure 5.4 shows the townscape strategy for the town centre.

The strategy seeks to ensure that the development of the town centre builds on its existing qualities and establishes a high quality, legible and attractive urban environment that reflects the unique history and character of the town. The key proposals are as follows:

- New development on the High Street, Main Street and Sizewell Road to either reflect the existing tight building frontage or to take a deliberate and carefully considered step back e.g. to accommodate a public space.
- Establish a network of small-medium scale urban spaces by retaining and enhancing Church Square, Post Office Square and the garden at the intersection of Main Street and the High Street. Introduce a new small-medium scale space off Sizewell Road (on the Market Square site), where it will have a strong presence and benefit from the link through to Church Square.

- Redevelop the Market Square site in a way that reflects the scale and morphology of the existing High Street (i.e. small-scale units with annexes and workshops to the rear) and the back of block location e.g. through a tertiary street or mews.
- Provide focal buildings in key locations to enhance the legibility of the town e.g. on the southern edge of the new space off Sizewell Road and/or at the entrance to the Waterloo Centre.
- Consider key existing and future strategic views e.g.
 - From Church Square through to Sizewell Road and the new public space.
 - From Post Office square through to the Long Shop Musuem.
 - From the Waterloo Centre across the recreation ground.



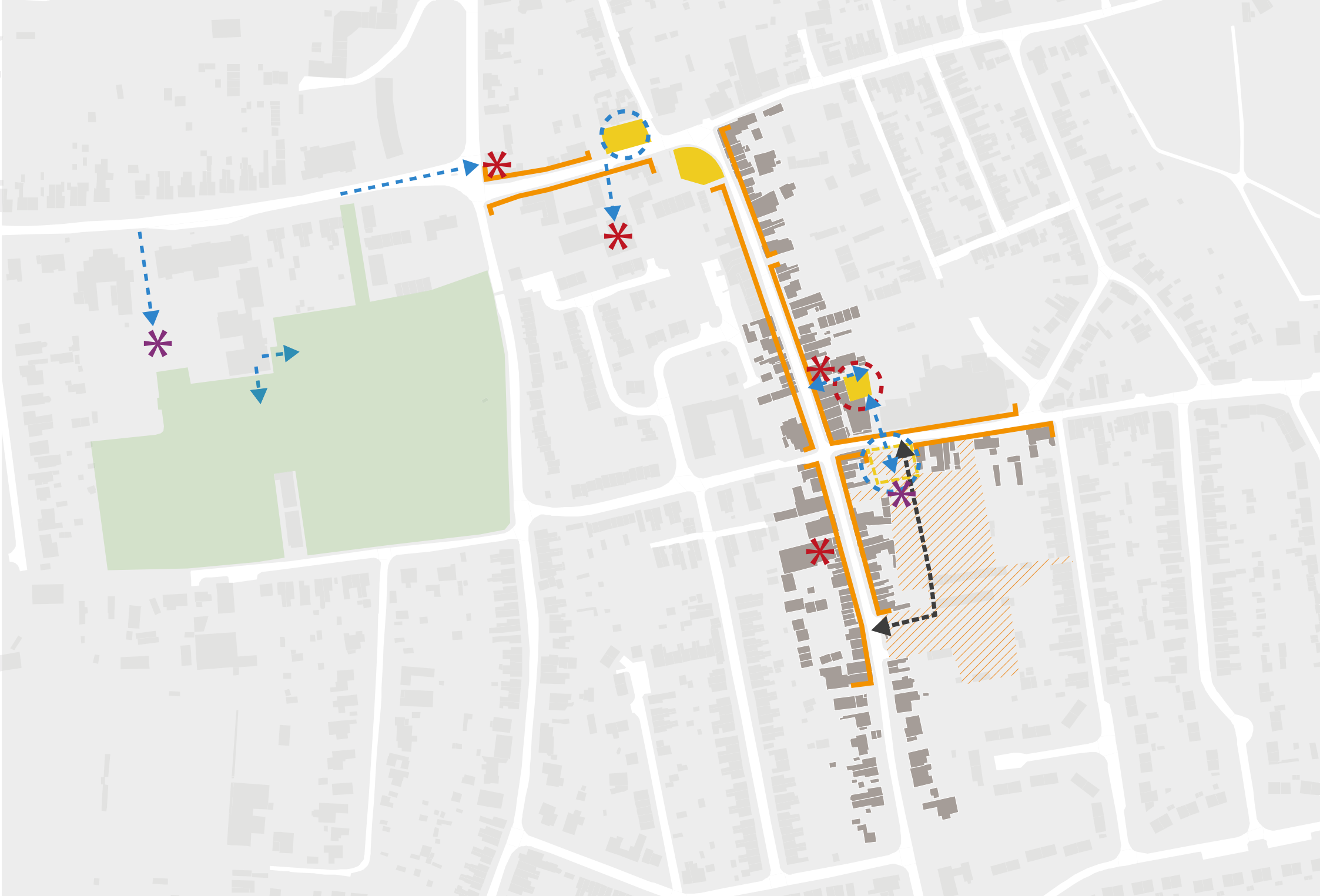


Figure 5.4: Townscape strategy

5.2.4 Character and land use

Figure 5.5 shows the different character areas that have been identified within the town centre. These character areas are a reflection of different qualities, including land use, history, urban morphology, and building design, scale and use of materials. Together they help to structure the town centre and provide variation, interest and legibility.

The character area strategy for the town seeks to ensure that the proposals for each site help to reinforce the existing character.

The six character areas identified are as follows:

- **Town centre core:** The historic retail core of Leiston. Predominantly retail and leisure uses with some residential. Mainly small-scale terraced units many of which feature annexes and/or outbuildings to the rear.
- **Town centre:** The area behind the High Street characterised by a mix of development types, scales and periods and with no clear formal structure. Predominantly residential uses.
- **Heritage quarter:** Historic industrial core of the town incorporating the Long Shop Works on Main Street. Largely consistent with Leiston Conservation Area. Mix of scales, including some larger scale industrial buildings associated with the works.
- **Western Gateway:** Predominantly residential area, featuring some (now converted) school buildings. Strong coherence due to the consistency of the Victorian, red brick architecture and the scale of dwellings, which is generally larger than in the rest of the town centre.
- **The Park:** Large, flat recreational open space divided along the centre on a north-south axis by a belt of trees/shrubs. The western side of the space features more formal pitches and has a stronger relationship with the Waterloo Centre. The eastern side has a positive relationship with the housing on Victory Road, but the relationship with Park Hill and Waterloo Avenue is weak due to the change in levels and restricted access points. Overall there is a weak relationship with the town centre, despite its proximity.
- **Residential neighbourhoods:** Predominantly residential development to the north and east of the town centre. Mix of periods, scales and styles, but predominantly Victorian, Edwardian and inter-war and largely based on well-defined perimeter block layouts.

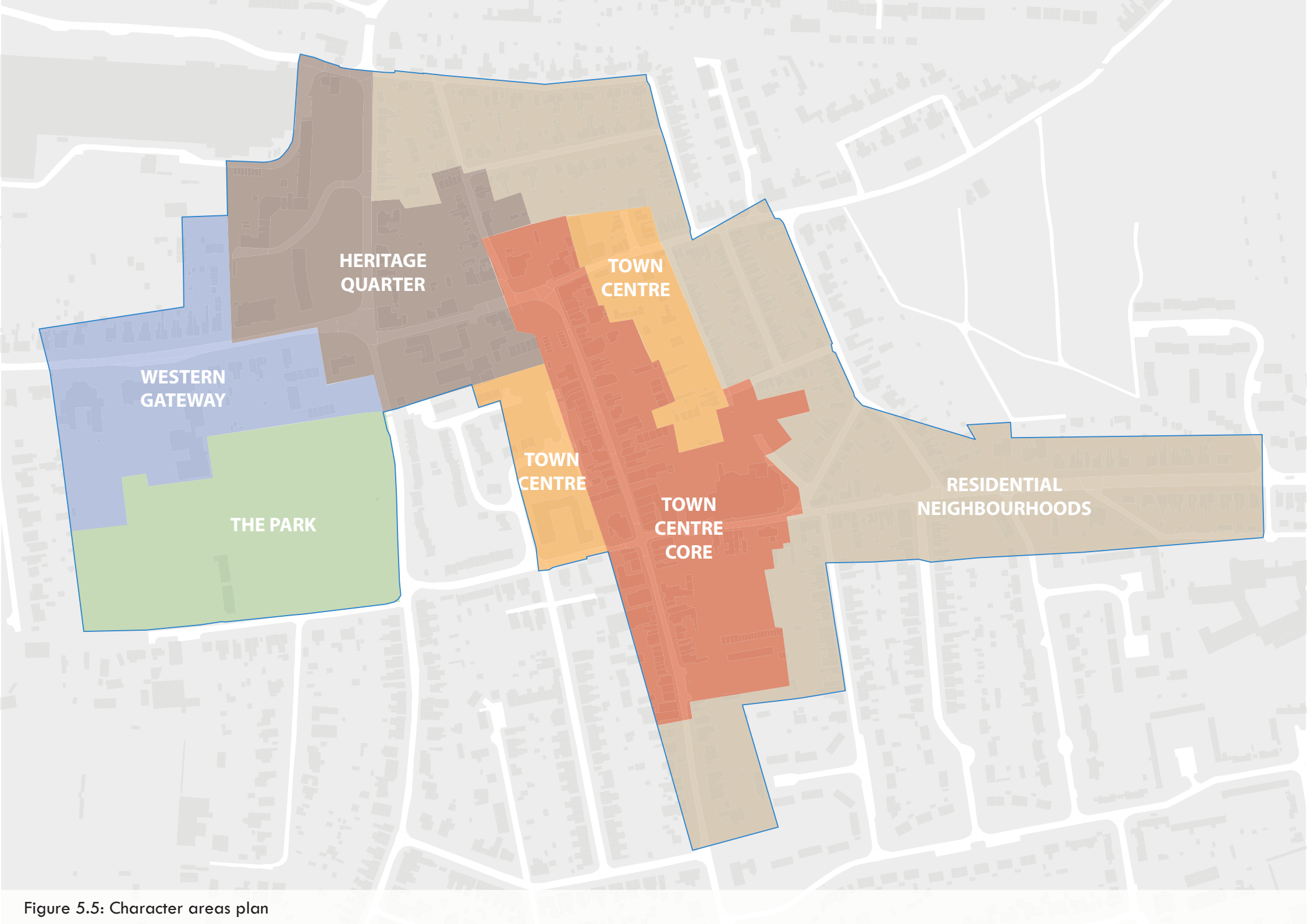


Figure 5.5: Character areas plan

5.3

Site proposals

5.3.1 Site 1: The Waterloo Centre

- The proposals for this site seek to establish an attractive, accessible and practical community and health hub, which retains and enhances the existing community facilities at the Waterloo Centre and provides a new building to potentially accommodate a relocated Doctors Surgery (from site 2) and Community Centre (from site 10).
- The Waterloo Centre would potentially offer a much more practical site for the Doctors Surgery, as there are no levels issues and there is capacity for increased parking provision. The site is also centrally located, whilst being easily accessible by car.
- As shown in figure 5.6, the proposals for the site will establish a much more positive relationship between the Waterloo Centre and the adjacent Recreation Ground. This will partly be achieved through the introduction of a new café extension to the building (currently undergoing refurbishment) in the south east corner of the site.
- Potential alternative options for this site, include the provision of a training facility alongside the existing community uses. This would require further capacity testing and discussions with potential providers e.g. Suffolk New College on the Coast.



Figure 5.6: Proposals for the Waterloo Centre

Access from Waterloo Avenue. Car parking for adjacent residential properties retained

Proposed car parking, landscaped with trees and low level planting

Potential to include charging points for electric vehicles

Existing community centre buildings retained and refurbished where necessary

New building, potentially incorporating relocated Doctors surgery (site 2) and relocated Community Centre (site 10), along with associated car parking

Potential to extend the corner of the building to house a café overlooking the adjacent recreation ground

Area of soft landscape to improve the legibility and visual amenity of the Waterloo Centre



Café use as indoor/ outdoor interface



Contemporary architecture in high quality landscape



Hub for community uses

5.3.2 Site 2: The Doctors Surgery

- The Doctors Surgery will potentially be relocated to the Waterloo Centre (site 1), where it would form part of a community and health hub and would benefit from a purpose-built facility, increased parking provision and a much flatter site.
- This relocation would not only benefit the Doctors Surgery, but also strongly reinforce the heritage quarter concept (see site 3), by allowing the vacated building to be used as an engineering college or alternative use associated with the Long Shop Museum. This change in use would be accompanied by improvements to both the current buildings and the adjacent open space, which would be integrated into the Long Shop Museum site. Any retained parking could potentially be shared with the Long Shop Museum or other proposed uses within the historic quarter (see site 3).



Figure 5.7: Proposals for the Doctors Surgery

Potential for the Doctos Surgery to relocate to the Waterloo Centre (site 1) and building to be used as an engineering college or alternative use associated with Long Shop Museum

Potential to re-align boundary walls and improve planting

Potential to open up the car park, take out the wall and integrate the site into the neighbouring Long Shop Museum



Potential to merge site / building into the museum



Connections with Leiston's industrial heritage



Integrating education into the ethos of the Long Shop

5.3.3 Site 3: Historic Quarter

- The proposals seek to establish a unique historic quarter focused around the Long Shop Museum and Post Office Square, and potentially also including the building currently occupied by the Doctors Surgery (site 2).
- The Town Council and library will be relocated to the Market Square site (site 7) and the building converted into a museum and café. The intention is that the museum will focus on the history of the town (potentially including the exhibition of historic material from the Titlow & Son store) and will complement the existing Long Shop Museum. However, there is potential for the building to be used flexibly and/or accommodate alternative uses. For example, part of the museum could be made available for use by local community groups (particularly those with a culture and heritage connection). Alternatively, if there wasn't the necessary backing for the museum, the building could be considered for other uses such as a visitor/information centre for the town.

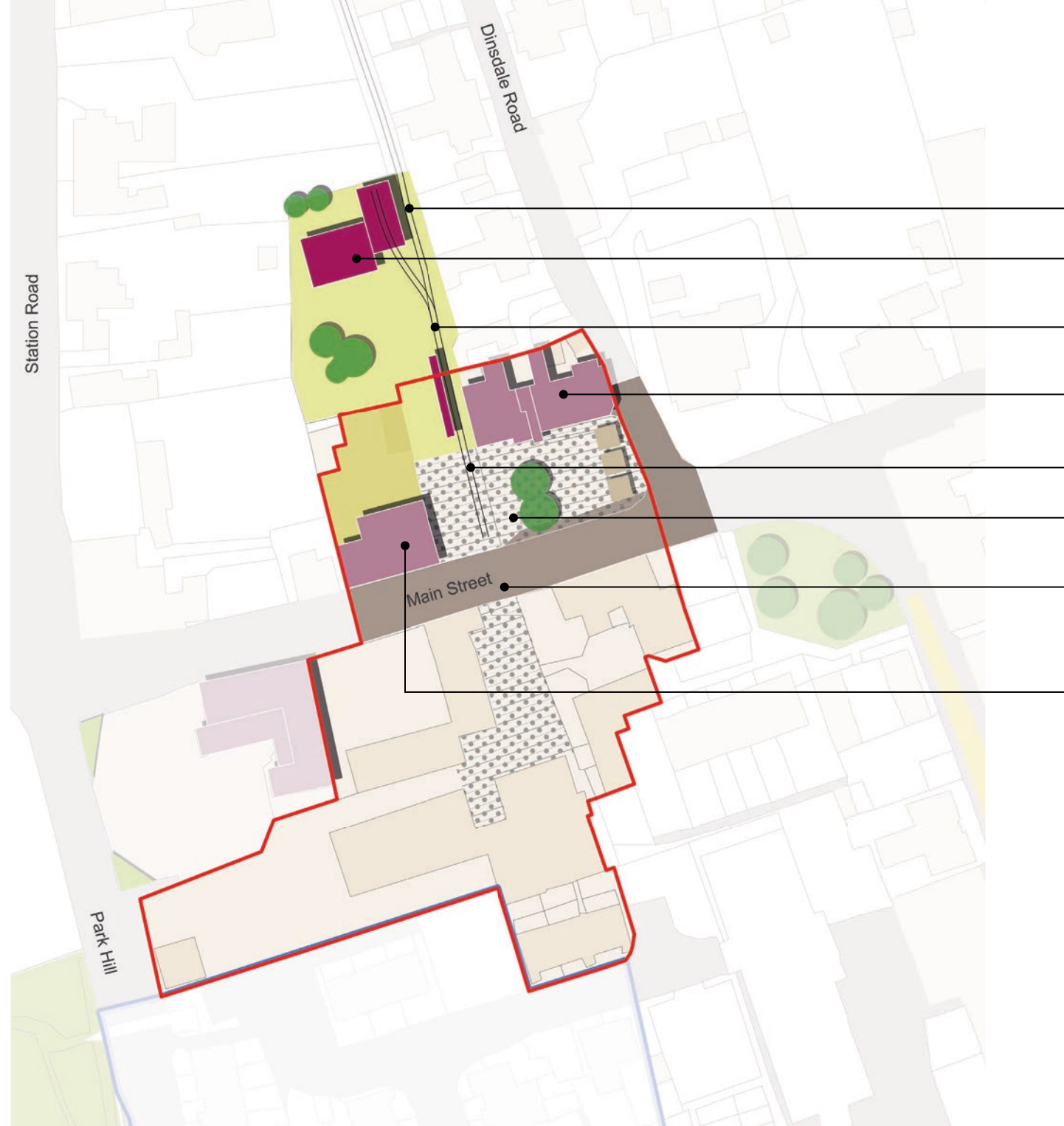


Figure 5.8: Proposals for the Historic Quarter

Extension of the historic Leiston Works Railway into Post Office Square

New railway buildings that allow for maintenance, repair and demonstration of old engines; low key vehicle access and hardstanding

Potential to establish a new platform

Town Council and Library to relocate to Market Square (site 7). Refurbished buildings to accommodate museum and cafe

Railway tracks to extend into Post Office square to allow for the public display and demonstration of the historic engines

Careful re-landscaping of Post Office Square to include additional elements in line with the industrial heritage

Shared surface treatment on Main Street to establish a low speed environment with safe pedestrian movement and surface treatments that allow the space between the different parts of the Historic Quarter to read as a single entity

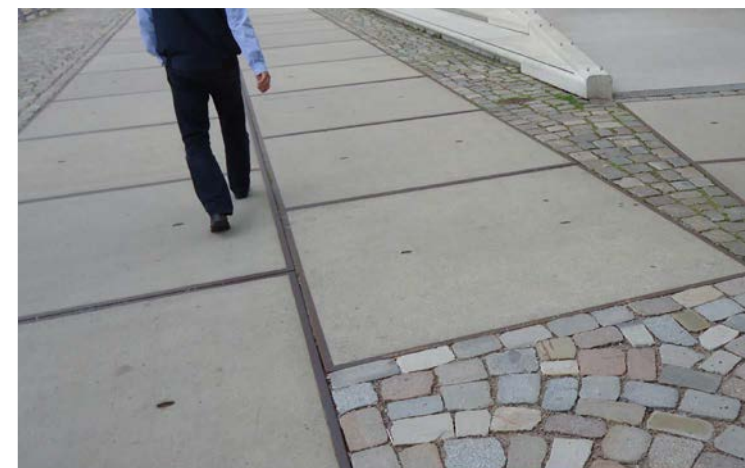
Potential for the Engineers Arms pub to be associated with the Long Shop Museum and to include seating within Post Office Square



Bringing history back to life



Enhance the inter-relationship between spaces



Industrial elements within public realm

- The café will spill out onto Post Office Square, which will be reclaimed from the existing parking to form an attractive, public open space for relaxation and possible events. To the west of this, it is proposed that a section of the Leiston Works Railway is restored, including potential new engine maintenance and repair buildings on land to the north of the Engineers Arms. The line will extend into the western end of Post Office Square, allowing for the public display and demonstration of the historic engines and providing additional interest and character to the space.
- To the south of Post Office Square public realm improvements will be carried out to Main Street to ensure a safe and accessible pedestrian environment and tie together the Long Shop Works and Post Office Square, helping to reinforce the cohesiveness of the historic quarter.

5.3.4 Site 4: The High Street

Overview

- Figure 5.9 provides an overview of the proposals for the High Street. These are consistent with the access and movement strategy set out in Section 3.2 and are broken down into the following three categories in the proceeding sections:
- Streetscape;
- Built structure; and
- Character

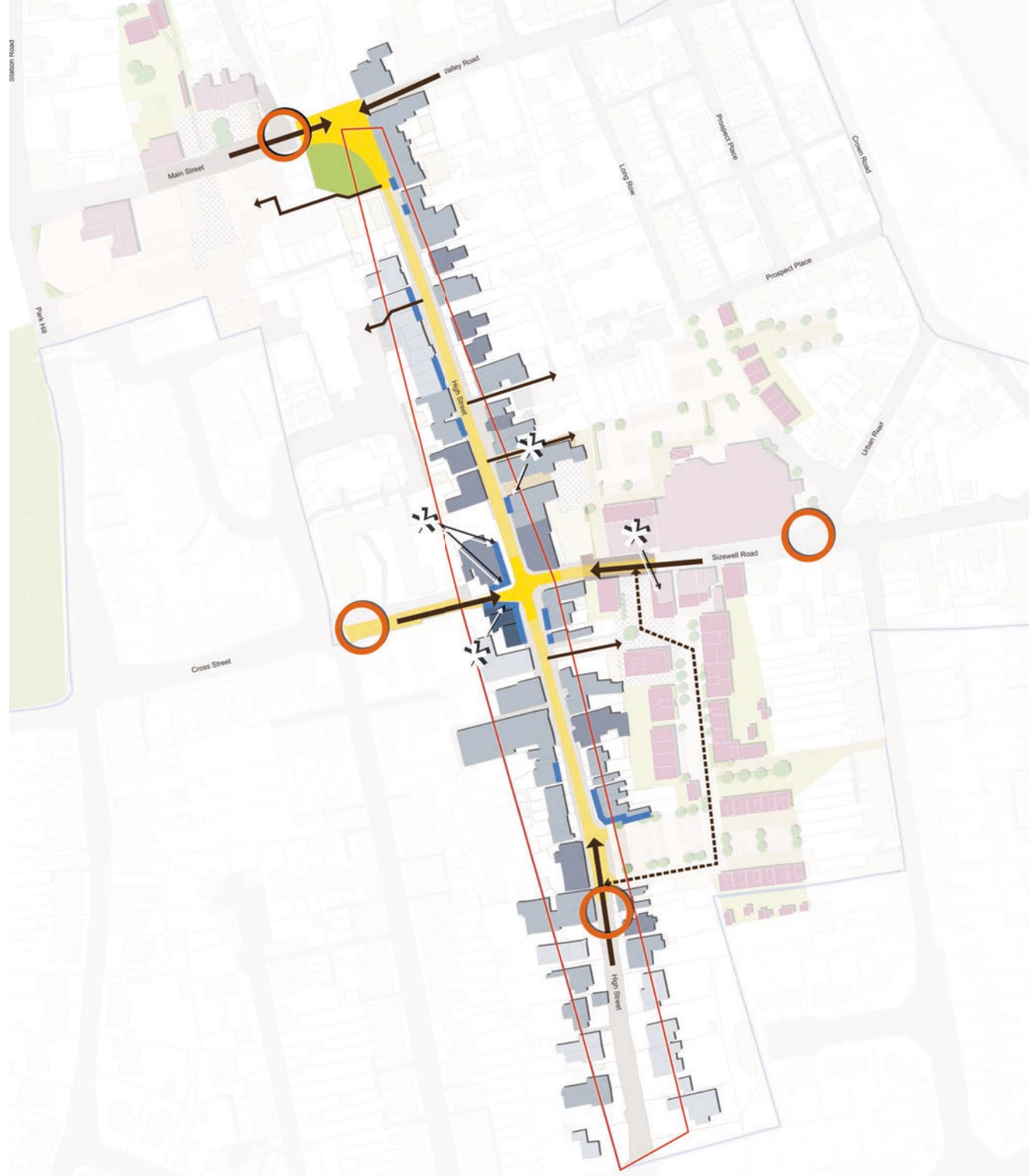








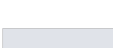





Figure 5.9: Proposals for The High Street - Overview

-  Cross roads/raised table
-  Street/public realm improvements
-  Main access routes
-  Pedestrian/cycle link
-  New street link
-  Heritage - requires work
-  Heritage - needs some improvement
-  Heritage - fine
-  Non-heritage - future opportunity/benign
-  Gable end/building lettering
-  Improvements to shopfronts and shop signage
-  'Gateway' into town centre



Streetscape

The quality of the pedestrian environment is currently undermined by traffic flows and very narrow pavements. The following measures (shown in figure 5.10) are proposed in order to create a much more accessible, safe and attractive environment:

- A one-way system (incorporated into the Leiston Transport Strategy) will enable a completely new street layout for the High Street. This will ensure a much more attractive, safe and enjoyable environment in which to enjoy the retail / leisure uses on offer and, in doing so, providing increased footfall to support them.
- As set out in the access and movement strategy there is potential to go further and fully pedestrianise the northern section of the High Street. This would allow the street to be fully reclaimed for pedestrians and cyclists and essentially create a new public space in the town centre. It is recognised, however, that this option has not been consulted on and is likely to be controversial.








Figure 5.10: Proposals for the High Street - Streetscape

- The High Street junctions with Main Street / Valley Road and Cross Street / Sizewell Road will be designed to encourage low traffic speeds. Measures could include raised tables, shared surfaces or pavement materials drawn into the carriageway.
- The new street layout will facilitate the introduction of planting and street furniture to allow people to stop and enjoy the space.
- Potential bespoke treatment of lanes.



© flickr, Tejvan Peifinger



-  Cross roads/raised table
-  Street/public realm improvements
-  Main access routes
-  Pedestrian/cycle link
-  New street link



Built structure

- To guide any future development on the High Street, the buildings have been classified into different categories, indicating their significance for the town centre and their potential for improvement (see figure 5.11). Many of the buildings located on the High Street are not outstanding in their own right, but as an entirety form a valuable contribution to Leiston's character.

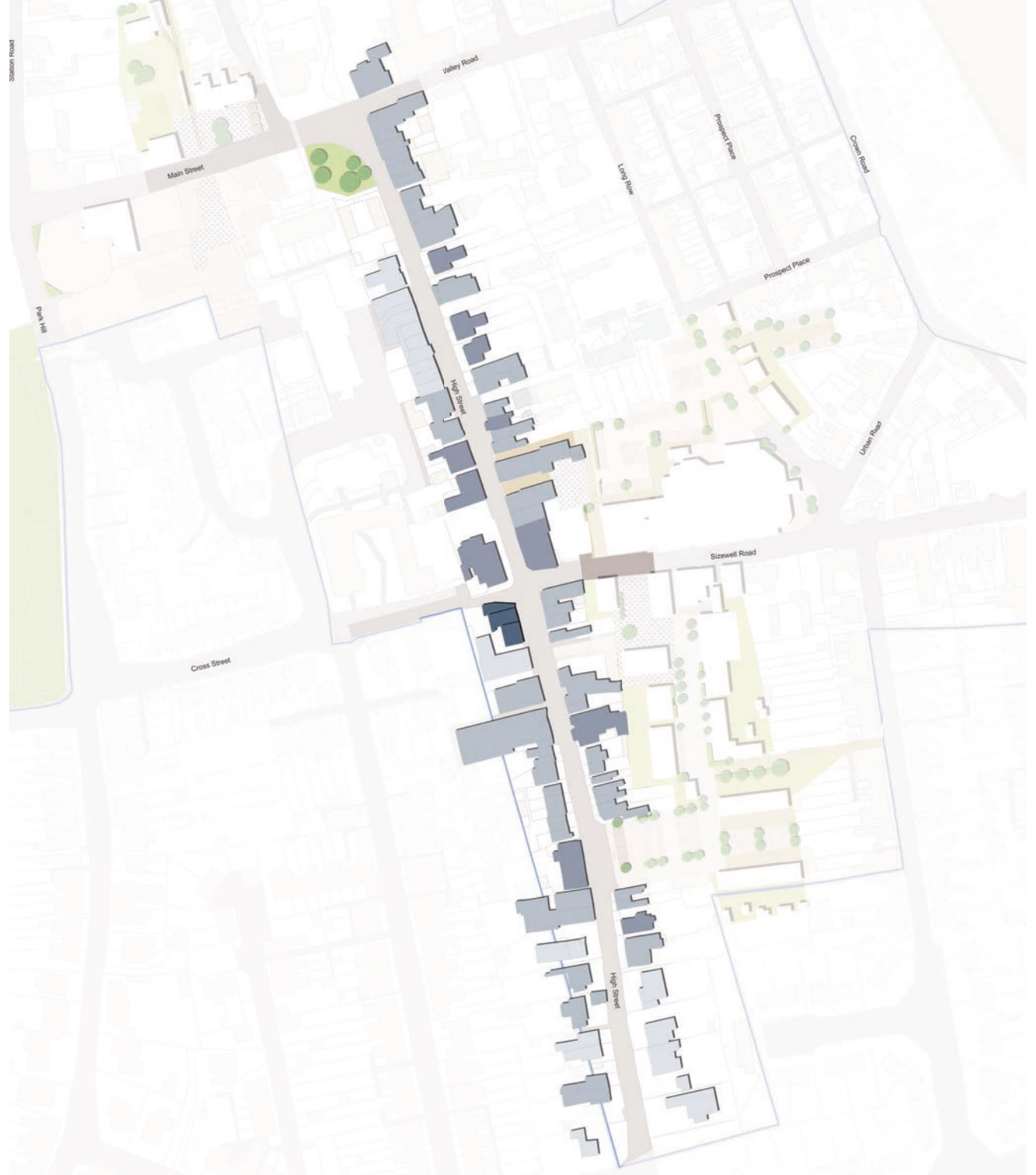


Figure 5.11: Proposals for the High Street - Built structure



- Heritage - requires work
- Heritage - needs some improvement
- Heritage - fine
- Non-heritage - future opportunity/benign

Character

- As shown in figure 5.12, to retain and enhance the existing character of the High Street, it is proposed that improvements to shop fronts, signage and lighting are made in strategic locations. This includes some gable ends of buildings which are to feature large-scale letters relating to the specific place or its history. The key gateways into the town centre will also be strengthened.

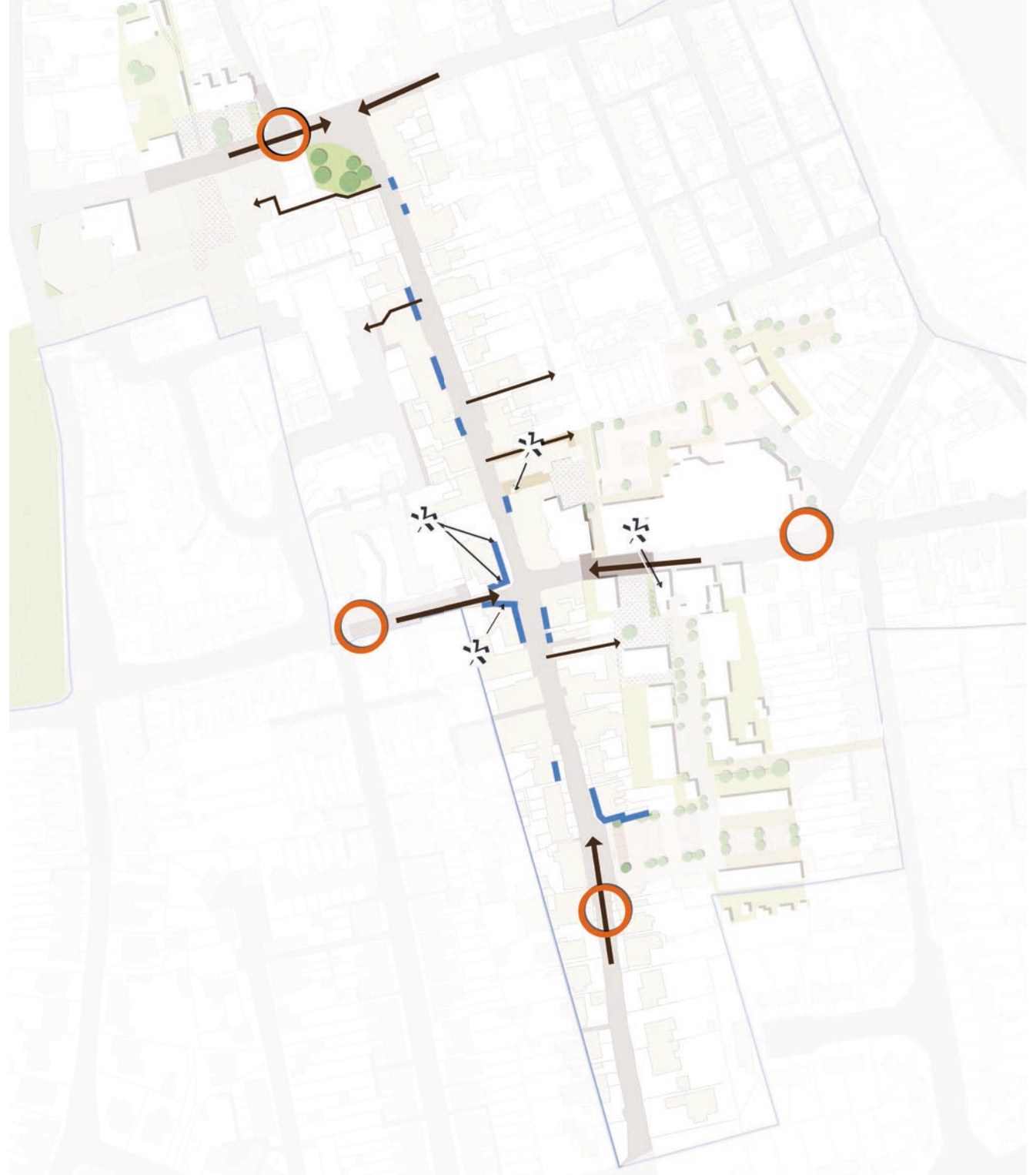
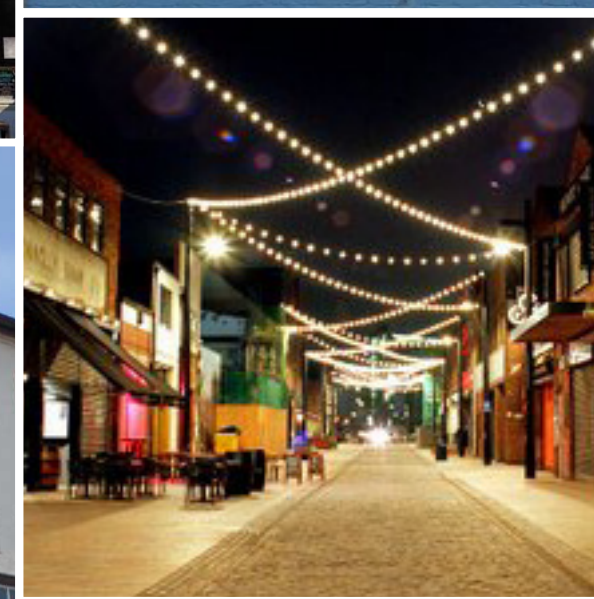





Figure 5.12: Proposals for the High Street - Character



-  Gable end/building lettering
-  Improvements to shopfronts and shop signage
-  'Gateway' into town centre

5.3.5 Site 5: Church Square

- Church Square is already a major asset in the town centre. The proposals seek to build on its strengths by providing public realm improvements on the adjacent land to enhance the quality and legibility of connections through to the High Street, Co-op and Sizewell Road (and on to the Market Square site).

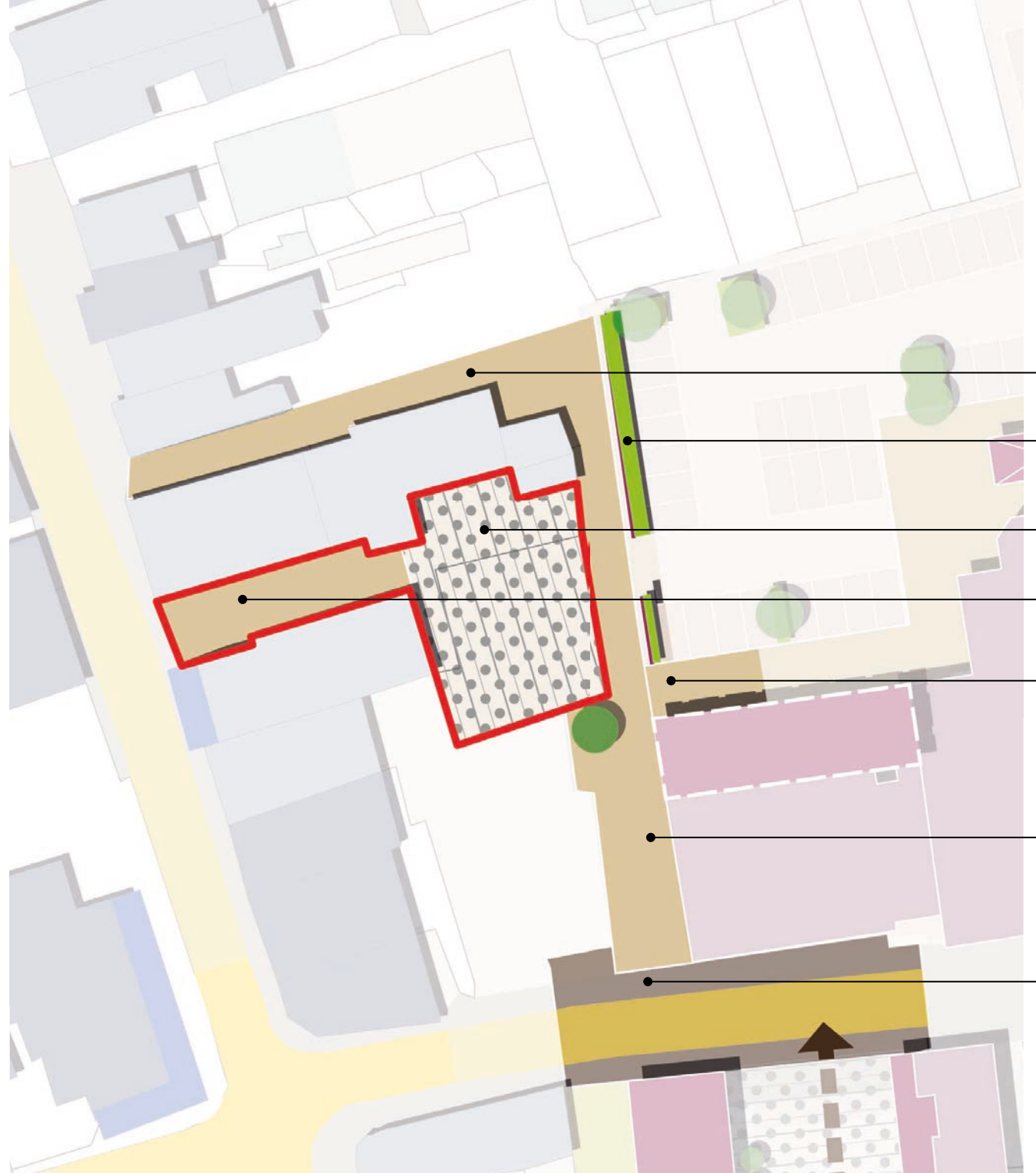


Figure 5.13: Proposals for Church Square

Enhanced public realm / pedestrian lane along northern edge of Church

New low level wall and planting to help structure and define the space around the Church and ensure it doesn't bleed into the Co-op car park

Existing Church Square, incorporating seating areas

Church Square entrance from High Street

Accessible and well-defined pedestrian footpath connection through to the Co-op and the residential areas to the east (see site 6 proposals)

Pedestrian lane providing a safe and attractive route between Church Square / the Co-op car park to Sizewell Road and on to the Market Square site (site 7)

Low speed environment / public realm improvements along Sizewell Road, creating a more accessible and safe pedestrian environment and allowing good connections between Church Square and the Market Square site



Enhancing the setting to existing assets



Enhancing links to the existing Church Square scheme



Landscape that invites people to dwell in spaces

5.3.6 Site 6: The Co-op Supermarket

- Despite the efforts of the project team, it has not been possible to speak to a representative from the Co-op to discuss the future of the Leiston site. The proposals shown in figure 5.14 therefore assume that it has no plans to vacate or completely redevelop the site, but that there may be potential to reconfigure / redevelop parts of the site and/or make modifications to the building.
- Under the proposals set out, the fragmented section of the car park located to the north east will be developed for housing to 'complete' the existing residential block and provide a far more legible, cohesive and structured street and retained car park. This assumes a reduction in parking numbers that would be made viable through the implementation of the access and movement strategy set out in Section 5.2 (subject to further technical work to inform the parking strategy).
- The sale of part of the site for housing will be used to help fund improvements to the remainder of the car park which will be reconfigured to create a much more attractive, safe, and legible pedestrian environment. This will include a new footpath that connects the site with Church Square, Sizewell Road and

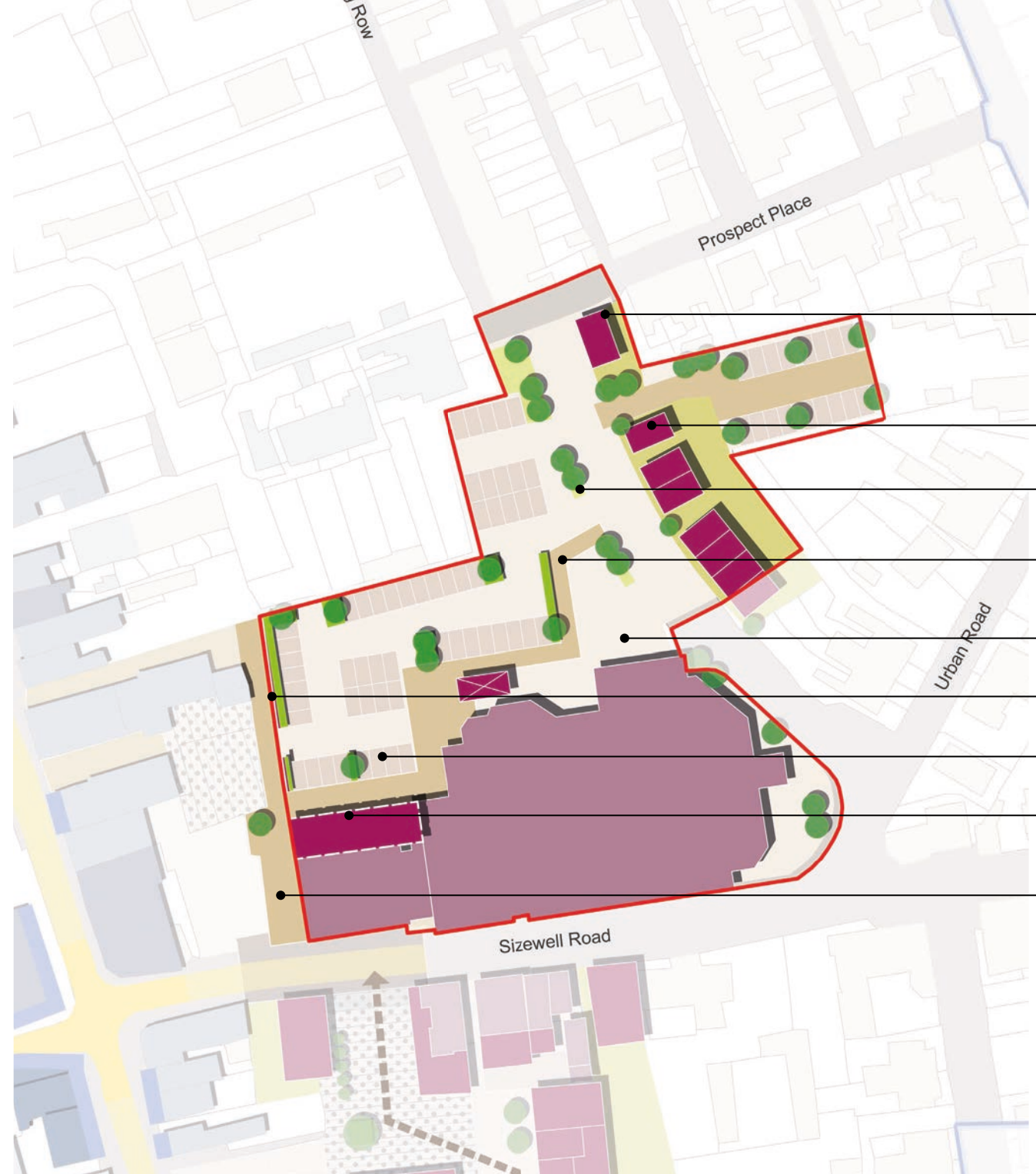


Figure 5.14: Proposals for the Co-op supermarket

New housing to complete the existing residential block. Corner dwelling to mark the connection to Prospect Place

New housing establishes a well-defined street, with clear fronts and backs; residential car parking to the rear of the block

Landscaped edge to the Co-op car park to help create a more coherent streetscape

Well-defined footpath through the site, allowing for safe and convenient access between Sizewell Road, Church Square, the Co-op entrance and the residential area to the east

Service area to be retained and more attractive boundaries to be established

Wall and planting to strengthen lane character and help structure / define Church Square and the Co-op car park

Car parking retained and reorganised

Back of Co-op building opened up to incorporate a reconfigured café, forming an active corner at the intersection of key pedestrian routes

Pedestrian lane linking Church Square and the Co-op car park with Sizewell Road and beyond to Market Square (site 7)



Safe and attractive pedestrian connections



Well-designed parking



Entrances that are easily identifiable

the residential area to the east. In conjunction with these improvements, the Co-op cafe will be relocated within a new extension at the western end of the building, helping to establish a much more attractive, legible and accessible entrance adjacent to Church Square, as well as an improved café experience.

- It is considered that the proposals for the Co-op site set out above would significantly improve the site and the wider town centre. However, depending on priorities a potential alternative approach would be to retain the parking in the north east corner of the site and open up a new public space at the western end by reconfiguring the car park (see figure 5.16). This space could be framed by a new building along the northern edge of the site and by a new café to the rear of the supermarket, essentially extending the open space at Church Square and establishing a much more cohesive and integrated urban environment in this location.

- If the Co-op were interested in redeveloping their current store entirely, further benefits could be achieved through consideration of the following key design aspects (and the townscape strategy set out in Section 5.5):
 - The potential for a significantly improved relationship with Sizewell Road in terms of the scale, massing, positioning and detailing of the building/s.
 - The potential for enhancing the relationship between the new buildings / spaces and Church Square and the proposals for the Market Square site.
 - The potential for enhancing the legibility of the entrances into the building/s and the relationship with the car park.
- Figure 5.17 shows a possible layout for the redevelopment of the site with the potential to achieve these principles.
- If the Co-op were to move out of the site, then it will be important that any redevelopment incorporates a replacement supermarket as it currently performs a crucial role in attracting footfall into the town centre and there are currently no clear alternative sites with the capacity to accommodate one.



Figure 5.15: Reconfigure site (as per Fig 5.14)



Figure 5.16: Alternative reconfiguration option

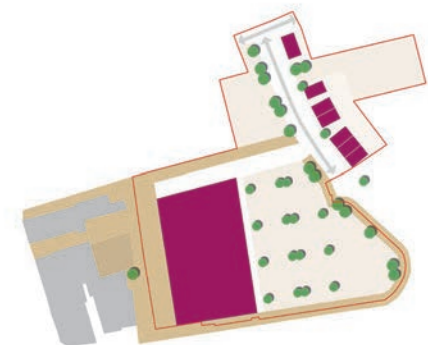
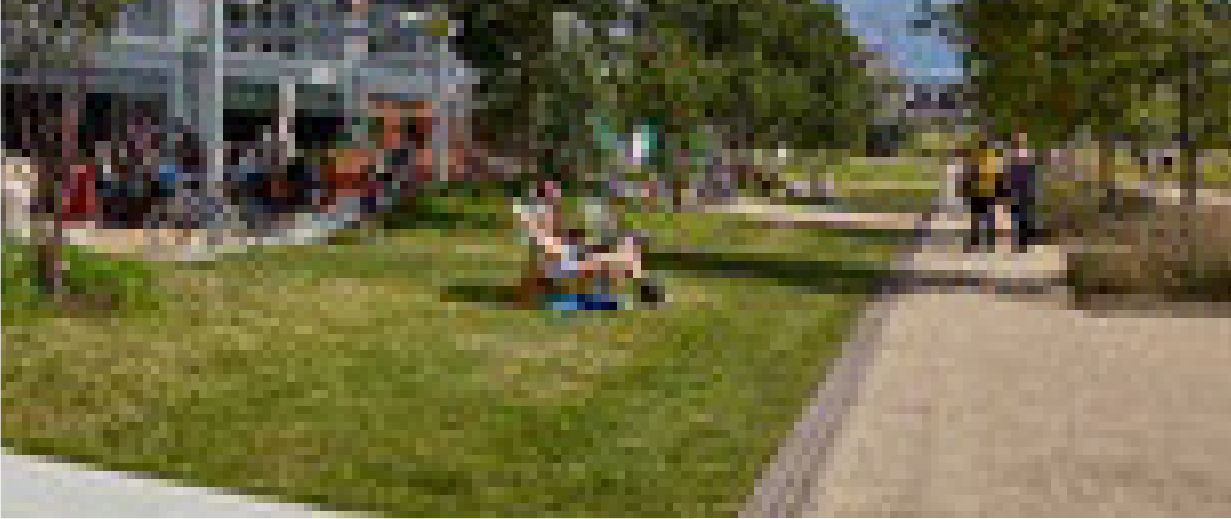


Figure 5.17: Possible redevelopment layout



5.3.7 Site 7: Market Square

- The proposals for the Market Square site will provide a vibrant and distinctive additional street and space in the town centre, which complement rather than compete with the existing High Street and reinforce the unique character of the town.
- They will provide a mix of uses, including commercial, start-ups, a work hub, housing (including a range of typologies aimed at younger and older age groups), a café and a new Town Council and Library building. Different models for the housing delivery will need to be explored to ensure they are sufficiently accessible to target groups.
- The new uses will be structured around a tertiary street and a small-scale public space that will be fronted onto by the Town Council / library building and will have a strong relationship with the improved Sizewell Road and through to Church Square. The formality, scale and use of these spaces and the adjacent buildings will reflect the back of block location and the existing morphology of the town centre (see Section 5.5) will include small-scale, flexible units for start-ups / creative industries.



Figure 5.18: Proposals for Market Square

Low-speed environment and public realm improvements along Sizewell Road, providing improved pedestrian and cycle accessibility and ensuring a strong link between Church Square / Co-op and Market Square.

New building to comprise commercial and residential uses, terminating views from the lane to the north and defining a new public space to the east

New small-scale public space easily visible and accessible from Sizewell Road, and well-defined by the new building to the west and the new library / Town Council building to the south, which will have a strong relationship with the space

Mixed-use building with space for offices and start-ups on the ground floor and residential on the upper floors

New Town Council offices and Library (relocated from site 3). Key focal building which will define the southern edge of the public space and have a strong relationship with it.

New tertiary street / mews with shared surface treatment focused on pedestrian and cycle movement, but also accommodating low speed vehicle movements; streetscape to reflect character of different uses and define areas for communal use.

Enhancement of existing pedestrian links with surrounding streets to ensure development is well-integrated with the town centre and adjacent neighbourhood

Small-scale residential development featuring a variety of typologies to include terraces, town houses, apartments and work/ live units with studio and workshop spaces to the rear

Town houses at the southern end of the street, framing areas of residential car parking

Retained and reconfigured public car parking, incorporating landscape enhancements



Café seating in a square

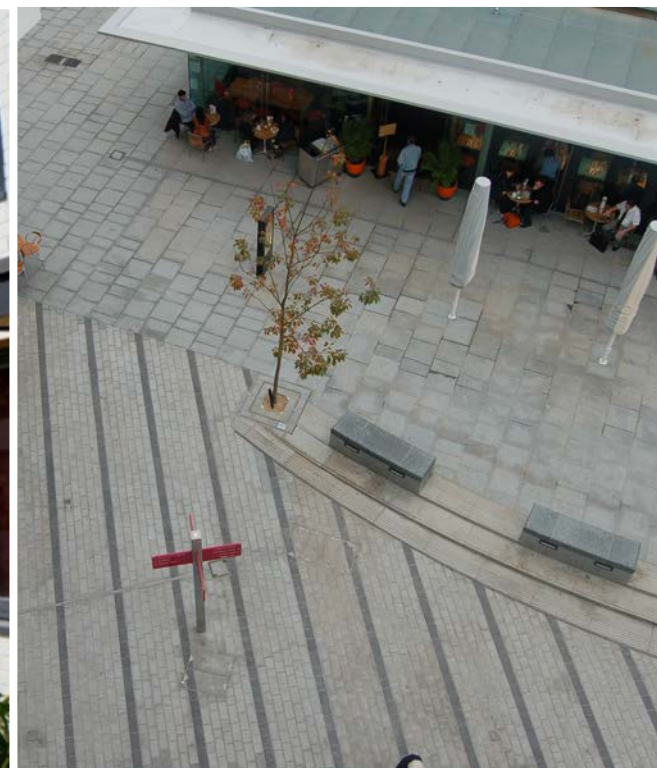


Open and positive frontages that allow interaction



Small-scale terraces appropriate to low order street

- Main vehicular access into the site will be provided via the existing entrance to the car park on the High Street, with an additional emergency access provided from Sizewell Road. Good levels of pedestrian permeability will be ensured through pedestrian links onto the High Street (north and south), Sizewell Road and Eastward Ho. The existing public carpark will be reconfigured and reduced slightly in capacity in conjunction with the access and movement strategy set out in Section 5.2 (subject to further technical work to inform the parking strategy).



5.3.8 Site 8: 16a-22b Sizewell Road

- The proposals seek to retain / renovate 16a-22b Sizewell Road because it is considered that they make a very important contribution to the historic character of the town centre in terms of their scale, massing and use of materials. Most of the historic building fabric at this end of Sizewell Road has been lost and the newer buildings have largely failed to respond to the qualities that give the town centre its unique character.
- As shown in figure 5.19, it is proposed that the renovation of unit 16a includes the demolition of part of the rear section of the building to accommodate a new café. This would front onto the proposed public space on the Market Square site, where it would benefit from a southern elevation. The front part of the building could also form part of the café or be used for a complementary use e.g. as a gallery to exhibit the historic material from the Titlow and Son store.
- It is proposed that the other units on the site are used for a mix of commercial and residential uses. As with unit 16a, and subject to condition, it may be appropriate to demolish part or all of the rear sections of these buildings to ensure they function efficiently and establish an appropriate relationship with the Market Square site.

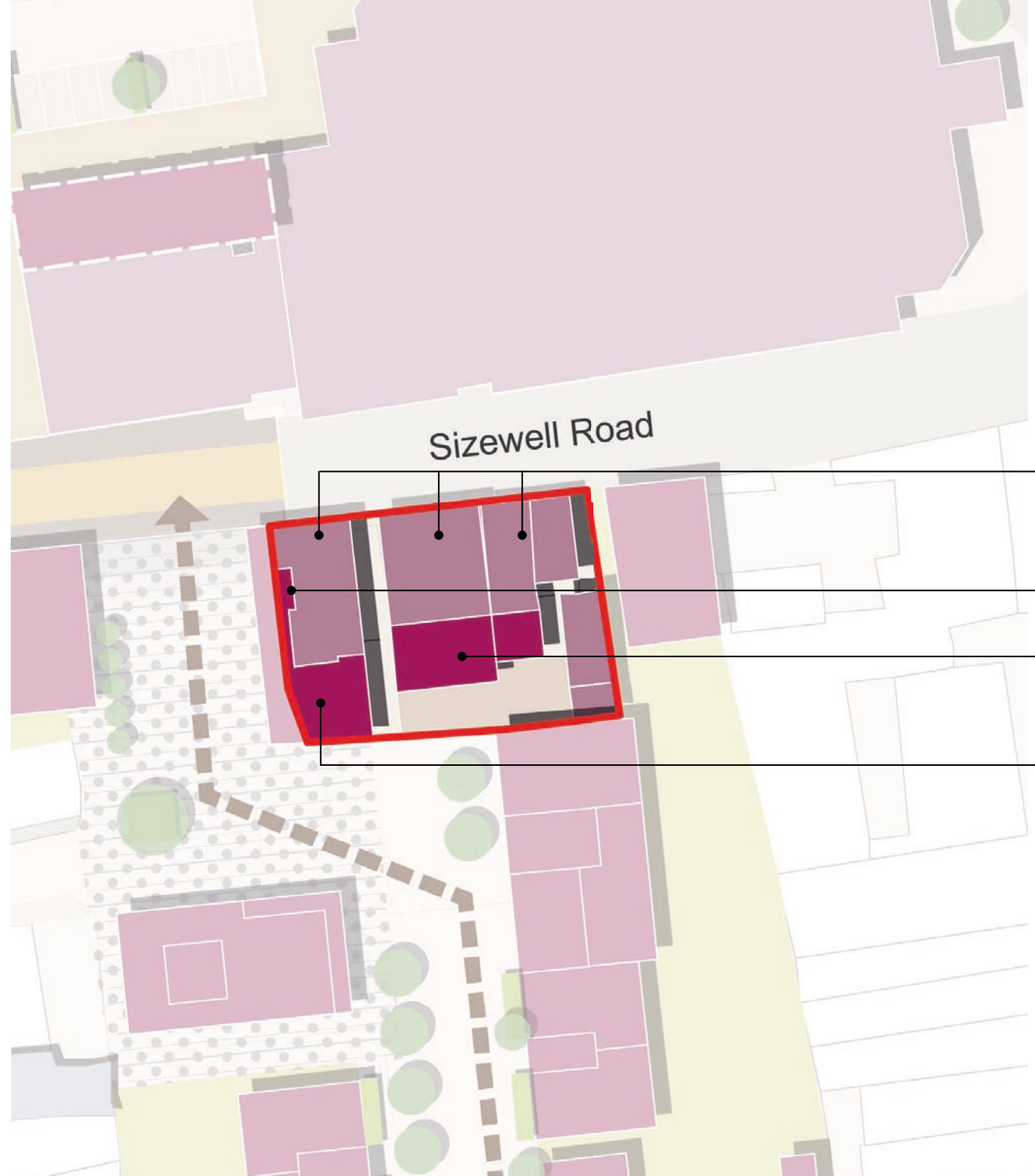


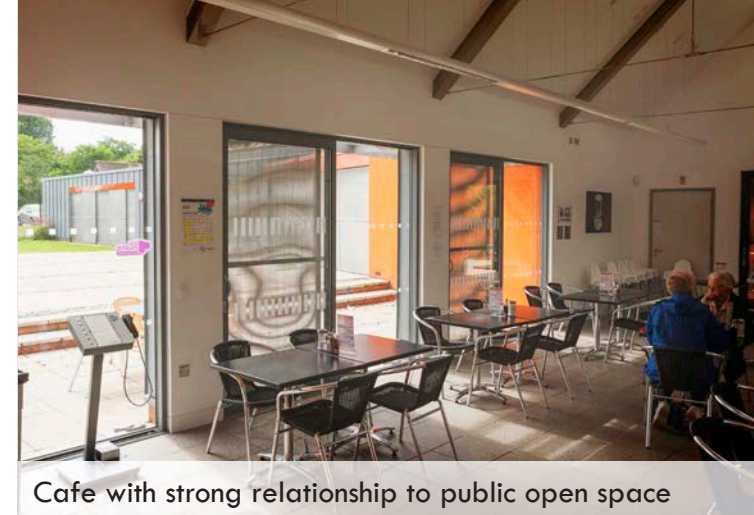
Figure 5.19: Proposals for 16a-22b Sizewell Road

Historic buildings that make an important contribution to the overall townscape character of Leiston due to their form, scale, massing, materiality and relationship to the street. Main front sections of buildings to be retained and refurbished for commercial, cultural and residential use.

Opportunity for large scale lettering on the gable end of the westernmost building to create an attractive eastern elevation to the new public space.

Opportunity to demolish modern extensions to provide new, improved buildings and accommodate private, south-facing rear gardens/terraces. Careful consideration of treatment of interface with Market Square site will be needed.

Rear section of building to be demolished and replaced with new cafe which wraps around the western and southern edges of the retained section of the building and fronts onto the Market Square public space. Main part of building to be used for cafe or complementary use e.g. gallery. Pedestrian access from Sizewell Road and Market Square site.



Cafe with strong relationship to public open space



Large scale lettering at gable ends



Frontages that allow for views in

5.3.9 Site 9: The Crown Inn

- The main (former Crown Inn) building on this site forms an important focal feature on the corner of Sizewell Road and Crown Street and will be converted to accommodate apartments on the first floor and start-ups or a pub/restaurant/café on the ground floor.
- The historic outbuilding will also be refurbished to be used as a start-up or uses associated with the neighbouring pub/restaurant/café, such as a microbrewery or smokehouse.



Figure 5.20: Proposals for The Crown Inn



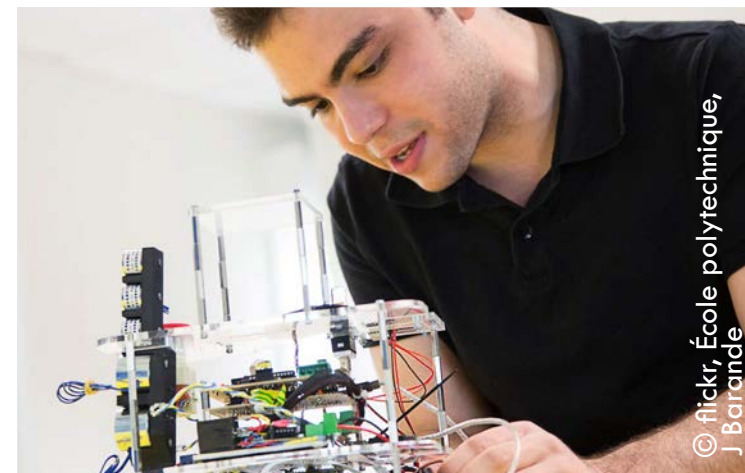
Outdoor gastronomy

Garden to be refurbished and used for pub/restaurant/cafe

Conversion of previous pub building into mixed-use; first floor/ attic to accommodate residential, ground floor to be used for start-ups or pub/restaurant/cafe through a possible apprentice funded building refurbishment

Car parking for residential / start-up use; shared access with new neighbouring dwellings

Conversion of historic outbuilding into a start-up or uses associated with the neighbouring pub/restaurant/cafe, such as a microbrewery or smokehouse



Opportunities for start-ups



Potential for a unique gastronomic experience

© flickr, École polytechnique, J Barande

© flickr, Chris Pople

5.3.10 Site 10: Leiston Community Centre

- The existing community centre will potentially be relocated to a new building on the Waterloo Centre site (site 1), where it will form part of the community and health hub.
- This will allow the site to be redeveloped as housing, which will help to support the town centre in terms of vibrancy and footfall and create a much stronger built frontage along Sizewell Road. The redevelopment of the site will potentially also allow the quality of the footpath link between Sizewell Road and the allotments to be improved.



King George's Avenue

Figure 5.21: Proposals for Leiston Community Centre

New dwellings in back to back arrangement, allowing frontage / views onto allotments

Small scale access street

Car parking for new dwellings. Shared access with adjacent pub/restaurant/cafe and residential in former Crown Inn building

New dwellings to front onto Sizewell Road with parking to the rear, helping to enhance the definition of Sizewell Road. Mix of market and affordable units. Potential for high environmental performance and contemporary take on traditional Leiston town centre terraces.



High quality, but simple contemporary housing



Attractive and safe access streets

5.4

The masterplan

Figure 5.21 shows the masterplan for Leiston Town Centre, which draws together the proposals for the ten sites set out above and supporting townwide strategies. It is important to note that the masterplan should not be interpreted as a fixed scheme for the town centre - it will need to develop as the context around each site evolves and possible further sites in the town centre come forward. These developments will be informed by the guiding masterplan framework, in the form of the key principles, vision diagram and townwide strategies set out in Sections 4.2, 5.1 and 5.2, which will ensure a consistent and coherent response.

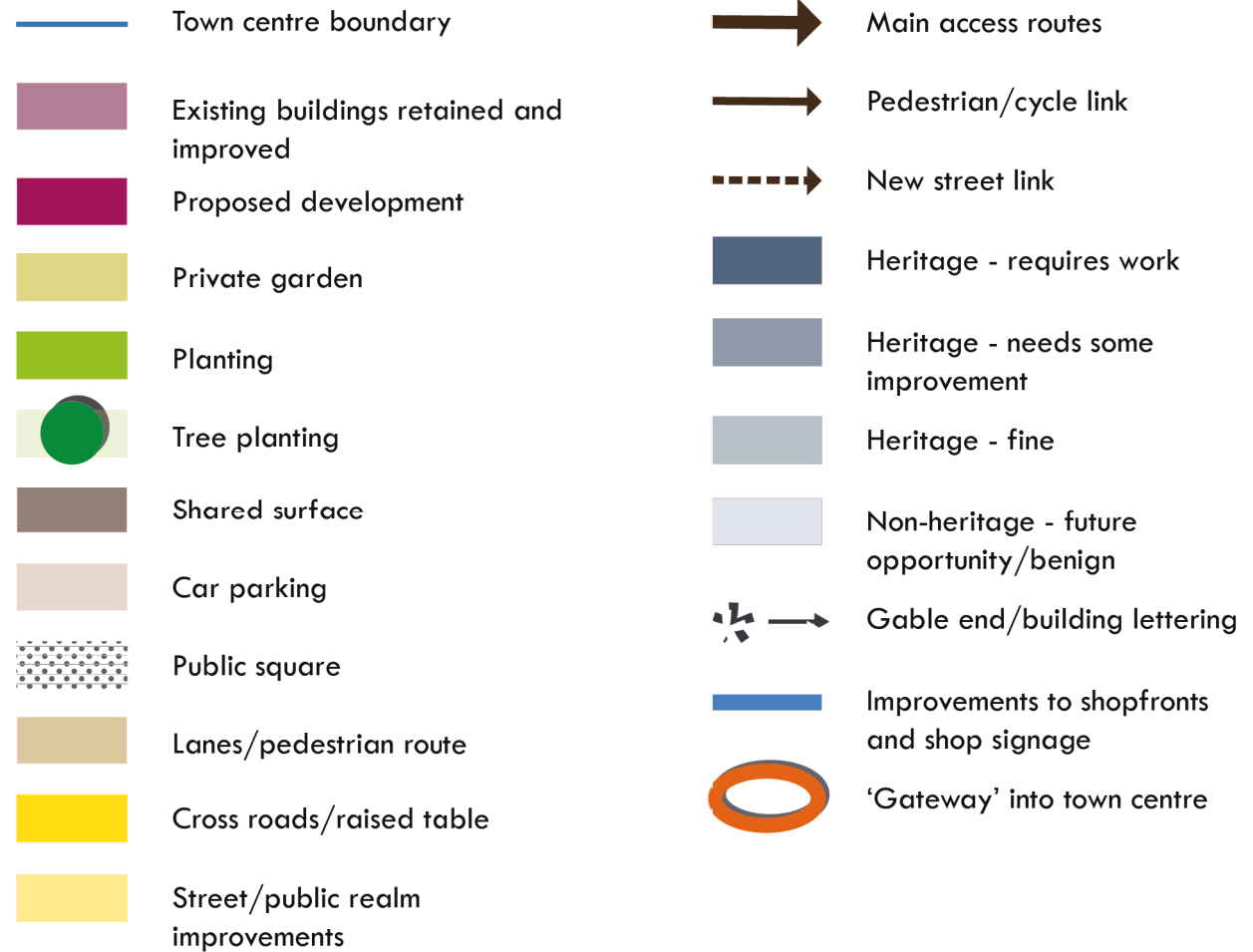




Figure 5.21: Leiston Town Centre Masterplan