

# South Lowestoft / Kirkley

## Conservation Area Appraisal and Management Plan



January 2022



### *Acknowledgements*

Thanks to Historic England and the London Road, Lowestoft High Street Heritage Action Zone scheme for providing funding to update the South Lowestoft / Kirkley Conservation Area Appraisal and Management Plan. Also, thanks to Alice Taylor for kindly contributing her image collection (LowestoftHistory.com), to the Lowestoft Archives, and to Ivan Bunn and the Suffolk Gardens Trust for their advice and input.

### *Disclaimer*

All reasonable efforts have been made to obtain permission for use of images within this report. Materials and images used in this report which are subject to third party copyright or require reproduction permissions have been reproduced under licence from the copyright owner. This is except in the case of material or works of unknown authorship (as defined by the Copyright, Designs and Patents Act 1988) or the copyright holder is unknown after all reasonable effort has been made to seek licence to reproduce.

All maps within this document are subject to copyright. © Crown copyright 2021 OS SLA100019684. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form. Any person who wishes to apply to reproduce any part of this work or wishing to assert rights in relation to material which has been reproduced as work of unknown authorship in this document should contact Place Services at [enquiries@placeservices.co.uk](mailto:enquiries@placeservices.co.uk)

### *Public Consultation*

Public consultation took place between the 12th July until 20th August 2021 and two drop-in sessions were held on Thursday 5th August 2021. Further, all building owners/occupiers were written to advising them of the consultation and providing details on how to provide comments. Affected Ward Members were invited to comment, and the draft appraisal was placed on the Council's website for downloading. A press release was also issued. Printed copies were available for inspection during the consultation exhibition. 21 responses were received in total, which informed revisions to the document including the extension of the boundary to include the Signal Box and former Stables. A second, targeted consultation was undertaken following this boundary extension, which took place from the 22nd October to the 12th November 2021. As part of this, a letter was sent to the landowner and a notice was published in the newspaper. No responses were received.

# Contents

<b>1. Introduction</b>	<b>5</b>		
Legislation and Planning Policy	6		
Further Guidance	7		
<b>2. South Lowestoft / Kirkley Conservation Area</b>	<b>9</b>		
Executive Summary	9		
Table of Key Aspects of Character and Significance	10		
Map	12		
Revisions to Boundary	14		
Origin and Evolution	16		
Prehistory (-500000 – 43)	16		
Roman (43 – 410)	17		
Early Medieval (410 – 1066)	17		
Medieval (1066 – 1540)	17		
Post Medieval (1540 – 1901)	19		
Modern (1901 – now)	31		
Designated Heritage Assets	38		
Listed Buildings	38		
Non-Designated Heritage Assets	39		
Heritage at Risk	40		
Archaeological Significance	41		
<b>3. Assessment of Significance</b>	<b>43</b>		
Summary of Special Interest	43		
Views	46		
Setting of the Conservation Area	49		
North	49		
East	49		
West	50		
South	50		
Central	50		
Character Analysis	52		
Character Area 1: The Harbour	52		
		Character Area 2: London Road South	61
		Character Area 3: St Peter & St John's Church	69
		Character Area 4: Kirkley Cemetery	79
		Character Area 5: The Avenue	82
		Character Area 6: Seafront	86
		Character Area 7: Beach	95
<b>4. Management Plan</b>	<b>99</b>		
		Opportunities for Enhancement	99
		Access and wayfinding	99
		Car parking	99
		Heritage Interpretation	100
		Inappropriate alterations	100
		Inappropriate Modern Development	101
		Kirkley Cemetery	101
		Maintenance and condition	102
		Opportunity Sites	102
		Public Realm	104
		Seafront gardens	105
		Seaside improvements	105
		Shop Frontages	106
		Management Proposals	107
		Addressing common queries	107
		Article 4 Directions	112
		Conservation Area Boundary	112
		Maintenance and Condition Assessment	112
		Enforcement	113
		Heritage Statements etc	113
		Non-Designated Heritage Assets	113
		Principles for new development	113
		Public Realm	114
		Opportunity sites	114
		Tree Management	115

<b>5.</b>	<b>Bibliography</b>	<b>116</b>
<b>6.</b>	<b>Appendices</b>	<b>118</b>
	Table of Designated Heritage Assets	118
	Table of Positive Unlisted Buildings	119
	Glossary	132
	Legislation, Policy and Guidance	133
	Index	135
	Mapping	136
	Conservation Area Boundary	136
	Character Areas	137
	Building Types	138
	Character Features	139
	Key Views	140



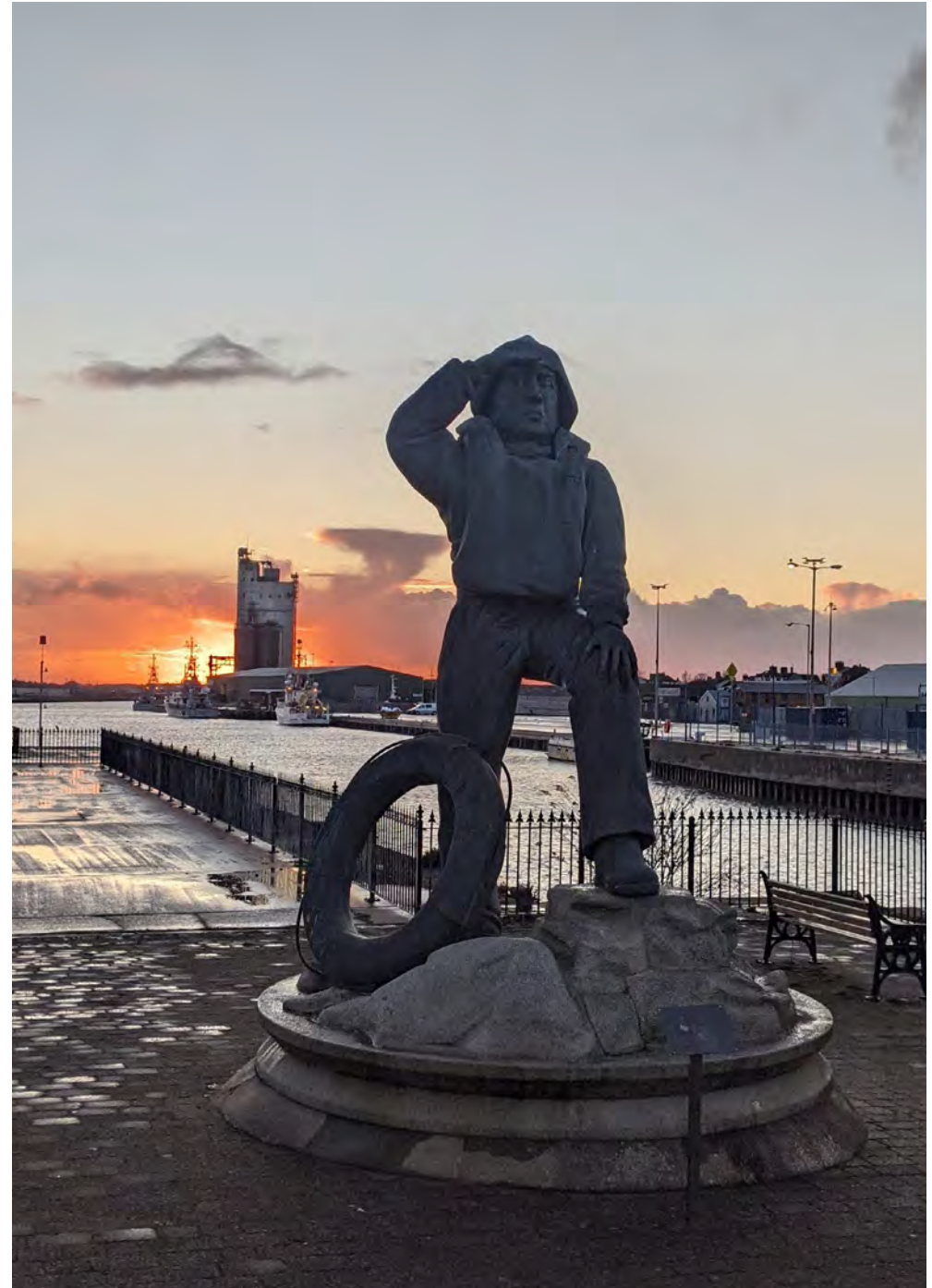
# 1. Introduction

The historic environment is all around us in the form of buildings, landscapes, archaeology, and historic areas; it is a precious and irreplaceable asset. Once gone it is gone forever.

Caring for the historic environment is a dynamic process which involves managing change. This does not mean keeping everything from the past, but it does mean making careful judgements about the value and significance of buildings and landscapes. Critical to these decisions is an appreciation and understanding of an area's character, including its social and economic history and the way such factors have shaped its urban fabric. This should be the starting point for making decisions about both its management and future.

This Conservation Area Appraisal provides details and identifies features which contribute to and justify its status. The purpose of this Conservation Area Appraisal is to provide:

- a definition of the special character of the Conservation Area through its special qualities, such as layout, uses, architecture, setting, open spaces and archaeology;
- an analysis of the area's history, development, and current status;
- a guide to managing future change, from small scale change affecting households and larger scale affecting new development.



## Legislation and Planning Policy

Conservation Areas were introduced through the Civic Amenities Act in 1967 and there are now 50 in the East Suffolk Council area (2021). Conservation Areas are “areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”.

The identification and protection of the historic environment is an important function of the planning system and is done through the designation of Conservation Areas in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990.

Conservation Areas are defined as ‘areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance’. These areas make an important contribution to the quality of life of local communities and visitors by safeguarding their physical historical features which sustain the sense of local distinctiveness and which are an important aspect of the character and appearance of our towns, villages, and countryside.

As part of this commitment there is a need to ensure there are the means available to identify what is special in the historic environment and to define through the development plan system their capacity for change. Such changes can act to help to address environmental quality in addition to achieving the aims of planning for sustainable development.

National planning advice on the identification and protection of historic buildings, Conservation Areas and other assets of the historic environment is set out in the National Planning Policy Framework (Chapter 16 Conserving and Enhancing the Historic Environment) of February 2019.

The Council will pay special attention to the preservation and enhancement of the Conservation Area according to the policies for the built environment set out in the adopted East Suffolk (Waveney) Local Plan 2019 and Suffolk Coastal Local Plan 2020. In recognition of

these policies and in line with the requirements of the 1990 Planning (Listed Buildings & Conservation Areas) Act, the Council will continue to formulate and publish proposals for the preservation and enhancement of the Conservation Area and consult the public on these proposals.

Because standard conservation area controls were found to give insufficient protection to certain significant elements of a building, further controls have been placed on Conservation Areas in the former Waveney District area.

Local authorities can increase controls within conservation areas through the application of Article 4(1) Directions. These were formerly called Article 4(2) Directions but were identical in all but name. These make further restrictions on permitted development rights to residential properties. Once imposed in an area, planning permission will be required to make any change of design or material to any part of the property facing a public thoroughfare (defined as a highway, waterway, or open space). This includes: replacing windows; painting previously unpainted buildings or stripping paint from them; erection, alteration, or demolition of part or all of a wall, fence, gate or other enclosure or the construction of a porch. Also covered within the South Lowestoft / Kirkley Conservation Area is: the enlargement, improvement, or other alteration of a dwelling; any alteration to its roof; the provision of a building, enclosure, swimming pool, hard surface, etc., within the grounds, or ‘curtilage’, of the building. Elevations of a property not visible from a public place (other than roof or chimneys) are not affected and these will enjoy the normal ‘permitted development’ rights for a Conservation Area.

Copies of the Waveney district Article 4(1) and 4(2) Directions are available from the planning department.

Article 4 Directions do not affect:

- Repairs or maintenance
- Painting and decorating, except of previously unpainted surfaces
- Alterations which took place before the Direction was in place
- Elevations not fronting a highway, waterway or open space





## Further Guidance

Further information can be found in East Suffolk Council's Historic Environment Supplementary Planning Document (SPD), which contains detailed guidance on Conservation Areas, Listed Buildings, Non-designated Heritage Assets, Historic Parks and Gardens, and a variety of topics relating to the conservation and management of buildings and features. It also contains general principles to follow when considering alterations, repairs and maintenance work to historic buildings.

## DRAFT HISTORIC ENVIRONMENT

### SUPPLEMENTARY PLANNING DOCUMENT

December 2020









## 2. South Lowestoft / Kirkley Conservation Area

### Executive Summary

This Conservation Area Appraisal and Management Plan was commissioned by East Suffolk Council in 2021, with funding from the Historic England High Street Heritage Action Zone for London Road, Lowestoft. The purpose of the project was to review and update the previous Conservation Area Appraisal for South Lowestoft, which was prepared for the Council in 2007.

This appraisal follows the guidance of *Historic England Advice Note 1: Conservation Area Designation, Appraisal and Management (2019)*. It consists of a baseline history of the origin and evolution of South Lowestoft and Kirkley, and an analysis of the special architectural, historic and spatial character of the Conservation Area. It assesses the designated and non-designated buildings and other heritage assets that make a positive contribution to the area. It also identifies seven distinct character areas which each reflect a particular history, development, character and appearance and subdivide the Conservation Area.

The table below provides a summary of the key elements of the South Lowestoft / Kirkley Conservation Area.

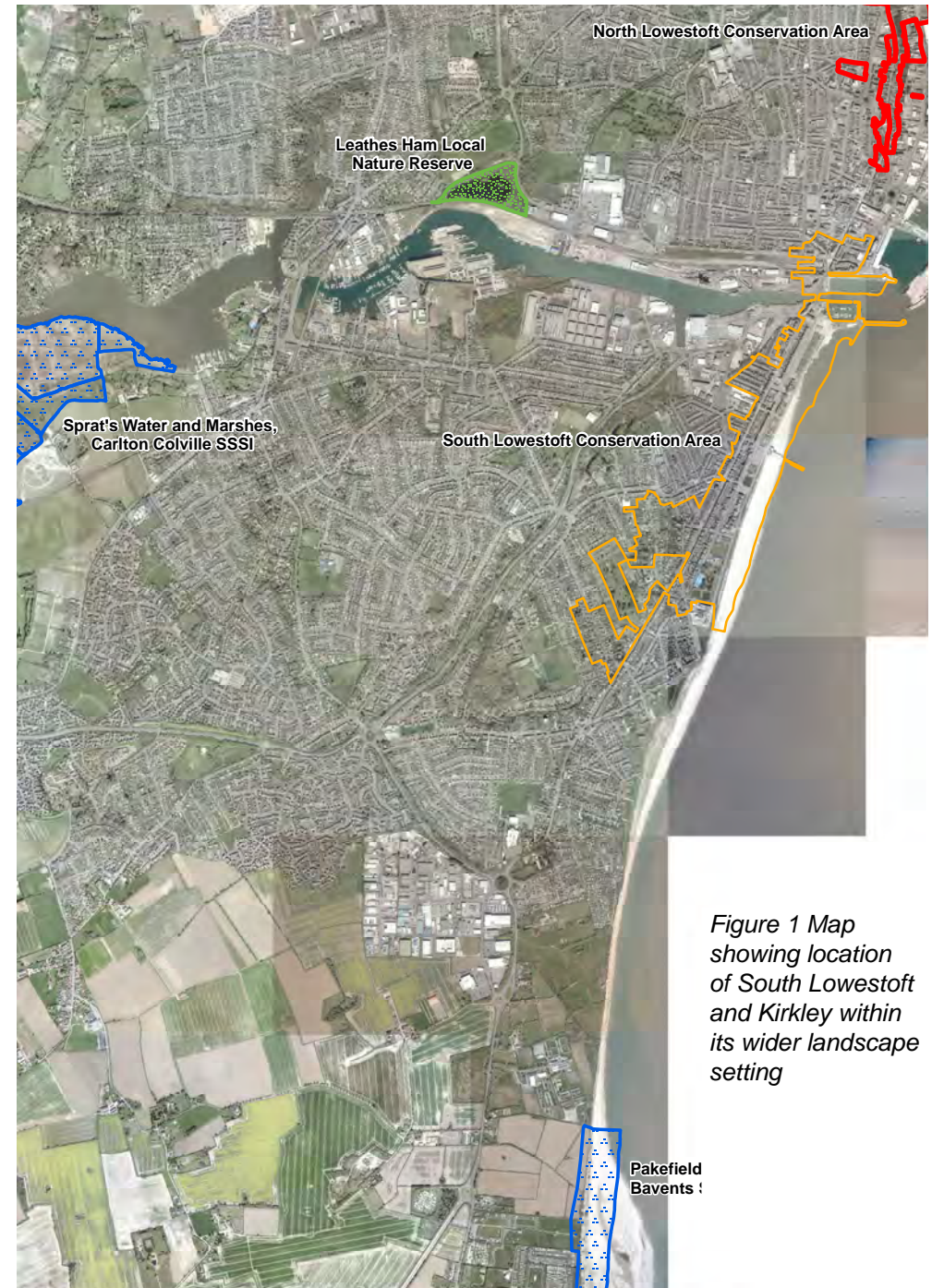


Figure 1 Map showing location of South Lowestoft and Kirkley within its wider landscape setting

## Table of Key Aspects of Character and Significance

<b>Designation</b>	The South Lowestoft Conservation Area was designated in 1978 and was extended in 1996, 2003 and following the Appraisal in 2007. An Article 4(2) Direction was later applied to the Conservation Area in 1997.
<b>Location</b>	The town of Lowestoft is located on the Suffolk Coast and is the most easterly settlement in the country. It is situated 38 miles north east of Ipswich and 10 miles south of Great Yarmouth. Lowestoft is accessed by the arterial routes of the A146, A1145, A12 and A47. It is set on the edge of The Broads with the North Sea to the east, and divided by Lake Lothing, with the northern half on the historic island of Lothingland. The settlement is on freely draining and slightly acid sandy soils, with a gently sloping topography within the South Lowestoft / Kirkley area and more substantial cliffs in the north. The South Lowestoft / Kirkley Conservation Area covers the parish wards of Pakefield, Kirkley and part of the Harbour and Normanston to the north.
<b>Summary of usage</b>	Historically, Lowestoft's economy centred around the fishing industry, and from the mid-nineteenth century, the town expanded to become a popular seaside resort relying more heavily on tourism, based within Sir Samuel Peto's development in South Lowestoft and Kirkley. From the 1960s, Lowestoft established a thriving oil and gas economy. Today, the town has an approximate population of 73,000, and it has established a strong renewable energy industry.
<b>Summary of character</b>	<p>The character of the South Lowestoft / Kirkley area is largely derived from its nineteenth and twentieth century development into a seaside pleasure resort. It is most notable for its historic association with Sir Samuel Peto, who influenced development of the area into a seaside pleasure resort. This has provided the Conservation Area with its distinctive character and appearance, with a townscape that dates mainly to the mid nineteenth century, and the majority of buildings reflect the architectural style of the Victorian period.</p> <p>The building stock is typically Victorian, with some later Edwardian and twentieth-century villas and houses, which are largely of good quality across the Conservation Area.</p>



<b>Spatial analysis</b>	<p>The South Lowestoft / Kirkley Conservation Area forms a long and narrow area which stretches c.2km in length, running north-south along the coastline south of Lake Lothing. Within the Conservation Area the street plan is formed predominantly by long straight roads which are laid out parallel to the seashore and are punctuated by short perpendicular streets, allowing for views towards the beach. The arterial route of the Conservation Area is formed by London Road North and London Road South.</p> <p>The Conservation Area is predominantly urban in character, with dense commercial development and stretches of terraced housing throughout its central spine. Development to the south west is more dispersed, and residential buildings are set within larger plots. Along the seafront, the area is also more open, with built development interspersed with formal gardens overlooking the promenade, beach and sea. For example, in front of Wellington Esplanade is Wellington Gardens, designed as an integral part of the masterplan of the seaside town, and it is protected from development by a covenant established by Peto.</p>
<b>Key sensitivities and opportunities</b>	<p>The town faces issues which are similar to other coastal towns across the country, with some evidence of maintenance issues, loss of original features such as windows and doors, vacant buildings, high traffic density and car parking, modernised shopfronts and the impacts of the decline of the high street.</p> <p>Between the years 2020 to 2024, the area is undergoing improvements through the High Street Heritage Action Zone scheme, which will support in heritage led change, funded by East Suffolk Council and Historic England, delivered in partnership with East Suffolk Building Preservation Trust and Lowestoft Town Council.</p>

## Map

An interactive map of the Conservation Area can be found overleaf. The map illustrates aspects of the appraisal that are described in the text within this appraisal. The map depicts key areas and features within the South Lowestoft / Kirkley Conservation Area. It shows: the Conservation Area Boundary; proposed boundary revisions; Listed Buildings (including listed structures); Positive Unlisted Buildings (which have been identified using East Suffolk Council's [criteria for identifying Non-Designated Heritage Assets](#)); Positive Contributors (which are buildings and structures which contribute positively to the special architectural interest or character or appearance of the area, identified using [Historic England's Guidance Advice Note 1 Conservation Area Appraisal, Designation and Management](#), paragraph 49); Important Open or Green Spaces; Important Boundary Features; Important Views; and Character Areas.

### Using this map

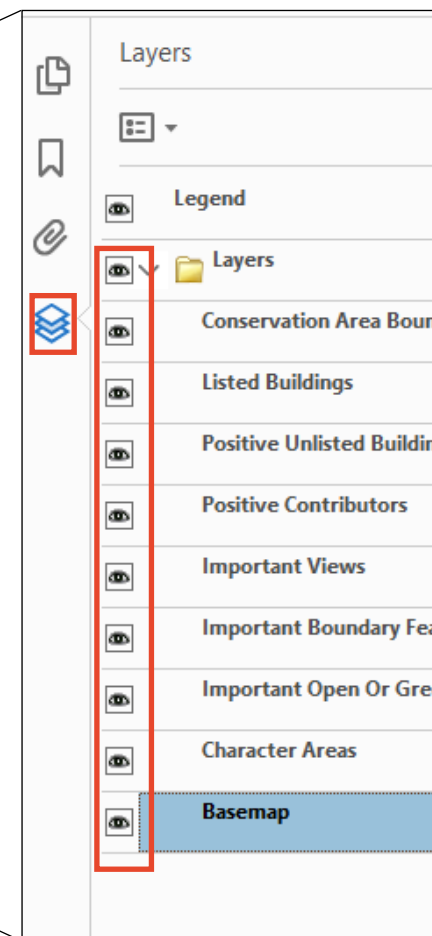
In order to utilise the interactive map, please download the document onto your computer, tablet or smartphone and view them in a suitable PDF reader, such as Adobe Acrobat. When viewed as a pdf document, this interactive map can be viewed with a series of layers that can be activated using the menu panel that appears on the left-hand side of the report. These layers can be turned off and on in any combination.

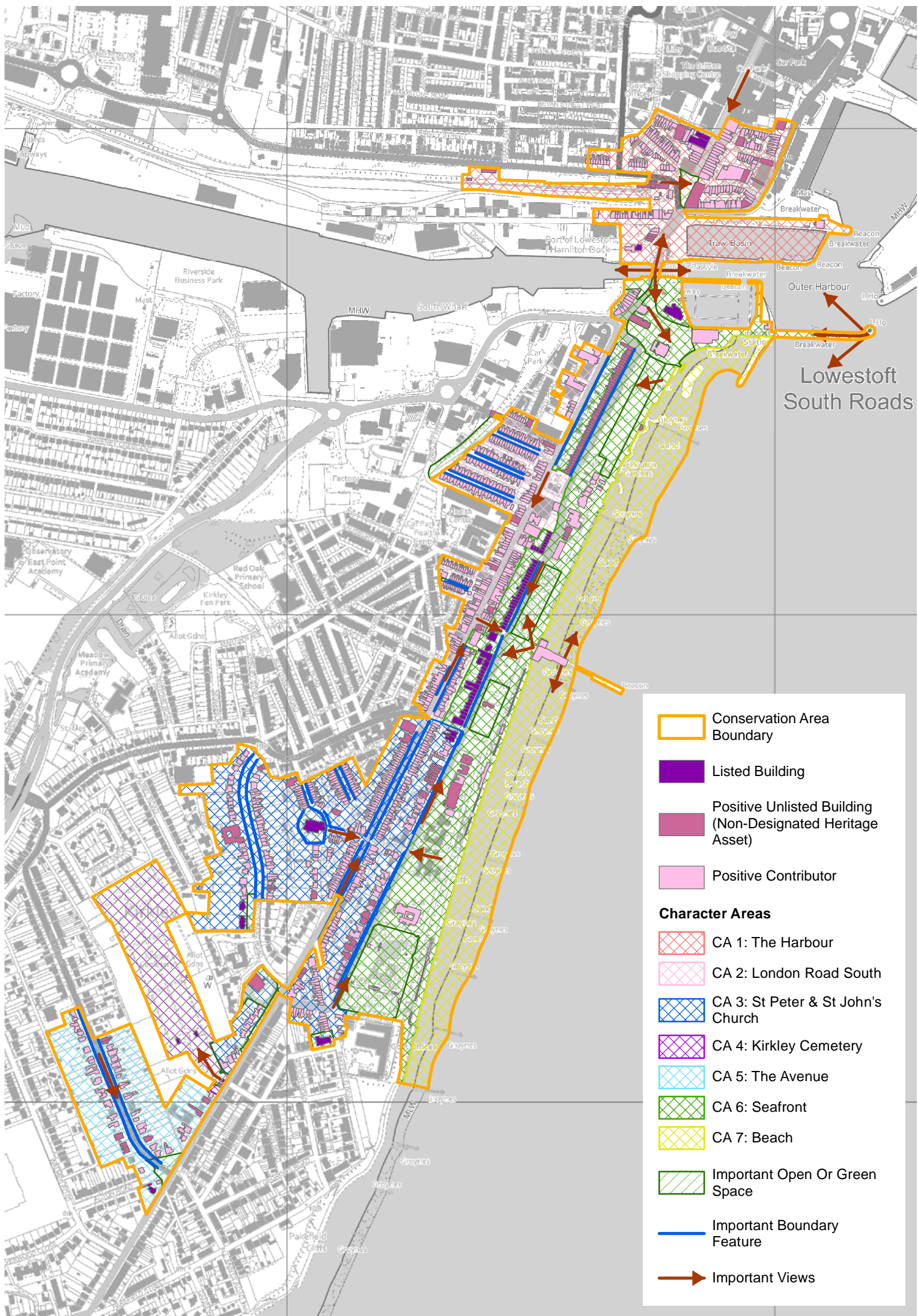


Throughout the document, this icon will take you back to this page, to view the interactive map overleaf. Use the button in the bottom right hand corner of the page to return to the Contents Page, where you can then navigate back to your previous Section.

The layers of the map can be viewed by clicking the icon shown here, and then each layer can be selected.

Individual map layers are also included within the Appendix: Mapping.





- Conservation Area Boundary
- Listed Building
- Positive Unlisted Building (Non-Designated Heritage Asset)
- Positive Contributor
- Character Areas**
  - CA 1: The Harbour
  - CA 2: London Road South
  - CA 3: St Peter & St John's Church
  - CA 4: Kirkley Cemetery
  - CA 5: The Avenue
  - CA 6: Seafront
  - CA 7: Beach
- Important Open Or Green Space
- Important Boundary Feature
- Important Views



## Revisions to Boundary

As part of this review, the Conservation Area boundary has been revised to reflect changing methodologies of good practice and provide a clearer strategy which acknowledges the practicalities of South Lowestoft and Kirkley's unique built environment. The Conservation Area, originally named the South Lowestoft Conservation Area, was first designated in 1978 and was later extended in 1996 and 2003 notably to include the South Pier and South Basin, the Kirkley Cemetery and The Avenue.

This review is in line with the NPPF guidance on Conservation Areas (paragraph 191). The proposed revisions can be seen on the map, and are to:

- **Include the full extent of the station building, platforms, Signal Box and former stables:** extend the area to include the rest of the station and platform, as the boundary currently appears to dissect the building. The station is a notable mid-nineteenth century building, which makes a key contribution as an unlisted positive building, furthering our understanding of the development of South Lowestoft. It is built in yellow brick in Italianate style, which Pevsner describes as asymmetrical and 'picturesque'. It has its British Rail enamel sign, which makes a positive contribution to the historic character of the building. The platform is also of historic and architectural interest, and provides a gateway to the Conservation Area, with heritage interpretation panels in the station. The Signal Box is also a notable building and shares a historic and continued relationship with the railway. The former stables are visible on the first edition Ordnance Survey map of the area, and the single storey building faces onto Denmark Street, making a notable contribution to the streetscape and marking the boundary of the Conservation Area.
- **Include the Beach and Claremont Pier:** There is a strong historic association and visual relationship between the beach and Conservation Area. The beach forms a key component of the Conservation Area, as the reason for the development of the South Lowestoft resort, and continues to play an important

role in shaping the character of the area. Similarly, Claremont Pier makes a positive contribution; it was designed by D. Fox in 1903 and although it has been altered since it is a focal point and prominent in views along the seafront. Therefore, the beach and Pier are recommended for inclusion.

- **Include the railway bridge on Mill Road:** This bridge is an unlisted positive feature, which follows the former line to South Quay. The bridge is of architectural and historic interest and makes a positive contribution to the character of the area and our understanding of its historic development, and the historic industry of the Harbour.
- **Exclude the Toyota dealership:** This building makes a negative contribution to the character and appearance of the Conservation Area. Its massing, materials and expanse of glazing on the ground floor level are not in keeping with the area, and the introduction of parked cars, large signage and flags to the front of the building create a cluttered appearance. These elements make a negative contribution to the street scene and the building lacks special interest, and it is therefore recommended that the boundary excludes this modern building.
- **Include the South Lowestoft Methodist Church:** This church is of historic and architectural interest, and as well as serving an important role for the local community, therefore making a positive contribution to the area. It was built in 1962-1963 to replace old Lorne Park Road Church, originally built in 1904. The church is built in brick with rusticated flanks, a shallow open pediment on the eastern side and has an attractive copper spire.
- **Include the London Road Baptist Church:** This church, constructed 1972 - 73, was designed by the architect Wally Thomson, of *Piper, Whalley & Partners* who was also architect of the North Lowestoft Trinity Methodist Church, built a few years prior. The church is of local architectural interest and is of value to the community. It is set within a large corner plot with considerable border tree planting, which makes a positive contribution to the street scene.



Figure 2 Lowestoft Train Station, c. 1910 (Collection of Alice Taylor, LowestoftHistory.com, Copyright 2022)





## Origin and Evolution

### Prehistory (-500000 – 43)

Lowestoft and its surrounding area would have been an attractive place for early settlers, as the landscape provided access to various resources and the intertidal zone. In the early 2000s an important discovery was made in the area, which proved early evidence of human activity. A set of flint artefacts of international significance were discovered to the south of the Conservation Area in Pakefield, within the coastal Cromer Forest Bed Formation. The 32 pieces of knapped flint tools, discovered by archaeologists Paul Durbridge and Bob Mutch, were for a time the earliest evidence for human presence in northern Europe (Figure 3).<sup>1</sup> The tools were recovered from ancient river deposits and prove that human beings were present in Britain c.700,000 years ago. This discovery demonstrates a much longer human occupation of northwest Europe than was previously thought, pre-dating other evidence by as much as 200,000 years.<sup>2</sup> Following this discovery, researchers also uncovered a new species of prehistoric deer which was living in the area 700,000 years ago, as well as an ancient and extinct species of vole.<sup>3</sup>

Later Neolithic evidence of human occupation has also been identified throughout Lowestoft and Kirkley at Walton Road, Church Road, Water Lane and Princes Walk.<sup>4</sup> Bronze Age finds have been identified both at Water Lane and the Church of St Peter in Kirkley.<sup>5</sup>

Aerial photographic evidence has recorded cropmarks of a possible Bronze Age round barrow within Lowestoft indicating prehistoric activity within the landscape.<sup>6</sup> Evidence of Bronze and Iron Age activity has also been discovered in Pakefield.



Figure 3 The Cromer Forest-bed at the base of the cliff at Pakefield, 2002 (Mike Pitts: Digging Deeper)



Figure 4 700,000-year-old stone artefact from Pakefield (Phil Crabb, Natural History Museum)

- 1 Lowestoft Museum, The Pakefield Man, <https://lowestoftmuseum.org/Test%20page-8>
- 2 Parfitt, S. A., Barendregt, R. W., Breda, M., Candy, I., Collins, M. J., Coope, G. R., Stuart, A. J. (2005). The earliest record of human activity in northern Europe. *Nature*, 438(7070), 1008–1012. doi:10.1038/nature04227
- 3 Keith Davies, The Lowestoft Scene 2013, Lowestoft Archaeological & Local History Society Vol 45 (Jan 2014)
- 4 Suffolk Historic Environment Record (SHER) 20765 and SHER 1663
- 5 SHER 7530 and SHER 1658
- 6 SHER 27703



### Roman (43 – 410)

Lowestoft and Kirkley were occupied during the Roman period, and it is believed that Lowestoft functioned as a fishing settlement at this time.<sup>7</sup> Roman finds have been recovered both adjacent to and north of the Conservation Area, from Pakefield Road, and in the vicinity of Bevan Street, Roman Road and Roman Hill.<sup>8</sup>

### Early Medieval (410 – 1066)

The area continued to be occupied throughout the Saxon period, with notable evidence of a Saxon cemetery at Bloodmoor Hill, and a settlement and cemetery in Oulton.<sup>9</sup> Excavations here revealed a well-preserved and an almost complete early Anglo-Saxon settlement, dating from the sixth to early eighth centuries, as well as a mid to late seventh-century cemetery which lay within the settlement itself and included high-status female graves.

Moreover, the name 'Lowestoft' dates to the invasion of the Danes in the 860s and is itself of Scandinavian origin, meaning 'the Homestead of Hloover'.<sup>10</sup> A church is recorded at Pakefield in the Domesday survey and is likely to be Anglo-Saxon in origin, further demonstrating settlement at this time.

### Medieval (1066 – 1540)

By the time of the Domesday Survey in 1086, there are records of settlement at Lowestoft, Kirkley and Pakefield. Lowestoft was recorded as a small agricultural village of 16 households, or approximately 100 people, located in the centre of the parish close to the modern cemetery at the junction of Rotterdam Road and

7 William White's Suffolk Gazetteer, 1855, Lowestoft, page 559 (lowestofthistory.com)

8 SHER 27584, SHER 33199, SHER 165, SHER 1699 and SHER 10816

9 Sam Lucy, Jess Tipper, Alison Dickens (2009) The Anglo-Saxon Settlement and Cemetery at Bloodmoor Hill, Carlton Colville, Suffolk. EAA 131. Cambridge Archaeological Unit and <https://www.bbc.co.uk/news/uk-england-suffolk-54177762>

10 David Butcher, Lowestoft 1550-1750 Development and Change in a Suffolk Coastal Town, Boydell Press (2008) p3

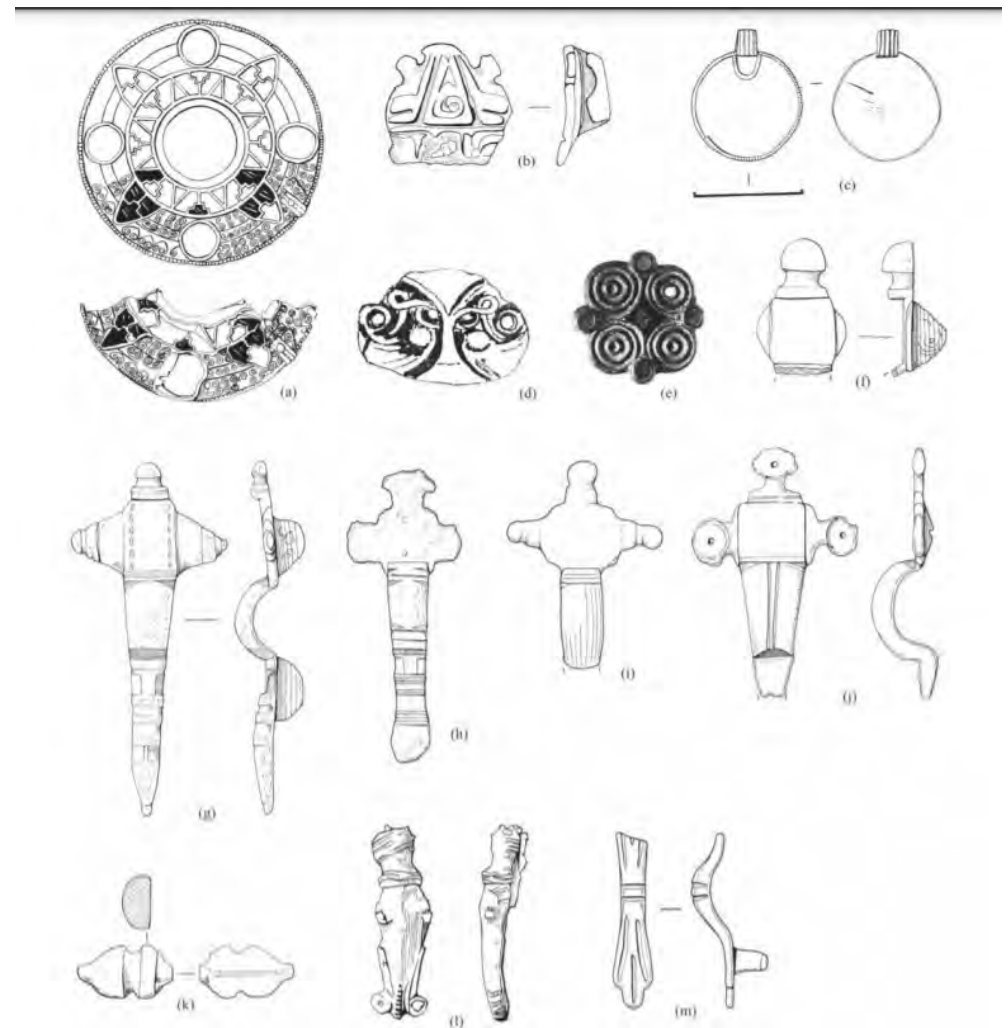


Figure 5 Selection of metal-detected finds from the Bloodmoor Hill area (East Anglian Archaeology Report No. 131, 2009)

Normanston Drive. The lands there belonged to the paramount Manor of Gorleston, and was owned by the King. There was also recorded a small manor of Akethorpe [Akethorp] in the north-west part of the Parish of Lowestoft, which was held by a priest named Ailmar in 1066. This manor was 80 acres and was later absorbed into Lowestoft. It is likely that the priest had a small church there that in medieval times became the site of Lowestoft's parish church.<sup>11</sup> At this time, Lowestoft held a modest position within Suffolk, totalling 450 acres of arable land, 5 acres of meadow and woodland for 8 pigs. In the medieval period this community migrated to the cliff top in the north-east corner of the parish and the town grew from there.

Kirkley's Domesday records are far more intricate. There is a record in the Domesday book of *Kirkelea*, a name which suggests that there was a church here at this time although there were none recorded. This settlement was comprised of 30 acres of land, which belonged to the King and were held by six Freeman, and another 12 acres which belonged to Hugh de Montford and were held by one Freeman. However, the lands of Kirkley were actually far more extensive than this and stretched farther than the settlement of *Kirkelea*. Domesday book records another 130 acres in an unidentified place called *Kislea*; historians have considered it is likely that this was a misspelling of *Kirkelea*, and therefore forms part of the settlement.<sup>12</sup> These lands belonged to the King and were held by twenty Freeman with two plough teams. The settlement of *Wimundhala*, a further 12 acres of land, was also likely a part of Kirkley, due to the fact that Edmund de Wymundhale claimed free warren in his manor of Kirkley, 1285-6. These lands belonged to Hugh de Montford and were held by two Freeman together with half a plough team. Two further holdings, *Beketuna* and *Hornes*, may also have fallen within the bounds of Kirkley, although there is less evidence to support this and it is probable that they were located in Pakefield and Carlton Colville respectively. Taking the totals from *Kirkelea*, *Kislea* and *Wimundhala* in 1086 there were 174 acres of land under cultivation in the area covered by modern Kirkley, held by twenty-nine Freeman, indicating a population of approximately 137 people. The agricultural exploitation of the area in the medieval period

has been identified within buried soils showing evidence of cultivation in excavations at Factory Street.<sup>13</sup>

Lowestoft grew in importance throughout the medieval period, with the focus of the town shifting gradually to the layout which exists today on the High Street in north Lowestoft. In 1308 a market was granted for Lowestoft,<sup>14</sup> and later in the twelfth century, the Priory of St Bartholomew's was granted a church in Lowestoft. The growing economic success of the settlement was recognised as a threat by the neighbouring town of Great Yarmouth. In 1357, Great Yarmouth sought to restrict Lowestoft's fishing activity with the Statute of Herrings. The town continued to flourish throughout the period, and remains of two vaulted cellars have been excavated along Lowestoft High Street, which were likely used as dry cellar stores of the wealthier gentry and merchants, possibly dating back to the fourteenth century.<sup>15</sup>

Lowestoft's coastal location led to its increasing significance as a defensive site throughout the medieval and post medieval period, with maritime activity also contributing to its rise to pre-eminence.<sup>16</sup> During his reign, Henry VIII fortified stretches of the coastline due to the fear of a Spanish and French invasion; three forts were built at Lowestoft, which can partially be seen in a map of 1539 depicting large-scale defences built along the Suffolk coastline.<sup>17</sup> These forts were simple earthworks probably revetted with gabions and boards, armed with three or four guns each, and strategically sited overlooking the sea.<sup>18</sup>

11 Consultation with Ivan Bunn, 2021

12 Ibid

13 Duncan, S. (2009). 10 Factory Street, Lowestoft. Archaeological evaluation report. Ipswich: Suffolk County Council Archaeological Service. <https://doi.org/10.5284/1004278>

14 'Suffolk', in *Gazetteer of Markets and Fairs in England and Wales To 1516*, ed. Samantha Letters (Kew, 2005), *British History Online*, <http://www.british-history.ac.uk/list-index-soc/markets-fairs-gazetteer-to-1516/suffolk>

15 Butcher, David: *Medieval Lowestoft – The Origins of a Suffolk Coastal Community*, The Boydell Press, Woodbridge, 2016, page 105

16 David Butcher, Development and change of a Suffolk Coastal Town (2008), p6

17 A Coloured Chart of the Coast of Suffolk, from Orwell Haven to Gorleston, near Yarmouth, 1539, <http://www.bl.uk/onlinegallery/onlineex/unvbrit/a/001cotaugi00001u00058000.html>

18 Suffolk HER 1394907



### Post Medieval (1540 – 1901)

The seventeenth century was a turbulent time in Lowestoft's history. In March 1645 the town suffered a great fire and it was recorded that 38 houses were damaged or burnt, along with fish houses and goods.<sup>19</sup> Lowestoft maintained its defensive position into the post medieval period, with a large defensive gun battery located near to Battery Green. Notably, in 1665 the town saw naval conflict, as the Battle of Lowestoft took place off the coast as part of the Second Anglo-Dutch War (Figure 6).

The Accurate Map of the County of Suffolk 1777 (Figure 7) depicts the settlement of 'Laystoft' and Kirkley. The coastline between Lowestoft and Pakefield is undeveloped, with Kirkley settlement separated from Lowestoft by Lake Lothing. For some time, a barrier of sand and pebbles formed across the mouth of Lake Lothing, making this key route unnavigable by sea. In 1717 Mutford Bridge was destroyed by high waves and consequently a breakwater was erected between Lowestoft and Kirkley, to protect the settlements from the sea. Later, in 1760, a cut was made here when an arched brick bridge was erected over the breakwater.<sup>20</sup> A navigable route to Norwich was then created by an Act of Parliament of 1827 and, in 1831, a cut was made at Lowestoft linking Lake Lothing to the sea and thus creating the first harbour and the navigable route to Norwich.

Throughout the eighteenth century, Lowestoft began to establish itself with 'polite society', and there was "growing sense of fashion" occurring within the town.<sup>21</sup> Assemblies were held in the Queen's Head Inn and The Crown Inn, a book club was formed, and visitors began to flock to Lowestoft which became known as a 'seaside watering place'. From 1756, Lowestoft also became a centre for the production of elegant porcelain; the porcelain factory was located off Jubilee Way and evidence of clay extraction has been found at Roman Hill, however, the clay for this factory was excavated in the nearby parish of Gunton. The pieces aimed to cater to local demand as well as visitors for the summer season, with items often adorned with painted motifs, such as 'A trifle from Lowestoft', acting as early souvenirs of the developing coastal resort (Figure 8). It was the third

<sup>19</sup> Lowestoft Town Book in the Norfolk Record Office, PD 589/112. See also, Butcher D. & Bunn I, *Lowestoft Burning – the Fire of 1645*. The Lowestoft Heritage Centre, nd.

<sup>20</sup> Gillingwater, Edmund, *An Historical Account of the Ancient Town of Lowestoft*, London, 1790

<sup>21</sup> David Butcher, *Development and Change in a Suffolk Coastal Town*, p321



Figure 6 Adriaen Van Diest *The Battle of Lowestoft* (source: Lowestoft Museum)

longest-lived English soft-paste porcelain factory after Worcester and Derby, although closed in c.1801.<sup>22</sup> However, the oldest, and one of the most important branches of commerce at Lowestoft was its fishing industry (Figure 9). This industry continued to boom throughout the early modern period, particularly with the introduction of the railway in the mid nineteenth century, which meant that large quantities of fish could be sold at auction and then sent by rail fresh to nearby markets and London.

In December 1780, Britain declared war on Holland. Due to its vulnerable location close to Holland across the North Sea, there was fear of an invasion in Lowestoft. In response, the War Department ordered that a large battery of 13 heavy cannon be built to protect the south end of the town. The battery and fort were completed in December in 1782, located at the southern end of modern Old Nelson Street which was at this time the northern end of the ancient highway to Kirkley and Pakefield. To give the gun battery a clear field of fire onto the beach and sea beyond, a large glacis was formed in front of the battery measuring



Figure 7 An Accurate Map of the County of Suffolk 1777 (Collection of Alice Taylor, LowestoftHistory.com, Copyright 2022)



Figure 8 Inkwell, decorated with cornflower sprigs and inscribed 'A Trifle from Lowestoft', c. 1790 (Antiques Trade Gazette)

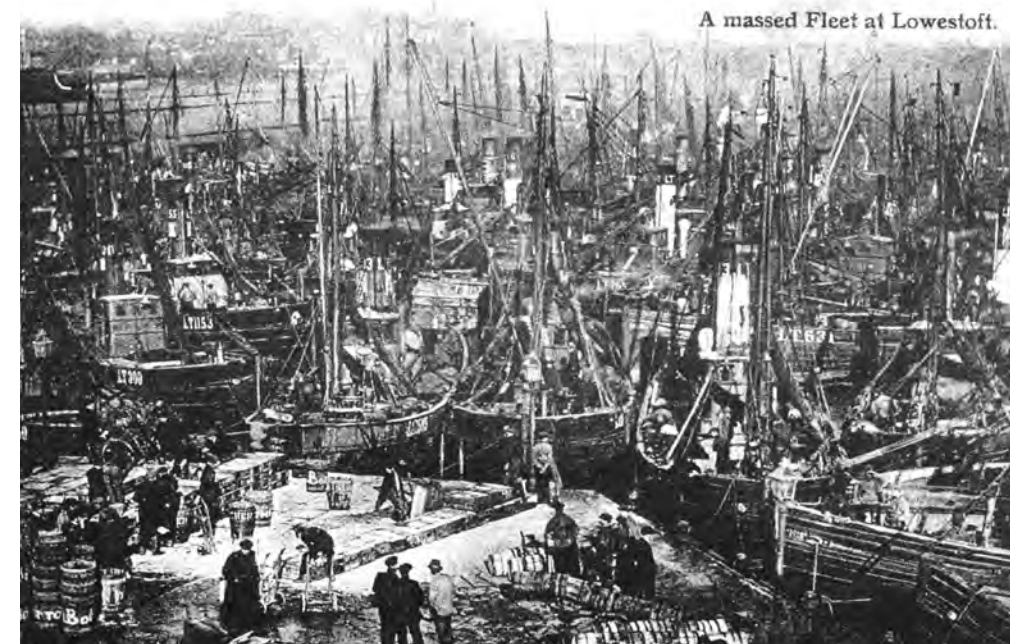


Figure 9 The fish market in Lowestoft, 1913 (Reproduced with kind permission of Ivan Bunn)



65 yards west to east, and the old highway was diverted eastwards around the new structure.<sup>23</sup> However, as there was no harbour at this time, the beach and seashore were much closer inland, resulting in floods whenever there was an extra high tide and the old road became impassable.<sup>24</sup>

Therefore, it was decided that a new road should be built 150 yards to the west of the old road to prevent flooding. This was created through an Act of Parliament in 1785.<sup>25</sup> A Turnpike Road, known as the London Turnpike, was created from the northern end of Old Nelson Street and went southward in a straight line until it reached the top of present day Pakefield Road, Kirkley, and was later extended in the early nineteenth century to extend to the bottom of Pakefield Street. This route is still legible today, known as the London Road North and London Road South or London Road Kirkley, bisected by the Lake Lothing crossing which allowed access to the sea.<sup>26</sup> The Act of Parliament authorised the extinguishment of the old highway southward from the bottom of Old Nelson Street, however, it was reinstated in 1852 and is now formed by Battery Green Road. London Road North and London Road South played an important role in shaping the area and provided a key transport link for Lowestoft. Cultural advances were reinforced by the construction of the new turnpike road, which now linked Lowestoft with important regional centres such as Great Yarmouth, and led to the provision of a mail-cart (which passed through twice a day with letters to and from London) and also to a daily stagecoach service with London.<sup>27</sup>

Prior to the year 1803 much of the Parish of Kirkley had consisted on unenclosed common land, comprising of a scattering of houses and farms which lay around Kirkley Street and on the north side of Pakefield Street. To convert this and other common land into farmland a private Act of Parliament was enacted in the year 1801.<sup>28</sup> The green

<sup>23</sup> See Gillingwater, Edmund, "An Historical Account of the Ancient Town of Lowestoft", London, 1790, pp. 426/7 for details of the construction.

<sup>24</sup> Consultation with Ivan Bunn, 2021

<sup>25</sup> The Suffolk Roads Act, 25 Geo. II, c.116

<sup>26</sup> The Norwich and Lowestoft Navigation Act, May 1827: 8 Geo IV, c. xlviii.

<sup>27</sup> Lowestoft Museum, Lowestoft About the Town (<https://lowestoftmuseum.org/Test%20page-5>)

<sup>28</sup> An Act for Dividing & Enclosing the Common Heaths etc., within the several



Figure 10 Map showing Kirkley pre 1803 (source Ivan Bunn)

area on the map (Figure 11) shows the extent of the Common Lands of Kirkley at the time. In the ensuing three years the land was surveyed and in 1803 a large document, the Enclosure Award, was produced. This described in detail how the new enclosures should be laid out and allocated these enclosures to existing landowners. Accompanying the Award was a detailed map showing the enclosures.

Parishes of Carlton Colville, Oulton, and Kirtley, otherwise Kirkley, 1801. 41 Geo. III, cap. lxii.



The surveyors discovered that there were some differences of opinion between Kirkley and Lowestoft as to where their boundaries lie. Consequently, new and adjusted boundaries were drawn (shown on Figure 10). Kirkley's northern boundary with Lowestoft was moved south to present day Mill Road. To compensate for this the north western boundary of Kirkley was moved west into Carlton Colville. The map above shows that many of the roads and houses north of Carlton Road are built on what was once ancient common land. This includes the Esplanade as far as Claremont Road, Marine Terrace, and Wellington Terrace.

Lowestoft continued to expand in the first decades of the nineteenth century, resulting in changes being made to better manage the town and its development. In the year 1805, 42 acres of land in the parish were vested in Trustees. This empowered Churchwardens of Lowestoft to lease lands and to apply the income to repair the streets and pavements of the town, provide lamps, lighting, and general ongoing improvements. These lands became known as the 'lamp lands'.<sup>29</sup> Shortly after, an Act of Parliament in 1810 transferred the powers of the Churchwardens to Commissioners appointed by the Court of Chancery.<sup>30</sup> The Act empowered the Commissioners to borrow money up to £4,000 for town improvements, and all officers in Lowestoft now became answerable to the Commissioners. A Private Act of Parliament enabled the Commissioners to sell any of the Lamp Lands to the Lowestoft Harbour and Railway Company, and from the money purchase other lands and property to lease.<sup>31</sup>

The Commissioners continued to manage these lands until the 1850s, after which the rapid expansion of the town meant that the obligations of the Commissioners became too great to undertake effectively. This was largely as a result of the restrictions put in place in the Act of 1810 and due to a lack of funds. The Commissioners, therefore, petitioned Parliament for the repeal of the 1810 Act and to pass a new one that would effectively give control of town management by an elected body. This was carried into effect in the year 1854, when the Lowestoft Improvement Act was passed on 10 July that year.<sup>32</sup> This meant that the rate-payers of Lowestoft would be able to vote for the Commissioner who would run their town. For election purposes the town and parish was divided into three Wards, with nine elected Commissioners from each; the East Ward, the West Ward and the South Ward. This Improvement Act effectively amalgamated the lands of South Lowestoft and Kirkley for the first time, as these newly created wards comprised of the part of Lowestoft located to

29 Consultation with Ivan Bunn, 2021

30 An Act for better paving, lighting, cleansing, watching and otherwise improving the Town of Lowestoft. 50 Geo 3, cap xlii.

31 9 & 10 Vict. cap xxviii. [1845-47]

32 An Act for the Improvement and Regulation of the Town of Lowestoft and the Parishes of Lowestoft and Kirkley, otherwise Kirtley. 17 & 18 Vict. cap clxi.

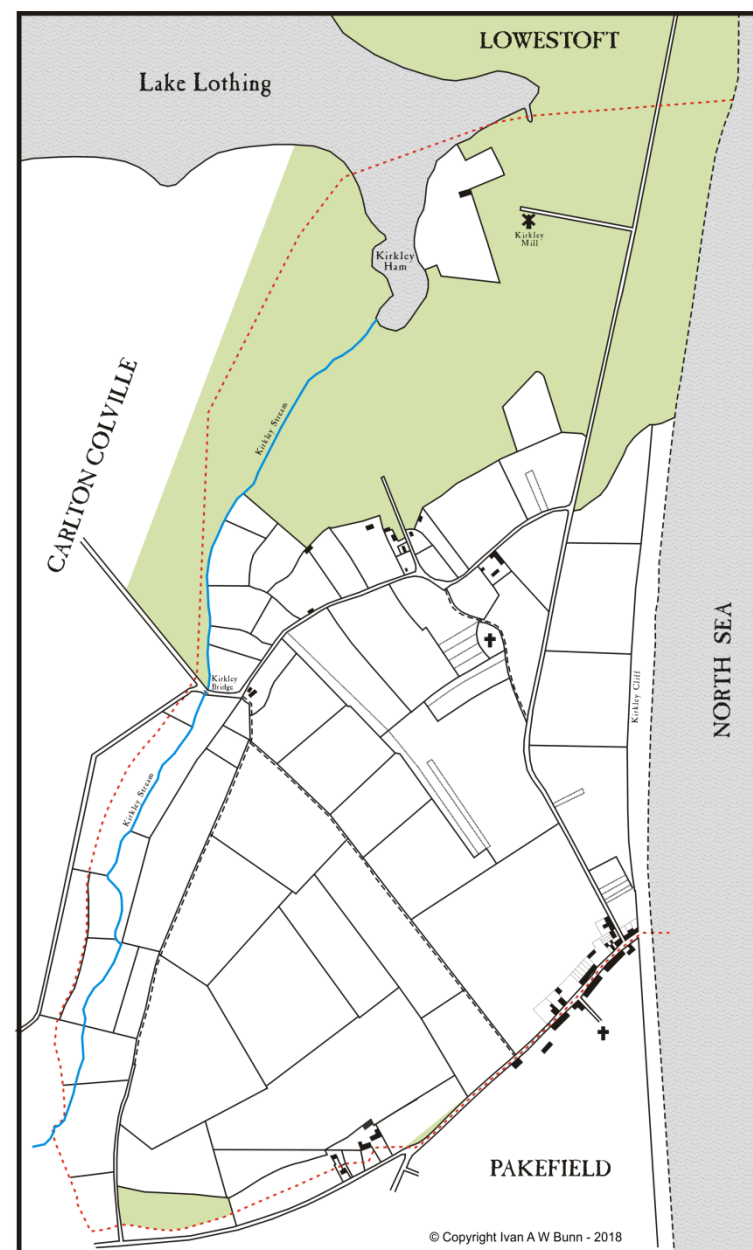


Figure 11 Map based on the 1841 Tithe Map of Kirkley [Suffolk Archives, Ref. 544/24 ] and the 1803 Enclosure Map of Kirkley [Suffolk Archives, Ref. 33/5R/1] (source Ivan Bunn)

the south of the harbour and Lake Lothing (formerly part of Kirkley), and the whole of the parish of Kirkley. Previously, Kirkley had always been a parish independent of Lowestoft, in both ecclesiastical and secular matters, however under this Act of Parliament, the parish would now be a part of Lowestoft and would soon be known as “South Lowestoft” for secular and administrative purposes. Ecclesiastically, Kirkley remained an independent parish.

Following the opening of the harbour in 1830, improvements could be made regarding the economic growth of Lowestoft, and to the provisions of the fishing industry. This expansion also encouraged the development of shipbuilding industries along the banks of Lake Lothing and to the west of London Road South. This led to a major shift within the town, and by the 1850s, there were more people working in factories and building trade than working in the fishing industry. By the time of 1885, the Ordnance Survey Map shows that Boat Building Yards and factories were concentrated along the Lake Lothing, the inner harbour, and that workers housing had been established to the north of the station (Figure 12). The subsequent growth of these industries around Kirkley contributed to the population growth within the area and led to increased development of workers cottages. This area is also likely to contain evidence for the harbour, marine coastal defences, boat and ship building yards, fish processing and other manufacturing industries, ancillary industries and occupation evidence and a gasworks.

A key part of South Lowestoft's history is the introduction of its railway, brought about by Sir Samuel Peto, which opened in May 1847 to goods trains and to passengers in July 1847. The arrival of the railway led to the rapid enlargement of the town, both in terms of visitor numbers and population growth as well as trade.<sup>33</sup> For example, in terms of trade, throughout the 1840s The Norfolk Railway Company (which was later absorbed by the Great Eastern Railway in July 1862) undertook works to extend their outer harbour and created a quay with a covered fish-market which was 210 yards long, and supported the thriving fishing industry.<sup>34</sup>

<sup>33</sup> William White's Suffolk Gazetteer, 1855, Lowestoft, page 554 (lowestofthistory.com)

<sup>34</sup> Alfred Langley, Lowestoft Harbour Works, Minutes of the Proceedings of the Institution of Civil Engineers, Volume 87 Issue 1887, 1887, pp. 134-137



Figure 12 1899 Ordnance Survey Map Sheet 176 - Lowestoft





Figure 13 Train leaving Lowestoft Station, c. 1932 (Collection of Alice Taylor, LowestoftHistory.com, Copyright 2022)

With regard to wider export, in 1853 alone Lowestoft saw the impressive trade of 14,998 oxen, 10,886 sheep, 89 horses, 63 pigs, 1370 casks of butter, 300 barrels of beef and pork, 1100 quarters of grain, 115,000 cheeses, 5000 bundles of osiers, 500 sacks of potatoes, and 12 calves, most of which were sent on to London by rail.<sup>35</sup> As well as increasing trade via rail, on April 6th, 1852, Lowestoft was also made a Bonded Port independent of Yarmouth, to which it had previously served as an out station. The fish docks and fish markets were further extended to the north in 1883 and again in 1903. Archaeological features and flint wall remains, along with standing buildings, attribute to the boom in industry in the town during the eighteenth and nineteenth centuries.

Increasing accessibility by rail also meant that the town was able to develop further from “fishing village to the rank of watering place”.<sup>36</sup> Paired with increasing free time, the rail network allowed for coastal towns to link with the wider network, and trips to the seaside became more and more popular with all social classes. A report of 1855 notes that the previous summer “Lowestoft was so thronged with visitors that there was more than once a want of accommodation for them”.<sup>37</sup> Accommodation and guest houses were developed at a rapid pace, and the shape of the town underwent radical change at this time. Perhaps the most influential period of history for South Lowestoft came about in the nineteenth and twentieth centuries, following the establishment of its railway and its subsequent development into a seaside resort, as part of Sir Samuel Peto's masterplan.

<sup>36</sup> David Waddington, Eastern Counties Railway Company. The Chairman's [D. W.'s] Answer to the Report of the Committee of Investigation. United Kingdom, 1855., p.22

<sup>37</sup> Ibid.



Figure 14 Sir (Samuel) Morton Peto (National Portrait Gallery)

### Sir (Samuel) Morton Peto

Sir (Samuel) Morton Peto, first baronet (1809–1889), was an entrepreneur, civil engineer, MP and pioneer for railways and public works. Peto has been called the ‘father of modern Lowestoft’, as he brought the railway to the town and undertook the building of the Esplanade, Marine Parade and the houses that line it towards Kirkley.<sup>38</sup> In the late 1840s and early 1850s Peto’s plans were largely focused on developing Lowestoft and its hinterland, and its establishment as a holiday resort in Kirkley and Lowestoft.<sup>39</sup> Peto and the Norfolk Railway Company also developed the harbour and provided mooring for fishing boats and larger vessels, helping to establish the area as a flourishing resort, which was described in the History, Gazetteer and Directory of Suffolk 1855 as ‘peculiarly favourable for sea bathing’, with The Esplanade, the Marine Parade, and the Terraces in South Lowestoft displaying a ‘great variety of architectural beauties’.<sup>40</sup> His vision was a success, and Pevsner notes that South Lowestoft “ought to be remembered as Peto-Town” due to his achievement.<sup>41</sup> Even following his bankruptcy in the late 1860s, the South Lowestoft resort continued to flourish and develop, as a testament to the success of Peto’s masterplans.

38 Suffolk Record Office, Lowestoft Branch (Ref: 1300/103/20)

39 Oxford Dictionary of National Biography, Peto, Sir (Samuel) Morton, first baronet, <https://doi.org/10.1093/ref:odnb/22042>

40 William White’s Suffolk Gazetteer, 1855, Lowestoft, page 551 (lowestofthistory.com)

41 Radcliffe, Enid., Pevsner, Nikolaus. Suffolk. United Kingdom: Yale University Press, 1974. p.356





Figure 15 Main esplanade 1910 (Collection of Alice Taylor, LowestoftHistory.com, Copyright 2022)

Main Esplanade & Beach, Lowestoft

The town attracted thousands of holidaymakers, many of whom stayed in the new guesthouses, hotels, and later the nearby holiday camps. Peto commissioned architects such as John Louth Clemence and John Thomas to design many of the buildings and structures throughout South Lowestoft. The Royal Hotel for example, was accredited to John Louth Clemence and built in 1849 by the noted Victorian builders Lucas Brothers (Figure 17). It stood in a prominent location along the seafront, however, was demolished in 1973.

To accommodate the newcomers, villas and terraces were established across the seafront throughout the mid nineteenth century. For example, seven double villas in the Italianate style were completed in 1849, overlooking the Esplanade and sea.<sup>42</sup> Marine Parade, a terrace of 50 houses, was completed by the year 1853 and Wellington Terrace, consisting of a 'noble range of [24] buildings' was completed in the year 1856.<sup>43</sup> Further villas with seafront gardens were established in 1857, also by the Lucas Brothers as part of Peto's vision; the seafront gardens were intended for sole use of the residents whilst maintaining maritime views.<sup>44</sup> The Terraces were set back from the then upper-class Esplanade villas and are one of the remaining edifices to Peto's work in Lowestoft. Much of the remaining architecture and the gardens of Lowestoft date from this period of its development as a resort and give the town its grand, historic appearance and character.

Another relatively unknown but active architect at this time was George Glover, who lived and worked in Lowestoft from 1850 to 1886. He designed a number of buildings around Lowestoft and the Oulton Broad area, and also designed Apsley House and Blenheim House on Victoria Road, within the Conservation Area. They have since been demolished and replaced by Sir Morton Peto House.<sup>45</sup>

42 *Norfolk Chronicle*, Saturday, 7 July 1849

43 *Norfolk Chronicle*, Saturday, 28 June 1856.

44 Waveney District Council, South Lowestoft Seafront Gardens and Esplanade Conservation Management Plan

45 Discussion with John Daffurn, local historian and author who is currently undertaking research into George Glover and his work in Lowestoft.



Figure 16 South Beach 1932 (Collection of Alice Taylor, LowestoftHistory.com, Copyright 2022)



Figure 17 The Royal Hotel c.1900 (Collection of Alice Taylor, LowestoftHistory.com, Copyright 2022)



## The Gardens

Lowestoft was seen as a progressive resort, with ‘superbly maintained parks, fine bowling greens, quality tennis courts, immaculate swimming pools, inventive boating lakes, magical concert parties, pleasure steamer outings, and a programme of band concerts’.<sup>46</sup> The gardens and green spaces within the resort were key to its design and resulting air of splendour. The northernmost green, the Royal Green, was first formed as part of Peto’s Esplanade development and was laid out as a series of 14 Italianate paired holiday villas for the upper classes in 1849. It was originally planned that a swimming pool was to be constructed here, although this plan was never realised. During the First World War, two of these properties were damaged by a shell and subsequently demolished. The land was then absorbed into the gardens of the neighbouring Royal Hotel. Demolition continued throughout the 1930s, as part of plans by the Council to open the seafront and create a public green space. Various amenities were built in this area, including a putting green constructed in 1932, a boating lake in the 1950s and a miniature railway added in 1955. A swimming pool was erected to replace the railway in the 1970s and was later converted for use by radio-controlled boats. The present layout of the Royal Green as a lawn and car park was established in the 1990s and is therefore relatively modern.

Perhaps the most important green space within the town was Wellington Gardens, located directly in front of the Wellington Esplanade. This garden was originally laid out in June of 1856, as the esplanade was extended southwards to the eastern end at present day Claremont Road.<sup>47</sup> It comprised of a network of formal paths, floral displays and lawn areas, designed as part of Peto’s masterplan. However, during World War II, the gardens were destroyed through the construction of air raid shelters and trenches; they were later restored in the 1990s, which is the form that exists today. They provided a place along the seafront to promenade and appreciate both the architecture of the Terrace and the seafront to the east. They are still to this day a key asset within the Conservation Area.

<sup>46</sup> Malcom R. White, *Lowestoft Antiquity*, Coastal and Maritime Heritage Series 2002

<sup>47</sup> *Norfolk Chronicle*, Saturday, 28 June 1856.

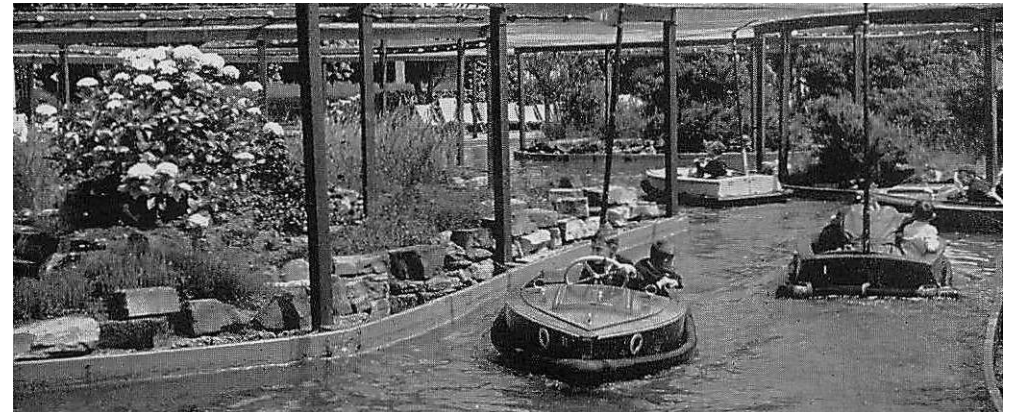


Figure 18 Kensington Gardens ‘Scootaboats’, c.1930s (Source Norfolk Broads Network)

In 1914, the Lowestoft Town Council purchased a large area of farmland along the seafront. After the First World War, during which time the land was farmed for produce, the space was laid out as the Kensington Gardens through a work-creation scheme, undertaken by unemployed Lowestoft men.<sup>48</sup> They included a Japanese rock garden, bandstand, ornamental lake, tennis courts, bowling and putting green and tea house. The Reeve Monument, which was originally located in the Royal Plain, was relocated to the gardens in 1921, to make way for the War Memorial.<sup>49</sup> The gardens were opened in June 1922, and much of the original design is still legible today, although a boating lake replaced the original bandstand in 1933. Among the main attractions at Kensington Gardens was the Electric Boating Lake, designed by River Board Chief Engineer S.W. Mobbs. This was a small canal which electric ‘scootaboats’ could travel (Figure 18). This was very popular with children, and at night the lake was lit with small lights.<sup>50</sup> The gardens are now maintained by the Friends of Kensington Gardens.

<sup>48</sup> Michael Rouse. *Lowestoft & the Suffolk Coast Through Time*. Amberley Publishing. 2011

<sup>49</sup> Recording Archive for Public Sculpture in Norfolk & Suffolk, <http://www.racns.co.uk/sculptures.asp?action=getsurvey&id=879>

<sup>50</sup> Kevin Desmond. *Electric Boats and Ships: A History*. United States: McFarland, Incorporated, Publishers, 2017 p.74

Figure 19 Wellington Gardens, 1927 (Collection of Alice Taylor, LowestoftHistory.com, Copyright 2022)



WELLINGTON GARDENS & ESPLANADE, LOWESTOFT



The parish Church of St Peter and St John, Kirkley, although early fifteenth century in origin, was largely rebuilt throughout the years 1875 – 87 by the architect John Clemence. The church was originally dedicated to St Peter. It had fallen into disrepair and been abandoned by 1680. However, with the wider growth of South Lowestoft there came a need to reinhabit the church by the 1870s.<sup>51</sup> Extensive rebuilding took place and included all apart from the north-west tower. The church was given an unusual feature on its south west side in 1893, where there is an apsidal baptistery, by Thomas Porter. This is quite unfamiliar on an Anglican church in Suffolk, although there is something similar at St Edmund Catholic church in Bungay.<sup>52</sup>

The church was renamed in 1976 to take on the dual dedication, following the demolition of St John (Figure 20). The St John was designed by John Clemence in the North London style Anglo-Catholic cruciform church and built by the Lucas Brothers. The foundation stone was laid in 1853 and it was completed a year later.<sup>53</sup> The church was one of the four great urban churches erected in Suffolk during the course of the nineteenth century (the others being Felixstowe St John the Baptist and Bury St John, as well as Ipswich St Mary le Tower, which has medieval origins but was largely rebuilt in the nineteenth century). The church was damaged by the great east coast floods of 1953, and again by a fire in 1977. It was declared redundant in 1973, and demolished in 1978. Notably, one of the former members of this lost church's congregation was the composer Benjamin Britten.



Figure 20 St John's Church by Caroline Adams, 1861 (Lowestoft Museum)

51 Suffolk Churches, <http://www.suffolkchurches.co.uk/kirkley.html>

52 Ibid.

53 *Illustrated London News*, 29 July 1854.

### Modern (1901 – now)

Lowestoft continued to develop as a seaside resort in the early twentieth century, with expansion taking place within South Lowestoft and Kirkley Cliff (Figure 21) and the seafront continuing to attract large crowds. Claremont Pier was opened in 1903, built by the Coast Development Company, originally as a mooring for Belle steamers, and provided a focal point for Lowestoft's sandy beaches.<sup>54</sup> Figure 22 shows the bathing machines on the beach, a feature which once lined the edge of the water, and a pleasure steamer can be seen docked at the end of the pier.

The sea also brought serious flooding to the town, due to high tides and wind, which continued to affect Lowestoft at the turn of the century and into the modern period. The image below shows a boatman paddling into Belvedere Road, and the building which can be seen in the background of the image is the firm Lucas Brothers, who were the company responsible for construction of many of Lowestoft's prominent buildings during the nineteenth century.<sup>55</sup>

<sup>54</sup> Michael Rouse, *Lowestoft & the Suffolk Coast Through Time* 2011, p110

<sup>55</sup> Malcom White, *Lowestoft Antiquity, Coastal and Maritime Heritage Series* 2002



Figure 21 Ordnance Survey Map, Suffolk X.8 (Lowestoft), 1905



Figure 22 1911 Claremont Pier (Collection of Alice Taylor, *LowestoftHistory.com*, Copyright 2022)





*Figure 23 Floods in 1897 on Belvedere Road (Lowestoft Antiquity 2002)*



*Figure 24 South London Road, Kirkley 1905 high tide (Collection of Alice Taylor, LowestoftHistory.com, Copyright 2022)*



*Figure 25 1905 high tide (Collection of Alice Taylor, LowestoftHistory.com, Copyright 2022)*

Lowestoft was served by an electric tramway system throughout the early 1900s, operated by Lowestoft Corporation Tramways. This line operated from the 22nd July 1903 until the last of the tram rails were removed in 1932. The last tram operated on May 8, 1931. The Lowestoft No.14 tram was acquired by a small group of local enthusiasts in 1961, who restored the tram vehicle (shown in Figure 26), now held by The East Anglia Transport Museum.

Lowestoft played an important role as a defensive harbour in both the First and Second World Wars. Its position on the easternmost point of Britain meant that it played a crucial role in governing and defending the trade route corridor with Germany, the Netherlands and Belgium. An important naval battle was fought during the First World War, which took place on the 24th – 25th April 1916. This was known as The Lowestoft Raid, and was a battle between the German Empire and the British Empire fought in the North Sea. During the attack, battle cruisers fired on Lowestoft from 4:11am to 4:17am; the attack was rebutted immediately by Lowestoft's batteries, however they caused violent explosions and 200 houses within the town were destroyed.<sup>56</sup> Casualties included 21 British servicemen were killed at sea, as well as a serviceman and three civilians who were killed in Lowestoft with a further 19 wounded.<sup>57</sup>

Lowestoft was also a main base for naval operations during the Second World War, and it became the headquarters of the Royal



*Figure 26 On 22 June 1964 a group of the original Lowestoft tram drivers and conductors assembled by the Lowestoft Tram No.14 (Source: Lowestoft Archaeological and Local History Society)*

<sup>56</sup> Naval Staff Monographs Fleet Issue Volume XVI Lowestoft Raid (March 1927), p34 accessed [https://www.navy.gov.au/sites/default/files/documents/Naval-Staff-Monographs-Vol.XVI\\_opt.pdf](https://www.navy.gov.au/sites/default/files/documents/Naval-Staff-Monographs-Vol.XVI_opt.pdf)

<sup>57</sup> Jarvis, Robert B. (2013). The Bombardment of Lowestoft and Great Yarmouth by the Germans, 25th April 1916. Lowestoft: Lowestoft War Memorial Museum. ISBN 978-0-9571769-2-8.



Naval Patrol Service. The shipyards, railway and Bascule Bridge were major targets for attack. The radar station at Pakefield also was vital in supporting Britain's air defence.<sup>58</sup> As a result, this part of the coastline is home to remains, both above and below ground, of World War heritage assets; these include structures such as pillboxes, air raid shelters, batteries, road blocks, barrage balloon centre and sites, beach defences, slit trenches, barbed wire obstructions and associated minefields, anti-tank cubes, weapons pits and gun emplacements. Although much of the military landscape was cleared away in 1945, the diversity of the remaining wartime defences is testament to importance of this area during both the First and the Second World Wars. The impact of these wars was also felt on the local community. As a valuable defence asset, Lowestoft and its surroundings became a target during the Second World War in particular, and 75% of households and premises were impacted directly by bombing raids. The total number of air raid warnings within Lowestoft was 2,047, 105 of which were attacks.<sup>59</sup> The below image shows pages of a diary belonging to Phyllis Page, who lived in London Road South, aged seventeen in 1939 who recorded every one of these air raid sirens and their duration.<sup>60</sup>

The railway also played a vital role during wartime; Lowestoft Station was the arrival point of a Kindertransport train in 1938 carrying predominantly Jewish children fleeing the Nazi persecution prior to the outbreak of World War Two.<sup>61</sup>

58 Robert Liddiard and David Sims, *A Guide to Second World War Archaeology in Suffolk Guide 1: Lowestoft to Southwold* (Barnwell Print Ltd) 2014

59 Suffolk Archives, <https://www.suffolkarchives.co.uk/times/war-and-conflict/a-unique-record-of-lowestoft-in-the-second-world-war/>

60 Ibid

61 War Imperial War Museums, Lowestoft Station Kindertransport ([iwm.org.uk](http://iwm.org.uk))

DATE 1940	TIME	TOTAL 97
THURSDAY SEPTEMBER 19TH	8-0 PM To 5-40 AM (Ombelay)	
FRIDAY SEPTEMBER 20TH	11-5 AM To 12-5 AM (1 Hour)	
FRIDAY SEPTEMBER 20TH	7-50 PM To 12-20 AM (4 1/2 HRS)	
SATURDAY SEPTEMBER 21ST	1-20 AM To 5-20 AM (4 HRS)	
SATURDAY SEPTEMBER 21ST	11-10 AM To 11-30 AM (20 min)	
SATURDAY SEPTEMBER 21ST	6-5 PM To 7-5 PM (1 Hour)	
SATURDAY SEPTEMBER 21ST	8-15 PM To 5-0 AM (8 3/4 HRS)	
SUNDAY SEPTEMBER 22ND	2-30 PM To 4-10 PM (1 HR 40 M)	
SUNDAY SEPTEMBER 22ND	4-45 PM To 6-5 PM (1 HR 30 M)	
SUNDAY SEPTEMBER 22ND	7-10 PM To 2-40 AM (7 1/2 HRS)	
MONDAY SEPTEMBER 23RD	2-30 AM To 5-40 AM (3 HR 10 M)	
MONDAY SEPTEMBER 23RD	9-40 AM To 10-40 AM (1 Hour)	
MONDAY SEPTEMBER 23RD	1-20 PM To 1-45 PM (25 min)	
MONDAY SEPTEMBER 23RD	5-55 PM To 6-30 PM (35 min)	
MONDAY SEPTEMBER 23RD	9-45 PM To 5-45 AM (10 HRS)	

Figure 27 Page from *Diary of Air Raids on Lowestoft*, 3 Sep 1939-Dec 1940 (2433/1/1).

The Empire Hotel was originally built on Kirkley seafront in 1900 to accommodate holidaymakers, however, it was not successful as a hotel and was taken over by the LCC Metropolitan Asylum Board in 1921 as a Tuberculosis hospital. In 1939 the Royal Navy converted the building into a training base for stokers and engineers. After the War, the building was demolished and replaced by St Mary's R. C. Primary School in 1969.<sup>62</sup>

62 2003 Annual Report ([lowestoftlocalhistory.co.uk](http://lowestoftlocalhistory.co.uk))



Figure 28 Lowestoft Bombardment, April 25th, 1916 (Collection of Alice Taylor. LowestoftHistory.com. Copyright 2022)



LOWESTOFT BOMBARDMENT, APRIL 25TH 1916. WINDSOR ROAD.



Lowestoft and Kirkley saw a rise in cultural activity throughout the twentieth century, and by the 1920s and 1930s the town was well known for the wide range of quality entertainment on offer, ranging from theatres, cinemas, concert parties, and orchestral concerts which were particularly popular on the south pier. The area was also the home of young Benjamin Britten who would become a leading twentieth-century composer, conductor and pianist, known for his operas and choral works.



Figure 29 Benjamin Britten by Sir Cecil Beaton ©Cecil Beaton Archive, Sotheby's; collection National Portrait Gallery, London

### **Benjamin Britten (1913–1976)**

The composer Benjamin Britten was born 22 November 1913 in Kirkley. Britten was born at 21 Kirkley Cliff Road overlooking the sea, which would inspire much of his music and career. He was born into a musical family; Britten's mother, Edith Rhoda, was an active amateur singer and pianist, and later became the secretary of the Lowestoft Choral Society.<sup>63</sup> It is widely recognised that his mother was the dominant influence on Britten's early years and supported his love and aptitude for music, and his childhood in Lowestoft first inspired Britten and nurtured this interest. In 1921, Ethel Astle took over from his mother as Britten's piano teacher, and two years later Britten entered the South Lodge preparatory school in Lowestoft. Britten composed as a child, and in 1930 won an open scholarship to the Royal College of Music in London, often returning to Lowestoft throughout his time in London.<sup>64</sup> He and his life partner, the tenor Peter Pears, spent time living in America before returning to Suffolk, settling in Aldeburgh. In 1951 Britten was made a Freeman of Lowestoft and in 1976 he was granted a life peerage, when he became Baron Britten of Aldeburgh, the first musician to be granted a life peerage.<sup>65</sup> The Benjamin Britten High School in Lowestoft is named after him, and for the 100th year anniversary of his birth, a blue plaque was unveiled at Britten's childhood home at 21 Kirkley Cliff Road. Alan Britten, his nephew, spoke at the event, noting that "not only did he grow up here, but he wrote a great many things here such as the early juvenilia which turned into the Simple Symphony and all his early experiences came from this house".

63 Oxford Dictionary of National Biography, <https://doi.org/10.1093/ref:odnb/30853>

64 <https://www.suffolkarchives.co.uk/people/artists-and-musicians/benjamin-britten/>

65 Chris Mutton, Benjamin Britten and his Time in Lowestoft", Lowestoft Archaeological & Local History Society Vol 45 (Jan 2014)

In 1953 the east coast of England suffered catastrophic flooding when, in January, a North Sea swell caused water levels to rise by as much as 5.6 metres above mean sea level. Although partially protected by a newly constructed sea wall, Lowestoft was still impacted by the flood, which swept away many of the older sea defences and flooded some low-lying areas around the bridge, harbour and Beach Village. Around 400 homes were flooded, and 40 children had to be rescued from a flooded local church. Fortunately, no lives were lost in Lowestoft that night, however the flood caused extensive damage to the town, and many animals were lost. The Lowestoft and East Suffolk Maritime Museum now contains signs which indicate the height of the flood level.

Until the mid-twentieth century, fishing had been Lowestoft's main industry with fleets comprising drifters and trawlers. However, by the mid 1960's, catch sizes were rapidly diminishing. Much of the drifter fleet disappeared and many of the trawlers were adapted to work as service ships for the newly created North Sea oil rigs.<sup>66</sup> A notable vessel is The Excelsior Fishing Trawler, built by John Chambers & Co in 1921, in use as a fishing smack before being sold to Norway in 1935 and converted to a motor coaster.<sup>67</sup> In 1972 she returned to Lowestoft, and in 1983 The Excelsior was restored to operate as a sail training vessel. The Excelsior Trust was setup, and the vessel celebrated her 100th anniversary in 2021.<sup>68</sup> Although by the end of the twentieth century the fishing industry was largely non-existent, an important fisheries research centre, CEFAS, is still located in Kirkley.

<sup>66</sup> History of Lowestoft | Find Out About Lowestoft in Suffolk's Past | Lowestoft Tourist Information 2019 - Holidays & Breaks ([lovelowestoft.co.uk](http://lovelowestoft.co.uk))

<sup>67</sup> National Historic Ships [https://web.archive.org/web/20110111072338/https://www.nationalhistoricships.org.uk/ships\\_register.php?action=ship&id=447](https://web.archive.org/web/20110111072338/https://www.nationalhistoricships.org.uk/ships_register.php?action=ship&id=447)

<sup>68</sup> Timeline - The Excelsior Trust, <http://www.theexcelsiortrust.co.uk/discover/timeline>



Figure 30 Lowestoft in the 1953 flood (Collection of Alice Taylor, [LowestoftHistory.com](http://LowestoftHistory.com), Copyright 2022)



Figure 31 The Excelsior LT472 (source <http://www.theexcelsiortrust.co.uk/our-ship/excelsior-lt472>)



## Designated Heritage Assets

There are 23 list entries for designated heritage assets within the South Lowestoft / Kirkley Conservation Area boundary, ranging from the grand seafront terraces of Kirkley Cliff and Wellington Esplanade, to medieval and twentieth century churches, chapels, and statues. A full list of all the designated assets within the Conservation Area is included in the Appendix: Table of Designated Heritage Assets. They are also listed in the description for each Character Area, outlined in Section 3 of this document.

These buildings, structures and features have been listed due to their special historic and architectural interest as defined by Historic England. Further information about the listing process can be found on the Historic England [website](#).



*Figure 32 Grade II Listed building at Number 21 Kirkley Cliff, birthplace and childhood home of Benjamin Britten*

## Listed Buildings

The rarer and older a building is, the more likely it is to be listed. As a general principle, all buildings that pre-date 1700 and are in a relatively intact condition will be listed, as will all buildings that date between 1750 and 1850. There is a strict criterion for buildings built after 1945; buildings less than thirty years old are unlikely to be listed unless they have been deemed as exceptional examples of their type.

Listed buildings are considered under three grades in England. Grade I buildings are of exceptional interest and make up approximately 2.5% of all listings; Grade II\* are of more than special interest; Grade II are of special interest and most common, making up 91.7% of all listings.<sup>69</sup>

Listed buildings are protected by government legislation and there are policies in place to ensure that any alterations to a listed building will not affect its special interest. It is possible to alter or extend a listed building but this requires listed building consent and sometimes planning permission.

The South Lowestoft / Kirkley Conservation Area contains a number of listed buildings and structures which emphasise its special interest. A variety of building and structure types are designated, including maritime buildings such as the Port House and Royal Norfolk and Suffolk Yacht Club, grand commercial buildings such as the Former Post Office and National Westminster Bank, residential terracing such as the Kirkley Cliff Terrace, Wellington Esplanade and Victoria Terrace, churches and ecclesiastical buildings such as the Church of St Peter and St John and the Chapels within the Cemetery, historic houses, and statues and memorials; these provide a rich and layered representation of English architectural and coastal history. The variety is important, highlighting how the town has developed and altered over time and acknowledging the multiple phases of Lowestoft and Kirkley's development, particularly its special interest as a nineteenth and twentieth century seaside pleasure resort.

<sup>69</sup> Historic England, Listed Buildings <https://historicengland.org.uk/listing/what-is-designation/listed-buildings/>

### Non-Designated Heritage Assets

Every building, space and feature within a Conservation Area makes a contribution to its character and special interest, be it positive, neutral or negative.

Heritage assets are defined in Planning Policy as ‘A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest.’<sup>70</sup>

Not all heritage assets are listed, and just because a building is not included on the list does not mean it is of no heritage value. Buildings and other smaller features of the built environment such as fountains, railings, signs and landscaping can make a positive contribution to the appreciation of an area’s historic interest and its general appearance.

East Suffolk Council have information on the identification of non-designated heritage assets and the criteria for identification, which can be found on the Council’s [website](#). A number of structures and buildings which meet these criteria have been identified within the South Lowestoft / Kirkley Conservation Area; these are referred to as **positive unlisted buildings**. For a building to be identified as a non-designated heritage asset (or positive unlisted building), it needs to meet at least two of the following criteria: Archaeological interest, Architectural interest, Artistic interest, or Historic interest. This document has identified heritage assets which make a positive contribution to the Conservation Area and could be considered to be non-designated heritage assets. These are identified in the descriptions of each character area outlined in Section 3, and included as a table in the Appendix: Table of Positive Unlisted Buildings (Non-Designated Heritage Assets). This list is not exhaustive, and further non-designated heritage assets may be found through the planning process.

70 NPPF, p67



Figure 33 Example of an identified Positive Unlisted Building (Non-designated heritage asset), the Gourock Ropeworks Co. Ltd



## Heritage at Risk

The Heritage at Risk (HAR) programme is managed by Historic England. It identifies designated heritage assets that are most at risk of being lost as a result of neglect, decay or inappropriate development. Every year Historic England updates the Heritage at Risk Register, to understand which sites and structures are most at risk and most in need of safeguarding for the future. The HAR Register can be accessed through the Historic England [website](#). The Historic England HAR Register excludes Grade II Listed assets.

East Suffolk Council also maintain a Buildings at Risk Register, which includes Grade II Listed assets. Further information is available on the Council's [website](#).

There is currently no Heritage at Risk identified through either of these registers within the South Lowestoft / Kirkley Conservation Area.

Although there are no buildings identified on the HAR Register or East Suffolk Council's Heritage at Risk Register within the Conservation Area, this appraisal has identified several buildings and features which are considered to be at risk due to their current condition. These are also at risk of further deterioration if left without intervention. These are:

- Statues of Triton (Grade II Listed): the pair of statues have been severely impacted by their proximity to the sea and are weathered as a result. The features of the statues have been eroded, and their information plaques are also illegible in parts.
- Victoria Terrace (Grade II Listed): this building stretches from numbers 16-28 along Waterloo Road and Victoria Terrace. The buildings have been affected by their conversion into flats, which appears to have impacted their condition to varying degrees. There are a large number of satellite dishes on the exterior, causing a cluttered appearance, and there has been a loss of original features for poor modern replacements such as windows. Boundary treatment is also inconsistent.
- Port House (Grade II Listed): the former North Quay Customs House has deteriorated due to its being vacant for a number of years. Its windows have been boarded and the building requires maintenance in order to prevent further loss.
- Claremont Pier (positive unlisted building): the Pier has been closed for a number of years due to its condition and resulting safety. The modern signage and lighting on the Pier also make a negative contribution to the structure and Conservation Area.
- 9 Battery Green Road (positive contributor): this building appears to be deteriorating in its condition due to the blocked drainage caused by gulls. This may be indicative of a larger structural concern within the building.



## Archaeological Significance

The archaeology of the Conservation Area is likely to comprise of largely post-medieval features, structures and finds although prehistoric and Roman finds along with dispersed medieval activity have been found within and in the vicinity of the Conservation Area. Little excavation has yet been undertaken within the Conservation Area itself.

Within the Conservation Area there is a focus of Bronze Age finds at the church in Kirkley probably due to the settlement's position on the high ground close to the promontory; it is likely that this would have been an attractive location to settlers throughout prehistory. This can be seen evidenced in the wider landscape. Excavations undertaken just south of the Conservation Area at Pakefield Middle and Primary School identified evidence of Neolithic and Roman landscapes indicating the potential for much earlier deposits within the Conservation Area.<sup>71</sup> Deposits and features of a similar date were also identified to the south of the Conservation Area at Pakefield High School including a small post structure.<sup>72</sup>

Similarly, to the south of the Conservation Area at Pakefield, evidence of Bronze Age occupation has been excavated including Middle Bronze Age pits and by the Late Bronze Age, a roundhouse inside a ditched enclosure, two linear ditches, external hearths and further pits.<sup>73</sup> Iron Age occupation has also been identified to the south at 1 Pinbush Road, Gisleham.<sup>74</sup>

Roman settlement activity has not yet been identified within South Lowestoft / Kirkley Conservation Area though finds evidence thus far suggests that Roman activity may again be localised to the south of the Conservation Area.

Whilst the post-medieval settlement evidence is more likely to be sited along the street frontage, the backyard areas have the potential to contain preserved archaeological remains of the medieval agricultural activity or potential industrial areas. These areas also have the potential for good preservation of burials, paleoenvironmental and waterlogged deposits. Preserved remains of the medieval and post-medieval town core of Lowestoft are most likely to be encountered to the north of the Conservation Area along London Road North. Towards the south post-medieval stratigraphic deposits are likely to be encountered along the sea frontage and along London Road South. Structures and hulks relating to quays and landing facilities may survive in the Conservation Area nearer the coastline.

Although much of the above ground structures have been cleared there is still the potential for below ground features to remain from both World War One and World War Two including tank traps and slit trenches.

71 Pakefield Middle School and Pakefield Primary School, Lowestoft LWT 169 and 170 Report published 2010 via Archaeology Data Service

72 Cass, S. (2011). Pakefield High School, Lowestoft LWT 169 . Ipswich: Suffolk County Council Archaeological Service.

73 Heard, K. (2010). *Household Waste and Recycling Centre, South Lowestoft Industrial Estate, Hadenham Road, Gisleham*. Ipswich: Suffolk County Council Archaeological Service.

74 Good, C. (2006). *Archaeological Evaluation Report - 1 Pinbush Road, South Lowestoft Industrial Estate, Gisleham - A Report on the Archaeological Evaluation and Monitoring, 2006*. Ipswich: Suffolk County Council Archaeological Service.







## 3. Assessment of Significance

### Summary of Special Interest

The South Lowestoft/Kirkley Conservation Area is notable for its historic association with Sir Samuel Peto which has influenced its development into a seaside pleasure resort and has provided the settlement with its distinctive character and appearance. The predominant age of the present townscape dates to the mid nineteenth century, and the majority of buildings reflect the architectural style of the Victorian period. It is a formally planned town, with central roads and grid like streets radiating out to afford views towards the sea. Green and open spaces are designed into the townscape and contribute to its strong sense of grandeur. The town has retained a strong relationship with the sea and maritime activities, discernible through building orientations, building types, statues, and spaces such as the promenades and piers. These elements provide focal points within the Conservation Area and contribute to its special interest. There are also later Edwardian and twentieth-century villas and houses throughout the area, particularly where residential development has continued to expand to the south.

This Conservation Area has been subdivided into seven Character Areas to reflect the distinctive development, character and appearance of the settlement of South Lowestoft and Kirkley. These will be described in detail within this section, and the special interest of each area evaluated further below. The key character and appearance of each area has also been articulated in the table below.

An interactive map of the Conservation Area, including Character Areas and key features within each area can also be found in Section 2. Further information of designated heritage assets within the Conservation Area, such as listed buildings, can be found in Appendix: Table of Designated Heritage Assets, and positive unlisted buildings (non-designated heritage assets) which have been identified are included in detail in Appendix: Table of Positive Unlisted Buildings (Non-Designated Heritage Assets).



*Figure 34 Grade II Listed Wellington Esplanade at sunset, its chimney stacks prominent against the sky*



Character Area	Key character and appearance
<b>The Harbour</b>	The Harbour's special interest is derived from its commercial, urban character and grand buildings. This area is a key part of the wider Conservation Area, and acts as a historic gateway to South Lowestoft. It is located to the north of the working harbour, bisected by arterial roads and home of Lowestoft's Station, which has led to it being a busy throughfare of vehicular, pedestrian and marine traffic. London Road North and Station Square provide key areas of dense commercial development, contributing to the bustle and sense of place here.
<b>London Road South</b>	The special interest of London Road South is derived from its commercial character and historic building stock which reflects its development through the later nineteenth century. The street plan is formed predominantly by long straight roads which have been laid out to run parallel to the seashore. Commercial buildings line the main street in a variety of architectural styles in terms of heights, materials, detailing, and uses, although there is cohesion through the number of shopfronts, which form an important feature of the area and make a collective contribution to its commercial character. There are also some residential buildings throughout the area, predominantly found lining the side streets to the north of London Road South.
<b>St Peter and St John's Church</b>	<p>This area covers a substantial portion of the Conservation Area and is centred around the medieval Grade II* Listed Church of St Peter and St John. It is residential in character, comprising of high-quality domestic development which spread from Lowestoft and Kirkley to the south during the early twentieth century. The area to the north of London Road South is quiet and secluded in character, whereas to the south it is busier and more coastal in character, with glimpsed views of the seafront.</p> <p>The main thoroughfares through the area are London Road South, Kirkley Park Road and Kirkley Cliff Road, which are characterised by consistent rows of very early twentieth-century terraced housing and large detached or semi-detached properties set within planted private gardens. The streets between these larger roads and surrounding the Church of St Peter and St John have a smaller scale and sense of enclosure, mostly comprising of late nineteenth and early twentieth century housing, which contribute to a residential character.</p>

<b>Kirkley Cemetery</b>	The Cemetery derives its character from its historic layout and origin and continued use as a sacred burial ground. It is a peaceful place, largely screened from the surrounding residential development and roads, which creates a sense of calm. The area comprises of a long green open space, which is formal in design, and includes two Grade II Listed Chapels in its centre. There is dispersed mature tree planting and boundary planting, which contributes to its tranquil and green character.
<b>The Avenue</b>	The Avenue derives its special interest from its twentieth century architecture, which is formed by large villas, pairs of houses and some terraces, which are set back from street within large plots. This street has a strong suburban feel, enhanced by buildings that are good examples of English domestic architecture. The soft landscaping creates a verdant residential character.
<b>The Seafront</b>	The seafront area derives its sense of place from its location. This long character area flanks the stretch of coastline from the Harbour to Kensington Gardens, comprising of the grand architecture of the resort, the green spaces, and public realm features of the seaside. It is, by nature, busy with can be pedestrian activity, with a well-used promenade and seafront gardens. The experience of the seafront is enhanced by views of the sea, which can be appreciated throughout the area, particularly helped by its gently sloping topography. The sounds, sights and smells of the coastline each contribute to the experience of South Lowestoft and Kirkley's seafront.
<b>The Beach</b>	The special interest of the beach is derived from its value as a key feature of the coastal resort and its historic association with the Conservation Area. It provides a focal point to the Conservation Area and contains structures which are of historic and architectural interest such as the South Pier, Claremont Pier and beach huts. Its character is derived chiefly from the sensory experience of the beaches; the feeling of sand and the sea, as well as the quintessential smells and sounds of coastal leisure activities.



## Views

Key views are identified in the table below (and are shown on the map in Section 2). The views included in this assessment are a selection of key views; this list is not exhaustive and there may be other views of significance. Any proposals for development within the Conservation Area, or its environs, should consider the views below and any others which may be relevant or highlighted as part of a bespoke assessment of that proposal.



*Figure 35 South along London Road North*



*Figure 36 West from Bascule Bridge*



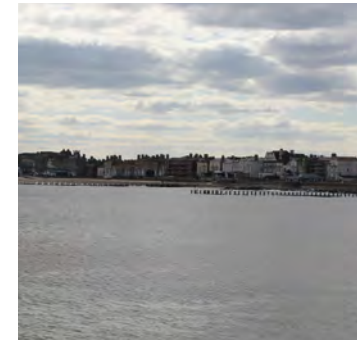
*Figure 37 South east towards Royal Plain*



*Figure 38 Towards Wellington Esplanade*



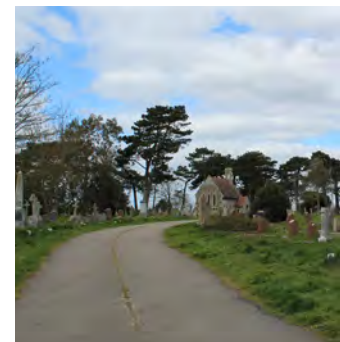
*Figure 39 Towards Claremont Pier*



*Figure 40 South west from South Pier*



*Figure 41 West on Rectory Road*



*Figure 42 West across Kirkley Cemetery*



*Figure 43 North along the Promenade*

View Description	Reason for selection
View South along London Road North	High density of listed and positive buildings, and grand commercial scale
View from Station towards Station Square	Gateway of the area, commercial centre, and good quality architecture
Views from the bridge crossing	Historic significance of this location, and strong sense of place
Views towards the Royal Plain	Listed buildings and unlisted buildings of townscape merit within an open space
Along London Road South	High density of positive buildings, commercial character, along a main route/core of the area
Along Kirkley Cliff and Kirkley Cliff Road	High density of listed and positive buildings, along a main route/core of the residential development of the resort
Along the beach	Takes in the character of the beach and key heritage assets which contribute, such as the huts, promenade, piers, and glimpses of buildings above the cliffs
South Pier to the south west and north west and west	Vantage point by which the Conservation Area can be viewed in its wider sea setting
Along the promenade	Changing topography means a continually changing experience and wide views of the town, sea, and old town in the north, which enhances our appreciation of the development of the pleasure resort
In and out of the seafront gardens	Views across and out of the gardens and green spaces along the promenade; these spaces were carefully designed into the resort to benefit from their proximity to the sea and to the grand architecture, affording views to the open sea and the town
Along Rectory Road	Important and focal heritage asset with views toward the sea retained. Both form key terminating views
Towards and from St Peters Church	Key and focal heritage asset, with enclosed character and glimpsed views around the area
Along The Avenue	Views take in the leafy suburban character





Banksy, A Great British Spraycation, Lowestoft (Image kindly reproduced with permission of Kate Ellis)



## Setting of the Conservation Area

The NPPF describes the setting of a heritage asset as:

*The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.*

Historic England Good Practice Advice Note on the Setting of Heritage Assets (2017) indicates that the setting of a heritage asset is the surroundings in which the asset is experienced; *“Where that experience is capable of being affected by a proposed development (in any way) then the proposed development can be said to affect the setting of that asset”*.

Historic England’s advice note on setting includes a:

*“(non-exhaustive) check-list of potential attributes of a setting that may help to elucidate its contribution to significance’. As the advice note states, ‘only a limited selection of the attributes listed will be of a particular relevance to an asset.’”*

This checklist has been used to inform this assessment.

### North

The wide expanse of Lake Lothing and the Harbours to either side of the Bascule Bridge forms a key element of the setting of the Conservation Area. This water network formed a crucial role in the development of South Lowestoft and is still very much in use today. This makes a positive contribution to our understanding of the history of South Lowestoft, and introduces a visually changing setting with the noises, movement, sounds, smells and views of marine activity. Wide views to the east and west from the bridge contribute to the sense of scale to the water network, and make a positive contribution.

The setting of the Harbour character area in the north is more varied than elsewhere across the Conservation Area. To the west of the area there are predominantly commercial and industrial buildings, which are

of large mass and scale and set within large plots. Some are historic in character, such as the vacant red brick building to the immediate west of the Conservation Area boundary, however the majority are modern. Their dispersed distribution creates an industrial and open character, which demonstrates the continued, large scale development of South Lowestoft along the water network. The QD store and its large car park are a key area of opportunity, as they currently detract from the experience of the Conservation Area. There is continued residential development along Denmark Road and Katwijk Way; these are both wide roads with high levels of vehicular traffic. Katwijk Way is lined with green verges, which is visible from parts of the Conservation Area.

To the north of Surrey Street is a large modern building and car park, which detract from the historic townscape character. Similarly, the large buildings to the north of Grove Road impact the historic character and appearance of the Conservation Area. London Road North makes a positive contribution to the Conservation Area, as a continuation of the pedestrianised commercial high street character, with a high density of historic buildings and high-quality street furniture and public realm features.

The east of Battery Green Road is immediately formed by a high metal fence, with low modern buildings beyond; these mostly make a neutral contribution to the special interest of the area, however the Fishermen’s Mission has a small area of public realm with a pair of anchors which contribute to the seaside character of the area and help to create a sense of place.

### East

The Conservation Area draws significance from features and spaces outside of its boundary, most notably from the sea. The seashore runs along the eastern boundary of the Conservation Area, and contributes to the sense of place throughout; it is the reason for its development into a pleasure resort in the nineteenth and twentieth centuries. The grand seafront buildings and residential side streets are deliberately orientated towards the sea, to afford the best views of the coast and to create a pleasant resort. The large green spaces and gardens along the seafront and promenade which stretches along the clifftop provide a key space by which the seaside setting can be appreciated. The



Piers currently provide a focal point to views and the open views of the sea undoubtedly enhance the special character and appearance of the Conservation Area.

### **West**

To the west of the Conservation Area, the setting is predominantly defined by the continuation of residential buildings and roads, particularly surrounding the St Peter's Church character area and The Avenue character area. These residential streets reflect the historic layout of street patterns, and contribute to the character of the area; they often comprise of residential terracing, for example, along London Road South, Carlton Road, Lawson Road, Beaconsfield Road, Ontario Road, St Leonard's Road and Lorne Park Road. These terraced houses are generally of good quality and have retained simple but good architectural details and materials which reflect the architectural style of the streets of a lower hierarchy within the Conservation Area.

The Morning Star on Carlton Road also makes a positive contribution to the setting of the Conservation Area, as a large and well-preserved example of an Arts and Crafts style building, which formerly was in use as a pub which served the local area, therefore enhancing its historic value.

The Cemetery has a strong relationship with its landscape setting, particularly to the west, which comprises of green spaces such as lawns, allotment and a long public footpath which runs parallel to the Cemetery. These spaces are of communal value and enhance the experience within the Cemetery by continuing its green, tranquil character, and providing a further sense of enclosure from the surrounding residential development. The diurnal changes of the trees which border the Cemetery outside of the Conservation Area also add to the interest here, providing a changing landscape setting.

The route of the former railway line which flanks the western boundary of the Conservation Area once led to the South Quay and makes a contribution to the setting of the Conservation Area. It is now partly converted to a footpath, with mature trees lining the walkway which terminate views along Windsor Road, Grosvenor Road, and Cleveland Road. The route is of historic significance and enhances our appreciation of the development of Lowestoft and its historic goods transport network. Now, the route makes a positive contribution to the appearance of residential streets within the Conservation Area, providing a green backdrop in terminating views.

### **South**

There are a number of notable buildings outside of the Conservation Area which make a positive contribution to its setting. To the south, the CEFAS building (Centre for Environment, Fisheries and Aquaculture) is a modern development, set on the seafront within a large landscaped plot. Its high-quality design was recognised by the East Suffolk Council's Quality of Place Awards, and its use as a scientific research centre furthers the status and economy of Lowestoft. The centre also has historic connections with Lowestoft, dating to 1902 when a small fisheries laboratory was established in Lowestoft. This contributes to the historic value of the site and forms a relationship between it and the town.

### **Central**

Notable villas and terraced buildings on London Road South also contribute to the character and appearance of this central route through the Conservation Area; Numbers 554 to 556 and 431 to 433 are examples of high quality domestic architecture which is of a similar date and appearance to those within the Conservation Area, and therefore contribute to its character. Numbers 486 to 488 London Road South have well preserved historic shopfronts, which also contributes to the surrounding townscape character of the immediate setting of the Conservation Area. These buildings overlook the Cemetery and are visible from within the grounds, contributing fortuitously in views.



*Figure 44 The CEFAS Building (Centre for Environment, Fisheries and Aquaculture)*

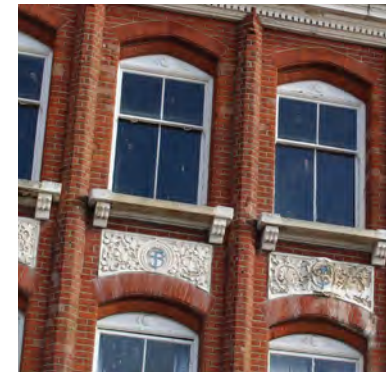


## Character Analysis

### Character Area 1: The Harbour

#### *Summary of character area*

The Harbour forms a key part of the Conservation Area, situated to the north of the area with the Station located in its centre, acting as a historic gateway to South Lowestoft via the Bascule Bridge. Its character is largely derived from its location and density of commercial buildings, with a high number of shops along the main streets of London Road North, Bevan Street East and Suffolk Road. The area is close to the working harbour, which has resulted in its being a busy throughfare of vehicular and marine traffic, creating a strong connection with the sea, and everchanging views. These high levels of vehicular traffic currently impact the way the area is experienced, particularly for pedestrians, and somewhat sever the Station from the surrounding areas. The central commercial road of London Road North contains a high density of grand historic buildings which line the pedestrian street and contributes to an enclosed and bustling character. Its grain and building stock reflect the development of the area through the nineteenth and twentieth centuries.





### Land Usage

Land within this area is predominantly occupied by commercial premises. There are a high number of historic shopfronts with flats above. Although these are dispersed through the area, they are most concentrated along the central road of London Road North. Residential development is mostly found to the north of Denmark Road, along Grove and Beach Road and the north of Commercial Road. Many residential buildings have also been converted to offices, particularly along the south side of Surrey Street and Beach Street.

There is an element of maritime industrial usage within the area, which can be seen in the Trawl Basin and Bascule Bridge. The dock remains in use today and is accessible to vessels from the Outer Harbour, flanked by a long open jetty to the north.

### Local Details and Building Materials

The architecture and local detailing found throughout this character area is varied, due to the range of building types found here. This mixture of styles reflects the high status of this area, as there is a much higher density of unique and elaborately detailed facades. However, there is some consistency due to the fact that this area was largely developed throughout the nineteenth and twentieth centuries and provided the central focus within the town; buildings are, therefore, typically of a larger scale, built in red and gault brick with stone dressings and slate roofing with features including arches and keystones, arched windows, and quoins. Many are rendered or painted, particularly to the east of London Road North. Some of these details can be best appreciated on the Former Fishermen's Institute Library on Suffolk Road, a unique building within the area with a decorated facade.

Historic shopfronts can also be found throughout the area, and often include decorative cornicing, corbels, transom windows and pilasters, such as the Ropeworks on the A47. Residential buildings contain simpler features, and are commonly found along Battery Green, Grove Road, Beach Road, and Commercial Road, with details such as bay windows, paired and recessed entrances, corniced eaves sometimes with moulded brick detailing (dentilled on Grove Road), flat headed arches with keystones, and in some cases first floor balconies with iron railings, as seen on Beach Road.



Figure 45 Residential development on Denmark Road



Figure 46 Brick with tile detailing

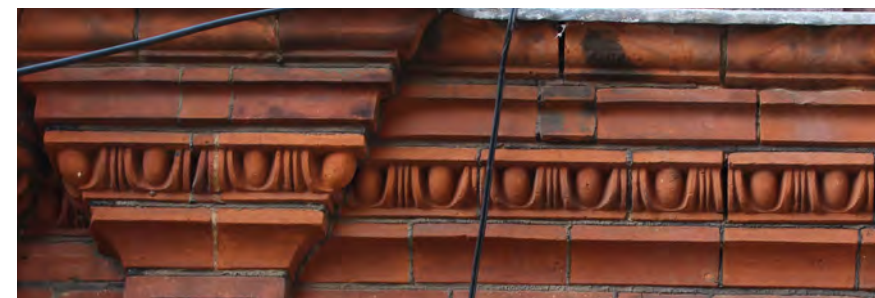


Figure 47 Brick detailing



### Landscaping and Open Spaces

There is very little landscaped or open space within this area. Open space is predominantly formed by roads and pedestrianised walks connecting Lowestoft to the wider area.

### Public Realm

There is a key area of public realm space within the centre of this character area: Station Square, located opposite the Station and at the southern end of London Road North, which makes a positive contribution to the special interest of the area. It terminates London Road North and comprises of a large courtyard laid with quality paving treatment (with small paver walkways), modern benches, bollards, bicycle racks, and lampposts. The area is surrounded by a series of grand buildings which overlook the open courtyard. This space provides wide views reaching out to the surrounding townscape and Outer Harbour to the south. In the centre of the space is the modern statue the Spirits of Lowestoft; this landmark sculpture was designed by Charles Normandale, commissioned by Waveney District Council for the Waveney Sunrise Scheme. It makes a positive contribution to the area as a focal point of the square, and as it was inspired by the character of Lowestoft it engenders a sense of pride.

There are also elements of high-quality public realm features across the area which make a positive contribution to its character and appearance. For example, the boat flower planters outside the station help to establish a sense of place here; they are inscribed with 'Sir Samuel Morton Peto', which enhances our appreciation of the history of South Lowestoft and the role that Peto played in establishing the town. London Road North also contains elements of public art, such as unique pavers displaying a variety of artistic interpretations relating to Lowestoft. These add unique charm and character to the area, and further foster a sense of place.



Figure 48 Decorative tile on London Road North



Figure 49 Spirits of Lowestoft on Station Square

### Walkthrough

#### London Road North

London Road North is characterised by its high density of historic buildings, which are tall and varied in style and create a grand and enclosed urbanised character. The street is lined with trees and public benches, providing long views to the south towards the Station Square. Shopfronts here often are modern in character, with bright, modern signage and fascias which create a visually cluttered streetscape.



Figure 50 South along London Road North, with the Grade II National Westminster Bank to the right

To the north east are **Numbers 60 to 68**, a row of red brick buildings with shopfronts at ground floor level; they are of high-quality architecture, with attractive second storey semi-circular balconies with iron railings, although the cladding to **Number 62** and the shopfronts detract from the historic character of this group.

The **Grade II National Westminster Bank** (List Entry Number: 1279946) and **Grade II Former Post Office** (List Entry Number: 1292503) are key buildings of commercial townscape merit and are prominent in views along London Road North.



Figure 51 North west along London Road North, with the Grade II Former Post Office to the left

The neighbouring **Lloyds Bank** is in a similar style, with a light-yellow brick façade and elaborate detailing, which continues the grand commercial character of the street. **Numbers 39 to 45** make a positive contribution as a group of three and a half storey buildings with bay windows at first floor level and pairs of sash windows above, which create a strong rhythm.

Opposite, **Numbers 38 to 58** comprise of a row of three storey red brick terraced buildings, with shopfronts at ground floor level. As a group, these buildings make a positive contribution; the projecting bays of the **Mullingar Terrace** contribute to a sense of rhythm and enhance the appearance of the group. The stretch of buildings is terminated by two modern buildings, occupied by **HSBC and Opportunity House**, which make a neutral contribution to the historic commercial character of the area.

#### Surrey Street

The south side of Surrey Street is lined with a row of terraced buildings, Victorian in character, which vary in height and façade treatment, contributing to a varied streetscape. Many have been converted into office use and have lost their original windows, doors and front garden plots and boundary walls to paving, detracting from the architectural interest and appearance of the street. Of particular note are the Beaconsfield Conservative Club at **Number 7**, the Surrey Chambers at **Number 9**, and **Number 13** for the quality of their architectural detailing and positive contribution that they make to the streetscape.



Figure 52 Surrey Chambers at Number 9 on Surrey Street



### Beach Road

Beach Road is residential in character, with terraced rows of red brick townhouses lining the narrow street. Some commercial buildings and offices are located at each end of the street. **Numbers 1 to 3** Beach Road makes a notable positive contribution, with ornate stone carved detailing particularly to its corner entrance. Opposite is a large car park, which detracts from the character and appearance of the street.

The residential houses which line Beach Road are three storeys in height, with simple but good architectural detailing such as bay windows, stone dressings, and balconies with iron railings; they make a positive contribution to the character of this street. The residential character is impacted by the on-street parking, which crowds the road, and many of the buildings have seen the loss of windows and the addition of doors in bay window apertures. On the south west side of the street, the J & W Stuart building, known as **Beach House**, is a key building within the streetscape due to its facade and use of classical detail.



Figure 53 Beach House

### Grove Road

Grove Road is largely characterised by its smaller scale-built development, with buildings typically of two to two and a half storeys in height. It is overshadowed by the rear elevation and parking of commercial buildings on London Road North, which are located outside of the Conservation Area boundary but make a negative contribution to the character of this street due to their scale.



Figure 54 Paired entrance on Grove Road

On the west of Grove Road is a stretch of commercial buildings of more detailed architecture; for example, the music shop at **Number 11** has a tall gable end in Dutch style which makes a positive contribution to the streetscape. The remainder of the street, from **Numbers 13 to 19**, are residential with simpler detailing. There is a sense of rhythm derived

through the use of paired entrances, canted bay windows extending through three storeys and mansard roofs. **Numbers 12 - 15** are of significance for the individual high-quality design of this terrace, and particularly the use of finely moulded brickwork around the doors, windows and cornices. The front garden plots are very small, and many have been paved over; where walls remain, these make a positive contribution to the streetscape and residential character of this section of road.

### Battery Green Road

Battery Green Road is characterised by its wide street, and range of architectural styles. The **Sailors' and Fishermen's Bethel** forms the northern boundary of the area and is a prominent and grand structure with large windows along its southern and front elevations. **Numbers 1 to 9** is a row of terraced houses, which are two and a half storeys in height and built in red brick with simple architectural detail such as bay windows, brick arches, and arched entrances. The ground floors have been converted to commercial use, and the buildings are somewhat altered, with window replacements and loss of front boundaries; however, as a group they positively contribute to the historic character of the street.



Figure 55 South west on Battery Green Road

The **Salvation Army** makes a notable contribution to the street; located within a large corner plot, with high quality architectural detailing. The large **Bingo hall** next door detracts from the historic character of the street, due to its materials, massing, and colour palette, which are unsympathetic. **The Ropeworks** is a tall and narrow historic building which makes a notable positive contribution and is of historic and architectural merit; the building demonstrates the historic pattern of development of the area, and its relationship with maritime industry. "The Gourock Rope Works" is carved into the lintel, indicating the origin and use.

### *Suffolk Road*

Suffolk Road curves between London Road North and Battery Green Road, which creates a more compact street with high building density of a smaller scale. It is a quieter street, partially screened from the bustle of the surrounding arterial roads by its slight bend. The road contains varied, understated architectural styles of late nineteenth and twentieth century date, the majority of which are red brick or painted render. The curve of the street, combined with the architectural variety, creates an interesting roofscape particularly along its south side. Shop fronts again dominate the ground floor levels, with remnants of historic shop fronts to the south such as pilasters, stallrisers, and console brackets. **The Institute of the Fisherman's Mission** makes a key contribution to the appearance of this street, due to its use of classical detailing and significance to the social history of Lowestoft.

### *Bevan Street East*

Bevan Street East is a quieter side street, which is enclosed and commercial in character, with two to three-storey terraced buildings fronting directly on the pavement to each side. The road is surfaced in



Figure 58 East along Suffolk Road

small pavers, with high quality street furniture and street trees, which make a positive contribution to the appearance of the street.

**Number 127 to 135** are a row of three storey buildings, mostly in gault brick with some rendering, with historic shopfronts at ground floor level. As a group they make a positive contribution to the street scape. Further east, the street is lined with two storey buildings, which are mostly rendered, with shopfronts. The majority of these shopfronts have retained some historic detailing, which makes a positive contribution to the small-scale commercial character of this street. However, there are many examples of unsympathetic modern fascias which dominate in views along the street, such as the Lowestoft Convenience Store at **Number 1**, which is brightly coloured with blind windows, and the Nail Salon at **Number 122**, which has brightly painted bricks. The mobility equipment supplier at **Number 8** in particular is incongruous with its surroundings, due to its massing and materials. The street is terminated to the north by a three-storey gault brick building with a historic corner shopfront with corbels and pilasters.

### *Denmark Road*

Denmark Road is a busy thoroughfare, and runs parallel to the railway line, which creates an open character to the south. To the north,



Figure 56 East along Bevan Street East



Figure 57 Shopfronts on Bevan Street East





Figure 59 The Station, Denmark Road

**Numbers 2 to 10** are the former Imperial Hotel, one of the few surviving Victorian Hotels in the area; they now form a small row of three storey terraced buildings with modern shopfronts at ground floor level. These buildings contain some features of interest, such as its curved eastern elevation, however most are much altered with large paved fronts, which make a neutral contribution to the streetscape.

Further west is a car park plot with high brick walls, and a small octagonal booth located to its front. These are incongruous with the area, and are a prominent feature of the street, directly opposite the entrance to the station.

**Numbers 20 to 64** comprise of rows of three storey terraced houses, which are in residential use, and are mostly painted render. These buildings have seen considerable loss of windows and original features; however, they have retained chimneys and some bay windows, and most still have boundary treatments which contribute to the rhythm of the streetscape here.

Opposite is the **station**, an asset to the area, comprising of a low brick station building with pleasant architectural detail, as well as the platforms and the surviving walls which surround them. The space here is open in character, as the roof has been lost, and many of the walls inside the station include heritage interpretation panels which make a



Figure 61 Station Square and Tuttle building



Figure 60 Remaining Railway Line

positive contribution to the way this space is experienced, particularly as a gateway to the area. The railway track continues west and the Conservation Area boundary terminates at the Signal Box and former stables, located between the tracks and Denmark Road. These make a positive contribution, and form a group with the Station and associated railway line, particularly due to the continued use of the Signal Box.

#### Station Square

This large square has a strong sense of place, reflected by the public art in its centre. It is open in character, surrounded by continuous and varied frontages; **Numbers 18 to 32**, the former Tuttle Department

Store, present a group of high-quality buildings with a good detailing, which demonstrate the large-scale commercial character in this area.

To the south of the station, a short stretch of railway line remains in place, which formerly led to the trawl market. This is a rare survival of the former rail lines associated with the harbour and makes a positive contribution to our understanding of the development of Lowestoft.

The road opens out to form a junction with Waveney Road, where it becomes much busier, impacting the appearance of the area. Buildings on the west side of the road front directly onto pavements, with minimal street furniture and a variety of pavement surfacing and pedestrian crossings. The signage and surfacing of the road, and small parking area in front of **Numbers 7 to 11** also creates a cluttered appearance.

Further south is **Number 21** Station Square, which appears isolated within the busy intersection but makes a positive contribution to the sense of historic grandeur to the architecture here. It has a well-

preserved historic shopfront and iron railings atop a parapet, which add interest to the street. This building terminates views to the west along Waveney Road.

Across Commercial Road is a group of buildings from **Numbers 7 to 13**. These appear isolated within the intersection of streets and can be seen in wide reaching views across the area. The ground floor shopfronts are generally in a poor condition, detracting from their appearance, although they have retained historic detailing which contributes to their character. **Number 11** makes a particular contribution to the townscape here, with a large kingfisher mural painted on its north elevation, which appears prominently in views along the street.



Figure 62 Grade II Listed Port House

The area is terminated by a large plot, within which is the **Grade II Listed Port House** (List Entry Number: 1292511), built in 1831, which overlooks the Harbour. This building makes a notable positive contribution and is associated with the history of the Harbour due to its location and function as the former North Quay Customs house. The Port House is a key site which has been identified

in the new Lowestoft Town Centre Masterplan in the Station Square quarter, and will be converted to restaurant use and elements such as the portico restored, which will restore the original character and enhance the character of the area. The Port House is situated within a large car park, within which a small piece of the former entrance lockpit (1831) is set on a plinth with a plaque, further contributing to the character of the area and its longstanding relationship with maritime activity and shipping commerce. The plot which surrounds the Port House is currently a large tarmac car park, surrounded by high metal post fencing, which makes a negative contribution to the historic character of the area.

### Waveney Road

Waveney Road is a busy route through the Conservation Area, with a continuous frontage along its northern side and open views over the basin and outer harbour to the south creating visually dynamic and



Figure 63 Mural on Waveney Road

everchanging scenery. The row of buildings to the north of the road is formed by a stretch of tall, narrow two to three storey properties with modern frontages at ground floor level. The upper storeys have retained much of their historic character. The **Colne Shipping Company Limited** sign, for example, makes a positive addition to the frontage, with fluted pilasters underneath. Although the majority of the row here have been altered, with extensions and modern windows, they form a consistent row with a strong rhythm. **Number 16** is of particular interest, with a mural at second floor level, which contributes to the maritime historic character of the area.

Opposite Waveney Road is the **Trawl Basin**, which was constructed as part of Peto's original development of the docks and extended in the 1880s. The dock remains in use today and is not openly accessible to the public as it is busy with maritime activity. It is bounded by a heavy steel palisade fence to Waveney Road, which creates a disconnect between it and the streetscape, although this is currently being altered with the implementation of new flood walls which will replace the balustrade and many of the existing boundaries around the Trawl Basin and Lake Lothing.<sup>75</sup> The Basin continues to form a significant element within the modern townscape and perception of Lowestoft.



*Commercial Road*

This road comprises of a row of terraced houses, which have had ground floor conversions to shopfronts. The majority have lost their original windows and have a variety of façade treatments which detract from their historic character and coherence. However, many have retained simple, domestic architectural detailing which contributes to their special interest, such as chimney stacks and window surrounds. There are also some historic shopfront details such as the moulded shop front to **Number 1** and the glazed tile pub façade at **Numbers 5 and 6** which make a positive contribution. The buildings are all of two storeys, however, **Numbers 17 to 20** have a small parapet which adds to the roofscape.



Figure 64 View towards harbour from Bascule Bridge



Figure 65 View of Commercial Road



## Character Area 2: London Road South

### *Summary of character area*

The area of London Road South derives its special interest from the quality and layout of its buildings which reflect Sir Samuel Peto's vision in establishing Kirkley and Lowestoft as a pleasure resort. London Road South was developed as the commercial centre of South Lowestoft. Although some small-scale development had taken place by the early nineteenth century, the majority of the building stock within this area and its grain reflects its development through the later nineteenth century, with some good examples of twentieth century development as well.

The street plan is formed predominantly by long straight roads which have been laid out to run parallel to the seashore; these are punctuated by short perpendicular streets which allow views towards the beach. Commercial buildings line the main street in a variety of architectural styles in terms of heights, materials, detailing, and uses, creating an interesting streetscape. The buildings within this main, commercial centre frequently contain shop fronts at ground floor level, which brings a sense of cohesion; often, these have been converted from earlier residential buildings. Although the shopfronts throughout the area are of variable quality and design, together they form an important feature of the area and make a collective contribution to its commercial character. There are also some residential buildings throughout the area, predominantly found grouped along the smaller streets to the north of London Road South, and often connected by narrow cut-throughs and footpaths which provide glimpsed views through to rear gardens and side streets.





### Land Usage

The predominant land use within this area is derived from the commercial buildings which line London Road South. There are shop frontages on ground floor level, often with residential flats above. The commercial buildings range from shops to restaurants, with a number of public houses including The Drifter, The Plough and Sail, The Royal Oak and The Blues. There is also a cinema to the north of the area, named East Coast Cinema.

There are a number of smaller residential streets to the north of London South Road, which are characterised by the rows of terraced houses along them. These are found concentrated along Union Place, Clifton Road, Windsor Road, Grosvenor Road, Cleveland Road, and Mill Road.

### Local Details and Building Materials

The buildings within the character area range between one and four storeys in height, although principally are between two and three storeys. Despite the variety of heights, styles and types of buildings along London Road South, there is a sense of cohesion brought by the predominant use of brick, the rows of shop frontages and the regular proportions used across principal elevations. Gault brick is used most commonly, with red brick used both for detailing and as a principal building material, with some use of colourwash, render and roughcast as well. Boundary treatments are typically traditionally in brick, with some examples of flint wall, contributing to the Suffolk seaside character of the area.

Upper storeys in particular retain much of their architectural and historic character and make a positive contribution to the appearance of the street. Common features include the use of regularly planned elevations, which create a sense of enclosure, often symmetrically arranged in pairs, with sash windows with flat or segmental arches and keystones, canted bay windows and simple cornices. Buildings of the mid-nineteenth century tend towards more formal classical details, such as the swags and decorative corncicing of buildings seen at Number 125 London Road South. In contrast, later buildings exhibit more variety, which can most clearly be seen in the gothic doorway and green man motif on the Royal Oak. Some larger buildings along



Figure 66 Residential side streets



Figure 67 Commercial buildings



Figure 68 Red and gault brick with detailing



London Road South have more elaborate architectural detailing, which make a particularly notable contribution to the streetscape, such as the Royal Oak, Number 181, Kirkley Hall, and Number 229. These details typically include prominent gable ends, sometimes in the Dutch style as seen at Kirkley Hall, which add interest to the roofscape. There are other notable details, particularly on corner buildings, which are more unique but make a positive contribution and indicate the status of this area. For example, the corner oriel window at Number 156 is prominent in views along the street and east towards the sea. Roofs are traditionally in plain tile or slate, with chimney stacks at differing heights adding variety to the roofline.

Historic shop fronts are notable within the area; many of the buildings along London Road South were built as houses with the ground floors later converted to shops, extending over the original front courtyards. This has resulted in a less cohesive and linear character, particularly compared with other commercial roads in the Conservation Area such as London Road North where buildings were originally designed as shops. Many of these shopfronts on London Road South have been retained and make a positive contribution to the streetscape. For example, those at Numbers 87, 133 and 145 London Road South retain good detailing such as pilasters, stallrisers, projecting cornicing, tiles, mullions and fanlights. Number 187 also contains stained glass transom lights, which make a positive contribution. Other buildings frequently only retain the pilasters and console brackets flanking a modern shop front. Another detail which is key to the area and demonstrates its historic, commercial character is the historic painted signs found on the side elevations of buildings. For examples, Barclays Bank is painted at Number 229, and the building opposite has a 'Chemist' painted sign on its north elevation.

Within the residential streets of the area, buildings are typically two to two and a half storeys in height and are predominantly in gault and red brick, although some have been painted. Residential buildings are largely comprised of terraced rows and pairs, contributing to an enclosed and densely built character within this area. Architectural detailing is fairly simple but attractive, and includes bay windows, recessed arched entrances, sash windows, floral tile detailing, and some buildings have retained their tiled paths. Grosvenor Road has



Figure 69 Barclays Bank Sign



Figure 70 The Royal Oak

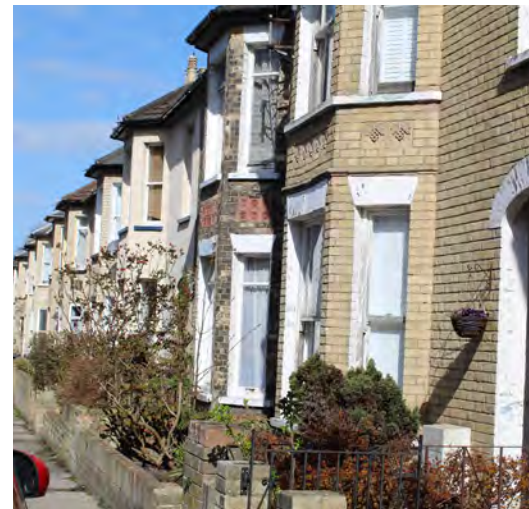


Figure 71 Gault brick and rendered terracing on residential streets



Figure 72 Historic shopfront



some paired villas which contain more elaborate detailing, such as sloping roofs, dentil coursing, and decorative gault brick front boundary treatments.

### *Landscaping and Open Spaces*

There are very few open spaces within this area, the majority of which is paved with a high building density and plots that are closely positioned along the main road and smaller side streets. Buildings also tend to front directly onto the pavement, which also creates limited open space. The landscaping that does exist is typically found in the small, residential front garden plots along the side streets to the north of the area. The gardens to the east of Mill Road and along Grosvenor Road tend to have more substantial greenery, which makes a positive contribution to the appearance of these residential streets. Union Place is a small area of well-designed and attractive private landscaping. Tucked away from the busy street, the houses on Union Place all overlook an area of communal front gardens, which are laid to lawn with high hedgerows and some mature tree planting. It is also bounded to the south by a low picket fence. This landscaping creates an enclosed residential character, which is removed from the noise and bustle of the busier commercial street and makes a positive contribution to the appearance of the area and character of this small cluster of houses.

There are some open spaces within plots which are currently unkempt or out of keeping with the historic built character of the area and make a negative contribution. For example, the plot at the junction between Cleveland Road and London Road South is the site of an electricity substation, and the perimeter of the substation would benefit from planned landscaping to soften its appearance. The plot adjacent to Number 55 is also currently vacant, which detracts from the characteristic, continuous frontage. Some modern developments, such as the Toyota garage and the KFC, also have large car parks, which are open in character but make a negative contribution to the streetscape by way of disrupting the established linear settlement morphology of the area.

### *Public Realm*

The public realm spaces and furniture across this character area are functional and modern in character. Chrome bollards line the pavement edges, with benches, lampposts, bike racks and signposts in a modern, bright chrome metal material. Raised flower planters and some street trees are also spaced along the street and make a positive contribution to the appearance of the area, and the way the commercial core is experienced.

Road surfacing is a mixture of small pavers and a red coloured aggregate which has been used in the concrete mix when laying the road. These surfacing treatments add interest to the street and reflect its status as the historic core of the South Lowestoft / Kirkley development, as well as its function as the busy, commercial centre. This detailing makes a positive contribution to the historic character of the area.

Views to the seafront are framed by the tall streetlights, street trees and along Claremont Road, by tall metal arches which lead the eye towards the pier. These provide a waymark along the street.



Figure 73 Claremont Road and public realm features

### Walkthrough

#### St John's Road

The western boundary of this character area is formed by plots along St John's Road. This street's character is similarly disjointed to the parallel area of London Road South and contains a series of paved yards and individual light industrial buildings, some of which retain historic fabric which makes a positive contribution to the area. It is quieter in character than the central roads through the area, contributing to its sense of enclosure. Of particular interest within this streetscape is the survival of a substantial carved sandstone lion within the garden of **Number 41A**. Although it is now eroded, this statue was formerly one of two lions included as part of Peto's original scheme for Marine Parade and is of historic interest.

#### London Road South

This street forms the central route through the Conservation Area, containing the highest density of buildings and providing the commercial focus of the area. It is busy with vehicular traffic and pedestrian footfall, contributing to a sense of its hierarchy within the Conservation Area. It affords long views to the north and south along the road.

Along London Road South from the north to Cleveland Road, the character of the area is fairly disjointed, comprising of pockets of building types of varying character. On the west, **Number 39** marks the boundary of the Conservation Area and is a good example of a villa, built in red brick with painted rendering detail. The neighbouring **East Coast Cinema** was constructed in the early twentieth century, although now presents a modern frontage which contributes to a disjointed character, with a single-storey extension, modern signage and a paved front to the cinema hall. Further south, the terraced buildings from **79 to 89** and **45 to 53** are plain in architectural detailing, although as a group they make a positive contribution. The shopfront at **Number 87** is of particular interest, with stained glass transom lights, although it has a dominating modern fascia and signage.



Figure 75 Number 109 London Road South



Figure 74 North east side of London Road South

On the north east side of London Road South, the character is derived from the backs of plots for houses on Marine Parade. Boundary walls are generally consistent and built in brick or flint, which make a positive contribution. There are some mature trees within the rear gardens which are visible from the street and enhance the appearance of this space. Many of the plots have been paved to provide parking, and have had rear garages constructed, which contributes to a disjointed appearance. **Number 20** has been converted for business use, for example, which is out of character with this stretch.

**Number 109** London Road South is a fairly elaborate building, with a modern shopfront at ground floor level and architectural detailing such as arched windows, columns, cornice banding and a prominent gable end. This building marks a change in character, as to the south, buildings are more consistent in their mass and spacing, with some exceptions and modern infill particularly on the east side of the street. Along the west are high numbers of shopfronts, with interspersed residential buildings, and stretches of terraces that make a positive contribution to the historic character of the area. To the east, the **KFC** is located within a prominent plot and is set back from the street within a large car park and drive-through. It is unsympathetic in character as it does not relate to the existing building form or character of the area and creates visual clutter through its bold, modern signage and vehicular traffic.



**Numbers 117 to 145** is a group of well-maintained rows of residential buildings in gault and yellow brick, with some ground floor level shopfronts; these make a positive contribution to the street and are examples of grand terraced town houses with good architectural detailing. The shopfront at **Number 133** is of particular interest: although painted in a bright palette, it has arched display windows with mullions, pilasters, a projecting cornice, and a side recessed entrance, which contribute to the historic character of the commercial centre.

**Numbers 144 to 142** make a neutral contribution, due to their massing and materials, which introduce a modern character to the area. **Number 147** is notable, as a large three and a half storey building in gault brick with decorative features which enhance the appearance of the building.

Further south, the **Kirkley Hall** building is also of note, with its large Dutch gable topped with decorative ball finials and its large central arched window. Opposite is the **Royal Court Hotel**; this two-storey red brick building is currently vacant, although will soon be restored, and makes a positive contribution to the streetscape, with classical proportions, pedimented central doorcase, and good detail such as quoins and dentilled eaves.

Between Freemantle Road and Claremont Road, the street continues to display an enclosed and densely built character. The buildings are commercial in character, built in red and gault brick with some colour washed and painted render, typically ranging from one and a half to three storeys, which creates a stepped roofscape with chimneys punctuating the skyline. The overriding appearance of this stretch of London South Road is derived from its ground floor shopfronts, which form a consistent row and contribute to the commercial character of the area, and also by the dispersed larger three storey buildings which add variety to views along the street. The majority of the buildings are in brick or painted render; many have undergone incremental changes which have impacted their architectural interest, such as the replacement of shopfronts, windows to UPVC, and roof tiles. This is evident from **Numbers 158 to 186**, where the inconsistency in windows, roofing materials, façade treatment and quality of shopfronts creates an incoherency. However, as a group, these buildings are important to



Figure 76 Shopfront at Number 133 London Road South



Figure 77 Number 147 London Road South



Figure 78 Examples of ground floor shopfronts beside the Royal Oak

the streetscape, and provide a continuous frontage of historic buildings which reflect the development of the area and its transition into the commercial core of South Lowestoft and Kirkley.

Further south, on the east side of the road is the **Drifter Public House**, a positive unlisted building which makes a key contribution due to its architectural interest and historic interest as a public house. It also has a small, well preserved historic shopfront on its principal façade, with arched windows. Further south on the west side of the road is a stretch of buildings from **Number 241 to 273**, which are varied in architectural style. They range from two to three storeys in height and comprise of shopfronts (many of which have been altered) on their ground floor with flats above. The majority are in painted brick or render. This stretch begins with the **Co-operative**, which currently makes a neutral contribution, due to its scale and mass, which dominates views along the street. Notable buildings within this row are **Number 247**, which is a unique example of a residential building within the commercial core and provides an example of what many of the original facades would have been prior to their conversion to shops. **Number 249 to 255** makes a positive contribution, due to its classical architectural detailing, such as its rusticated ground floor, columns and stucco panelling at first floor, but most notably due to its central circular windows with stained glass ship detail which adds to the historic, seaside character of the street. Its neighbour, the **Waveney Centre at Number 259**, makes a neutral contribution due to its use of materials (brown brick), colour (turquoise) and apertures. Its modern railing is also fairly incongruous with the historic character of the area, and the paved front could be enhanced.

Moving south, at the junction with Lorne Park Road is **Numbers 271 to 273** London Road South. This is a three-storey block of flats which makes a neutral contribution to the streetscape due to its height, massing and modern railings. A stretch of residential paired villas are opposite, and make a positive contribution to the street, having retained much of their historic character and front garden plots.

The character area continues to the south and terminates at the junction with Cliff Road; here, London Road South is more varied in character as many buildings are still in residential use and some have been converted for use as shops with the insertion of a shopfront

extending out to the front of the property. These additions are executed with varying degrees of architectural sympathy but begin to blend into the more commercial character which is dominant towards the north of London Road South. The buildings here are between two and three storeys in height, built in gault, red and yellow brick with some examples of painted rendering.

#### *Mill Road*

Mill Road's streetscape comprises of the rear boundary walls of plots which front onto the parallel Cleveland Road. These are predominantly gault brick with rear access doors, and often afford views towards rear elevations and gardens. This creates a fairly varied character. Opposite is **the Blues Freehouse**, which makes a positive contribution to the area, as a building of historic and architectural interest and communal value as a public house.



*Figure 79 Mill Road*

Further west is an attractive row of terraced cottages, **Numbers 7 to 14**. These are two storeys in height, with a range of differing facade treatments, which detract somewhat from the group. They have some notable detailing such as dentilled eaves, quoins, first floor decorative banding, recessed porches and tiled pathways, although many have had incremental changes such as roof tile replacement slates, changes to window sizes and window replacements, which impact the visual appeal of the group. The mixed boundary treatments also detract from the architectural interest and the contribution the row make to the streetscape.



*Figure 80 Railway Bridge*

The area is terminated by the **railway bridge**, which is a positive unlisted structure of architectural and historic interest.



### *Cleveland Road*

Cleveland Road is characterised by its rows of well-preserved Victorian terraced villas. It is a quiet side street, with an overriding residential character and appearance. It comprises of a consistent row of two storey houses, in gault and yellow brick with some that have been painted, with two storey bay windows, and recessed arched storm porches. Many of the buildings have attic levels with dormer windows. Details are simple but of good quality, such as the floral tiles on bays, finials on dormer windows, brick banding, consistent brick boundary walls, and tiled paths.

### *Grosvenor Road*

This street is formed of a consistent row of terraced villas, which make a positive contribution to the residential character of the street. The buildings mostly consist of gault and yellow brick exteriors, with some painted render facades. Architectural details are simple but of good quality, reflecting the character of the parallel residential streets also. They include bay windows, brick banding, flat headed arches and boundary treatments which are varied but intact. There are some pairs of villas which are of particular note; Grosvenor Villas at **Number 11 and 13, Number 6 and 8**, and Mariner Villas at **Number 14 and 16**. These pairs are of architectural merit, with sloping half hipped roofs and decorative details such as the dentilled banding on the bay window. **Number 11** has had a modern porch extension, which detracts from the symmetry of the pair and their appearance. The gardens within this street are small, but often planted with shrubs, hedges and some small trees, which positively contribute to the residential character of the area.



Figure 81 Cleveland Road



Figure 82 Grosvenor Road

### *Windsor Road*

Similar in character to its parallel streets, Windsor Road comprises of residential terracing, which presents a consistent row of two storey houses, with predominantly brick facades, also with some painted render. There is a strong sense of rhythm to the street, with no visible front dormer windows or rooflights. Details are simple, and include bay windows on ground and first floor, with recessed arched storm porches, often with pilasters and keystones. There are flat headed brick arches to windows, with decorative tiles between the ground and first floors. On the south side of the street there are pedimented gables with dentilled brick detailing and decorative bargeboards, which contribute to the rhythm of the streetscape. Boundary walls are varied, but intact; they enclose small garden plots, which often are planted with shrubs and flowers, and make a positive contribution. **Number 24** in particular is notable for the high portion of historic features and fittings it has retained, including its timber sash windows.

### *Union Place*

**Union Place** is very enclosed in character, with a strong sense of place which is unique within the Conservation Area. It comprises of a narrow road which leads to a courtyard of terraced cottages. This irregular street layout makes a contribution to the historic, secluded character of the street. The two storey rendered cottages within Union Place overlook a shared garden, which makes a notable contribution to the character of the area, creating a tranquil green space within this residential side street. Opposite is **Orchard Terrace**, a row of well-preserved gault brick two storey cottages, which also make a positive contribution. On the corner is another building which makes a positive contribution, which is a narrow two storey building with a flint and red brick ground floor and doorway at first floor level.



Figure 83 Union Place south



Figure 84 Union Place north

### Character Area 3: St Peter and St John's Church

#### *Summary of character area*

This area covers a substantial portion of the South Lowestoft Conservation Area and is centred around the Grade II\* Listed Church of St Peter and St John (List Entry Number 1207046). It largely covers the historic hamlet of Kirkley, which was mostly open land until the end of the nineteenth century; the character and appearance of the area, therefore, is derived from the later domestic development which spread from Lowestoft and Kirkley to the south during the early twentieth century.

The character area is bisected by London Road South, a wide and densely built-up historic turnpike road. The northern half of the area predominantly comprises of the streets which surround the Church. The flint and ashlar Church is situated on high ground, providing a focal point to the area, and glimpsed views of the church between gaps in the buildings can be seen throughout the area establishing a firm sense of place within the townscape.

To the south of the area are the busier thoroughfares of London Road South and Kirkley Cliff Road. London Road South is characterised by consistent rows of very late nineteenth-century terraced housing, which are constructed in brick and predominantly two to two and a half storeys in height. Kirkley Cliff Road is lined with mostly large detached or semi-detached properties set within planted private gardens, which contribute to a grand, seaside character. The streets between these larger roads have a smaller scale and sense of enclosure, mostly comprising of late nineteenth and early twentieth century housing, which contribute to a residential character. Kirkley Park Road, the final street to be developed within the area, is curved with substantial twentieth century villas and houses, with well planted front gardens, which contributes to a suburban green appearance.





### Land Usage

This character area is predominantly defined by its residential use, which largely centres around three main routes of Kirkley Park Road, London Road South and Kirkley Cliff Road. The growth of this character area following the expansion of South Lowestoft as a seaside resort has resulted in it being a dense area of development which had largely extended over the whole character area by the 1930s.

There are four churches within the character area, that of the Grade II\* Listed Church of St Peter and St John, the Grade II Listed Roman Catholic Church of St Nicholas, the later South Lowestoft Methodist Church, located at the junction of London Road South and Carlton Road and the London Road Baptist Church. These spaces, along with their churchyards, introduce pockets of ecclesiastical character to the area.

### Local Details and Building Materials

The majority of buildings within the character area were constructed in the late nineteenth and early twentieth centuries, and so the materials and details found throughout the area are reflective of this period. There are, for example, a large number of Victorian buildings and buildings in the Arts and Crafts style. Throughout the area, the predominant building materials are red, gault and yellow brick, with some examples of painted render and half timbering. Roofs are a mixture of plain tile and slate, although many have been replaced with modern materials.

The larger high-status properties tend to be of three storeys and contain well-detailed features such as doorcases, decorative bargeboards and moulded floral brickwork and terracotta. In contrast, the more modest terraced housing is generally of two storeys, with simpler architectural detailing. These properties do, however, still display well-detailed features, including decorative lintels, floral brickwork and many have sash windows with margin glazing.<sup>76</sup>



Figure 85 Red brick terracing with tiled roof, decorative arches and tiled path



Figure 86 Twentieth Century housing on London Road South

Notably, plots have retained strong boundary treatments throughout the area, with very few being lost to the creation of driveways; this detail makes a positive contribution to the appearance of the area, and enhances our appreciation of the historic plots and green, residential character of the area.

Twentieth century development on London Road South predominantly uses materials such as red brick, painted rendering, and plain tile roofing. Details are typical of this period, including hung tiles at Numbers 487 and 481, hipped roofs, prominent chimney stacks, and bay windows. Number 485 has an unusual and prominent gable front to the east elevation, which makes a positive contribution to the streetscape.

The London Road Baptist Church is constructed in materials which are unusual within the area, including yellow and brown brick with concrete and painted detailing along apertures. It has small, arched windows, and a prominent central pentagonal roof.

<sup>76</sup> Former South Lowestoft Conservation Area Appraisal and Management Plan (2007)

### *Landscaping and Open Spaces*

The predominant landscaping found within the character area is that of private garden plots, as residential development covers the majority of the area. These garden plots make a notable, positive contribution to the character and appearance of the area. Larger garden plots along Kirkley Park Road and Kirkley Cliff Road reflect the status of these streets, which contain some of the grander buildings within the area. The garden plots are often well planted with mature trees, particularly along Kirkley Park Road and the south part of St Peter's Road, and the soft landscaping contributes to the green, suburban character of the area. The front garden plots along Kirkley Cliff Road are frequently designed to include small scale landscaping elements such as trees, shrubs, paths and seating, which makes a positive contribution to the streetscape and seaside character of the area. The smaller streets, such as the north of St Peter's Road, St Aubryn's Road, and Pakefield Road have smaller front gardens, which make a positive contribution to the domestic character of the area and provide green spaces in views along the street.

A key area of open space can be found in the Church of St Peter and St John's churchyard; this semi-circular churchyard provides a peaceful area of public green space, which contains mature trees and is a space of quiet reflection.

There are pockets of landscaped spaces to the south west of the area along London Road South, including an island to the east of the road which is grassed and planted with shrubs and mature trees, as well as the grounds of the London Road Baptist Church, which is well treed. These spaces make a positive contribution to the character and appearance of the area, providing greenery to the area of twentieth century development.

### *Public Realm*

The north of the character area has recently seen improvements made to public realm spaces along London Road South. The space outside the Baptist Church includes a small forecourt, which has benches, street trees and planted flowers, as well as bike racks. The road signs here have been integrated with elements of public art, which reflect the seaside character of the area, reflecting the waves of the sea.

Areas of the road throughout this area, particularly along London Road South, use a red coloured pebble/aggregate which has been used in the concrete mix when laying the road. These surfacing treatments add interest to the street and reflects its status as the historic core of the Conservation Area and make a positive contribution to the historic character of the street.



*Figure 87 Mature trees and gardens outside of the London Road Baptist Church*



### Walkthrough

#### London Road South

London Road South is a wide, busy arterial road which traverses the character area. It is characterised by the consistent rows of detached and terraced housing, which create a densely built line and contribute to the sense that this is a principal route through the Conservation Area. It slopes gradually to the south, which affords long reaching views.

To the north of the area, the junction with Carlton Road is a large crossroad surrounded by public realm space, enclosed by a group of larger, notable buildings including **St Aubyn's Court** and the **Methodist Church**. St Aubyn's Court is a five-storey building which forms a prominent local landmark, rising above the surrounding roofscape and using contrasting materials of red brick and decorative timber frame decoration across the top floor. The building can be seen through gaps in the building line throughout the character area. Its neighbour is the twentieth-century Methodist Church, a brick building, with a shallow roof and quoins, and a copper spire that punctuates the sky. It is set on a lawn, with an area of recently improved public realm to its north east.

Further south, the street quickly becomes more enclosed in character, and building density increases. Terraced rows of housing are closely spaced together, in red brick and painted render, which established a strong architectural rhythm articulated by repeated gables, canted bay windows and chimney stacks, which lead the eye along the length of the street. These are typically of two or three storeys in height, often with attic levels, built in red and gault brick with some painted facades. These buildings are often of good quality and have a strong vertical rhythm due to their steeply pitched roofs and tall gable ends topped with finials. The majority are of architectural interest with detailing such as decorative tiles, bargeboarding, finials, flat headed arches, doorcases and in some cases first floor balconies (such as at **Number 391**). As a group, these terraced houses make a notable contribution to the character of the area, forming a principal residential street which reflects the expansion of South Lowestoft. Front gardens are typically bounded by low brick walls and many have historic iron gates, leading to gardens planted with shrubs, trees and flowers, which make a positive contribution to the streetscape and enhance views along this



Figure 88 Terraced houses on London Road South



main route. The road is one way, which helps to alleviate traffic, and there is on street parking on both sides, which detracts from the way the area is experienced but discourages the loss of front boundaries and gardens.

Along this stretch of terraced housing is **Kensington Court**, a modern block of flats which makes a neutral contribution to the street scape; its use of rendered gables mimic the pattern of development along the street, and the flats are set back from the road to reflect the building line. Beyond Kensington Court are more terraced houses, and opposite these is a small green verge with a village sign for Kirkley, which, although outside the Conservation Area boundary, makes a positive contribution to the area and forms its setting.

To the east side of the road, **Numbers 406 London Road South to 12 Kensington Road** form a row of large nineteenth and twentieth century houses, which are characteristically varied in architectural styles. They are two and a half storeys, in painted render and gault brick; many have undergone incremental changes, such as window replacements, attic conversions with dormer windows, extensions, and front paving; however, as a group they provide interest and variety to the streetscape.

To the south, on the west side of the road, is the **London Road Baptist Church**. This makes a key contribution to the area, and was constructed 1972 - 73, set within a large corner plot with considerable border tree planting. The building is unusual in its massing and material, built in yellow brick with brown brick accents, and concrete brick detailing along the extended porch entrance. It is a large building, with a central pentagonal roof with a cross finial atop. This space marks the entrance to the more suburban Kirkley Park Road.

The buildings from the **London Road Baptist Church to Number 493** are set back from the road behind an island, which is planted with mature street trees and soft landscaping. The houses are predominantly large, detached twentieth century villas, with two one and a half storey buildings at **Numbers 493 and 491**. The remaining buildings are two storeys in height. Many of the buildings have undergone incremental changes which have negatively impacted their historic interest, such as window and door replacements, and paving of front garden plots.

However, key architectural details have often been preserved, including half-timbered gable ends, white painted rendering, plain tile roofs, hung tile detail, and circular bay windows, which contribute positively to the streetscape.

#### *College Road and Richmond Road*

These streets are characterised by views to the east, across the backs of properties on London Road South. These views are largely negative in the contribution that they make to the area. The street comprises of a variety of boundary treatments and garages, which mainly includes close board fencing. There is a lack of consistency to the materials and scale; the street is therefore characterised by its cluttered aesthetic.

#### *St Aubryn's Road*

The buildings on St Aubryn's Road are of consistent scale and design, creating a strong sense of rhythm here. The street retains strong boundary treatments and planted front gardens, which make a positive contribution to the appearance of this small, enclosed residential street. To the west, the row of terraced houses are two to two and a half storeys in height, built in gault brick, with decorative bargeboarding, architraves, and planted gardens. Opposite, the terraced housing is similar in character, however, comprises of smaller two storey terraced cottages. These are also predominantly in gault brick, and many original features have been retained, although with some window and roof replacement which impacts the architectural interest of this group. The buildings have arched entrances with keys, fanlights, and many have retained tiled paths. Some buildings are red brick and painted render to the south of street.



Figure 89 St Aubryn's Road



### St Peter's Road

The north of St Peter's Road is formed by a narrow, winding street, which slopes up to the south towards the Church of St Peter and St John, and then continues to curve around the churchyard. It is densely populated with nineteenth century terraced cottages, and with Kirkley Church Hall at its north western end.

This is a notable building, built in flint with red brick and stone detailing and with interesting cylindrical chimneys.

There is a prominent arched turret on the gable end onto the street. It has a well planted yard, which also contributes to the enclosed, green character of the street. This building is of historic and architectural interest and makes a positive contribution to the street.



Figure 90 St Peter's Road (North)

The houses between the Church Hall and the Church are built predominantly in gault brick, with some examples of red brick and painted render. The houses are all two storeys in height, with bay windows and arched entrances, and consistent chimney stacks punctuating the roofline. There is a strong sense of rhythm along the street, which is consistent in its built form and appearance. **Number 14** is a larger building, with red brick band detail and dentilled eaves.

The **Church of St Peter and St John** and its semi-circular churchyard are located at the midpoint of St Peter's Road. The church, built in flint and with ashlar dressing, is Grade II\* Listed (List Entry Number 1207046), and is a prominent feature within the area, making a positive contribution to its character and appearance. There are a number of mature trees within the churchyard which contribute to the green and enclosed character of the area and provide a tranquil space within the churchyard.



Figure 91 Churchyard of St Peter and St John

To the south of the church, there is more variety of architectural styles

along St Peter's Road. There is a stretch of close board fencing, which makes a neutral contribution to the appearance of the street, beyond which is a row of smaller terraced cottages from **Number 2 to 8** to the east, built in yellow brick. These make a positive contribution, and are of architectural interest, with prominent doorcases, small brick aprons below windows sills on the first floor, segmental arches above windows and doors, and a detailed corner bay on the right, with an open pediment. Opposite, **Numbers 13 and 15** are brick and painted render, which a central balcony on first floor level, which adds interest to the streetscape. **Number 11** is a fine building, built in red brick with bay windows, dentilled eaves and finials, with a well planted front garden plot and detailed low red brick boundary wall. **Number 9** is set back from the road and screened by shrub and tree planting, in painted render with a slate hipped roof.

**Number 1 to 7** are a row of large, detached villas, which make a positive contribution to creating a sense of place; they are grand in scale and architectural detail, elevating the character of the street. The buildings are predominantly gault brick, although **Number 1** is red brick, and they have retained details such as arched windows, bay windows, flat headed arches, porches, plain tile roofs, finials, and their front boundary treatments with planted front gardens. It is a notable positive unlisted building, with an unusual central oriel window topped with a steep roof and weathervane.



Figure 92 St Peter's Road (South)

A back-road cuts to the rear of properties on New London Road South, which are visible from St Peter's Road. The garages here make a neutral contribution to the streetscape.



Figure 93 The Rectory on Rectory Road

### Rectory Road

Running east from the Church of St Peter and St John, Rectory Road was laid out in the 1890s, and provides

striking views of the Church to the west and sea to the east. The most notable building on the street is **the Rectory**, which is a substantial two storey red brick building set back from the road behind a landscaped garden. It has a red brick wall with stone and flint detailing which makes a positive contribution to the appearance of the street.

Opposite are a row of two storey gault brick cottages, which as a group make a positive contribution to the residential character of the street. Further east, boundary treatments and planting are a prominent feature of the road, which is bisected by London Road South. The eastern portion of the road is dominated by larger buildings which front onto Kirkley Cliff Terrace; **Lancing Court** is a three-storey red brick building with complex massing and varied roofscape, which adds interest to the area. Opposite is a modern four storey development in yellow brick which makes a neutral contribution to the area.

#### *Kirkley Park Road*

Kirkley Park Road forms the western boundary of the area and comprises of a wide curved tree-lined road stretching from London Road South to Carlton Road. It is largely defined by substantial detached and semi-detached residential buildings, dating from the late nineteenth to late twentieth centuries. These are set back from the road behind generous garden plots, which makes a positive contribution to the suburban character of this area.

In the north, **84-86 Kirkley Park Road** is a positive unlisted building, constructed in red brick with a symmetrical façade and curved windows on the first and ground floor. Opposite is a terraced row of houses and a pair of villas, which are two storeys in height, built in red brick with bay windows and with gault brick detailing. There are some smaller scale buildings located here, with a bungalow at **Number 80** and one and a half storey building at **71A**. The bungalow affords views towards the church tower, which makes a positive and fortuitous contribution to the street scape.

**Numbers to 51 to 63** on the west side of the road are 1930s semi-detached houses of good design, although many have been heavily altered with extensions and refacing detracting from their historic character. **Number 51 to 53** have retained their hung tile detailing

between the bay windows and have steeply pitched roofs which extend to the ground floor and add interest to the streetscape.

Further south there is a greater range in architectural style, with many large Victorian and Edwardian villas. **Number 35** has interesting detailing such as the crenulated parapet to the bay windows at first floor level and finials. **Number 29 to 31** are of a smaller scale and make a positive contribution to the area; **Number 31** in particular is a good example of twentieth century bungalow development, with prominent gable frontage with decorative bargeboarding and finials.

Further south is a stretch of red brick terraced housing, which are well decorated and make a positive and consistent contribution to the character of the area. **Numbers 11 to 21** are a mixture of brick painted render, set back behind mature planting which shields the buildings from the street; **Number 21** makes a particularly positive contribution to the street with a clean and simple façade in bright white painted render. **Number 9** is in the Arts and Crafts style, with an interesting roofline and semi-circular porch. **Numbers 5 (List Entry Number 1209668)**



Figure 94 Stretch of red brick terracing (numbers 25 - 27)





Figure 95 Numbers 30 and 32, Kirkley Park Road

**and 7** (Listed Entry Number 1209710) are both Grade II listed, and are mostly screened from the street behind well planted front gardens; they are both designed by R. S. Cockrill and well preserved examples of the Arts and Crafts style, reputed to contain fireplaces by Arthur MacMurdo.<sup>77</sup> These mark the southern boundary of the area.

On the east side of the street, **Numbers to 38 to 76** comprise of large and well-detailed Victorian terraces and paired houses, built in brick (gault and red), which retain good quality architectural detailing and make a positive contribution to the street. They are set behind large landscaped gardens with strong boundary treatments. **Numbers 30 and 32** are among the first houses to be built within the area. They are a pair of two and a half storey villas, in red brick with carved stone detailing, making a notable contribution to the area and marking the start of its development.



Figure 96 London Road Baptist churchyard

### Kensington Road and Pakefield Road

To the south of the character area is Kensington Road, a quiet, leafy, residential street. Views north along the street are terminated by the grounds of the London Road Baptist churchyard, which makes a positive contribution and provides a green backdrop for the area.



Figure 97 Roman Catholic Church of St Nicholas

The south side of the street comprises of the yellow brick and painted render frontages of two and two and a half storey terraced houses. These have retained a strong boundary treatment, often with small scale planting within their garden plots and historic tile paths. Attractive architectural details include bay windows on ground floor and first floors, flat headed arches with red brick detailing, painted arched

doorways with pilasters, keystones and recessed entranceways, and decorative floral tiles between the ground and first floor. **The Coach House** makes a positive contribution, as an example of a larger villa.

Pakefield Road forms a junction with Kensington Road, and is also of residential character. To the south is the **Grade II Listed Roman Catholic Church of St Nicholas** (List Entry Number 1207040); it is built in red brick with stone dressings, with a slate roof and octagonal tower with ogee roof. It makes a positive contribution to the area and its spire is visible in views along the street.

Further north, a row of three storey terraced houses line the north side of the street; these have seen incremental changes, such as window replacements and paved front gardens, which negatively impact their appearance. **Number 22A** has an unusual shopfront, with projecting console and small paned transom lights and fanlight. Over the crossing with Kensington Road, Pakefield Road continues north to join London

<sup>77</sup> Former South Lowestoft Conservation Area Appraisal and Management Plan (2007)

Road South. It is residential and green in character, with a consistent row of three storey terraced housing from **Numbers 4 to 22**. These are largely brick with some painted render facades, and have retained details including decorative keystones, pedimented entrances, brick banding and strong boundary treatments; as a group they make a positive contribution to the appearance of the street. Opposite is a large building in gault brick, with a varied massing and prominent southern octagonal tower, which makes a positive contribution to the streetscape and introduces a sense of grandeur.

#### *Kirkley Cliff Road (south east)*

The eastern section of the St Peter's Church Character Area is bounded by the north-south aligned Kirkley Cliff Road; this area is home to some of the largest and grandest buildings within the character area, laid out from 1900. Large detached and semi-detached properties set within substantial and irregular plots line the street. The buildings between **Number 21 and 40** make a positive contribution, comprising a row of good examples of early twentieth century villas, in brick and painted render, and predominantly between two and three storeys. The majority have retained architectural detailing, and front gardens with boundary walls, which make a positive contribution to the appearance of the street and its residential character.



Figure 98 View north west along Kirkley Cliff Road

At the junction with Cliff Road is a pair of houses **Number 21 and Windsor House Grade II Listed** (List Entry Number 1207036), which is located to the north of the character area. Number 21 is of historic interest as the birthplace and childhood home of the composer Benjamin Britten (1913-75). The pair form a large, red brick building, with balconies at first and second floor with iron railings, and Windsor House has a polygonal corner turret with a pyramid roof.

Further south, the street continues and becomes more enclosed in character, as rows of buildings line both sides of the street. The road also begins to slope up to the south, revealing long views towards Peto's South Lowestoft development and the old town beyond. There is an open plot opposite Victoria Court, used for garages, which has a high red brick wall to screen the garages and paving from the street. The gaps between buildings here afford views towards London Road South.

**Numbers 25 to 31** comprise of a stretch of three storey terraced housing, in red brick with painted rendering on the second-floor level and prominent gable ends which create a strong rhythm. This row makes a positive contribution, with detailing such as iron railings over the projecting bays, brick and stucco banding, and flat headed arches



Figure 99 Numbers 25 to 31





Figure 100 Number 32 in the Arts and Crafts style

over windows. **Number 32** is an unusual Arts and Crafts style building, which makes a positive contribution although it has lost its front garden to paving. Its neighbour is **Banner Court**, a building of a large scale, with four dominant gable ends on its main façade, with tile hanging detailing. There is a balcony with railings and porches which stretches across the first floor and contributes to the seaside character of the development on Kirkley Cliff. The building is now a residential care home, and its garden has been paved over, although its low red brick boundary wall has been retained. **Number 39**, Knights Lodge, is a good example of the Arts and Crafts style, built in red brick with scallop hanging tiles, prominent gable ends, steeply pitched roof with plain tiles and finials. **Number 40** is late Victorian and is three storeys in painted render with a central Dutch gable and porch with columns, which reflect the grandeur of the area.

To the south of Rectory Road is a red brick villa within a large corner plot which is well planted and makes a positive contribution to the streetscape. Its neighbours are two modern houses; the first is neutral in character, as it is of small scale with a painted render façade and well planted garden. **Number 42** is also a modern building which is more unique and sympathetic in its design. Although it introduces modern materials to the area, its massing and roofline are reflective of the gabled rooflines of its neighbours, which serves to integrate it with the streetscape.

Further south, a line of large twentieth century red brick detached and paired villas line the street. They are all two and a half storeys, with similar massing and materials, which create a consistent appearance. They have retained strong boundary treatments and planted gardens, which also make a positive contribution. **Number 47 to 48** is another grand and highly decorated building; it is two and a half storeys, built in yellow and gault brick, with a large pedimented central gable and two smaller gables on each side. The building, along with its garden plot and boundary wall, makes a positive contribution to the area. Dutch gables can be found at **Numbers 52 and 49**; they are a prominent feature in views along the street, punctuating the roofline and contributing to the characteristically grand and varied architecture found here. **Numbers 53 and 54** is a large three storey building with a dominant Dutch style gable, which makes a positive contribution to its architectural interest. **Number 55** makes a notable contribution to the group and streetscape. It is two storeys, in red brick with prominent finial details. There are decorative floral tiles between the ground and first floor bays, a large arched doorway with fanlight, and an oriel window above. The building is inscribed with "1901".

Further south east is a group of smaller two-storey red brick houses, with decorative hung tiles, bay windows, and hipped tile and slate roofs. **Number 59** is a large gault brick villa, three storeys in height, with decorative banding, roof tiles, and a painted door surround inscribed with "1901". It has a mature chestnut tree within its front garden, which is bounded by a low brick wall. This building and its garden make a positive contribution to the area, as a good example of larger scale early twentieth-century growth in the area.



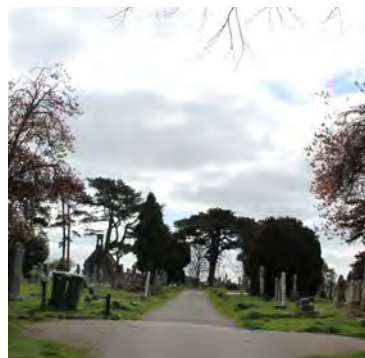
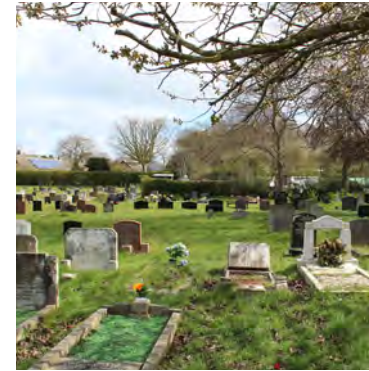
Figure 101 View of Kirkley Cliff Road from Kensington Gardens

## Character Area 4: Kirkley Cemetery

### *Summary of character area*

This area is defined and characterised by the nineteenth century Kirkley Cemetery. At this time, urban burial grounds were originally envisaged as public open spaces and were designed to be attractive spaces for local communities. The Kirkley Cemetery is of special interest chiefly for this reason; its historic and current use as a sacred burial ground for the local community gives it high communal value. Its layout is of historic and artistic interest. This space also holds great evidential value, with headstones and burials dating back from the 1880s illustrating changes in styles of memorials, as inscriptions tell us about the lives of the people who inhabited Kirkley from the late nineteenth century through to today.<sup>78</sup>

The Cemetery appears on the 1882 Ordnance Survey Map, with a tree lined avenue leading to the main Cemetery, a small rectangle of land, planted, with the Mortuary chapel for the Church of England and Nonconformist Chapel set within a central landscaped area. There is a lodge to the south of the Cemetery, facing onto the street.





### *Land Usage*

The special interest of this character area is derived from its land use. This area is used as a burial ground, providing valuable green space for reflection and mourning. It is open to the public, and comprises of a series of paths, with two chapels, and burial grounds to the north and south of the central path.

### *Local Details and Building Materials*

Architectural materials and details within the area are varied, reflecting the main use of the area as a cemetery, with some details also derived from the residential buildings on London Road South and the church to the north of the area.

Within the Cemetery, building materials are found in the two chapels and the lychgate, designed by J.L. Clemence in 1880. These are built in random, uncoursed stone with stone dressings, and with roofs in alternating bands of plain and fishscale tiles. The lychgate also is constructed in timber framing, in the Arts and Crafts style.

Residential buildings within the area include the lodge, named The Gables, at Number 525 London Road South. This building uses red brick and plain tile roofing, with details typical of nineteenth century residential development such as large chimney stacks, brick banding, flat headed window arches and timber bargeboarding.



Figure 102 Stone detailing of the Chapels

### *Landscaping and Open Spaces*

The landscaping of the cemetery makes a key, positive contribution to its character and appearance. Nineteenth century burial grounds were designed to be peaceful and attractive spaces, to provide peaceful places for mourning, and therefore their landscaping made a significant contribution to the way they were and are experienced.

The Kirkley cemetery is open in character, comprising of a long plot stretching from London Road South to Kirkley Gardens in the north. The southern portion of the cemetery is the first to be established in the mid-nineteenth century. The landscaping here comprises of open lawns with headstones and statues and some sparse tree and shrub planting, and there is a concentration of planting surrounding the two chapels. The trees here are mostly mature cedar (Lebanon), and are prominent in views throughout the cemetery. At the midpoint of the cemetery, the path is lined with lime trees, as well as the border of the cemetery; this creates a more enclosed character here and provides a green backdrop to the grounds. There are also some dispersed ornamental trees, which make a positive contribution to the appearance of the area.

### *Public Realm*

The cemetery itself is a key area of public space, and provides a historic, landscaped burial ground with public realm features within. The cemetery includes a surfaced path, which crosses its centre, with some benches, waste bins, and water taps dispersed throughout the cemetery.

To the east of the cemetery is a small paved area of public realm outside of its gates, with enamel signs and a postbox. Small pavers mark the entrance to the cemetery, which make a positive contribution to the public realm space, which is bounded by closeboard fencing in a semi-circular shape. There is a bus shelter here which makes neutral contribution due to its use of modern materials and large advertisements.

### Walkthrough

The cemetery is accessed from London Road South, where the **Grade II listed Lychgate** (List Entry Number 1119708) marks its entrance. This large and decorated gate, designed by J.L. Clemence, dates from 1880 and is constructed in stone with stone dressings and timber framing, with a plain-tile pyramid roof. To the south of the gate is the positive unlisted building named **The Gables**, which also makes a positive contribution to the streetscape along London Road South. It is a two storey, red brick building with brick banding and a prominent chimney stack.

From the gate, a curved paved path leads to the west, along which are historic stone and modern stone and marble headstones. There are also young trees and some shrubs planted, however this area is predominantly open in character and laid to grass. There are some more prominent sculptures of note, including a figure to the south marking the Wood Greaves family dating from 1921, and large cross to the north.

Further west the path reaches the two Grade II listed chapels, the **South Western Chapel** (List Entry Number 1119710) and **North Eastern Chapel** (List Entry Number 1119709). They both were built in 1880 and designed by J.L. Clemence in the Early English style. They are built in random, uncoursed stone with stone dressings, similarly to the lychgate, and make a key contribution to the architectural interest of the cemetery. The path forms a circle between the two chapels with an area of green space in its centre, containing a mature deciduous tree, creating a focal point and terminating view along the pathway. The chapels are surrounded by mature cedar trees, which make a positive contribution to the appearance of the area.

West from the chapels, the path continues and is flanked by mature deciduous trees, which contribute positively to the green character of the space, and frame views through the cemetery. Headstones line the path, along with some rare examples of statues and a chest tomb, with sparse tree planting. These make a key contribution to the area, enhancing our appreciation of its historic and continued use as a sacred burial ground. There are trees along the boundary of the cemetery, which create an enclosed and secluded character.

Further west, the cemetery is more open in character, with fewer trees and the burial ground stretching further to the north. There are views out towards modern housing to the north, and across allotments to the south, which make a neutral contribution to the area although they are partially screened by border tree planting. This area also contains 59 war burials from the First and Second World Wars, which are registered and maintained by the Commonwealth War Graves Commission. As a group of features, these make a positive contribution to our understanding of the history of the area, and its commitment to the war effort during the First and Second World Wars, strengthen our appreciation of the history of Kirkley and Lowestoft during the World Wars.<sup>79</sup>

79 Ibid.

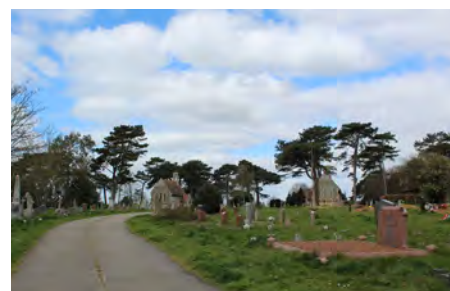


Figure 103 East towards the chapels



Figure 104 Grade II Listed North Eastern Chapel



Figure 105 North west across cemetery



## Character Area 5: The Avenue

### *Summary of character area*

This residential side street represents the significant suburban expansion from the nineteenth to twentieth century. The buildings here are varied and are good examples of English domestic architecture. The street is quiet, leafy and suburban in character. It is a wide, gently curving road lined with grass verges and mature street trees, characterised by its twentieth century houses which are set back from the road behind generous front garden plots. The soft landscaping creates a verdant residential character. The road is also gently sloping, which enhances the way the area is experienced, with the gentle topography contributing to the views along the street.

Houses mainly comprise of large, detached, twentieth century villas, which are set back from the street behind generous gardens many of which are planted with shrubs, flowers and small trees. Boundary treatments are strong, largely in low red brick. The buildings are also often red brick, or painted render.



### *Land Usage*

The overriding character of this area derives from its residential properties. The majority of spaces and features within the area relate to this residential use. Private plots are large, with front and rear gardens covering much of the area. The remaining land comprises of the public land such as the roads, green verges which flank The Avenue and green space on the south west of The Avenue where it joins London Road South.

### *Local Details and Building Materials*

The wealth of architectural detailing within this area makes a large contribution to its character and appearance. The details illustrate the quality of architecture in South Lowestoft / Kirkley in the twentieth century.

Building materials throughout this area are characteristically varied, however the traditional local materials used are of a consistent high quality. Materials predominantly include red brick, gault brick, painted render, and plain or slate tile roofs. Later expansion continued through the twentieth century, particularly to the north of the street, where there are also more buildings with timbered gables, and examples of bungalows as well.

Many of the houses have prominent gables which front onto the street, some with decorative bargeboarding. Villas throughout The Avenue often have bay windows at ground and first floor, and sash windows with flat headed arches (although many windows have been replaced, which has impacted the appearance of the buildings). Some buildings have decorative tiles between first and second floor windows, such as at Numbers 22 and 24, which are found throughout South Lowestoft and make a positive contribution to the architectural interest of the area. Many buildings have arched central doorways with decorative detailing such as keystones and pilasters.

Boundary walls are often brick, and in some places tiled pathways have been retained, which make a positive contribution to the area.

### *Landscaping and Open Spaces*

Landscaping and open space is integral to the character of this area. It is largely defined by its long avenue form, with grassed verges and

street trees designed into the street layout. Due to this design, the views along The Avenue are verdant and open in character, making a strong contribution to the sense of place here. The street is lined with mature deciduous trees (lime) managed as pollards, with more unique and exotic species in private gardens (such as monkey puzzle and purple plum).

Private landscaping also makes a positive contribution to the area. Low boundary walls frequently afford views into private gardens, which are mostly planted with mature trees and shrubs, which border generous lawns. These gardens add interest to the area, and many feature designed elements such as manicured trees and hedges, flower beds, all of which contribute to the appearance of the area.

### *Public Realm*

There are no formalised public realm spaces within this area due to its layout as a single residential road. It is characteristically wide, due to the generous pavement and grass verges with street trees, which make a positive contribution to the appearance of the area. There is a small triangular green at the south west corner of the area, which contains a public telephone box. This area makes a positive contribution, marking the junction of The Avenue with London Road South.

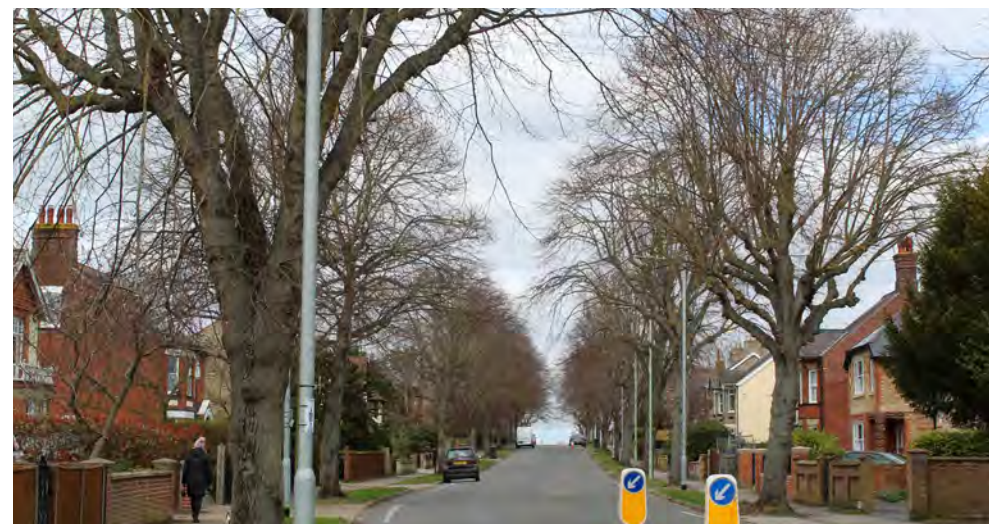


Figure 106 North along the Avenue



### Walkthrough

#### London Road South

The boundary of the character area takes in a row of buildings along London Road South from **Numbers 535 to 545**. These buildings are set back from the road behind front garden plots and low boundary treatments. To the east of the row is **London House**, a symmetrical two storey gault brick building with red brick detailing and bay windows on ground floor level. It makes a positive contribution to the area, reflecting the historic residential character and architectural details found within it. Its neighbour, **Ascot House**, is built in red brick with a balcony at first floor level, which adds notable architectural interest to the building and street scape. **Number 537A** is a modern building, which makes a neutral contribution, due to its mass and building material. **Number 539** is a large gault brick building with bay windows on ground and first floor; it makes a notable positive contribution to the street due to its architectural detailing, however its front garden plot has been paved, which detracts from the appearance of the plot. Further west is a group of three bungalows and one and a half storey buildings. **The Squirrel Lodge Residential Care Home** has a large paved front, which detracts from the street scape, and the building makes a neutral contribution to the area. Its neighbour at **Number 543** is a good example of a twentieth century bungalow development making a positive contribution to the area, built in red brick with chimney stacks, bay windows and a recessed arched entrance with fanlight. It has had modern UPVC windows installed, which although is not unusual within the area, detracts from the architectural merit of the building.

#### The Avenue

To the south of The Avenue are the earliest buildings established along the road. These are set at the confluence of Acton Road and The Avenue, where there is an area of well treed corner plots with high walls marking the entrance to The Avenue. On the west is the **Grade II Listed Walmer House** (List Entry Number 1209716) which dates to the late eighteenth century. Its associated **flint wall and stables**



Figure 107 Grade II listed walls of Walmer House



Figure 108 Gault brick with red detailing and timbered gable end

date to the early nineteenth century and are also Grade II Listed (List Entry Number 1207037), which now functions as a storage building. These buildings make a notable positive contribution to the area, due to their historic origins and retention of architectural details.

To the north along The Avenue, the street comprises entirely of residential buildings, which are predominantly detached villas and are set back from the street within large plots. The wide road is lined with mature lime trees, grass verges and generous pavements, and residential boundary treatments have been retained, creating a strong sense of rhythm to the streetscape.

**Number 23** is set back from the road behind a high hedge, which largely screens it from the street; as a modern addition to the street, it makes a neutral contribution to the area, and its brown brick exterior and brown plastic windows are unsympathetic in character. Opposite are a pair of modern red brick buildings with decorative barge boarding and a decorated red and white brick boundary wall. These buildings make a neutral contribution to the area, although their materials and style are sympathetic to those found within the character area.

**Numbers 25 to 31** are a row of large detached red brick villas, set within large plots. They are two to two and a half storeys in height, with bay windows, arched windows and porches with stone headers and keys, and with slate roofs. These details make a positive contribution to the area, creating a consistent frontage, and are of historic character. Within this group, **Numbers 25 to 27 and 29** are of particularly high quality.

**Number 2** is largely screened from view behind a densely planted front garden behind a low yellow brick wall; it makes a notable contribution, built in yellow brick, with characteristics which are typical of the area including bay windows, arched windows and porch, as well as dentilled eaves corning. It is one of the few yellow brick buildings along the

street. Its neighbour is a large, semidetached red brick building with a symmetrical façade which makes a positive contribution to the street and successfully demonstrates the characteristics of the area.

Moving to the north the road bends to the east slightly, revealing a densely tree lined avenue with low boundary walls visible between mature deciduous trees. Buildings here vary in architectural styles. **Numbers 18, 20, 22, 24 and 39** are built in gault brick with red brick and terracotta tile detailing. These architectural details make a positive contribution to the character and appearance of the area, and reflect details found across the character area and South Lowestoft / Kirkley Conservation Area. **Number 41** is a modern infill development which makes a neutral contribution. **Numbers 10 and 12** are rendered, **Number 10** being half timbered with a large bay window on ground floor, which adds architectural interest to the building. **Number 43** is also rendered and half timbered, and makes a positive contribution to the streetscape, with an attractive canopy supported by decorative posts.

Continuing along the road, the buildings are red and gault brick with more examples of rendered facades. The road also rises to reach a crest, breaking up long views along The Avenue. Brick buildings here are still predominantly two storeys in height with architecture typical of the area, set within characteristically large plots with dense planting. Rendered buildings, such as at **Numbers 28 to 30**, are simple in architectural style, with timbered gable ends fronting into the street; modern window replacements make a negative contribution to the architectural interest of the buildings. **Numbers 48 to 50** are a notable pair of semi-detached buildings; they are two and a half storeys in height, built in gault brick with decorative barge boarding on their dormer windows, dentilled eaves, timber sash windows, an ornate stone door case, fanlights, and decorative projecting keystones above the windows.

There are some bungalows and one and a half storey properties, which are unusual for the area, located at **Numbers 32 and 63**. They have lost their original windows and doors, and **Number 63** has modern concrete roof tiles, however, they make a distinctive contribution to the area as examples of twentieth-century bungalow development.



Figure 109 Number 21 The Avenue

**Number 97** marks the boundary of the Conservation Area to the north and is a large two storey building with a painted render façade. It has bay windows on ground and first floor, with decorative tiles between them, and a recessed arched entrance in the centre. The building makes a positive contribution to the streetscape. There is a later extension to the south.



## Character Area 6: Seafront

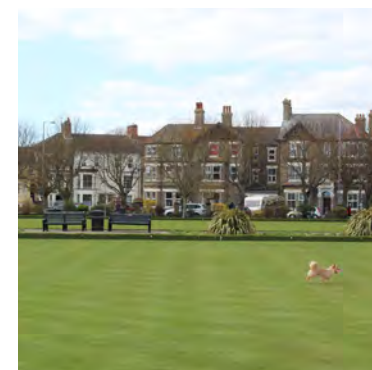
### *Summary of character area*

This land was purchased by Sir Samuel Morton Peto in 1846 and forms the core of the historic pleasure resort. It comprises of a series of grand seaside terraces of townhouses, lodging houses, villas and a number of large hotels, which provided accommodation for the holidaying gentry, and give the area a sense of grandeur and historic interest.

The seafront area derives its sense of place from its location, its relationship with the sea, and its resulting coastal character. The experience of the seafront is enhanced by its views of the sea, promenade, piers, green spaces and grand architecture of the pleasure resort. It is a pedestrian-friendly area, which also contributes positively to the way the area is experienced. The sounds, sights and smells of the coastline each contribute to the experience of South Lowestoft's seafront. Its development as a seaside resort throughout the second half of the nineteenth and the twentieth centuries is evident in the grain of the streetscape. Most of the buildings and formally planned spaces within the area date from the mid-late nineteenth century, which provides a sense of cohesion. Its overriding character and appearance are that of a grand and spacious coastal development.

The area stretches from the Harbour in the north to the Kensington Gardens in the south, taking in the rows of seaside villas and terraces, the regularly spaced seafront gardens, the pedestrian promenade, the piers and the Royal Plain. The streets form a grid pattern, with the central route running north to south and side roads affording views to the east, towards the sea. Historic demolition of structures on the Esplanade opened up views to the sea, making the area open in character.

To the north the land is relatively flat, although it steadily and gently rises to the south along Kirkley Cliff, which creates long reaching views across the seafront and towards the harbour and historic old town of Lowestoft in the north.



### *Land Usage*

The land use within this character area is varied, due to its variety of spaces and buildings which reflect its historic use as a pleasure resort. The buildings across the area are mostly in residential use, comprising of terraces and villas, some of which have been converted to separate flats. However, many are in use as hotels and guesthouses to cater for tourists, with various forms of accommodation along the seafront such as Bed and Breakfasts and hotels.

Large portions of the area are also devoted to open spaces, gardens and greens, which make a key contribution to its character and appearance. Notably, these include the forecourt of the Royal Terrace, which forms an extensive area of public realm, the Royal Green, Wellington Esplanade Gardens, Kensington Gardens, and the promenade. These spaces are all unique in character and design, however each make a positive contribution to the way in which the area is experienced. They also reflect the careful masterplanning of the seafront, to provide such spaces for residents and visitors to spend time and appreciate the sea to the east and grandiose architecture to the west.

### *Local Details and Building Materials*

As this area developed over a short period of time, it has a relatively cohesive appearance. Properties are generally constructed in gault and yellow brick, with some red brick details and red brick facades. The buildings are typically of two to three storeys in height, with some landmark taller four storey buildings, for example within the Kirkley Cliff Terrace and Wellington Esplanade (List Entry Number 1207048). The building stock comprises mainly of a series of formal, well-proportioned terraces, in a classical architectural style. They are set slightly back from the road with small forecourt gardens, which often give access to basements, with narrow gardens to the rear.



*Figure 110 Red brick with stone dressing*



*Figure 111 Prominent chimney stacks*



*Figure 112 Prominent gable ends*

The buildings are of high quality and are well decorated to reflect the ambitions of the planned resort and contribute to the impressive character of the area. They include well-detailed features such as doorcases, sash windows with margin glazing, decorative tiles and modillion cornices, quoins, rusticated ground floors, and decorative weathervanes and finials.

The large chimney stacks within this area are a notable local detail, as they provide a sense of rhythm to the streetscape and are prominent in views, particularly those from 1 to 50 Marine Parade and Wellington Esplanade.



### *Landscaping and Open Spaces*

The landscaping and open spaces across this area make a key positive contribution and are of high quality, reflecting the grand character of the area. Green spaces are regularly designed into the seafront, forming a highly significant element of the Seafront Character Area. Each green space has a distinct character and history, which makes an important contribution to its appearance.

The Royal Green is currently laid to lawn, with long views out to sea and towards Marine Parade. The Green makes a positive contribution to the area creating a sense of spaciousness, which enhances the grandeur of the surrounding architecture. It also provides a key space for outdoors events, and there is a small, enclosed crazy golf court at the northern end of the green and a children's playpark to the south; these both make a neutral contribution to the appearance of the Green.

The Wellington Gardens, restored in the 1990s, comprise of a long stretch of open green space with formal paths and planting, which is bounded by low hedges and brick walls, affording wide views out of and into the space. It comprises of a series of walkways, with areas of planting and sunken gardens. There are two brasses, installed with Heritage Lottery Funding, which provide heritage interpretation of the garden and its surroundings and make a positive contribution to our understanding of the seaside development here. The predominant character of this space is derived from this formal design set within the coastal location, which makes a positive contribution to the area as a good example of a seaside garden, providing a tranquil place to appreciate the surrounding views and townscape.

To the south of Wellington Gardens is a large car park, which is neutral in its contribution. To the south of the car park is the Putting Green, dating back over 200 years, which makes a positive contribution to the space. The Thatched Cottage Cafe overlooks the green, and makes a positive contribution to its character, as well as a well and small circular thatched structure in its northeast corner. This green space maintains the sense of place which is drawn from the seafront.

Kensington Gardens forms a key area of designed landscaping, located to the south of the character area. The park today enjoys a distinctive character within South Lowestoft, being the only formally laid

out public park within the seafront area. Bowling greens, tennis courts and a boating pond are present within the park, providing amenities for visitors and residents alike, whilst the surrounding area includes areas of mature and seasonal planting with meandering walks and ponds. The Esplanade ends at Kensington Gardens, the latter providing a terminus to the seafront.

Together, these areas form large public domains, joined by the Esplanade and stretching across the majority of the seafront. They provide a sense of openness along the seafront and allow long panoramic vistas out to sea.

The small pockets of greenery along the streets are also notable for the contribution that they make to the appearance of the area. The streets are often lined with trees, particularly along shorter roads which lead to the sea, and therefore contribute to framing views and to the grandeur of the development here. Private front gardens also make a positive contribution, and many have shrubs, flowers and some mature trees which complement the architecture. For example, the small front gardens of Kirkley Cliff Terrace (List Entry Number 1209664) are often planted with shrubs and some small trees, which create a variety of well landscaped additions to the streetscape and enhance the appearance of the area.



*Figure 113 Brass in the Wellington Gardens*





*Figure 114 Kensington Gardens*



*Figure 115 Wellington Gardens*



### Public Realm

Many public realm features within the Seafront Character Area have recently been installed and are of a consistent high quality. High quality paving is used throughout the majority of the character area, with modern galvanised street furniture such as bollards, road signs, and benches, and streetlamps, providing a mixture of tall, sleek modern silhouettes and more traditionally inspired lamps along the promenade. These features provide a contemporary appearance to these areas, however, are complimentary of the historic character.

Key areas of public realm space are the Royal Plain, which comprises of a well-designed forecourt with unique features such as the War Memorial, Statue of Triton, water fountain and heritage interpretation panels. Avenues of trees and benches lead pedestrians to the area, and frame views of the central War Memorial, enhancing the way this space is approached and experienced. Leading east from the Royal Plain is the south pier, which was adapted from a breakwater to a promenade in the nineteenth century and historically provided one of the key attractions for visitors to Lowestoft. The South Pier now comprises of a promenade which terminates at the entrance to the heritage quay, with a small lighthouse. The Pier is lined with public benches and affords long reaching views towards the Conservation Area and its seaside setting.

Another key area of public realm space is the long promenade which stretches along the seafront, leading from South Pier to Kensington Gardens. It also contains the Grade II Listed Statue of Triton (List Entry Number: 1207047) which provides a focal point and is of historic and artistic interest.

Road surfacing throughout the area is a mixture of small pavers and a red coloured aggregate which has been used in the concrete mix when laying the roads. These surfacing treatments add interest to the street and reflects its status and the grandeur of the seafront development. This detailing makes a positive contribution to the appearance of the area.



Figure 116 Upper Promenade with Marine Parade behind



Figure 117 The Royal Plain

### Walkthrough

#### Pier Terrace

The north of this character area is fairly disparate in appearance, bisected by the busy A12, which impacts the way the area is experienced. To the north of the A12 is a small area of public realm, which overlooks the harbour; there is a large tree with seating, and a statue of a fisherman by Dominic J. Marshall (2000) named **The Lifeboatman**, which makes a positive contribution to our understanding of the history and significance of the area.<sup>80</sup> Further west is **Numbers 1 to 8 Pier Terrace**, a row of Victorian terracing which is between three and four storeys in gault and yellow brick, with elaborate architectural detailing including quoins, bay windows, banding, and window surrounds. These buildings make a positive contribution to the appearance of the street. Their ground floors comprise of shopfronts, many of which have retained historic detail.

#### Royal Plain

Opposite, and over the busy road, is the Royal Plain, a large area of open public realm space, with large buildings surrounding the central forecourt. This area has a strong sense of place, due to the variety and quality of architecture here, the views out to the sea, and the cohesive public realm features. The area is accessed by a long pedestrian walkway which leads towards the pier, with an avenue of trees and lamp posts. There is a fountain within the centre, as well as the **Grade II Listed War Memorial** (List Entry Number: 1458627) and the **Grade II Listed Statue of Triton** (List Entry Number: 1209835), both of which contribute to the historic monumental character here. To the north of the open Royal Plain is the **Grade II\* Listed Royal Norfolk and Suffolk Yacht Club** (List Entry Number: 1207043), built in 1902 displaying elaborate architecture for this date. Its observational room in particular makes a notable contribution and is glazed all round under a copper dome with a tall finial, which is prominent in views and makes a contribution to the architectural interest. The building is enclosed by a high brick wall, with segments of iron railings with ship emblems, which contribute to the seaside character here. The palisade fencing here will shortly be replaced by flood walls, which are due for completion by the year 2025.<sup>81</sup>

<sup>80</sup> [The Lifeboatman from the Recording Archive for Public Sculpture in Norfolk & Suffolk \(racns.co.uk\)](https://www.recordingarchive.org.uk/public-sculpture/norfolk-suffolk)

<sup>81</sup> [About | Lowestoft Flood Risk Management Project \(lowestoffrmp.org.uk\)](https://www.lowestoffrmp.org.uk/)



Figure 118 The Lifeboatman



Figure 119 East Point Pavillion



Figure 120 Grade II\* Yacht Club

To the south is the grand **East Point Pavillion**, a large glazed structure built in 1993, and designed as a modern interpretation of Victorian pavilion architecture. The **South Pier** forms a prominent feature and focal point in the open area. To its north, there is a modern single storey stretch of buildings, which are in use as food and drink concessions. These make a neutral contribution to the appearance of the area. The Pier has a single storey modern extension which wraps around it, and houses restaurants and takeaways. The Pier then extends to the east towards a terminating lighthouse; this walk makes a positive contribution to the area, as a historic part of the seafront development and gateway to the Outer Harbour. Wide reaching views across the seafront and Conservation Area can be appreciated from this point. Along the seaward side of the Pier, a steel artwork in memory of fisherman has been installed on a disused plinth, which forms the most easterly sculpture on the Via Beata UK-wide sculpture trail.



To the north of the Pier is the heritage quay. Although this is not within the boundary of the Conservation Area, it contributes positively to the strong waterside character of the area, as it is still in use with a wharf, a small marina. The visual connection to the quay and the site and sounds of the water, boats and vessels contribute positively to the seaside character. The marine related buildings surrounding the quay, such as the Grade II\* Listed Royal Norfolk And Suffolk Yacht Club and the RNLI Lowestoft Lifeboat Station share a strong connection with the quay, visually and in terms of their association with the water activities here.

To the west of the Royal Plain are two nineteenth century buildings, the **Harbour Inn** and **Notleys**; these make a positive contribution, as large, yellow brick and colour washed buildings with classical architectural detailing. Notleys has elaborate detail which reflects the splendour of the seafront, including quoins, panelled parapet, and a circular window with stained glass and surrounding floral detail.

#### *Marine Parade*

Marine Parade is characterised by its row of well-preserved Victorian terraced houses, which overlook the open Royal Green and sea beyond. These buildings are mostly in gault and yellow brick, with some which have been painted; they are all two storeys in height, with basement levels, and contain simple but effective architectural detailing such as bay windows, ground floor quoins, bracketed eaves, and strong boundary treatments. The most notable feature of this stretch is the wide chimney stacks, which make a strong positive impact to the roofline of these houses and are prominent in views along the street.



Figure 123 Heritage Quay



Figure 124 Notleys

The openness of the Royal Green allows for the architecture to be appreciated, providing a green setting for the terraced row of houses.

South of the Royal Green are a stretch of large pairs of villas, which present a prominent frontage along the promenade. They are between three and four storeys, and although they have retained a historic character they are heavily altered, particularly to the rear, and have undergone some extensions which impact the historic appearance of the buildings. They overlook the second **Statue of Triton**, Grade II Listed (List Entry ID: 1207047), commissioned in 1849 to decorate the promenade, which contributes to the sense of place here and reflects the historic seaside character. To the rear of these buildings, they have long back garden plots, which have been paved over or gravelled and contain some outbuildings and single storey buildings, which create a cluttered and inconsistent character. The flint and brick boundary walls, however, make a positive contribution to the streetscape.

#### *Victoria Terrace*

To the south of Parade Road South, the stretch of larger villa buildings continues to overlook the promenade. **Victoria House** and **Gresham House** and **St George's House** in particular are of good quality, and make a positive contribution to the grand, historic character of the seafront. They are three to three and a half storeys in height, with elaborate architectural detailing. Opposite is the **Grade II Listed Victoria Terrace (List Entry Number: 1292405)**, which is a row of red and gault brick terraced houses built in the 1860s as lodging houses for the resort. They make a positive contribution to the streetscape, although each property is in varied condition and many have lost their original windows, doors and railings.



Figure 121 Marine Parade



Figure 122 The Promenade

### Wellington Esplanade

At the **Grade II Listed Wellington Esplanade** (List Entry Number: 1207048), the streetscape opens out, taking in the grand row of terraced townhouses to the west and the formal Wellington Gardens to the east. These are in red brick with gault brick dressings, with a dominant central block and end pavilions, with rusticated quoins and hipped roofs. The architecture of these buildings is elaborate and high-quality, with the varied heights and tall chimneys adding interest to the streetscape. Front garden plots are small, but well preserved and often planted with flowers and shrubs, bounded by iron railings, which make a positive contribution to the area. The **Wellington Gardens** opposite are a well-designed, tranquil green space which reflects the ethos of development of the seafront, providing a space from which to enjoy views of the surrounding architecture, promenade and sea.

### Kirkley Cliff Road

To the south of Claremont Road, a short street lined with modern arched lamps, the area continues to be open and grand in character. The west of the street is lined with detached villas and terraced townhouses, which overlook the car park plot and green. The car park is incongruous with the green seaside character of the area, despite being bounded by a low brick wall with some soft landscaping. The **Grade II Listed Ashurst** (List Entry Number: 1207035) and **South Lodge** (List Entry Number: 1279944), both designed by W.O. Chambers in 1864, set back from the street, which make a positive contribution to the area. Ashurst is a rendered three storey building with rusticated quoin detailing, set within a large paved plot with boundary shrub planning and a low brick boundary wall. South Lodge is red brick with gault brick dressings, with similar quoin detailing and low brick boundary wall. Both buildings have a square tower under a concave pyramid roof, topped with elaborate finials, which make a notable contribution to the roofscape and add interest to the views along the street.



Figure 125 Grade II Listed Ashurst



Figure 126 The thatched cottage with Grade II Kirkley Cliff Terrace behind



Figure 127 Kirkley House

**Number 3 to 19 Kirkley Cliff Terrace** is Grade II Listed (List Entry Number: 1209664) and presents a well-preserved row of gault brick terraced townhouses. They provide a strong sense of rhythm to the streetscape, with high quality architectural detailing, which contributes to the grandeur of the area. Notably, they have first floor balconies with iron railings, which contribute to the seaside character of the street. The front garden plots are often planted with flowers and shrubs, and bounded by low brick walls, which also enhance the appearance of the street.

Opposite this row of buildings is the green, with the **Thatched Cottage**; this open space makes a positive contribution to the area, affording wide views out towards the sea. The cottage makes a notable positive contribution, as an unusual architectural style within the area, with timber framing and its prominent thatched roof.

Further south, **Kirkley House**, **Victoria Court** and **Hotel Victoria** form a row overlooking the sea and make a positive contribution to the Esplanade. They are a group of large, red brick buildings, with prominent Dutch gable ends, adding architectural interest. They have first floor balconies with iron railings, which contribute to the seaside character and reflect the seafront location of these buildings. They are set within large plots, with gardens bounded by low brick walls. Many of these boundary walls are of particular interest, as they reflect the Dutch gable style of the buildings, with floral embalsms which contribute to their appearance.





Figure 128 Kensington Gardens with lake



Figure 130 Grade II Listed Henry Reeve Memorial



Figure 129 Grade II Listed Statue of Triton on the Promenade

To the south is a stretch of modern buildings which are neutral in character; **Glenwood Court**, however, is noticeably out of character with the area, due to its height, materials and massing. Further south, **St Mary's Roman Catholic Primary School** is an unusual single storey building with pyramidal and flat timber roofs, set within a large plot on the Esplanade, on the site of the former Empire Hotel. The school playing fields and car park are bounded by a mixture of fencing and hedges.

**Kensington Gardens** is located at the south end of the Esplanade and is a more formal space along the seafront. The gardens retain much of their original plan and planting, bounded by high hedges, which largely screen it from view and create an enclosed character, with mature specimen trees throughout the garden. The gardens are formed by distinct areas, which each present a different character and feeling.<sup>82</sup> To the north, a large circular boating lake dominates the garden, with mature trees, a walkway and benches surrounding it. Two small flint and red brick buildings sit opposite the water to the west, providing storage and public restrooms. A small Holocaust Memorial Garden is tucked away in the north western corner here, with planting creating an enclosed and tranquil place of reflection. The **Grade II Listed Richard Henry Reeve Memorial** obelisk is located to the east (List Entry Number: 1463448), which provides a focal point within the garden and is prominent in views within it. Further south is the Japanese garden, with specimen trees, a pond with a bridge crossing over it, and a series of sinuous paths leading through the garden. Beyond this is the pavilion and shelter, overlooking the two large bowling greens, with tennis courts to the west. The Kensington Garden is a complex and well-designed space, which reflects its historic pattern and has retained many original features. It makes a positive contribution to the character and appearance of the area, reflecting the development and identity of this seaside pleasure resort.

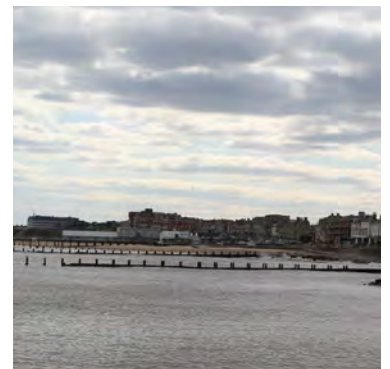
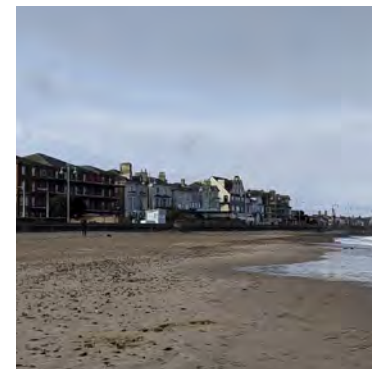
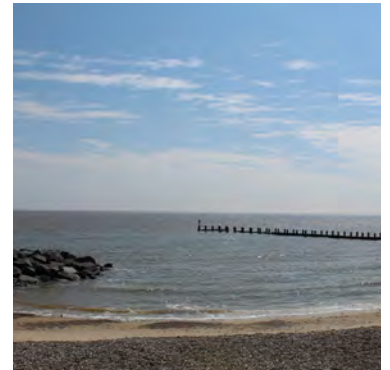
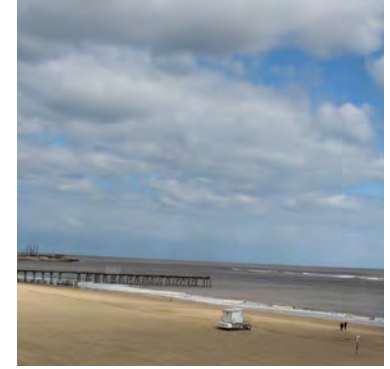
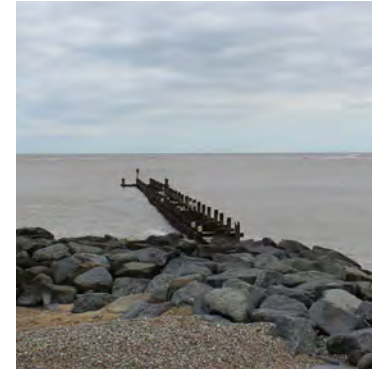
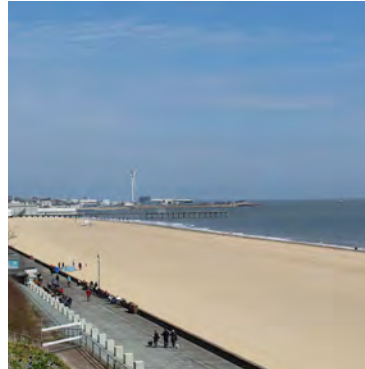
The upper promenade flanks the character area to the east, providing a wide and long walkway along the seafront. It is open and spacious in character, and notable for the long views it affords towards the historic core of Lowestoft in the north, the sea to the east, and the architectural townscape of the seaside resort to the west.

<sup>82</sup> Kensington Gardens, <https://lowestofttowncouncil.gov.uk/assets/Webpage-Meetings/2020-2021/Full-Council/23rd-March-2021/Kensington-Gardens-5YP.pdf>

## Character Area 7: Beach

### *Summary of character area*

This character area comprises of the beaches to the east of the sea wall, their associated leisure facilities and structures, and the Claremont Pier. The coastline is a long stretch of sand and shingle beaches, with wooden groynes and modern sea defences to the north which intersperse the sandy vista. Its character is derived chiefly from the sensory experience of the beaches; the feeling of sand and the spray of sea, as well as the smells and sounds of coastal leisure activities. Visually, this area shares a close relationship with the sea to the east, and the seaside resort to the west, as an area which provides a crucial link between the resort and its reason for being. This character area enhances our appreciation of the development of South Lowestoft / Kirkley and plays a key role in its continued function as a tourist destination.





### *Land Usage*

Lowestoft's beach is mainly used and valued as a heritage landscape and recreational destination for a wide variety of visitors including tourists, locals, dog walkers and nature enthusiasts.

The beach is chiefly used for commercial, cultural and recreational purposes, which reinforces its relationship with the town and historic development of the resort. The formal character of the beach, including the Pier, rows of beach huts, and the long promenade contributes to its historic character.

### *Landscaping and Open Spaces*

The character area is formed by a long stretch of open space, which is bisected in the centre by the Claremont Pier. The beach itself is an informal open space, with wide views stretching along the coastline which are integral to the character of the area. The sandy beach to the south, with some dunes, and shingle beaches to the north each present a slightly different character.

To the north, recent coastal restoration works have taken place to protect the seawall and promenade at Lowestoft, and stone groynes were laid in 2014. These coastal restoration works have changed the character and use of the northern beach here. Where this was once the main tourist beach destination, it is no longer promoted as being accessible and the tourist beach is now close to the Claremont Pier. It is likely that the effects of climate change and coastal erosion will play a significant part in the changing natural character of the beach.



*Figure 131 New coastal protection works along the north beach*

### *Public Realm*

Public realm features include the beach huts and promenade walkway which connects the beaches and the seafront promenade above. These areas are of high quality and make a positive contribution to the appearance and character of the area. The Upper and Lower promenades are currently connected by steep slopes and steps, which are neutral in character and present an area for enhancement through planting and improvement of accessibility.

### Walkthrough

To the north, the beach features more sea defences which contribute to a more modern character here. The land is also flatter at this northern point, and so there is increased intervisibility between the beach and long views to the west towards the nineteenth and twentieth century architecture and north towards the Harbour. On the beach are a series of smaller sandy beaches which have formed between modern sea defences, which have been installed as boulder stone groynes to protect the beach and promenade from the effects of coastal erosion. This portion of the beach is overlooked by semi-circular viewing platforms along the upper promenade, which contain benches and a seaside shelter.

To the south, a long sand and shingle beach stretches towards the **Claremont Pier**. Claremont Pier is a timber pier, which was closed for a number of years throughout the twentieth and twenty-first centuries and, although partially open at its western end, the structure is in some need of restoration and maintenance works. There are a number of facilities at its western end, including restaurant. At the midpoint of Claremont Pier is an art installation by David Ward, which consists of a group of lights suspended on tall poles and is prominent in views across the beaches. These sculptures are of artistic and communal value to the area. From the beach level, it is possible to walk underneath Claremont Pier, which adds interest to the area and provides a divide between the north and south beach. The space beneath the pier is of interest as well, providing a unique view of the structure and creating an enclosed space within the otherwise open expanse of the beach.

The beach to the south is a well maintained and a fundamental aspect of a historic seaside resort; it is a wide open space, enclosed to the west by beach huts and the gently sloping cliff, with some glimpsed views of the upper promenade and the seafront architecture beyond. The **beach huts** are a variety of a typical timber seaside style, and early to mid-twentieth century huts, which are brightly painted in a long row which flanks a beach walk. They make a positive contribution to the character of this area and add visual interest and colour to the Lower Promenade.



Figure 132 Modern beach huts along the lower promenade



Figure 133 View north along south beach towards Claremont Pier





## 4. Management Plan

### Opportunities for Enhancement

The following opportunities for enhancement within the South Lowestoft / Kirkley Conservation Area have been identified and are summarised below in brief. The list is in no way exhaustive and neither are the opportunities identified unique to South Lowestoft and Kirkley, with many being shared with other coastal Conservation Areas.

#### Access and wayfinding

Across South Lowestoft / Kirkley there have been improvements made to the waymarking, particularly to connect the Station and London Road North with London Road South and the seafront. This area surrounding the station would still benefit from stronger waymarking to areas of the Conservation Area, to integrate all elements and provide context for the wider settlement at this key gateway area, and throughout the seafront area in line with the priorities and aims of the Seafront Masterplan (2021).

Ease of pedestrian access is also restricted by the busy streets around the Station, which currently sever the Station from the areas of public realm, as well as creating a disconnect between the Harbour character area from the rest of the Conservation Area. The Lowestoft Town Centre Masterplan (June 2020) has identified the Station Quarter as an area for enhancement, and better integration within this area will support it as it acts as a gateway alongside the Station, as a first point of entry where pedestrians can be encouraged to spend time and get their bearings of the wider area. This is particularly important as this area acts as a link, drawing South Beach holidaymakers to explore the centre.<sup>83</sup>

<sup>83</sup> <https://www.eastsuffolk.gov.uk/assets/Business/Regeneration-projects/Lowestoft-Town-Centre-Masterplan.pdf>

The construction of The Gull Wing bridge, which will open in 2023, should also relieve some of the congestion within the Conservation Area and Bascule Bridge.<sup>84</sup> The various approaches to signs and traffic measures in the Harbour area could be condensed or reconsidered, in partnership with the Council's highways team, drawing on Historic England's [Advice for Highway Engineers and Designers](https://historicengland.org.uk/images-books/publications/streets-for-all/heag149-sfa-national/). While they are crucial to safety, they do currently impact the way the Conservation Area is experienced, particularly within The Harbour character area.

Waymarking along the seafront presents an opportunity for enhancement, to improve legibility for those with visual impairments. Accessible, high quality signage should be installed throughout the Conservation Area.

#### Car parking

Within South Lowestoft and Kirkley, there are a range of approaches to parking, some of which are more successful than others. The one-way traffic system around the B1532 alleviates congestion in and around the Conservation Area, particularly during the busier summer months.

There are a number of car parks throughout the Conservation Area which are inappropriately located and make a harmful contribution to the experience of the area. Car parking can detract from the visual coherence of the public realm, and there is an opportunity for the Local Authority to adopt a comprehensive initiative, such as the Historic Core Zones project, and reach an integrated transport strategy.<sup>85</sup> Car parks are often positioned in key sites along London Road South and the Seafront, which impacts views and creates noise and visual clutter to the otherwise wide and grand streets. There is potential for these sites

<sup>84</sup> <https://gullwingbridge.co.uk/>

<sup>85</sup> Historic England, High Streets for All, <https://historicengland.org.uk/images-books/publications/streets-for-all/heag149-sfa-national/>



to be relocated or better integrated into their surroundings, for example through the use of soft landscaping as seen on the Claremont Pier Car Park, or for them to provide sites for future, high-quality and sympathetic reuse which responds to the existing grain of the Conservation Area. Opportunities for parking elsewhere should be sought, in order to free these key spaces along the seafront and allow for them to be enhanced. Alternative use should also be sought to make better use of car parks to the west which aren't used to capacity.

On-street car parking is also a concern across the Conservation Area, particularly along smaller residential streets; there is an opportunity to integrate on street parking through the use of harmonious paving materials, which help to delineate areas for traffic calming and parking.

### Heritage Interpretation

There are a range of interpretation boards across the Conservation Area which make a strong contribution to our appreciation of the area and understanding of its history. Boards can be found at the inner courtyard of the Station and these work well to create a strong first impression of the town, as well as within the Royal Plain and along the seafront. There is opportunity to restore some of these boards, which have been weathered by the sea, which has impacted their legibility. There are also examples of boards which have been left empty; therefore, there is opportunity to ensure that information boards are regularly checked and maintained, and information is routinely updated.



Figure 134 Weathered plaque on the Statue of Triton

There is also potential to provide more boards or explore alternative methods of interpretation such as digital interpretation and the creation of heritage walks and trails for heritage assets such as the historic gardens and key buildings and periods of architectural development within the Conservation Area.

### Inappropriate alterations

#### *Terraced housing*

Terraced housing makes a key contribution to the character and appearance of the Conservation Area. Throughout the area, small incremental changes have impacted the historic character of these terraced rows, through the loss of windows, doors, boundary treatments, loft conversions, façade rendering or painting, and satellite dishes. There is an opportunity to provide better awareness of the importance of historic terraces to local property owners and demonstrate the impact that inappropriate changes can have to a building and the wider Conservation Area. Historic England, for example, provides guidance on *Changes to Historic Terraced Housing, which addresses the key issues relating to changes to buildings of historic significance, and provides a useful resource for property owners to consider.*<sup>86</sup>

In many cases, rows of terraced houses have been impacted by the varying approaches to façade treatments, which interrupts the rhythm of the streetscape and the appearance of the buildings. For example, along Commercial Road there are examples of exposed brick, painted render, and inappropriate cladding, which impacts the significance of the group.

#### *Historic windows, doors and porches*

A key concern across the majority of the Conservation Area is the alterations to windows, doors and porches. The replacement of timber windows with inappropriate uPVC windows can impact the historic character of a building, and the contribution they make to the appearance of the Conservation Area. Original timber windows have often been replaced throughout the Conservation Area, which negatively impacts the architectural interest of the buildings. The East Suffolk Council's Historic Environment Supplementary Planning Document also notes that the location of doors and windows within a historic building is an essential part of its character, and by altering their position, or blocking them up, this can detract from its appearance, for example, if doing so makes a building lose its sense of symmetry. This can be seen on the north side of Beach Road, where windows have been replaced with

<sup>86</sup> <https://historicengland.org.uk/advice/your-home/making-changes-your-property/types-of-work/terraced-housing/>

doors and porch extensions interrupt the rhythm and appearance of the street.

Historic England's *Traditional Windows Their Care, Repair and Upgrading* (2017) advises that "the loss of traditional windows from our older buildings poses one of the major threats to our heritage. Traditional windows and their glazing make an important contribution to the significance of historic areas. They are an integral part of the design of older buildings and can be important artefacts in their own right... The distinctive appearance of historic hand-made glass is not easily imitated in modern glazing." The loss of historic joinery such as sash and casement windows and panelled doors results in a degree of harm to the significance of an historic building, and the loss of crown or other early glass can also cause harm to the significance of buildings. Historic England's 2017 advice recommends that 'surviving historic fenestration is an irreplaceable resource which should be conserved and repaired whenever possible.'

Where draughts are causing an issue, the repair and refurbishment of windows can improve the thermal performance of historic windows in the first instance, along with the use of shutters and heavy curtains. Alternatively, modern technology allows for well-designed secondary glazing; special timber casements that can be constructed and fixed to the interior of the frame using sections and mouldings to match the primary glazing. These less intrusive methods are advisable within the Conservation Area; however, it is recommended that advice is sought from the East Suffolk Council before any changes to windows, doors or porches are made to ensure the optimum solution.

### **Inappropriate Modern Development**

Fortunately, there has been very little large scale inappropriate modern development within South Lowestoft and Kirkley. Where it does exist, it typically comprises of blocks of flats, which introduce uncharacteristic massing and materials into the area, notably the Glenwood Court development on the seafront, or small-scale modern infill, which mostly makes a neutral contribution particularly along London Road South (Number 65 – 77, the KFC, 144, 259, 273, and Kensington Court). There is opportunity to enhance any spaces which present a

key opportunity for enhancement through future redevelopment into more appropriately designed buildings, such as the KFC and Number 65 London Road South, which consider the significance and setting of surrounding heritage assets and respond to the existing grain and character of the area, or through short term measures to soften their impact, through soft landscaping and appropriate colour paint.

### **Kirkley Cemetery**

There is opportunity to enhance understanding of the significance of Kirkley Cemetery and to create a bespoke Conservation Management Plan for the Cemetery. Cemeteries are important spaces of communal value and historic interest, often designed by those who were involved in the development of urban parks and gardens of a similar date. There is a strong case to be made that cemeteries have special architectural and landscape interest because they have often not been modified, adapted, overlaid, or even destroyed, and therefore show fewer changes than elsewhere in the historic environment.<sup>87</sup>

Within the Kirkley Cemetery there are listed chapels and gates, and unlisted features of interest including lodges, boundary walls, gates, tombs, war graves and mature trees. These are all features which should continue to be maintained, and which contribute to the special interest of the Conservation Area. Historic England notes that there is increasing public interest in cemetery conservation, which can be attributed to the growing popularity of family history, and the use of burial records and cemetery registers to identify family burial places, gravestones and monuments. Therefore, there is potential for collaboration with the local community in future conservation, management, and research of the Cemetery. Local cemetery strategies can also be integrated into wider local authority green space strategies, and there is potential to utilise The Green Flag Award scheme, which is increasingly being used to monitor and reward good cemetery management and provision. The Kirkley Cemetery forms a large and key space within the Conservation Area, therefore, there is opportunity to manage it as a heritage asset.

<sup>87</sup> <https://historicengland.org.uk/advice/caring-for-heritage/cemeteries-and-burial-grounds/management/>



### Maintenance and condition

Many of the buildings and spaces across the Conservation Area have been impacted by a gradual decline in their condition due to lack of ongoing maintenance. Historic England defines maintenance within *Conservation Principles* as “routine work necessary to keep the fabric of a place in good order”. The importance of preventative maintenance cannot be over-emphasised, as ongoing maintenance can not only limit, or even prevent, the need for repairs later, it will avoid the loss of original fabric and is cost-effective.<sup>88</sup>

There are examples of maintenance issues across the area, which are common to historic buildings and Conservation Areas, such as the deterioration of paintwork, timber rot, and loss of historic features. Upper residential sections of the retail buildings were often found to be a poor condition, such as peeling paint on doors and windows, an overall weathered appearance and some damage to brick work. Examples of this can be found throughout the Conservation Area, however key areas which are considered to demonstrate maintenance issues are the terraced row on Commercial Street, 7 to 13 Station Square, 44 and 45 London Road North, 8 Battery Green Road, Imperial House, Bevan Street, the Grade II Listed 16-28, Victoria Terrace, 36, 149-151 and 307 London Road South. Also, due to the layout of streets and scale of buildings along London Road North and the seafront, there are many views of the rears of properties. This is particularly the case along College Road and London Road South. The rears of properties have often experienced incremental changes and are in poorer condition than the main facades. These areas would benefit from general and ongoing maintenance.

There is an opportunity to monitor ongoing condition and maintenance issues across the Conservation Area by means of a regular baseline photographic survey, building on the condition assessment undertaken in 2020 as part of the High Street Heritage Action Zone Scheme. Going forward, this could be an opportunity for local groups and individuals to lead in, and there is scope for the Council to work in partnership with the community to undertake ongoing assessments such as this.



Figure 135 Examples of poor condition, and opportunity for enhancement through maintenance

### Opportunity Sites

#### Car Parks

Car parks are often positioned in key sites, such as London Road South and the Seafront, which impacts views and creates noise and visual clutter to the otherwise wide and grand streets. There is potential for these sites to be better integrated into their surroundings, for example through the use of soft landscaping as seen on the Claremont Pier Car Park, or for them to provide sites for future, high-quality and sympathetic reuse which responds to the existing grain of the Conservation Area.

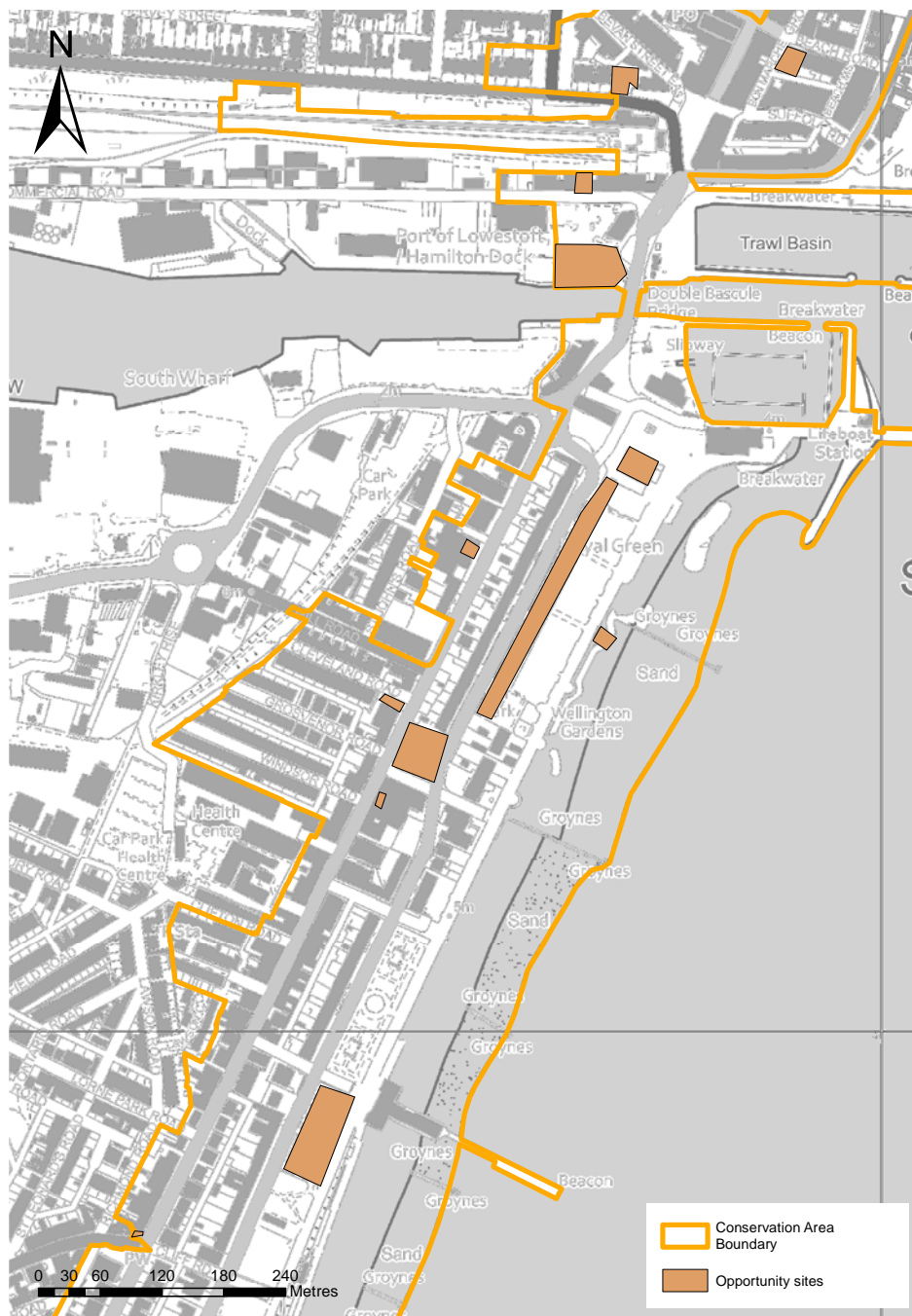


Figure 136 Map highlighting opportunity sites in the Conservation Area

### *East Point Pavilion*

The Pavilion is located in a prominent position within the Royal Plain and makes a notable contribution to its character and appearance. The site is due to soon be converted, with substantial internal changes including having a food and drink concession market installed within the building, to provide a flexible space for mixed uses. This work will also make alterations to the external finish and appearance of the building, introducing colour to the elevations which is inspired by the beach huts on the seafront. This is a great opportunity to enhance the building by providing improvements through these changes and maintenance to the exterior of the building, and by adapting the way it is used, responding to the seafront character of the area and encouraging pedestrians to spend time here on the Royal Plain. The Pavilion is surrounded by a large area of pedestrian-only public realm, so there is opportunity for combined indoor and outdoor uses; utilising this entire space, for example through the plans to have market stalls outside as well as inside, will help to encourage visitors in.

### *Empty plots*

There is a small plot at the junction between Cleveland Road and London Road South, within which is an electricity substation, which provides an opportunity for enhancement. This could be achieved through the creation of a green space or community space, or through its sympathetic development.

### *Vacant Premises*

There are a number of vacant properties across South Lowestoft and Kirkley, which provide opportunity for enhancement through general repair and maintenance. The Conservation Area has a long stretch of high street running across the London Road North and South; historic high streets are at risk of decline across the Country, and particularly within coastal towns, and there is no exception here. The High Street Heritage Action Zone scheme, which will operate from 2020 to 2024, will provide an opportunity to regenerate these vacant spaces throughout the Conservation Area, and therefore enhance them and the contribution that they make. As part of the scheme, data was collated in 2018 to identify vacant retail sites within the High Street;



there were 39 identified at this time. Historic England's Guidance on *Vacant Historic Buildings (2018)* should be implemented to ensure that these buildings are not at further risk of deterioration. Where possible, a custodian or guardian should be appointed. This is an important role with responsibility for monitoring the building while it is empty and photographing and reporting damage. If the building is unoccupied, a contact number should be displayed, so that a member of the public can report any damage witnessed. Vacant shop units can also be enhanced creatively at a low cost and should be considered a 'blank canvas' for improvement. This could include public art or information on the area.

Key vacant sites are currently included within the Heritage Action Zone priority list, and so will be improved throughout the duration of the HAZ. These include:

- The Grade II Listed Port House
- 11 Commercial Road
- Royal Court Hotel
- 307 London Road South

### Public Realm

There is a range of high-quality public realm spaces and furniture across the Conservation Area, however, there are some key spaces that would benefit from improvements. Station Square and the surrounding key retail area to its north would benefit from the enhancements proposed in the Lowestoft Town Centre Masterplan (2020) which would encourage visitors to spend time here; currently they serve as transitional spaces, as people travel through them to reach different areas. The space outside of and opposite the Station could also be enhanced to provide greater connectivity between the station and the square, through waymarking, furniture and soft landscaping. The waymarking and furniture along the seafront and London Road South is currently unsuitable for those with visual impairment, and should be replaced with accessible, high quality signage which should be continued in new areas of improvements to provide cohesivity.

A public realm Seafront Masterplan was completed in August of 2021. The masterplan identifies public realm interventions and has been underpinned by heritage-led regeneration. Its key aims are to: reinforce the relationship between East Point Pavilion and Royal Plain; create a more adaptable space by reducing influence of service roads; improve night-time spaces through creative use of lighting; introduce species appropriate planting on Royal Plain and Royal green; reinforce biodiversity connectivity to improve surfaces, particularly on South Pier; use lighting and public art to draw people along South Pier; connect the Royal Green to East Point Pavilion; integrate pedestrian and cycling routes from the Esplanade to the town centre; and enhance signage across the area. These improvements will all enhance the way the Conservation Area is experienced, and support in introducing high quality and creative public realm interventions to the area.

There is also the opportunity to enhance accessibility through some areas of public realm, particularly the steep slopes and steps which currently connect the Upper and Lower Promenades and are currently not suitable for wheelchair users or people with mobility issues.

Green spaces make a key contribution to the Conservation Area, and there are some which would also benefit from increased furniture. For example, the Royal Green and Cemetery have very few seating options which limits the experience of these spaces, making it difficult to spend time within them. Although there is a preferred style of heritage bench which is appropriate to heritage parks, it is also considered that some specific areas of a park may attract other styles of benches; for example the Japanese garden in Kensington Gardens may have an oriental style bench in that one area whilst the majority of the park has the standard heritage bench. This may also vary around cafés and restaurants where picnic-style seating or fixed tables and chairs may be characteristic and beneficial. Lowestoft Town Council's Open Spaces Strategy (2019) Public Seating Policy stipulates that benches should be from the Council's preferred suppliers.

### Seafront gardens

The seafront gardens and green spaces are of a high quality and make a key positive contribution to the character and appearance of the Conservation Area. There is the opportunity to continue to maintain, promote and enhance these spaces as historic parks and gardens and heritage destinations. The Lowestoft Coastal Community Seafront Strategy (2015), made in partnership with the Lowestoft Coastal Community Team through consultation with local organisations, groups, businesses and residents, has a priority of providing better connectivity across the area and making the most of heritage assets; it notes that this can be achieved through better wayfinding to Kensington Gardens and improved interpretation of the historic gardens and local history through tourist information provision. The Open Spaces Strategy (2019) also identifies Kensington Gardens as a Heritage Destination Park. It notes that it already has most of the required components to be considered a destination park, designed as a formal pleasure garden although also with elements of sports provision. There is scope to promote the park further as a heritage destination.

### Seaside improvements

The beach forms an important part of the Conservation Area and contributes to its character and special interest as a nineteenth century coastal town. More than this, the beach fosters a strong sense of identity, separate to the built environment within the Conservation Area. It is open and expansive and forms a flexible and unique place to promote the cultural heritage of South Lowestoft and Kirkley. A number of initiatives are underway to improve the beach, which will support in this aim. Art installations are a good way to engage local communities and to invite local schools and artists to contribute in responding to the character of the area. Projects such as the 'Watertight Words' and pop up installations and sculptures provide a good opportunity for this.

In the long-term, the opportunity exists to open access to the rear of the Claremont Pier. The Pier is currently unsafe to open to the public, although it houses an art installation and is a prominent feature within views. By repairing and opening the Pier, these views would be open to the public, and would provide a good place to take in the Conservation Area and its wider setting. There is also potential to create a more sympathetic front of the pier, working with the businesses currently in place to rationalise signage and present a coherent brand.

There are also plans to make the South Beach accessible by wheelchair; this will be hugely beneficial to the area, and enhance accessibility of this key asset within the Conservation Area, allowing for larger numbers of visitors to experience and appreciate the area. This is in line with the Lowestoft Coastal Community Seafront Strategy (2015), which prioritises accessibility of the seafront for all.

Overnight beach huts are to be established along the beach; these are due to open in 2022. The structures will provide a unique feature.

Another key opportunity along the seafront is the pagoda building. The pagoda's position on the promenade affords wide views across the Conservation Area and sea, and could make it a desirable location for visitors and events. This could encourage greater interaction between locals and visitors with the historic environment and encourage pedestrians to spend longer on the seafront. Any alterations should be sympathetic to the existing building and seek to reflect the seaside character of the building and its setting.

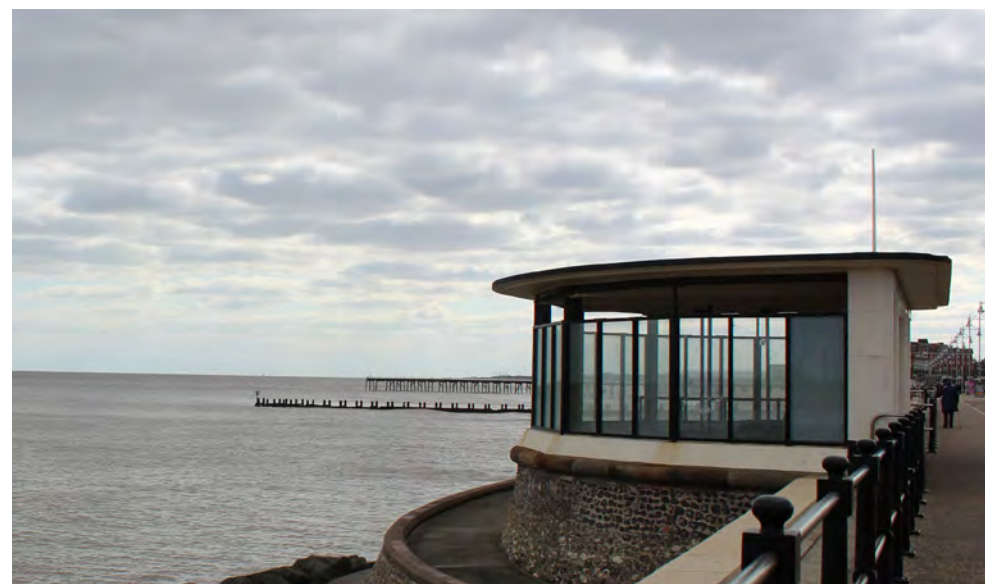


Figure 137 Seaside shelter, located on a key site along the promenade



### Shop Frontages

The Conservation Area contains a number of historic shop frontages which make a positive contribution to the area, predominantly located within London Road North and London Road South. While many have retained their historic character, some are in need of maintenance repairs and have undergone unsympathetic alterations; of those, many are vacant, and are therefore at risk of deterioration or loss of the architectural details which give them their character.

There is opportunity for enhancement of historic shopfronts through the London Road, Lowestoft High Street Heritage Action Zone, which aims to improve the appearance of 40 commercial properties through reinstatement of historic shopfronts, signage enhancement, repair and maintenance. This will greatly improve the appearance and character of the Conservation Area, and contribute to its special interest as a commercial, nineteenth and twentieth-century resort and tourist destination, as well as promote local heritage led regeneration.



*Figure 138 Examples of shopfronts with opportunity to enhance on Bevan Road East*

## Management Proposals

There are a wide range of opportunities for the South Lowestoft / Kirkley Conservation Area, as noted above, many of which share common themes. This section seeks to recommend management proposals which address these in both the short and long term.

### Addressing common queries

Securing good advice is vital when planning a successful alteration or extension, and applicants are encouraged to engage a professional at an early stage with experience in historic buildings who can provide advice as well as prepare drawings and specifications. Reference should also be made to the East Suffolk Council's Historic Environment Supplementary Planning Document to ensure changes to the historic environment conserve, and where possible enhance, its significance. Advice on some common queries relating to changes to buildings within the Conservation Area is summarised below. However, if you are in any doubt about the need for permission, please contact the East Suffolk Council's Planning department.

### *Aerials and satellite dishes*

The installation of aerials and satellite apparatus on a building fronting a highway, waterway or an open space within the South Lowestoft / Kirkley Conservation Area will require planning permission due to the presence of the Article 4 Direction. Listed building consent will be required where installation would affect a listed building. East Suffolk Council's Historic Environment Supplementary Planning Document (SPD) sets out the overarching guidance for locating new equipment on an historic building:

- Avoid the street-facing elevation, if physically possible,
- Avoid placement next to key architectural features such as shopfronts, doorcases, signage, window and door openings,
- Consider high level positions close to eaves or gable apexes and at building corners, and
- Consider visibility from street level both close to the building and from medium and long-distance views.

Further information can be found in Section 12 of the Historic Environment SPD.

### *Boundary treatments and frontages*

Boundary treatments and front garden plots across the Conservation Area often make a positive contribution to the appearance of streets and the setting of positive unlisted buildings. Boundary walls are often built in gault, red and yellow brick, with some examples of flint and original iron railings as well which make a particular contribution. Existing historic boundary walls make an important contribution to the character of the area. These should be maintained and reinstated wherever possible.

East Suffolk's Historic Environment SPD notes that 'As well as the type of materials used, the detailing, colour, texture, bonding and pointing are all important considerations when considering new walls or repairing existing ones which are Listed or are located alongside historic buildings'; therefore, maintenance and repairs should take traditional materials and techniques into consideration. When repairing walls, the identification of any surviving historic finishes or pointing (mortar colour and mix, and pointing profile) is important and repairs should match or reinstate the historic finish rather than replicate any modern repairs.

Across the Conservation Area, frontages make an important contribution. The high density of Victorian and Edwardian properties had their front garden plots and designed alongside them, and therefore many have retained attractive features such as decorative steps, railings and footpaths. Where these exist, every effort should be made to retain or reinstate them. Many properties have attractive Victorian tiled front paths, which should be preserved (East Suffolk Historic Environment SPD, para. 9.28).

### *Chimneys*

Chimneys are an extremely important feature of the South Lowestoft / Kirkley Conservation area, particularly on Victorian terraced buildings along the seafront and London Road South; they are an attractive element in the grand townscape of the seaside town and contribute to a sense of place here. They should be maintained in line with the Society for the Protection of Ancient Building's guidance on their [website](#), ensuring that repairs are like-for-like. Permission could be required for



the demolition or alteration of an existing chimney or for the erection of a new one, and Listed Building Consent will be required if the building is Listed (East Suffolk Historic Environment SPD, para. 17.9). The removal of historic chimneys is likely to be resisted and where there are demonstrable structural defects the like-for-like rebuilding of chimneys will be encouraged.

### *Windows*

Windows are important architectural features and make a key contribution to the character of historic buildings. They also comprise an important part of the streetscape, and in South Lowestoft and Kirkley, the symmetry and rhythm of apertures makes an important contribution to the Conservation Area. Original or historic windows are an important component of the character and appearance of the Conservation Area, demonstrating changes in construction, technology, materials and design over time. As with all historic fabric, they are an irreplaceable resource and should be conserved where possible.

The Article 4 Direction across the Conservation Area requires the need for planning permission for any alterations to a house, including changing the windows, where it fronts a highway, waterway or open space. Planning permission is required for some alterations to commercial buildings, including shops, and flats too, and listed building consent will be needed for any changes to the windows of a listed building.

The retention and repair of historic windows is strongly encouraged, and windows should only be replaced where they are beyond repair. Where new windows are needed, they should replicate the historic windows in material as well as design. Where windows have been replaced with ones of unsympathetic design or material, their replacement with windows of a traditional design is recommended to enhance the character and appearance of the Conservation Area. Further guidance on window repair and replacement, including improving the thermal performance of windows, can be found within the East Suffolk Historic Environment SPD (paras. 10.1 – 10.9) and the Historic England guidance on [Traditional Windows: Their Care, Repair and Upgrading](#).

### *Dormers and rooflights*

The roofscape of the Conservation Area is an important component of its character and appearance. Chimneys, gable ends, traditional dormer windows, decorative ridges and finials add interest and variety to the streetscene, whilst the uniform roofscape along rows of terraced housing contribute to a cohesive character. Therefore, the addition of dormer windows and rooflights must be carefully considered, as they may impact the character of the Conservation Area. These features can be particularly prominent visually disrupting and detracting from the simple form of the roof. Rooflights are more modern features and are generally not acceptable, particularly on front roof slopes. However, if well designed and appropriately positioned, dormer windows and rooflights can be acceptable on some buildings (East Suffolk Historic Environment SPD (paras. 10.10 – 10.12).

The East Suffolk Historic Environment SPD (paras. 10.13 – 10.19) should be consulted regarding the design of traditional dormer windows and the general principles which should be considered:

- Reflect the style, materials and colour of the existing building,
- Traditional roof forms are flat, catslide or gabled,
- Dormer cheeks (sides) should be rendered or clad in lead sheets,
- Eaves, verges and framing should be carefully designed, and
- Avoid placing too high on the roof slope.

Within the Conservation Area dormer windows will require planning permission. Rooflights will require planning permission if on a roof slope fronting a highway, waterway or open space. If on a listed building, both will require listed building consent.

### *Repointing and rendering*

The building stock within the Conservation Area comprises a mixture of brick and rendered frontages, which make a crucial contribution to the special interest of the area. Careful ongoing and sympathetic maintenance is required to ensure the preservation of these historic buildings. Guidance is available in the East Suffolk Historic Environment SPD (paras. 15.51 – 15.77). Listed building consent may be required for some works to repoint, re-render or paint listed buildings. Planning permission will be required for exterior painting

or changes to the external materials of houses (including rendering) within the Conservation Area but repointing a wall to match the existing pointing will not require planning permission.

When repointing, the identification of any surviving historic pointing (considering the mortar colour and mix, and the pointing profile) is important and repairs should match or reinstate the historic finish and use traditional lime mortars. Previous poor repairs should not be replicated, for example, the use of cementitious mortar or ribbon pointing on historic brickwork. Further best practice guidance can be found in [Historic England's guidance on Repointing Brick and Stone Walls](#).

### *Shopfronts and Advertisements*

There are a number of late nineteenth and early twentieth century historic shopfronts throughout the Conservation Area which have retained historic architectural detailing and make a positive contribution to the special interest of the area. There is scope for improvement to shop frontages to enhance the character and appearance of the historic streetscape. In the short term, vacant shop units can be enhanced creatively at a low cost and should be considered a 'blank canvas' for improvement. This could include public art or information on the area. The Council should consider utilising existing powers to intervene where any unit has been vacant for over three months so that it does not detract from the area's character and appearance.

Most traditional shop fronts comprise similar architectural components which together contribute to its quality and character. The most common features are identified in Figure 139 and include the stall riser, pilasters, fascia and cornice. Where these features survive, they should be retained, repaired and maintained and should not be concealed by new additions. Lost features should be reinstated. Where an existing shopfront is to be replaced or altered, the design should relate to the existing characteristics of the street scene and the upper floors of the building, as well as the town as a whole. Along London Road, Suffolk Road and Bevan Street East, where the majority of buildings and shopfronts are historic, new designs should follow

traditional design principles. Key principles are set out below:

### *Traditional Materials*

The predominant material used for historic shopfronts is painted timber, which is used for virtually all historic streets and should generally form the basis of new designs. Plastic sheets and anodised or plastic-coated metals, in most cases, should not be used, as these are generally unsympathetic when viewed in combination with natural textures. Many of these materials also have glossy surfaces, and their reflective qualities emphasise imperfections in the fitting and jointing of the panels.

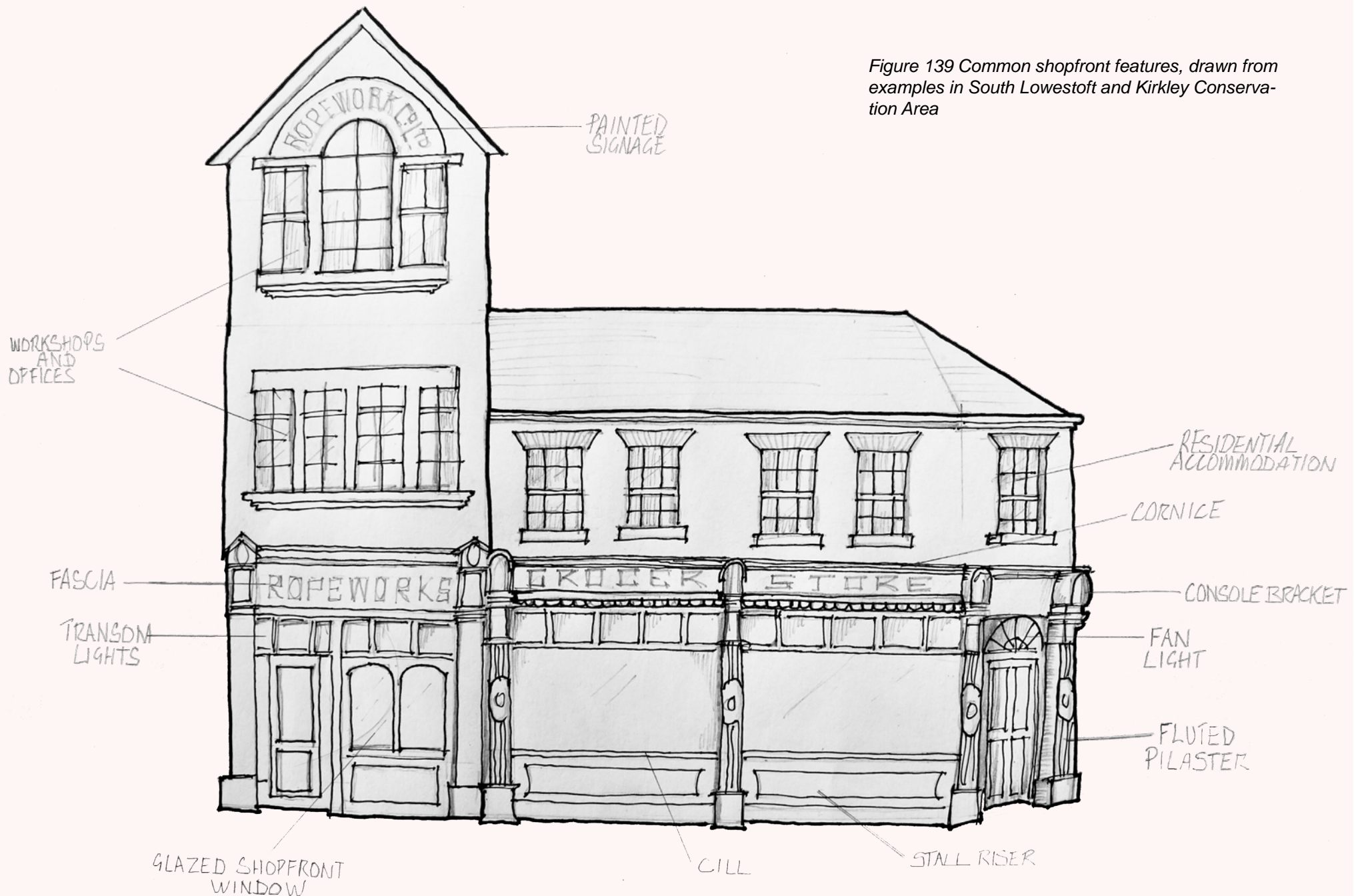
The use of a plastic fascia and projecting box signs associated with internally illuminated advertisements are generally an unattractive feature and will normally be out of place in historic shopping streets, and specifically on listed buildings. Painted timber fascia, therefore, will normally be required throughout the Conservation Area.

### *Advertisements*

Advertising lettering and signs used in excess of the name of the business and the service or goods supplied should be limited within the Conservation Area. In the majority of cases it should be discouraged. Where it is incorporated, it must be designed with particular regard to the form and elevations of the building. If window-area is not necessary for display of goods or lighting it should not be obscured with posters and or laminated prints. Vinyls in particular can be found throughout the Conservation Area, and cause harm to the character of the area and appearance of buildings. They prevent intervisibility between the shop and street, which serves to deaden the streetscene and create unwelcoming facades to historic shopfronts.

Advertisements are subject to a separate consent process under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. Restricting deemed consent for advertisements or creating Area of Special Advertisement Control could be considered as this would allow more greater control over advertisements within the Conservation Area and ensure new and replacement signage on





retail and commercial buildings is sympathetic to the character and appearance of the area.

#### *External Lighting*

External lighting should be subtle in design, showing sensitivity to the historic character of South Lowestoft and respectful of the historic fabric of the buildings within the Conservation Area. Internally illuminated signage will not usually be acceptable within the Conservation Area, and where external lighting is required, trough or swan lit signs are likely to be more acceptable. Further guidance on lighting can be found in 13.74 – 13.80 of the East Suffolk Council's Historic Environment SPD, and Historic England provides further advice on external lighting for historic buildings, which can be found on their [website](#). This provides guidance on design concepts, patterns of lighting arrangements, discreet location of lighting, the size and nature of the building to be lit and the need to illuminate it, as well as potential adverse effects of external lighting to consider. It is likely that only evening-opening businesses will require external lighting as streetlights should be adequate to illuminate other shop frontages.

#### *Security Shutters*

External roller shutter boxes can be an intrusive feature on historic shopping streets due to their bulk, modern materials and prominent position below the fascia. Their use is discouraged, particularly where their installation will conceal or damage features of a traditional shopfront. When closed, solid roller shutters detract from the appearance of historic buildings due to their modern appearance and deadening effect on the frontage of buildings. If security shutters are needed, they should be installed internally and should be open grilles to allow internal surveillance and to avoid the unattractive appearance of solid barriers within the streetscene.

Further guidance on traditional shopfronts can be found in East Suffolk Council's Design Guidance for Shopfronts, Signs and Advertisements, and in the East Suffolk Council Historic Environment SPD (Section 13 Shopfronts and Signage). These documents should be used to inform ongoing maintenance, repairs, restoration and reinstating of historic shopfronts within the area. Planning Advice should always be sought

as soon as possible when considering any changes to shopfronts.

There is potential to raise awareness of the importance of historic shopfronts and traditional signage and the contribution they make to the special interest of the Conservation Area through the production of information leaflets or web pages which provide guidance for shop owners on upkeep and maintenance of historic frontages.

#### *Sustainability in the historic environment*

In 2019 East Suffolk Council declared a climate emergency, which committed the Council to tackling climate change. It is important to understand and address the challenges that the historic environment faces in a period of climate-uncertainty. Historic England are currently undertaking research into the role that cultural heritage and historic buildings can play in climate change mitigation and adaptation, and have produced a suite of guidance documents which support in decision making:

- Historic England, Energy Efficiency and Traditional Homes (2020)
- Historic England, Energy Efficiency and Historic Buildings: How to improve energy efficiency (2018)
- Historic England, Traditional Windows: their care, repair and upgrading (2017).

These guidance documents should be used and promoted within the Conservation Area to ensure that the balance between sustainability benefits and harm to significance is carefully considered, using a holistic 'whole building' approach when tackling these issues.

Section 7 of East Suffolk Council's Historic Environment Supplementary Planning Document also provides guidance for sustainable energy and construction in the historic environment. This guidance covers wind turbines, photovoltaic cells, biomass schemes and insulation. It also addresses rainwater harvesting and flood protection, which are also important measures in responding to climate change.



## Article 4 Directions

The South Lowestoft / Kirkley Conservation Area is covered by an Article 4 Direction which removes certain permitted development rights (the rights building owners have to carry out works without planning permission) from houses across the whole Conservation Area. In Conservation Areas without Article 4 Directions, permitted development rights are restricted for some types of development (dormer windows, changes in external materials, side extensions and two storey rear extensions, for example), however, the making of an Article 4 Direction allows a Conservation Area to be better managed to minimise unsympathetic changes and promote the preservation and enhancement of an area's character and appearance.

### Existing

The existing Article 4 Direction was made in 2007, and is therefore not the same as the Conservation Area boundary, and means planning permission is required for the below types of development on any house, but only where the elevations affected front a public location (a highway, waterway or open space):

- Enlargements, improvements or alterations (this can include any extensions, changes to external materials and changes to windows and doors);
- Alterations of the roof (this can include rooflights);
- Porches;
- Construction of outbuildings or other structures including swimming pools, or the alteration of existing ones;
- Hard surfacing;
- Satellite dishes;
- Chimneys, including their removal or alteration;
- Boundary treatments, including their demolition or alterations to existing boundary treatments; and
- Painting (this includes houses and outbuildings).

The Article 4 Direction means that planning permission is needed and, in granting or refusing planning permission, consideration will be given to the proposed works to ensure they preserve, or where possible enhance, the special interest of the Conservation Area.

Listed buildings are subject to listed building consent (under the Planning (Listed Buildings and Conservation Areas) Act 1990) and will require planning permission and listed building consent for the above listed works. However, this list is not exhaustive and further advice should be sought from the planning department before making any changes.

More information on permitted development rights and the General Permitted Development Order 2015 can be found on the [Planning Portal](#) and there is further information on Article 4 Directions in East Suffolk on the Council's [website](#). Advice should be sought from the Council's planning department before carrying out any works to a building within the Conservation Area.

## Conservation Area Boundary

The Conservation Area boundary has been revised within this appraisal in accordance with, Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, the NPPF (2019) and Historic England *Conservation Area Appraisal, Designation and Management: Historic England Advice Note 1* (2019). The boundary should continue to be assessed as part of future reviews of the Management Plan to ensure it is robust and adequately protects the significance of the area.

## Maintenance and Condition Assessment

The general condition of properties in the Conservation Area is varied, and it has been established within the identification of opportunities for enhancement that there are some buildings and areas which are in poor condition and at risk of further deterioration. In line with the Historic Environment Supplementary Planning Document, section 6.2, ongoing maintenance is crucial, and "*Historic buildings should be regularly monitored for signs of damage or decay and maintained in a manner appropriate to their historic interest. Inappropriate repairs and alterations can also affect the value of a property where potential buyers may be prepared to pay more for properties which retain original or historically important features*". The benefits of regular maintenance should be promoted within the Conservation Area.

A survey was carried out within the London Road, Lowestoft High Street Heritage Action Zone from December 2019 to January 2020 to collate information on the condition of the streetscape. The survey was supported with photographic documentation of the public realm surveyed. It is recommended that this survey is continued across the Conservation Area, and that a building at risk strategy is implemented. The strategy should include an assessment of the condition of buildings and ensure that risks are identified and addressed. It can be used as an ongoing tool to monitor the condition of buildings and identify vulnerable buildings. Priority buildings should be established to address key concerns.

Where the condition of a listed building or key unlisted positive building gives cause for concern, appropriate steps should be sought to secure the future of the building. Steps should include as necessary the use of statutory powers, such as an Urgent Works Notice, to secure the preservation of the building by protecting it from further decay.

### Enforcement

Where the necessary permission has not been sought for alterations, such as advertising signage and building alterations which are not contained within the General Permitted Development Order or are restricted by the Article 4 Direction, the East Suffolk Council's powers of enforcement will be considered. This will assist in reinstating any lost character and appearance or architectural features that may have had a negative cumulative effect on the Conservation Area, as well as avoiding a precedence being set for similar, uncharacteristic and unsympathetic works.

Where expedient, it is recommended that enforcement action is taken against infringements of the existing Article 4 Direction.

### Heritage Statements, Heritage Impact Assessments and Archaeological Assessments

In accordance with Paragraph 194 of the NPPF, within planning applications applicants must describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the

proposal on their significance.

**All** planning applications within the Conservation Area and its setting require an appropriately detailed and sufficient Heritage Statement. Any application without a Heritage Statement should not be validated.

The key views analysed within this document are in no way exhaustive. The impact of any addition, alteration or removal of buildings, structures, trees or highways on key views should be considered to aid decision making. This includes development outside the Conservation Area. Where appropriate, views must be considered within Design and Access Statements or Heritage Statements. This should be in accordance with Historic England's *Historic Environment Good Practice Advice in Planning Note 3* (2017). Applications which fail to have assessed any impact upon views and the significance of relevant heritage assets should not be validated.

Suffolk County Council Archaeological Service (SCCAS) suggests that applicants for planning permission get in touch for free pre-application advice about archaeology on application sites. SCCAS also recommend viewing the Suffolk Heritage Explorer for the first step in understanding what archaeology may be present <https://heritage.suffolk.gov.uk/>

### Non-Designated Heritage Assets

There are a number of non-designated heritage assets, which are referred to as positive unlisted buildings throughout the Conservation Area Appraisal and Management Plan and are of architectural and historic interest. Many are valuable assets to the local community. East Suffolk Council has adopted a set of criteria for the identification of NDHAs that are buildings or structures. The criteria are detailed at Appendix 1 of the Historic Environment Supplementary Planning Document and also at appendix 6 of the East Suffolk (Waveney) Local Plan and Appendix F of the Suffolk Coastal Local Plan.

### Principles for new development

National Planning Policy Framework states at paragraph 200 that "Local planning authorities should look for opportunities for new



development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.” Policy WLP8.39 within the East Suffolk (Waveney) Council’s Local Plan also identifies that “development within conservation areas will be assessed against the relevant Conservation Area Appraisals and Management Plans and should be of a particularly high standard of design and materials in order to preserve or enhance the character or appearance of the area”.

There are opportunities within South Lowestoft / Kirkley and their setting for new development which makes a positive contribution to the Conservation Area. To be successful, any future development needs to be mindful of the existing grain and local character and appearance of the Conservation Area, while addressing contemporary issues such as sustainability.

Successful new development will:

- Relate to the geography and history of the place and the lie of the land;
- Positively respond to the pattern of existing development and routes through and around it (including public footpaths);
- Respect important views;
- Respond to the scale of neighbouring buildings;
- Use local, traditional and high quality materials; and
- Use high quality building methods that respond to existing buildings in the area.

An example of considered, modern development can be found on Kirkley Cliff Road, overlooking the school grounds. Its orientation and massing respond to the existing grain of the street, its front gable reflecting the rhythm of historic gables to its south west. High quality modern materials have been used, and solar panels have been integrated into the roofline, minimising their impact from the street.

**East Suffolk Council will guide development in a positive manner by:**

- Engaging with developers at an early stage through the pre-application process to ensure modern development is high quality in design, detail and materials, that responds to the existing built environment.
- Ensuring large scale development schemes are designed to be sympathetic with the established character of the area. The choice of materials and the detailed design of building features are important in making sure it is appropriate to a Conservation Area.
- Seeking opportunities for developers to make a positive contribution to the wider historic environment through Section 106 Agreements.

### Public Realm

The first opportunity to enhance the character and appearance of the Conservation Area is through investment to improve the wider public realm. The public realm spaces and furniture throughout the Conservation Area are generally of high-quality, however there are areas which would benefit from enhancement. These are addressed by the Masterplan, completed in 2021 as part of the Heritage Action Zone for London Road South.

### Opportunity sites to better reveal the significance of the area

There are some opportunity sites across the Conservation Area which, if sensitively restored, redeveloped, or brought back into use, may enhance the character and appearance of the Conservation Area. Sites which have been identified within the opportunities for enhancement section and provide opportunity for enhancement include:

- Car Parks on Denmark Road, the B1532, and London Road South;
- Vacant premises and plots; and
- Inappropriate modern developments.

### Tree Management

Street trees, trees in parks, open spaces, the Cemetery and landscape, and privately owned garden trees, make a vital contribution to the special interest of the Conservation Area.

In line with the Town and Country Planning Act, all trees in Conservation Areas are afforded the same protection as a Tree Preservation Order. Trees which have a trunk diameter of more than 75mm, at a height of 1.5m from the ground, may not be felled or lopped unless six weeks written notice has been given to the Council. Six weeks' notice must be given to the Council under S211 of the Act.

It is also considered that any prominent trees, street trees, and trees with amenity value on private land throughout the Conservation Area should be monitored and maintained appropriately. This will ensure the symmetry along tree lined streets and visual rhythm, as well as maintain the green character of the area. Any tree that makes a positive contribution to the area should be retained, maintained and, if felled (only if dead, dying or dangerous) replaced with an appropriate new tree.



*Figure 140 Example of an opportunity to reinstate street trees on London Road South*



## 5. Bibliography

- Bettley, James., Pevsner, Nikolaus. Suffolk: East. United Kingdom: Yale University Press, 2015.
- Butcher, David. Medieval Lowestoft. United Kingdom: The Boydell Press 2016.
- Butcher, David. Lowestoft, 1550-1750: Development and Change in a Suffolk Coastal Town. United Kingdom: Boydell Press, 2008.
- Cass, S. (2011). Pakefield High School, Lowestoft LWT 169. Ipswich: Suffolk County Council Archaeological Service
- Commission for Architecture and the Built Environment. Cemeteries, churchyards and burial grounds. 2007
- Crowe, Thomas. The New Hand-book to Lowestoft and Its Environs .... United Kingdom: T. Crowe, 1849.
- Kevin Desmond. Electric Boats and Ships: A History. United States: McFarland, Incorporated, Publishers, 2017
- Friend, Stephen. Fishing for Souls: The Development and Impact of British Fishermen's Missions. United Kingdom: Lutterworth Press, 2018.
- Gillingwater, Edmund, "An Historical Account of the Ancient Town of Lowestoft", London, 1790
- Good, C. (2006). *Archaeological Evaluation Report - 1 Pinbush Road, South Lowestoft Industrial Estate, Gisleham - A Report on the Archaeological Greater Lowestoft Study Area NMP National Mapping Programme Project for*
- Lothingland, Greater Lowestoft and North Suffolk Coast and Heaths (Event - Interpretation. Ref: English Heritage Project No. 6642)
- Evaluation and Monitoring, 2006.* Ipswich: Suffolk County Council Archaeological Service.
- Heard, K. (2010). *Household Waste and Recycling Centre, South Lowestoft Industrial Estate, Hadenham Road, Gisleham.* Ipswich: Suffolk County Council Archaeological Service
- Jarratt D. (2015) Seasideness: Sense of Place at a Seaside Resort. In: Gammon S., Elkington S. (eds) Landscapes of Leisure. Leisure Studies in a Global Era. Palgrave Macmillan, London. [https://doi.org/10.1057/9781137428530\\_11](https://doi.org/10.1057/9781137428530_11)
- Jarvis, Robert B. (2013). The Bombardment of Lowestoft and Great Yarmouth by the Germans, 25th April 1916. Lowestoft: Lowestoft War Memorial Museum. ISBN 978-0-9571769-2-8.
- Alfred Langley, Lowestoft Harbour Works, Minutes of the Proceedings of the Institution of Civil Engineers, Volume 87 Issue 1887, 1887
- Robert Liddiard and David Sims, A Guide to Second World War Archaeology in Suffolk Guide 1: Lowestoft to Southwold (Barnwell Print Ltd) 2014
- Sam Lucy, Jess Tipper, Alison Dickens (2009) The Anglo-Saxon Settlement and Cemetery at Bloodmoor Hill, Carlton Colville, Suffolk. EAA 131. Cambridge Archaeological Unit
- Malster, Robert. Lowestoft, East Coast Port. United Kingdom: T. Dalton, 1982.
- Milligan, W.F.. 1991. Norfolk Archaeological Index Finds Report: Lowestoft (LWT 334).
- Parfitt, S. A., Barendregt, R. W., Breda, M., Candy, I., Collins, M. J., Coope, G. R., Stuart, A. J. (2005). The earliest record of human activity in northern Europe. *Nature*, 438(7070), 1008–1012. doi:10.1038/nature04227
- Michael Rouse. Lowestoft & the Suffolk Coast Through Time. Amberley Publishing. 2011
- Malcom R. White, Lowestoft Antiquity, Coastal and Maritime Heritage Series 2002
- Suffolk County Council Archaeological Service evaluation report. SCCAS, Boulter S, No 2002/73, 2002
- William White's Suffolk Gazetteer, 1855, Lowestoft, page 559 (lowestofthistory.com)

## Websites

Lowestoft Council, Kensington Gardens, <https://lowestofttowncouncil.gov.uk/assets/Webpage-Meetings/2020-2021/Full-Council/23rd-March-2021/Kensington-Gardens-5YP.pdf>

Lowestoft (Kirkley) Cemetery, [https://www.cwgc.org/visit-us/find-cemeteries-memorials/cemetery-details/44185/Lowestoft%20\(Kirkley\)%20Cemetery/](https://www.cwgc.org/visit-us/find-cemeteries-memorials/cemetery-details/44185/Lowestoft%20(Kirkley)%20Cemetery/)

Lowestoft Museum, The Pakefield Man, <https://lowestoftmuseum.org/Test%20page-8>

Lowestoft Museum, Lowestoft About the Town (<https://lowestoftmuseum.org/Test%20page-5>)

Oxford Dictionary of National Biography, Peto, Sir (Samuel) Morton, first baronet, <https://doi.org/10.1093/ref:odnb/22042>

Suffolk Archives, <https://www.suffolkarchives.co.uk/times/war-and-conflict/a-unique-record-of-lowestoft-in-the-second-world-war/>

Suffolk Archives, <https://www.suffolkarchives.co.uk/people/artists-and-musicians/benjamin-britten/>

'Suffolk', in *Gazetteer of Markets and Fairs in England and Wales To 1516*, ed. Samantha Letters (Kew, 2005), *British History Online*, <http://www.british-history.ac.uk/list-index-soc/markets-fairs-gazetteer-to-1516/suffolk>

The Excelsior Trust, <http://www.theexcelsiortrust.co.uk/discover/timeline>

## Maps

A Coloured Chart of the Coast of Suffolk, from Orwell Haven to Gorleston, near Yarmouth, 1539, <http://www.bl.uk/onlinegallery/onlineex/unvbrit/a/001cotaugi00001u00058000>

Ordnance Survey Suffolk X.NE 1:2500 (includes: Lowestoft; Oulton.), 1885, 1906, 1928 and 1949

Ordnance Survey Suffolk X.SE 1:2500 (includes: Lowestoft; Oulton.), 1885, 1906, 1928 and 1949



## 6. Appendices

**Table of Designated Heritage Assets**

List Entry Number	Name	Grade	List Date	NGR
1119708	The Lychgate At Kirkley Cemetery	II	20/01/1998	TM 53869 91045
1119709	North Eastern Chapel At Kirkley Cemetery	II	20/01/1998	TM 53812 91142
1119710	South Western Chapel At Kirkley Cemetery	II	20/01/1998	TM 53775 91126
1207035	Ashurst	II	21/06/1993	TM 54422 91956
1207036	Windsor House	II	21/06/1993	TM 54327 91749
1207043	Royal Norfolk And Suffolk Yacht Club	II*	03/05/1979	TM 54800 92618
1207046	Church Of St Peter And St John	II*	03/10/1977	TM 54052 91567
1207047	Statue Of Triton	II	21/06/1993	TM 54666 92272
1207048	Wellington Esplanade	II	21/06/1993	TM 54445 91993
1209664	Kirkley Cliff Terrace	II	21/06/1993	TM 54374 91856
1209668	5, Kirkley Park Road	II	21/06/1993	TM 53908 91376
1209710	7, Kirkley Park Road	II	21/06/1993	TM 53909 91408
1209835	Statue Of Triton	II	21/06/1993	TM 54816 92559
1279944	South Lodge	II	12/01/1989	TM 54413 91933
1279946	National Westminster Bank	II	21/06/1993	TM 54856 92983
1292405	16-28, Victoria Terrace	II	21/06/1993	TM 54506 92143
1292511	Port House	II	03/10/1977	TM 54721 92758
1207040	Roman Catholic Church Of St Nicholas	II	21/06/1993	TM5407591128
1458627	Lowestoft War Memorial	II	12/09/2018	TM5477692585
1463448	Richard Henry Reeve Memorial	II	26/04/2019	TM5424491304
1209716	Walmer House	II	03/10/1977	TM5372490819
1207037	Wall And Stable North Of Walmer House Abutting Acton Road	II	03/10/1977	TM5371890832
1292503	Former Post Office	II	21/06/1993	TM5485392965

### Table of Positive Unlisted Buildings (Non-Designated Heritage Assets)

East Suffolk Council's [website](#) contains information on the identification of non-designated heritage assets and the criteria for identification. For a building to be identified as a non-designated heritage asset, it needs to meet at least two of the following criteria: Archaeological interest, Architectural interest, Artistic interest, or Historic interest. There are a number of buildings and structures that make a positive contribution to the character of the area, which have been identified in Section 3. Of these, buildings and structures which meet the Council's criteria and are of notable merit have been identified below. These are referred to as Positive Unlisted Buildings. This list is not exhaustive, and further non-designated heritage assets may be found through the planning process.

Character Area	Building or structure	Contribution to the Special Interest of the Conservation Area
The Harbour	The Railway/Train Station	The station is a key building within the area; it is of historic and architectural interest, built by the Lucas Brothers following the vision of Sir Samuel Peto. It is much reduced from the original building but has retained good architectural details, in gault brick with prominent Italianate turrets on its north elevation and makes a positive contribution to the area. It has a notable mid-twentieth century station sign is situated at first-floor level, which reads 'BRITISH RAILWAYS LOWESTOFT CENTRAL', and contributes to the sense of place in the area.
The Harbour	The Signal Box Denmark Road	The Signal Box forms a key building associated with the Station and railway. It was built in 1875 by the Great Eastern Railway and is two storeys in height with a red brick ground floor and timber first floor. The first floor has large windows, and a balcony which wraps around the building overlooking the tracks. The gable ends have decorated bargeboards and finials. The Signal Box has been in use for more than 100 years controlling all movements of trains and rolling stock in and out of the station and sidings. The signal box was part of a significant £60million modernisation scheme for the Wherry Lines, including the installation of new signalling and automated crossings.



The Harbour	18 - 32 Station Square	This grand building is located in a prominent position on Station Square and is of historic and architectural interest. It is known locally as 'Tuttles Corner', after Tuttles Bon Marche Department Store, which was located at these premises from the late nineteenth century until its closure in 1981. The southern, more decorative, portion was designed by local architect Thomas Porter, and built by local labour. It was originally constructed for Frederick Savage, and known as the Turret Buildings; originally the property comprised three separate residences with shops to the ground floor, however the whole building was later occupied by Tuttles. The northern part is now in use as a public house, which provides community value to the area and contributes to the 'bustling' character. The building contributes to the character of the area as a high-status building which has preserved its historic detailing and is prominent in views across the square. The external repair could be enhanced with some maintenance. It is one of the first buildings visible on arrival to Lowestoft from the Station, and is an important contributor to the streetscape, which is enhanced by its open setting of the square.
The Harbour	7-11 Station Square	This terraced row of three storey gault brick buildings are of architectural and artistic interest. They make a positive contribution to the area; they appear isolated and prominent in views to the west. The large Kingfisher mural on the northern elevation makes a positive contribution to the streetscape and provides a unique element of public art.
The Harbour	The Rope Works, Battery Green Road	This late nineteenth century building is of historic and architectural interest, erected for the Gourock Rope Works Co Ltd, a Scottish-based firm specialising in the production of rope, cloth, and sailcloth. It follows the traditional building form of the Lowestoft docksides, as a tall, narrow structure, which is gabled to the street. It has good architectural detailing, with a prominent painted sign recording 'GOUROCK ROPE WORKS CO LTD' on its main facade.
The Harbour	Institute of the Fisherman's Mission, Suffolk Road	<p>This late nineteenth century building is of architectural and historic interest and makes a significant contribution to the streetscape due to its elegant use of classical detailing. The building is also of significance to the social history of Lowestoft, due to its association with The Fishermen's Mission. This was a charity founded as the National Mission to Deep Sea Fishermen by Ebenezer Joseph Mather in 1881 and provided support to fishermen and their families. The building was later in use as a public library from 1951, and then as a commercial building, which it is currently in use as.</p> <p>The main facade has a plaque identifying it as the site of the pre-Reformation Good Cross Chapel, which possessed a "reputed piece of the Cross on which Jesus Christ was executed", which adds to the historic interest of the site.</p>

The Harbour	The Salvation Army, Battery Green Road	This building makes a notable contribution to the street, located on a large corner plot, and is of architectural and historic interest. It is a red brick building with stucco detailing, including a band at first floor and entrance with pilasters and projecting cornicing. Gable front with pilasters topped with finials, and a crest on the corner elevation.
The Harbour	Sailor's and Fishermen's Bethel, Battery Green Road	<p>The Sailor's and Fishermen's Bethel and makes a positive contribution to the area due to its high-quality architectural detailing and historic interest, which is illustrative of the social history of the fishing industry of Lowestoft.</p> <p>The current building was constructed in 1899, although an earlier Bethel existed on Commercial Road from the 1860s. The Bethel Fellowship came about as a result of Samuel Morton Peto who, concerned for the welfare of his workers, engaged the services of a young Gorleston preacher, William Johnson who was appointed the first Seaman's Missionary for the British and Foreign Sailors Society in Lowestoft in 1850. In 1860 a deputation went to see Morton Peto to seek help in building a chapel, which was then constructed in Commercial Road in 1863. The Bethel on Battery Green Road was later designed by local architect Frederick Wilbraham Richards of Stanley Street, Lowestoft and the building work was carried out by Mr. C. R. Cole of Lowestoft. The main chapel accommodated 900 Fishermen for worship.<sup>89</sup> In 2008, the Bethel was sold due to low attendance, and is now an arts theatre named The Players Theatre which was refurbished in 2009.</p>
The Harbour	1 - 3 Beach Road	This building is located in a large corner plot and makes a notable positive contribution to the area. It is of architectural and historic interest and was formerly the premises of Flood and Son Stationers and Printers. It includes a well-detailed corner entrance, which is flanked by Corinthian columns with carved alphabet lettering wrapping around the capitals and a medallion in the parapet above, showing the crest of Lowestoft.
The Harbour	Beach House, Beach Road	Beach House is a key building within the streetscape, of architectural interest due to its stuccoed elevation and use of classical detail. It is also of historic value; originally constructed as the Star Building, it was refronted by R. S. Cockrill for J & W Stuarts, net manufacturers, in the late nineteenth century. It was later used by the Mission to Deep Sea Fishermen, it is now converted for residential use. On its east elevation along Beach Mews is a notable series of first floor loading doors with surviving external hoist beams, which reflect its former use.



The Harbour	Beaconsfield Conservative Club, Surrey Street	This building is of architectural and historic interest. Built in brick and designed by W. J. Williams it makes a key positive addition to the streetscape, notable for its use of heraldic panels and large first-floor mullion and transom windows, despite unsympathetic alterations to the ground floor.
The Harbour	Columbus Buildings, 16 Waveney Road	This large corner building has a large, coloured, tile mural, depicting sailing ships at sea. The ground floor was renovated in 1951, and is of little architectural value, however the upper floor houses the glazed tile mural which was made by R. S. Cockrill Doulton's in 1907. This is of historic and artistic interest and makes a positive contribution to the area and contributes to the sense of place here. <sup>90</sup>
London Road South	109 London Road South	This building is of architectural and artistic interest and makes a positive contribution to the area. It is a bright, whitewashed brick, with arched windows and pilasters and a prominent parapet gable end to its eastern elevation.
London Road South	Bridge, Mill Road	Built as part of the Kirkley Branch Railway in the nineteenth century, the bridge on Mill Road is of historic and architectural interest and makes a positive contribution as a remaining structure of the former railway line. It is constructed in red and blue brick, with decorative treatment in contrasting gault brick.
London Road South	Kirkley Hall, London Road South	This early twentieth building makes a notable contribution to the streetscape; it is of architectural and artistic interest for its detailing, such as its Dutch gabled façade.
London Road South	The Royal Oak, London Road South	The Royal Oak is a highly decorated building, which is of architectural and historic interest, and is also a valuable community asset as a historic public house. The door is flanked by three windows, each separated by a brick pier with green man decoration to the capital, which is a fine and unique detail which contributes to the special interest of the area. The piers support modern signage reading 'ROYAL OAK', with a restrained entablature with decorative console brackets and a dentil cornice.

London Road South	The Plough and Sail, London Road South	The Plough and Sail Public House is of historic and architectural interest, and it makes a positive contribution to the local community as a public house. It is a significant survival from early development of London Road South and was recorded in documents relating to Peto's purchase of the common land. It is a two-storey symmetrical brick building, set back from the street behind an area of front paving. It has a central door and doorcase at ground floor level, with sash windows on each side, and has three sash windows at first floor level.
London Road South	Drifter, London Road South	The Drifter Public House is of historic and architectural interest, and it makes a positive contribution to the local community as a public house. It is a modest two-storey red brick structure which retains a historic shop frontage and well detailed principal elevation. Its north elevation has some heritage interpretation panels, which make a positive contribution to the area.
London Road South	The Blues, Mill Road	The Blues Freehouse is of architectural and historic interest and is also of value to the local community as a public house. It displays good architectural detailing, as a two-storey whitewashed brick building with sash windows with features such as flat headed arches and dentilled eaves. It makes a positive contribution to the streetscape.
St Peter and St John's Church	Kirkley Church Hall, St Peter's Road	This building makes a key positive contribution to the character of the area and is of historic and architectural interest. It serves as a hall for the local community in Kirkley, which helps to create a sense of place here. It is a compact late nineteenth century hall, built in flint with brick and stone dressings. Its principal elevation faces west onto St Peter's Road and is formed by the gable end, finished by a double bell cote at the gable apex. It is set within small grounds bounded by hedges and shrubs. The space is also of social and communal value.
St Peter and St John's Church	1 St Peters Road	1 St Peters Road is of architectural and artistic interest, as a high quality detached late nineteenth century residence. It has prominent bowed oriel window with conical roof and weathervane within its centre on first floor level, which is an unusual feature within the area. At ground floor, the central bay advances slightly, and contains a doorway, with an oversight set within a semi-circular archway. The mock Tudor gable front is also a prominent feature and adds to the architectural and artistic interest of the building. It is set behind a low red brick wall topped with a manicured hedge, which contributes positively to the setting of the building.



St Peter and St John's Church	30-32 Kirkley Park Road	30 – 32 Kirkley Park Road is a pair of semi-detached townhouses, which are of some architectural interest found in their aesthetic value, and of artistic and historic interest due to the unusual style it presents and materials used. The building has a pitched concrete tile roof and two ridge chimneys, under which is a of red-brick frontage with prominent coade stone dressings. These dressings add to the interest of the building. The properties are symmetrical and of two bays. They have long front garden plots, which are laid to lawn with hedge borders.
St Peter and St John's Church	35 Kirkley Park Road	<p>Number 35 Kirkley Park Road was constructed in the late nineteenth century and is a high-quality example of a villa building built in red brick, of two storeys with an attic. It is of architectural and artistic interest due to the architectural detailing it has retained. The main portion of the house is three bays, and contains a central doorway housed under a semi-circular arch with Corinthian capitals and a dentil cornice. The projecting bay windows on ground and first floor are crenulated.</p> <p>A further structure is located to the south of the main building, one storey in height containing a bowed bay window with original stained glass and crenulated top. A small modern extension is also located to the north.</p>
St Peter and St John's Church	84-86 Kirkley Park Road	<p>Number 84-86 Kirkley Park Road is located at the northern boundary of the Conservation Area on Kirkley Park Road. It was built in the early twentieth century as a pair of semidetached houses, constructed in red brick, with a hipped tile roof and a central ridge chimney. The two properties are arranged symmetrically and are each of two bays. The central bay to each property projects slightly from the remainder of the main elevation with curved edges, which are an unusual architectural feature and add interest to the properties. There are wide casement suntrap window to both floors, the outer corners to which are also curved to follow the curved edge of the bay. This contributes to the architectural and historic interest of the building, showcasing unusual and well-preserved detail which is reflective of the moderne style.</p> <p>A one-storey garage is located to either side of the property. The garages appear to be integral to the original design of the house</p>

St Peter and St John's Church	The London Road Baptist Church, Kirkley Park Road	This church makes a key contribution to the area and is of historic and architectural interest, displaying representative and communal value in particular. It was constructed in 1972 - 73, designed by the architect Wally Thomson, of <i>Piper, Whalley &amp; Partners</i> who was also architect of the North Lowestoft Trinity Methodist Church built a few years prior. The church is of local architectural interest and is of value to the community. It is set within a large corner plot with considerable border tree planting, which makes a positive contribution to the street scape.
St Peter and St John's Church	Kirkley Rectory, Rectory Road	This late nineteenth century building is of architectural and historic interest and is of group value with its associated church. It displays elaborate architectural detailing, with a notable carved stone inscription on its principal façade which reads 'ERECTED 1892' and 'KIRKLEY RECTORY HOUSE'.
St Peter and St John's Church	Methodist Church, London Road South	The twentieth-century Methodist Church is of historic interest showing communal value as an ecclesiastical building, and is also of some architectural interest. The building was built in 1963 to replace the old Lorne Park Road church which had been built in 1904 and which was no longer suitable for worship. It is a brick building with a shallow roof and quoins, and a copper spire that punctuates the sky. It is set on a lawn, with an area of recently improved public realm to its north east.
St Peter and St John's Church	St Aubryn's Court, London Road South	St Aubryn's Court is of townscape merit, as a large and dominating historic building of five storeys. It is of architectural interest and artistic interest, with good detailing and a timbered upper floor above a red brick frontage with some tile hanging to the third floor, which can be seen in views along the street and through fortuitous glimpsed views in surrounding streets.
St Peter and St John's Church	408 – 410 London Road South	Numbers 408 – 410 comprise of a pair of semi-detached Edwardian houses dating from 1902. The pair are particularly notable as they are well-preserved examples of this period and are well maintained. The windows in particular contribute to the integrity of the building, which makes them of architectural interest. They are also of aesthetic interest, as the style and materials positively contribute to the character of the area here.
The Cemetery	The Gables, 525 London Road South	This late nineteenth century building is of historic and architectural interest and is of group value with the adjacent gate to the Cemetery. It is a lodge house with simple but quality architectural detailing, and its two, large chimneys with recessed brick panels make a notable contribution to the street and roofscape.



The Avenue	2 The Avenue	These buildings have been grouped, as they are of similar architectural interest, as late nineteenth-century brick properties which have retained intricate architectural detailing which contribute to their character and appearance and the contribution that they make to the area. They are all set within generous gardens, which provide a good setting to appreciate the architecture by and also make a positive contribution to the street, although Number 539 London Road South has been paved. They are of historic interest, as good quality buildings which are representative of this period of development within the area.
The Avenue	48-50 The Avenue	
The Avenue	29 The Avenue	
The Avenue	25-27 The Avenue	
The Avenue	539 London Road South	
The Avenue	Ascot House 537 London Road South	
Seafront	Notleys, Pier Terrace	This building is located within a prominent location on the Pier Terrace, overlooking the open public realm space of the Royal Plain. It is of architectural and artistic interest, containing ornate detailing, and of communal value as a pub which serves the area. It is a two-storey yellow brick building, with panelled parapet, rusticated pilasters topped with corbels and orbs. A rectangular pediment is located on the north corner frontage, adding height and gravitas to the building. Its central circular window is surrounded by ornate sculpted detailing, which adds interest to the building, and the Notleys sign is below.
Seafront	Lifeguard Station, Promenade	This shelter is of historic and architectural interest and makes a unique contribution to the area. It is now used as a lifeguard station, although it is likely that it was originally constructed as a shelter as part of the improvements to the seafront undertaken in the 1930s.

Seafront	1 To 50 Marine Parade	These properties on Marine Parade were constructed as secondary status lodging houses in the late nineteenth century as part of Peto's development of South Lowestoft into a seaside resort. They are therefore of architectural and historic interest and display artistic interest as well. The row comprises a long parade of well-maintained terraced houses. Each pair of properties is of a uniform design, with hanging tenancies used to create the appearance of a single symmetrical property. This is further accentuated by the regular large ridge chimneys of sixteen flues which punctuate the skyline and are a prominent feature of the row and streetscape.
Seafront	Victoria House, Victoria Terrace	This building is a large, detached late nineteenth century house of notable architectural interest. It is also of historic interest, as a high-quality example and representation of the pattern of building in South Lowestoft at this time. Located on the seafront, the house has a balcony and elaborate cast iron balustrade at first-floor level, with a plaque reading 'VICTORIA HOUSE' located between the two bay windows.
Seafront	Gresham House and St Georges House, Victoria Terrace	This building is a large, semi-detached late nineteenth century house of notable architectural interest, with fine architectural detailing which makes a positive contribution and a prominent seafront location. It is also of historic interest, as a high-quality example and representation of the pattern of building in South Lowestoft at this time
Seafront	Thatched Cottage	The Thatched Cottage is of architectural interest as an unusual feature within the Conservation Area. It is an idiosyncratic building constructed on Kirkley Cliff around the 1930s and is currently in use as a café. It is also of historic interest, as a rare example of a thatched building within the area.



Seafront	Kirkley House, Kirkley Cliff Road	<p>This row of buildings is prominent along the seafront and is of architectural interest and landmark status. They were designed by eminent Norwich architect George Skipper and constructed in the late nineteenth century, each building designed symmetrically. They were constructed in 1897 on plots which had been advertised as being part of the Kirkley Cliff Estate which included a total of 56 plots auctioned in August 1887. From left to right they were originally named “Burleigh”, “Pierrepont”, “Denbigh”, “Tremelling”, “Montpellier” and “Zaleski”. These were quality lodging houses and continued as private hotels and apartments until they were eventually divided into flats. Montpellier and Zaleski became the “Kirkley Hotel” in the early 1900’s with tennis courts where the car park now stands. This was purchased by the East Suffolk County Council and became “Kirkley House” a residential home for the elderly. The home closed in the 1980s and was sold, and the building now houses six private apartments.</p> <p>The Victoria Hotel was erected in 1897 and was originally “The Victoria Mansions Private Hotel and Boarding Establishment”. In 1940 it was commandeered by the army and accommodated Czechs and Belgians who came to England to join the allied forces. A Belgian formation housed its HQ here, and later it was the HQ Signals of the 49<sup>th</sup> Division which left for the D-Day landings. Early in 1945 the Hotel became a naval officers’ club, and it was released by the Admiralty in 1946. In 1957, it was extended and modernised and in 1994 it was extended again to include the adjacent buildings of Victoria mansions; at the same time a swimming pool was added in the front garden. It also underwent further refurbishment in 1997</p> <p>These buildings building have retained much of their ornate architectural detailing, which contributes to their historic character and the appearance of the area and demonstrates their artistic interest. Their boundary walls to the east are notable, with intricate floral detailing.</p>
Seafront	Victoria Court, Kirkley Cliff Road	
Seafront	Hotel Victoria, Kirkley Cliff Road	

Seafront	25-31 Kirkley Cliff Road	<p>This is a prominent terraced row of seven buildings comprising of three-storey townhouses. They are of architectural and artistic interest, due to their quality of design and materials and their value as a group. The terrace was constructed in the early twentieth century, in red brick with a plain tile roof and pierced ridge piece. The attic stories are rendered and colour washed, with decorative timber-framing, and create a strong rhythm across the terrace. Each house comprises of two, irregular bays in width, which creates a tall, narrow building frontage. The buildings are arranged in symmetrical pairs, with the exception of number 29. Also of interest is the use of half-hipped roofs to numbers 25, 28 and 31, contrasting effectively with the gabled roofs of the rest of the terrace. Many metal railings have been retained over the bay windows, along with their decorative curved motifs. Also of note is the use of plain pilasters with spherical pinnacles between adjoining bay windows.</p>
Seafront	Banner Court	<p>Banner Court is a pair of early twentieth century townhouses, which are of architectural and artistic interest. The front elevation comprises four gables, each of three storeys, constructed in brick. The first floor is rendered whilst the second floor is tilehung, which adds to the interest of the principal elevation. The second floor projects and contains a hung sash window and a canted oriel window with dentil cornice. A small oeil-de-boeuf window is located within the gable.</p> <p>The houses were later converted into 12 flats.</p>



Seafront	47-48 Kirkley Cliff Road	<p>Numbers 47-48, 49-50 and 53-54 Kirkley Cliff Road are of architectural and artistic interest, due to the distinctive character they present and their contribution to the streetscape. They also are of historic interest as quality examples of grand, late nineteenth century townhouses. was constructed in the late 19th century as a pair of semi-detached townhouses. Constructed in gault brick with a slate roof, the properties appear as a single architectural unit and are designed symmetrically. Each building is of three storeys and three bays, the central two bays being united under a large shaped gable with central blind oculus. Further unifying the two houses is the centrally-placed blind arch, extending from the ground to the top of the first floor, with decorative keystone at its head.</p> <p>53-54 Kirkley Cliff Road forms a pair of late 19th century semi-detached townhouses. Designed to appear as a single symmetrical structure, the design of the building is similar to that of 47-48 and especially 49-50 Kirkley Cliff Road. Of gault brick construction with a pitched concrete tile roof, each building is of three storeys and three bays. The inner bay of each house contains a continuous square bay window at ground- and first-floor level, with two windows to the second floor, flanked by fluted pilasters. All windows to both properties are uPVC replacements.</p>
Seafront	49-50 Kirkley Cliff Road	
Seafront	53-54 Kirkley Cliff Road	
Seafront	55 Kirkley Cliff Road	<p>This building is of high quality, and of architectural and artistic interest. The date of construction, 1901, is carved above the door. The building has retained its historic detailing, such as a small bowed oriel window is located above this at first-floor level which is supported on decorative corbels, one of which incorporates a carved shell motif. The window has a conical metal roof, with decorative ironwork at the apex. Both bay windows are simply decorated, with Doric pilasters to the southern windows.</p>

Beach	Claremont Pier	<p>The Pier is of architectural, artistic and historic interest. Claremont Pier is a prominent feature on the beach and seafront and is of notable landmark status. It was built by the Coast Development Company, originally as a mooring for Belle steamers, and provided a focal point for Lowestoft's sandy beaches. Despite it being altered throughout the twentieth and twenty first centuries, it makes a positive contribution to the area and acts as a focal point and provides a sense of identity. It was designed by D. Fox and finished in 1903, and later extended in 1912. In 1928 a concert hall with seating for 900 was built on the pier. It had its "grand Opening" on Monday, 2 July of that year. At the pier entrance was the "Blue Lagoon" tea room.</p> <p>During World War Two the Pier was used as an army base, and a central section was removed as an anti-invasion measure. After 1940 it was closed, never used by steamers again, and partially destroyed. In 1948, it was purchased by George Studd, and the Pavillion was constructed, along with the amusements. In 1962 the "T piece" of the Pier was destroyed in a storm and the pier was closed. In 1988 an extensive renovation plan was announced. The shoreward end was renovated but plans to re-plank the decking were shelved as too expensive and the pier remained closed. It houses an art installation by David Ward at its midpoint, commissioned by Lowestoft Council in 2000 to create a visual link between the Pier and South Pier, named St Elmo's Fire, which contributes to its artistic interest. The Pier fell into poor structural condition. and was sold in 2020 to a new family.</p>
-------	----------------	--



## Glossary

Term	Description
Archaeological interest	There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.
Conservation (for heritage policy)	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Designated heritage asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Heritage asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the Local Planning Authority (including local listing).
Historic environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Historic environment record	Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.
Local List	Local listing is a concept that is designed to ensure that the historic and architectural interest of buildings that are of local importance but do not meet the criteria for being nationally listed is taken account of during the planning process. Local lists can be used to identify significant local heritage assets to support the development of Local Plans.
Non-Designated heritage asset	Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions, but which do not meet the criteria for designated heritage assets. Only a minority of buildings have enough heritage significance to merit identification as non-designated heritage assets.
Setting of a heritage asset	The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Significance (for heritage policy)	The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

## Legislation, Policy and Guidance

This table highlights the key legislation, policy and guidance which has informed this Conservation Area Appraisal and Management plan.

LEGISLATION/POLICY/GUIDANCE	DOCUMENT	SECTION/POLICY
Primary Legislation	Planning (Listed Buildings and Conservation Areas) Act 1990	All sections are relevant, although the following pertain to Conservation Area Appraisals and Management Plans: 66: General duty as respects listed buildings in exercise of planning functions. 72: General duty as respects conservation areas in exercise of planning functions.
National Planning Policy	National Planning Policy Framework (2019) DCLG	Section 16; Annex 2
National Guidance	National Planning Practice Guidance (2014) DCLG	ID: 18a
National Guidance	Historic England Good Practice Advice in Planning Note 1 (2015) The Historic Environment in Local Plans	
National Guidance	Historic England Good Practice Advice in Planning Note 2 (2015) Managing Significance in Decision-Taking in the Historic Environment	
National Guidance	Historic England (2017) Good Practice Advice in Planning Note 3 (Second Edition): The Setting of Heritage Assets	
National Guidance	Historic England Advice Note 1 (2019) Conservation Area Appraisal, Designation and Management	
National Guidance	Historic England (2017) Traditional Windows	
National Guidance	Historic England (2016) Stopping the Rot	



National Guidance	Historic England, High Streets for All (2018) Advice for Highway and Public Realm Works in Historic Places	
National Guidance	Historic England (2020) Conserving Georgian and Victorian terraced housing	
National Guidance	Historic England, Management of Historic Cemeteries (webpage)	<a href="https://historicengland.org.uk/advice/caring-for-heritage/cemeteries-and-burial-grounds/management/">https://historicengland.org.uk/advice/caring-for-heritage/cemeteries-and-burial-grounds/management/</a>
National Guidance	Historic England (2017) Repointing Brick and Stone Walls Guide for Best Practice	
Local Supplementary Planning Document	Suffolk Coastal Local Plan (2020)	SCLP11.3 – Historic Environment SCLP11.4 – Listed Buildings SCLP11.5 – Conservation Areas SCLP11.6 – Non-Designated Heritage Assets SCLP11.7 – Archaeology SCLP11.8 – Parks and Gardens of Historic or Landscape Interest SCLP5.5 – Conversion of Buildings in the Countryside for Housing
Local Supplementary Planning Document	East Suffolk (Waveney) Local Plan (2019)	WLP8.37 – Historic Environment WLP8.38 – Non-Designated Heritage Assets WLP8.39 – Conservation Areas WLP8.40 – Archaeology WLP8.11 - Conversion of Rural Buildings to Residential Use
Local Supplementary Planning Document	Historic Environment Supplementary Planning Document (2021)	
Local Supplementary Planning Document	Design Guidance for Shopfronts, Signs and Advertisements (N.D.)	
Local Supplementary Planning Document	Lowestoft Town Council's Open Spaces Strategy (2019)	
Local Supplementary Planning Document	Lowestoft Coastal Community Seafront Strategy (2015)	

## Index

### B

Battery Green Road 21, 40, 49, 56, 57, 102, 120, 121  
Bevan Street East 52, 57, 109

### C

Cleveland Road 50, 62, 64, 65, 67, 68, 103  
College Road 73, 102  
Commercial Road 53, 59, 60, 100, 104, 121

### D

Denmark Road 49, 53, 57, 58, 114, 119

### G

Grosvenor Road 50, 62, 63, 64, 68  
Grove Road 49, 53, 56

### K

Kensington Road 73, 76  
Kirkley Cliff Road 36, 44, 47, 69, 70, 71, 77, 78, 93, 114, 128, 129, 130  
Kirkley Park Road 44, 69, 70, 71, 73, 75, 76, 118, 124, 125

### L

London Road North 11, 21, 41, 44, 46, 47, 49, 52, 53, 54, 55, 56, 57, 63, 99, 102, 103, 106  
London Road South 3, 11, 21, 23, 34, 41, 44, 47, 50, 61, 62, 63, 64, 65, 66, 67, 69, 70, 71, 72, 73, 74, 75, 76, 77, 80, 81, 83, 84, 99, 101, 102, 103, 104, 106, 107, 114, 115, 122, 123, 125, 126

### M

Marine Parade 25, 27, 65, 87, 88, 90, 92, 127  
Mill Road 14, 22, 62, 64, 67, 122, 123

### P

Pakefield Road 17, 21, 71, 76  
Pier Terrace 91, 126

### R

Rectory Road 46, 47, 74, 78, 125  
Richmond Road 73  
Royal Plain 28, 46, 47, 86, 90, 91, 92, 100, 103, 104, 126

### S

Station Square 44, 47, 54, 55, 58, 59, 102, 104, 120  
St Aubryn's Road 71, 73  
St John's Road 65  
St Peter's Road 71, 74, 123  
Suffolk Road 52, 53, 57, 109, 120  
Surrey Street 49, 53, 55, 122

### T

The Avenue 3, 14, 45, 47, 50, 82, 83, 84, 85, 126

### U

Union Place 62, 64, 68

### V

Victoria Terrace 38, 40, 92, 102, 118, 127

### W

Waveney Road 58, 59, 122  
Wellington Esplanade 11, 28, 38, 43, 46, 87, 93, 118  
Windsor Road 50, 62, 68

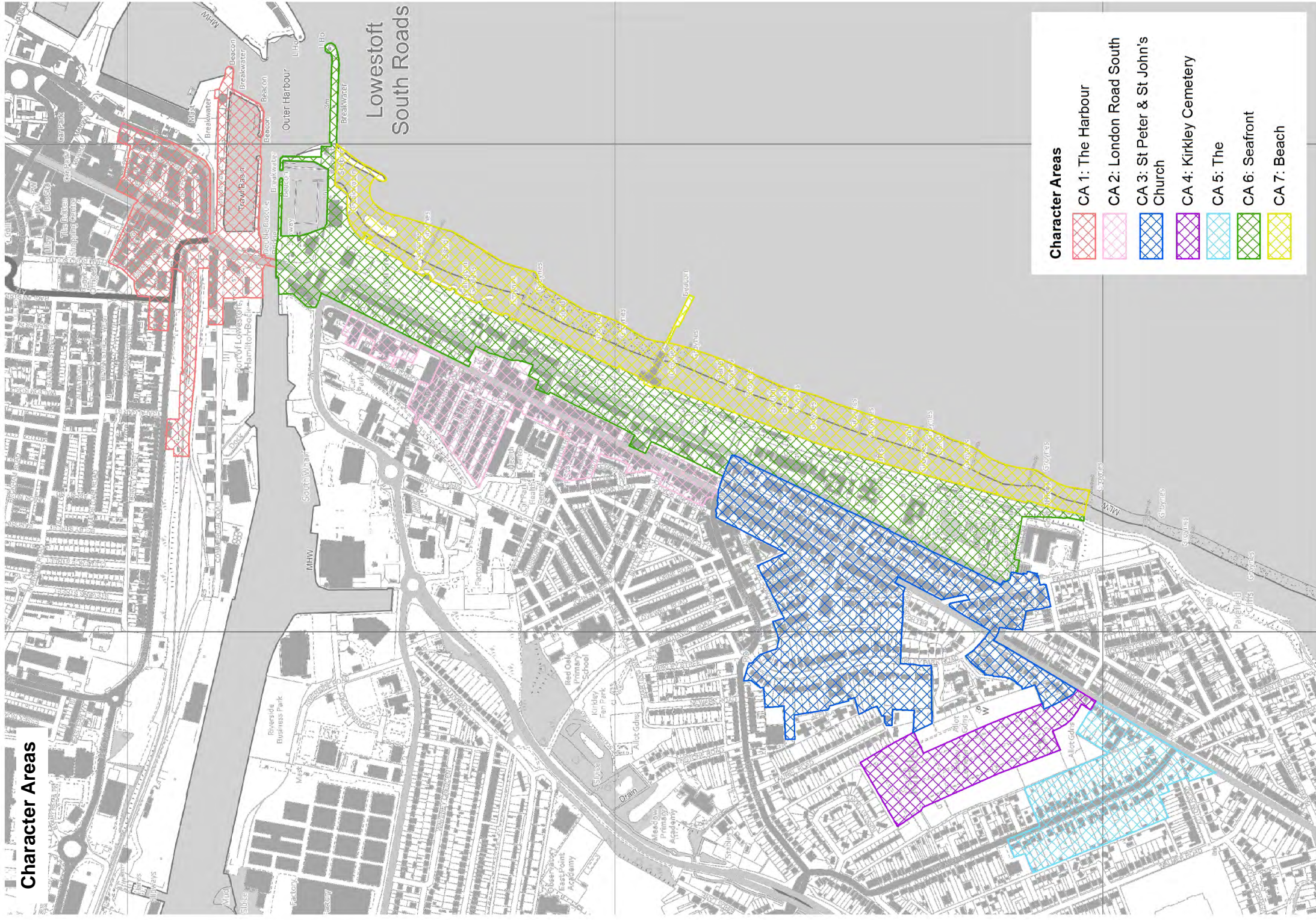


Conservation Area Boundary





## Character Areas





## Building Types





## Character Features





**Key Views**

**Conservation Area Boundary**

**Important Views**

The map displays the town of Lowestoft, Suffolk, with its extensive coastline along the North Sea. The proposed Conservation Area boundary is highlighted in orange, encompassing a large portion of the town's built-up area. Key features include the Port of Lowestoft, the Outer Harbour, and several parks such as Riverside Business Park and Red Oak Primary School. Numerous streets are labeled, including South Road, Market Street, and others. Red arrows point to specific locations identified as having important views. The map also shows the M10 motorway running parallel to the coast.

[illegible][illegible][illegible]

Further advice, information and support can be provided by the planning department at East Suffolk Council

[www.eastsuffolk.gov.uk](http://www.eastsuffolk.gov.uk)

