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1. Introduction

A Draft Supplementary Planning Document, the Western End of Lake Lothing Concept Statement, is being prepared to provide practical guidance to help implement Policy SSP6 (Western End of Lake Lothing) of the Lowestoft Lake Lothing and Outer Harbour Area Action Plan. The Concept Statement will set out a site specific vision for the Western End of Lake Lothing and provide guidance to help developers in drawing up plans for the site. Once adopted the Concept Statement will be used as a framework for assessing new planning applications brought forward in the site, this will help to ensure that a comprehensive approach to development is achieved.

In accordance with Regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012, this statement sets out the persons the local planning authority has consulted when preparing the Draft Western End of Lake Lothing Concept Statement Supplementary Planning Document. It sets out a summary of the main issues raised and how they have been addressed in the Draft Concept Statement.

2. Who was consulted and how?

Prior to the publication of the Draft Western End of Lake Lothing Concept Statement Supplementary Planning Document, a preliminary consultation took place between 3rd of July 2015 and the 31st of July 2015. The aim of the consultation was to raise awareness of the project and gauge local residents’ views on how they would like to see the site developed in the future. The consultation also sought to get views from landowners of the site, who would play an important role in bringing forward parts of the site for development.

To help encourage a response from the general public a summary leaflet was produced which presented an indicative masterplan for the site and summarised some of the main themes of the proposed Concept Statement. This leaflet, with an accompanying letter, was sent to all the households and businesses within the site and to all those that fell within a 150m buffer surrounding the site. The leaflet was also made available on the Council website and on the Council’s social media web sites. Additionally the Council published a press release to raise awareness and encourage responses from the public and a several site notice posters were put up within and around the site.

In total 26 people responded to the consultation, the main issues raised and how they were addressed is explained in the next section. Please note, the number of responses against each issue is shown in brackets next to the issue.
3. What issues were raised and how were they addressed

The leaflet sent out for the consultation provided four questions put forward by the Council, these questions related to important aspects of the Concept Statement, such as what people believed were the main constraints currently facing the site. This next section reviews the responses for each question within the leaflet, explaining the main issues which were raised, and how these concerns were addressed. A full list of respondents and their comments can be found in Appendix A.

Question 1: What do you think are the key issues/constraints affecting development of the site?

This question was designed to highlight any issues and constraints currently facing the site from the perspective of local residents and landowners, who could highlight problems that may otherwise have been overlooked. Below are the main issues/constraints raised from this question:

- Congestion
- Access
- Parking provision
- Flood Risk
- Adequate lighting on roads
- Noise impact

**Congestion (14)**

Concerns were raised that Victoria Road and other streets within Oulton Broad are at times heavily congested, particularly during the rush hour. This congestion is caused by a build up of traffic moving along Saltwater Way, and by two nearby rail crossings, which slows the pace of traffic moving along Victoria Road. All three access roads into the Western End of Lake Lothing site lead onto Victoria Road, and concerns were raised that any redevelopment of the site would lead to increased levels of congestion.

**Response:** The Council appreciates the concerns about the impact of development on the local road network. The Lake Lothing and Outer Harbour Area Action Plan (2012) which allocated the Western End of Lake Lothing for mixed use development under Policy SSP6 was subject to a number of transport assessments. These assessments suggested that without town-wide traffic reduction measures, congestion could increase as a result of the development in this area. However, the Area Action Plan proposes a number of traffic reduction measures to mitigate this
Impact. The relatively small size of the site, and its central location, with good access to local services should help limit car journeys. Additionally redevelopment of the Western End of Lake Lothing area should not result in a large increase of vehicle movement, considering most of the site is already in use as either employment or residential.

The Council will continue to work with Suffolk County Council to pursue other off-site traffic reduction measures to help reduce the impact of this development and others in Lowestoft. Additionally the Concept Statement will promote the use of cycling and walking as alternate modes of transport to further help reduce levels of vehicle movement.

Access (12)
The three main access routes into the Western End of Lake Lothing are from side roads leading off Victoria Road, these are: Crompton Road, South Elmham Terrace and Stanley Road. Concerns were raised that these are narrow roads that offer limited access to and from the site, particularly for larger vehicles. On site boat building businesses also face considerable problems when moving boats from the waterfront out onto Victoria Road, due to the width of South Elmham Terrace.

Response: In preparation of the Concept Statement, Waveney District Council will consult with Suffolk County Councils Highways Department on ways in which access to and from the site can be improved. It is considered that the redevelopment of the Western End of Lake Lothing area may create opportunities to improve access into the site.

Parking Provision (11)
A number of respondents raised the fact that vehicles parking along Crompton Road and Stanley Road restrict access for Heavy Goods Vehicles, cause difficulties for local homeowners and makes exiting or entering Victoria Road hazardous. Concerns were raised during the consultation that new development would result in an increase of on street parking.

Response: Any applications submitted in this area will have to prove to the satisfaction of the Council that suitable levels of parking will be provided for the proposals. Any redevelopment of previously underutilised areas of land may also result in an increase number of parking spaces. Additionally, the Western End of Lake Lothing Concept Statement will promote the use of cycling and walking as alternate modes of transport in the site to help reduce the levels of vehicle movement.

Flood Risk (7)
A number of respondents raised concerns about promoting development in an area which as at risk from flooding.
Response: Before any development can take place on the site, detailed, site-specific, flood risk assessments will be needed that will demonstrate that an adequate level of protection is provided to new properties in accordance with the National Planning Policy Framework and that flood risk is not increased elsewhere. The Concept Statement will propose that more sensitive land uses, such as housing, are located to areas with the least risk of flooding.

Adequate lighting on Roads (1)
Reponses from the consultation highlighted concerns over the level of lighting on roads within the Western End of Lake Lothing area, which if not sufficient may lead to an increased risk to drivers and pedestrians.

Response: Issues relating to the level of lighting on roads in respect to new development will be addressed during the planning application process for any applications brought forward in the site.

Noise impact (2)
Some responses raised concerns about the potential impact of noise that would be generated from increased levels of traffic on the site.

Response: Planning applications in the area where noise may be an issues will require a noise assessment to assess the impact of noise and identify any necessary mitigation measures.

Question 2: Do you agree with the general distribution of land uses shown on the draft masterplan?

This question was in reference to the draft masterplan provided as part of the leaflet sent out during consultation. The masterplan set out an indicative distribution of land uses which prioritised different areas of the site to what was considered the most appropriate land use. Overall, the majority of responses indicated general support for the draft masterplan, some of these with reservations, particular in regard to access and congestion. A small number of responses were outright objections to the distribution of land uses. Below are the main issues raised in relation to question two:

- More Housing should be proposed
- More areas should be landscaped and left undeveloped
- More employment should be proposed / There is too much housing proposed
• Greater clarity is needed on what a Live/Work unit will be
• The site should promote waterfront housing
• Will Compulsory Purchase Orders be used on the site

More housing should be proposed (1)
Some concerns were raised during the consultation that more land should be given over to housing allocations within the Western End of Lake Lothing site.

Response: the level of residential development set out in the draft masterplan is in line with the allocations made within Policy SSP6 of the Area Action Plan with which the Concept Statement needs to be in conformity. Planning permission has been approved for 44 homes on the site, so the allocation of 57 residential dwellings still leaves provision gap of 13 homes to be constructed. Land has been proposed in the draft masterplan for the placement of these remaining dwellings.

More areas should be landscaped, and left undeveloped (2)
Several comments during the consultation suggested that areas around the site, particular around the waterfront, should be left undeveloped and landscaped instead, which would help to improve the visual quality of the site.

Response: Applications brought forward in the site will have to incorporate certain levels of landscaping into their design; the level of landscaping required will be reviewed during the process of individual planning applications. The Concept Statement will provide guidance on landscaping.

More Employment / Too much housing (1)
It was suggested that more land should be prioritised for employment uses, over housing.

Response: Legislation requires the Concept Statement to be in conformity with the Area Action Plan and Policy SSP6 of the Area Action Plan allocates the Western End of Lake Lothing for the development of tourism, marine and residential uses, including the development of 57 homes. Allocating more land for employment uses would run the risk of the site not being able to deliver the 57 homes, and tourism allocations set out in Policy SSP6.

Greater clarity is needed on what a Live/Work unit will be (2)
Live/Work units provide a combination of living quarters and workspace within a single dwelling, typically with the business is on the ground floor. Two comments were raised in regard to the proposed live/work units on the site, one comment queried what a live/work would be, whilst
the other suggested that the allocation could be too open to interpretation and could cause problems with scrap works building up in the area.

Response: From the comments raised, it is clear that greater clarity needs to be provided on what live/work units are, and what types of businesses may be used by them. To address this concern, the Concept Statement will provide existing examples of live/work developments and give design guidance on how they could be successfully incorporated into the design for this site.

The site should promote waterfront housing (1)
The Western End of Lake Lothing has good access to the waterfront, and several responses during the consultation suggested that this access should be used to deliver waterfront housing.

Response: The Western End of Lake Lothing contains several marine based employment uses, which are reliant on access to slipways along Lake Lothing. Whilst waterfront housing is often desirable, in this case it is considered that land close to the waters edge should be prioritised for employment uses. Waterfront housing would also be at a greater risk of flooding, as all waterside areas of the site fall within flood zone 3.

Will Compulsory Purchase Orders be used on the site? (1)
One comment raise during the consultation questioned if the Council would be using a Compulsory Purchase Order to obtain land within the Western End of Lake Lothing.

Response: Development of the Western End of Lake Lothing will be brought forward by individual landowners and developers. The Council is not planning to use Compulsory Purchase Powers with respect to development on this site.

Question 3: What approach should be taken on movement and access into and through this site - including for cyclists and pedestrians?

The masterplan sent out with the consultation leaflet included a proposed road layout. Access to the Western End of Lake Lothing would still be via South Elmham Terrace, Crompton Road and Stanley Road but there would also be improved access through the site from east to west. This would be achieved by extending Lake View Road along the whole length of the site. In addition there would also be road linkages to South Elmham Terrace to the south and a proposed cycle and pedestrian link across the railway to the west. An important part of the Concept Statement is how easily local people and employees can access the Western End of Lake Lothing and move through the site once it has been redeveloped. There was concern among respondents about inadequate access for employment vehicles and the congestion this would cause, the provision of public transport and safe access for cyclists and pedestrians. The answers to question three are summarised below:
Third Crossing (5)
Respondents raised the issue of providing a third crossing of Lake Lothing because of its potential benefit to the wider traffic flow and reduced congestion within central Lowestoft. Respondents who raised this issue believed that redevelopment of the Western end of Lake Lothing should be linked to provision of a third crossing of Lake Lothing and that redevelopment without a crossing would lead to serious problems with traffic congestion.

Response: It is agreed that construction of a third crossing would benefit traffic flow within Lowestoft, however, it is not critical to delivery of redevelopment at the Western End of Lake Lothing. This area is already built up and it is unlikely that redevelopment would create significant additional extra traffic. The Council will continue to work with its partners to help secure the delivery of a third crossing.

Adoption of South Elmham Terrace by Suffolk County Council (2)
It was suggested that Suffolk County Council as Highway Authority should adopt South Elmham Terrace, one of the roads accessing the Western end of Lake Lothing. This would increase the capacity of the road and make it safer for local residents and employees accessing the site. It was also stated that South Elmham Terrace should remain as a cul-de-sac because converting it to a through road would increase congestion.

Response: The Western End of Lake Lothing site is already developed and it is unlikely that redevelopment of the site will significantly increase traffic volumes. Redevelopment of the site will take place in consultation with Suffolk County Council Highway Authority to ensure that there is adequate road access. Adoption of South Elmham Terrace is a matter to be decided by Suffolk County Council Highway Authority. Proposals to make South Elmham Terrace part of a wider road network will be undertaken in consultation with Suffolk County Council Highway Authority to ensure that it does not increase congestion.

Security and privacy for employment sites (1)
There was concern about the security of local businesses operating the in the Western End of Lake Lothing and that therefore it was necessary to restrict access to current and proposed employment areas to business owners and their employees. This is to reduce disruption to local employers and the potential risk to their property and equipment.

Response: Development within Western End of Lake Lothing will be undertaken in consultation with local employers to ensure that security concerns are adequately addressed. The Concept Statement will make clear that public access to the waterfront may be possible where it does not compromise the security of businesses operating in this part of the site.
Lack of public transport, especially in the evenings (1)

It was stated that lack of public transport, especially in the evenings, would dissuade visitors to the area who do not have access to a private car. Lack of access by public transport could harm the ability of the site to become a successful tourist attraction.

Response: Development of the adjacent Sustainable Urban Neighbourhood site which is allocated under Policy SSP3 of the Area Action Plan will provide additional bus services to the area which would be accessible from the Western End of Lake Lothing.

Works access issues, especially for heavy machinery and goods vehicles (2)

Among other issues about highway congestion and safety respondents stated concern about work related access to the site, especially for larger vehicles such as heavy goods vehicles. Roads linking Victoria Road with the Western End of Lake Lothing are narrow and are often used by residents to park their cars leaving only very narrow parking spaces. This means that in some cases vehicles may not be able to access businesses in the site.

Response: The northern edge of the Western End of Lake Lothing is a well established employment area and the road network already serves goods and employment related traffic albeit there are some recognised constraints. The Concept Statement will be created in consultation with Suffolk County Council Highway Authority to ensure that the network can serve proposed development and to see if any solutions to existing problems can be found through the redevelopment of the site.

Pedestrian and cyclist safety (1)

One response noted that the roads within the Western End of Lake Lothing are narrow, as is Victoria Road. This is a dangerous environment for cyclists and pedestrians who have to share these roads with cars, trucks and buses. It was felt that in these circumstances redevelopment of the Western End of Lake Lothing could increase the risks posed to cyclists and pedestrians.

Response: The Western End of Lake Lothing and surrounding areas are already built up and it is unlikely that regeneration of the site would generate significantly more traffic than at present. Therefore it is unlikely that the risks to cyclists and pedestrians will increase greatly in the future. The Western End of Lake Lothing Concept Statement will be prepared in consultation with Suffolk County Council Highway Authority to ensure a safe environment for all forms of transport, including cyclists and pedestrians.

Type and design of access for cyclists and pedestrians (1)

One response questioned the types of access to be provided for cyclists and pedestrians, including the type of additional railway crossing planned for cyclists and pedestrians.

Response: The Concept Statement will promote access to all parts of the site for cyclists and pedestrians. The Council will prepare the Concept Statement in consultation with Suffolk County Council Highway Authority to ensure that it includes an appropriate road network with access for cyclists and pedestrians. Any additional cyclists and pedestrian crossing across the railway line will only be delivered following consultation with Network Rail.
Question four asked how local businesses, landowners and residents thought development should be designed. Responses received included the height and size of new buildings, architectural styles and the types of materials used. There were also more practical considerations such as how to deal with flood risk and promoting the construction of energy efficient buildings. Responses received concerned minimising flood risk through design and ensuring new development was sensitive to the surrounding area. There was also some uncertainty about the meaning of some of the proposals, particularly landmark buildings.

Response topics can be summarised as follows:

- Ensuring new buildings are sensitive to their surroundings
- Overlooking of existing homes and properties
- What is meant by a landmark building?
- Buildings should be environmentally friendly
- Use of porous surfaces to reduce flooding
- Concerns about overlooking

**Design should be in keeping with local styles (2)**

Some respondents stated that design for new buildings in the Western End of Lake Lothing should be in keeping with existing buildings and developments. This includes height and massing that does not overshadow existing structures, as well as design and choice of materials that are sensitive to the surrounding area.

**Response:** The Concept statement will promote development that is modern but also sensitive to its surroundings. This will include appropriate height and massing of buildings, as well as materials that are in keeping with their surroundings. The Council will work with developers to ensure that development ensures high quality buildings that respect their surroundings.

**Buildings should be of a modern style to demonstrate revitalisation (1)**

One response argued that new buildings within the Western End of Lake Lothing should be modern designs to show a difference with previous buildings and structures on the site. This would demonstrate that the area has been regenerated.

**Response:** The Concept Statement will encourage the use of modern building designs that are also in keeping with the surrounding area.

**Building heights (3)**

It was stated that the heights of new buildings should be in keeping with the heights of existing buildings.
Response: The Western End of Lake Lothing Concept Statement will encourage new development that is sensitive to its surroundings, including through the design of buildings with appropriate height and massing. Issues of overlooking of neighbouring properties will be dealt with when a development proposal is assessed during the planning application process.

People unsure about what is meant by a landmark building (4)
There was uncertainty among some respondents about the definition of a landmark building. This included questions about the height of such structures, with concerns expressed about neighbouring properties being overshadowed and overlooked. One suggestion was that a landmark building could take the form of a statue rather than a building.

Response: The Western End of Lake Lothing Concept Statement will propose landmark buildings that create focal points in the design of any redevelopment. These buildings will help provide distinction and interest in the design of development and help wayfinding through the site.

Need for design that protects wildlife and is environmentally friendly (1)
One response included a request that future development on the Western End of Lake Lothing site should be environmentally friendly.

Response: Development proposals will be assessed against existing policies and building regulations regarding sustainability. The Concept Statement will also promote linkages to public transport as well as walking and cycling.

Introduction of porous surfaces (2)
There has been concern about surface water flooding in the event of heavy rainfall and that therefore driveways and other solid surfaces will need to be designed to allow rainwater to pass through.

Response: The Western End of Lake Lothing Concept Statement will promote development that is sustainable and resilient to flooding from Lake Lothing and that caused by rainfall. The design of proposals and their ability to reduce the risk of surface water flooding will be considered during the planning application stage.

Concerns about overlooking (3)
Some residents of the Western End of Lake Lothing are worried that their houses and gardens will be overlooked by the proposed developments in the area.
Response: Waveney District Council will work with developers during the planning application process to ensure that the potential for overlooking and loss of privacy are both minimised.
Appendix A – List of responses, and who made them

<table>
<thead>
<tr>
<th>Respondent</th>
<th>Comment</th>
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| Anglian Sweet & Drink Co Ltd | 1. The key constraints are access.  
2. More of the land could be given over to housing  
3. No special approach needs to be taken to accommodate cyclists or pedestrians, other than the Local Authority needs to adopt the estate roads.  
4. The development of this site should be modern in both the design & materials, to show the site as a new revitalised area. The heights of the properties need to be 3-4 storey’s high so as to mitigate any flood risk. |
| Anonymous | Oulton Broad is totally congested now. Without a third crossing it would be madness to put more cars on the Victoria Road. As for visitors coming to your proposed attractions we, we have one bus an hour the 106. It finishes at 5:45pm and non on Sundays at all. Not everybody drives cars. |
| Fancy Cakes Patisserie | 1. The key issues are increased traffic in an already congested area, but also increased risk of flooding to existing parts of Oulton Broad by building on this land.  
2. There are too many proposed houses. These will generate too much traffic. More of the land should be left vacant and landscaped.  
3. Buildings should be attractive, low level and ground surfaces for parking should be porous. |
<p>| Mr &amp; Mrs J Benns | I would like to invite you to live in my house, most of which is in Stanley Rd, for a week so you can appreciate the parking problems we all battle with now. How can you add 57 dwellings with multiple cars and say this would not make life here impossible. |
| Mrs S Pike | Residents views do not seem to be taken into consideration, as previous concerns did not appear to be acknowledged. We do not want to be over run with new houses, bringing more traffic and noise into a small area. We have enough at the front of our properties without adding more at the rear. Do not want the risk of losing our only off road parking area. Please bear in mind we are the people who have to live with the outcome of these proposals – not you. |
| Molly Ennew | Would like the housing between Compton Rd Stanley Road Lake View Rd to hurry up and get built so as the eye sore and land which is a health risk (rats) every year to, bungalows in Stanley Road also here is a old caravan on site as well which should be moved. Rat hotel! |
| P Stephenson | I approve of the general development and of the differing uses of the land. However from my perspective the main issue is traffic. If you are to create any new development, a third crossing must be a priority. |
| Paola Van Dijk | The plot in front of Lake View should be used for garages / private car park to be |</p>
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<tr>
<td>Respondent</td>
<td>sold to people who live around Crompton Road and Stanley Road. The area needs more garages since the houses are old and very few have a parking space / garage. This leads parking off road in Crompton Road, Lake View and Stanley Road very challenging.</td>
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<tr>
<td>Mr Troy Eade</td>
<td>Parking on Crompton Road is already restricted due to the current increase of car owners, the development there will only make this situation a lot worse. I also note that a planned area is where a factory (providing employment) is and I object to the destruction of the workshop causing job losses.</td>
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| Mr Kevin Sullivan| 1 I feel the key issues are drainage and flood prevention which at present are still totally inadequate or not implemented.  
2 Not sure about Live/work unit? what is proposed?  
3 At present the access for works traffic ie heavy plant is unsuitable.Private vehicle's have already sustained damage on numerous occasions better access and lighting signage etc congestion on Victoria rd parked cars etc all need considerable attention (third crossing a major preference before developing this site)  
4 On the plan what is proposed for landmark buildings (pub/cafe)? public access to waterfront with park like features and open space and a slipway for public recreational use with parking would enhance tourism and local sports /leisure amities.  
In conclusion 44 dwellings is going to create further congestion problems in this area unless better access is provided. Who passed these plans?  |
| Mrs Joanne Page  | My key issues affecting the development of this site, is the even more increased traffic we will have coming through Oulton broad. Victoria road is terrible for the majority of the days now when i first moved here ten years ago we had a rush hour and that was it, now we have regular HGV lorries thundering down it ,boy racers and shear congestion of cars and vans. We NEED another crossing into Lowestoft and out to Yarmouth!. Cyclists are at risk, especially as Victoria road is very narrow and people park down it, and the amount of ambulances that come through here has increased also in the past ten years we need less traffic problems, as the ambulances need to get through!!! Don't get me wrong I am all for developing this area as it will bring in more employment which this area desperately needs (I mean Locally sourced labour and not shipped in, which increases competition for housing, schools and makes the job situation worse for local people), and we need to look at the long term effects and costs (I don't mean monetary I mean lives lost).  
I agree with the general distribution of land uses shown, but I have a few questions about it. With all the extra housing will you be providing another school? Do we have enough school places around this area to deal with the extra families? Do we have enough room in Doctors surgeries? Dentists? etc. Also Your little red stars indicate Landmark Building what does this mean???. Is it a great
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<td>forty foot skyscraper that’s going to look in to existing home owners windows? There is not enough room on Victoria road to accommodate the extra movements and access to this site i think this needs to be addressed first! I have also noticed there will be a pedestrian/cycle route over the train line??? How is this going to be safely done? As for the design of the site I think it should be in keeping with the local area of where it is situated. As environmentally friendly as possible! I hope the open space you have planned will be somewhere people would like to visit, maybe educational i.e. living with the local wildlife instead of destroying it.</td>
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<tr>
<td>Mrs Carol Mott</td>
<td>1. The key issues/constraints affecting development of this site are: a. Access to and from the proposed development site is going to be a problem. Victoria Road is very narrow and already heavily congested and I fail to see how it is going to cope with the added traffic generated by the development. b. My main concern however is for flooding. This proposed development area is in a flood zone and much of it is known historically to flood. This was very apparent during the December 2013 tidal surge. As well as the regularly flooded areas around South Elmham Terrace and close to the waterfront, some residents further along Victoria Road had flood water up to their back doors, which they had never experienced before. Indications are that flooding nationwide is likely to increase in future years and we should take note of this when considering future land development. No doubt there are plans to protect the new development from flooding, but water has to go somewhere and if this area is ‘built up’ in some way, the flood waters will find another route and this could seriously increase the risk to surrounding areas in Oulton Broad. As a resident of Bridge Road, I am very aware of the potential danger of tidal flooding. The building of 57 new dwellings on this site will considerably exacerbate the problem. I know that there is a need for new housing in the Lowestoft area, but these should NOT be built in a flood zone. 2. I do not agree with the general distribution of land uses shown on the draft masterplan. I feel that the area allocated for work units (purple and yellow) is a good idea, as there is a need for more employment opportunities, especially for our young people. It will be excellent if they are mainly focussed on marine activities as this is what the landscape lends itself to. Some of these could be work/live units. However, I strongly disagree with the western area being used for housing (shown in orange). This should not be built upon for the reasons mentioned above. It should be landscaped attractively with some footpath access along Lake Lothing It may be less lucrative from a development point of view, but</td>
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<td>sometimes it is more important to consider environmental and existing local community needs than to build on every available square foot of land.</td>
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<td>3. I think access into this site will cause traffic problems and I am not sure how this can be avoided. However, using the land for work units will be less detrimental than housing, bearing in mind that most modern households have more than one car.</td>
</tr>
<tr>
<td></td>
<td>4. All work units should be low height. Any ground surfaces should use materials which allow easy drainage - the less we tarmac over flood plain, the better.</td>
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<tr>
<td>Ian Spencer</td>
<td>I oppose to this. My main concerns are as follows:</td>
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<td></td>
<td>The new housing will overlook my property, and garden. Also will disturb my view of the broads</td>
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<td></td>
<td>Parking: It is hard enough to park presently. How will Crompton road and Stanley road handle the extra cars with the new properties.</td>
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<td></td>
<td>Traffic: Even more traffic on victoria road and surrounding roads.</td>
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<td></td>
<td>Noise: The noise and disturbance with building heavy trucks. etc</td>
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<td></td>
<td>I am concerned this development, will decrease the value of my property and ability to sell property.</td>
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<tr>
<td>Resident on Stanley Road</td>
<td>As a resident on Stanley Road, I would just like to make a comment regarding the proposal of new houses, which I assume would be built on the left hand side at the end of Stanley Road. Although this area of land, at present, is an eye-sore, I do feel that building more houses would certainly cause even more congestion down our road, especially if parking isn't seriously taken into consideration. I'm lucky - I have a small drive, but for some residents and visitors, it can be a nightmare and more houses and more cars could make the situation much worse. I don't know whether anyone realises that people who live on Victoria Road also try and sneak in to park on our road, especially in the evenings. The plans don't indicate how many houses would be built on this particular area, but, to be honest, it would be better used as a car park!</td>
</tr>
<tr>
<td>Maisaimai</td>
<td>While I embrace change and new ideas I do not like the privacy of my garden being forfeited as the three-storied flats on top of garages would completely take this privacy away. Can you do anything to help in this matter, please? South Elmham Terrace is a dreadful road to get in and out of by car. You have to pull out into Victoria Road to see in both directions to be able to see. If anybody parks at the top of this Terrace, it is even more difficult, dangerous even, as the traffic is accelerating from the train level crossing and the traffic has to veer around you. Bushes and people on the pavements also block your view. I noticed a proposed footpath going through to Salt Water Way - this would go over the railway line? Another danger!</td>
</tr>
</tbody>
</table>
**Respondent** | **Comment**
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Mr A R Must | Whilst I have no particular objection to a sympathetic development that has an emphasis on employment, I have serious concerns about the impact any development will have on Victoria Road and indeed the small junction at South Elmham Terrace (an unadopted road!). It is common knowledge that Victoria Road quite simply can't cope with any more traffic and I welcome details of the traffic surveys that you have carried out and whether you plan to adopt South Elmham Terrace.

Russell Cooper | I believe the biggest issue here is that of access, whether it be for housing, works, new employment or tourism.

There has been recent approval of housing for the old BDS yard and Early Dawn area which looks very pleasant in the drawings and whilst access was a concern it really has not been thought through properly. I fully accept that the applicant will seek to purchase land to generate the correct clear vision onto Victoria Road from South Elmham Terrace however the increase in traffic to the housing, and there will be an increase not a decrease as the study says, is just one issue.

The proposals are for a large scale redevelopment with access limited to the complete site via South Elmham Terrace and this is not sufficient. The draft masterplan indicates a second possible access via Crompton Road however this, Lake View Road, and Stanley Street are all old narrow streets with on road parking and do not provide proper access.

I applaud the overall scheme and plan however the question of suitable access is paramount. The Highways Agency study of February 2009 recognised the need for a Southern Access Road linking Saltwater Way to the Southern Relief Road and possible 3rd crossing yet this now seems to have been ignored given the planning permission mentioned earlier yet the issue of access remains.

The distribution of uses seems reasonable though I believe ideally it would be more beneficial to relocate most or as much industrial use areas as possible for residential/leisure/live-work units as the type of businesses currently there do not lend themselves well to having residential housing and tourism around them.

Mr & Mrs Collyer | We have looked over your proposal for the western end of lake lothing and although it looks fine we would like to draw your attention to one point ref. the road from lakeview road into the site, this part is a cul de sac and we want to remain so, what with the parking in and around the area we get cars ect from the doctors, Victoria road, boatyard paint factory and church, delivery is sometimes terrible with drivers having to try and find who owns cars that are blocking the road to get them shifted. We think that all access should be via south elm terrace as it is now, as the three roads ie stanley. Crompton and
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<td>Lakeview</td>
<td>lakeview are not suitable for any extra traffic.</td>
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<td>Jeckells &amp; Son Ltd</td>
<td>With reference to your letter regarding the Western End of Lake Lothing Concept. Our main concern and extreme annoyance hindering our business is the road congestion, the railway crossing and the river bridge where this has to be improved before we would accept any further development.</td>
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<td>J Hoze</td>
<td>Access and egress via South Elmham Terrace problematic. 1. Width of Victoria Road. 2. Blind curve eastward from level crossing. 3. Proximity to level crossing. Enforced right hand turn - access + egress - would help but would also put additional movement onto Victoria Rd / Saltwater Way roundabout.</td>
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<td>Ivan Green</td>
<td>1. Access to the area via Victoria Road is very restricted and will need considerable improvement. 2. What will be the landmark buildings 3. The proposed cycle / footpath to Saltwater Way cross the Lowestoft / London railway line – what type of crossing is proposed. 4. What improvements are planned for Victoria Road and the railway crossing?</td>
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| Lowestoft Marina         | General Comments  
  • I am replying on behalf of Lowestoft Marina Limited.  
  • We rent c. 2 acres of land and water on the site under discussion. The director of the company is also the owner of the land.  
  • Lowestoft Marina were not sent a copy of the concept statement. Rather we were notified of it via our tenants and berth holders. They received copies directly. We did not. This situation was hugely unsatisfactory.  
  • Our tenants became unsettled and thought that planning might mean they had to move. As you had not either warned us that the concept statement was being sent out or had not sent us a copy, we had no idea what they were referring to initially. This was totally unacceptable.  
  • If there is to be any development of the site, it needs to be agreed in a holistic fashion with all the existing landowners.  
  • Once a plan has been agreed with the existing landowners it can then be commented on via the usual planning process.  
  1. What do you think are the key issues/constraints affecting the development of the site?  
    • All landowners on the site need to be consulted regarding their requirements.  
    • In addition, issues around access and housing volume (limited to 57) need to be looked into much more closely. If these issues are not  |
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<td>addressed, the site may not be viable for development.</td>
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<td>2. Do you agree with the general distribution of land uses shown on the draft master plan?</td>
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<td>• The existing site works well, as all parties put their land to commercial uses.</td>
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<td>• At the moment, the concept proposed by the council is too varied. It is trying to be all things to all people. By modern development standards, it is a small site and cannot cater for all uses. Therefore, it needs to be restricted to three of the proposed uses i.e. employment, leisure &amp; tourism and housing.</td>
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<td>3. What approach should be taken on movement and access into and through this site – including for cyclists and pedestrians?</td>
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<td>• Access should not be given to all areas. For example, the marina berth holders and commercial units need security &amp; privacy, a working boatyard should not be accessed for health &amp; safety reasons etc.</td>
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<td>4. How do you think development of the site should be designed? (Building types, heights, layout, materials etc)</td>
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<td>• Employment and leisure &amp; tourism should have waterfront access.</td>
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<td>• Housing should be mainly to the rear of the site, with only some properties having waterfront access.</td>
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<tr>
<td>Vic</td>
<td>1. Access - This will be the major concern for current residents. Also flood risk to new properties - presumably new occupants will not be able to get insurance as a result of their properties being within a previously flooded area.</td>
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<td>2. I believe that the area is best suited to tourism and light industry and that the traffic densities created by the scale of housing proposed would create a number of problems. Current traffic density can result in delays to and from residences due to the poor layout of the access via South Elmham Terrace - an increase in density resulting from the scale of housing proposed would add to an already dangerous situation. I do not believe that given the position of the housing, residents would choose to exit the area via the Compton Road 'relief route'.</td>
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<td>3. The access via South Elmham Terrace is hazardous as a result of the speed carried by vehicles exiting Saltwater Way, which regularly results in 'near miss' situations when turning right or even left on to Victoria Road. I am aware that this is only anecdotal evidence but I do not think it wise to wait for a serious accident to occur in order to prove my point.</td>
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<td>If access were still to be permitted through South Elmham Terrace then either</td>
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<td>Traffic exiting Saltwater Way would need to be calmed or a 'One Way' system would be required, with South Elmham Terrace being an entrance only. 4. Housing interspersed with business would create an attractive and functional feel to the area. Buildings in character with the maritime history of this part of Lake Lothing - Many properties in this areas are Fishermen's Cottages. Properties should not be too many stories so as not to overlook the rear gardens of current properties.</td>
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| Energy Related Supplies | We are in receipt of the Concept Statement Consultation Paper letter offering the chance of land owners and others to have an input on the proposed Master Plan for the area above.  
Our comments are:-  
1. Key issues / Constraints, we feel that the employment / tourism marked areas on the edge of Lake Lothing should be directly associated with marine leisure such as Marinas and working affordable boat yards.  
2. Live-work units, this we feel is not a suitable option as this can be open to All sorts of interpretation and infringements to the type of use, for example vehicle repairs where old scrap / damaged vehicles tend to accumulate to be used for spare parts etc.  
3. Leisure and Tourism, this has been covered in 1 above  
4. Housing, We feel there should be more waterfront type dwellings on the inner land areas marked Employment, Live and Work Units, this will help to keep the area clean and tidy and free from discarded industrial items. This will also Encourage prospective developers to develop the total area rather than small individual developments. Land mark Buildings, we cannot see what will be achieved by this, may be this idea can be replaced by statues.  
5. Access to Water Front, this can also be covered in 1 above.  
We trust the above will be of some help to determine a Master Plan for this Area of Lake Lothing. |
| tkb        | Parking, flooding  
Parking at present most of the residents park on the roads along with others who go out fishing or on cruisers A cycle lane has the potential of encouraging commuters and others to park in our roads and cycle to town. At present the weekends are so peaceful as the commercial buildings are closed this would |
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<td>change with visitors again coming and parking so to cycle along the lake lothing Where the cycle lane is proposed this is where the water runs of the road into the lake lothing and if this is built up could cause flooding. Access to this area is difficult due to Victoria Road being the only main road to the area of which is constantly full of traffic stuck due to train lines or the other way the ongoing problem the one and only Bascule bridge.</td>
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<tr>
<td>Sarah Jane Hodaj</td>
<td>Can a live / work unit be offered to D+R Marine + W. Thompson on D+R Marine Site.</td>
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<td>What is happening to No’s 1-6 Stanley Road next to Witham Oil + Paint Factory – compulsory purchase order?</td>
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<td>Bridge Marina land area needs raising (or flood barrier).</td>
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