Western End of Lake Lothing Supplementary Planning Document (SPD)

Consultation Statement

December 2015
A draft Concept Statement Supplementary Planning Document (SPD) has been prepared to assist with the implementation of Area Action Plan policy SSP6 (Western End of Lake Lothing).

Preparation of the Western End of Lake Lothing SPD Concept Statement has been prepared in accordance with the Council’s Statement of Community Involvement (2014).

An initial consultation was undertaken for four weeks between 3rd July and 31st July 2015. This initial consultation was intended to inform the content of the Concept Statement and consisted of a leaflet which was distributed to local people, businesses and landowners. The initial consultation responses are detailed in the Regulation 17 Statement, which may be found on the Council’s website, together with the SPD and other supporting documents.

Following the preparation of the draft Western End of Lake Lothing Concept Statement SPD a public consultation was undertaken to offer members of the public the opportunity to comment. Other consultees included parish councils within Lowestoft, adjoining local authorities, statutory consultees, members of the Developers Forum and local people who have notified the Council that they wish to be informed of such consultations. Those invited to comment are listed in Appendix 1.

The consultation was open for six weeks between 23rd October and 4th December 2015. There were 15 responses to the consultation. The responses to the consultation and how the Council has responded to these issues is provided below. The proposed changes to the document in light of the comments are also identified.

The Western End of Lake Lothing Concept Statement SPD has been subject to an Equality Impact Assessment (EIA) screening assessment.
The document has also been subject to a Strategic Environmental Assessment (SEA) screening assessment and a Habitats Regulation Assessment (HRA) screening assessment. Both concluded that a full SEA and Appropriate Assessment, respectively, were not needed and no changes to the document were necessary.

<table>
<thead>
<tr>
<th>Comment ID</th>
<th>Respondent</th>
<th>Comment</th>
<th>Council's Response</th>
<th>Changes to the document</th>
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<tbody>
<tr>
<td>General</td>
<td>Mrs. Amanda Hawes</td>
<td>hello, having moved to Crompton road July 2015, the reason we bought our house is because of the quiet road, non-estate and views from our windows to the left of our old 1937 house of the broad and the sailing boats, and also from our garden of the boats. Had we known you were likely to add a social housing estate of 44 houses (ugly new cheap looking housing...as usual) we would never have bought this house. It is wonderfully quiet as there are few houses/bungalows on this lovely friendly street (Crompton road). If you add 44 houses, it will become a noisy litter filled, double the cars estate. We do not want that to happen to this lovely old fashioned road, that is barely passable already with people from the drs surgery, victoria road residents, and visitors to the everitt park getting free</td>
<td>Comments noted. The planning permission for 44 new dwellings on the Anglian Sweets and Drinks sites is only in outline and so is subject to further work to finalise the design and layout. Guidance in the Concept Statement will help to create a high quality development on both the Anglia Sweets and Drinks site and elsewhere in the Western End of Lake Lothing. This will include an improved road layout that will aid traffic flow and reduce congestion. Provision of off street parking will make it easier for traffic to access the site, reduce congestion and the risk of accidents and damage to property. Consultation with Suffolk County Council Highway Authority will ensure that an adequate road network is in place to support regeneration of the site. Work is also ongoing with Suffolk County Council and</td>
<td>No changes needed.</td>
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parking on our road, as well as Stanley road too. Just 2 days ago a small white van tried to get thru and ripped off next door’s wing mirror at a great cost to the owner. In all the answers the council have given to the questions residents and business owners in the area on the last draft you did, actually NONE were really answered at all... the question of Crompton and Stanley road being a stupid idea for access wasn’t answered apart from saying... it would be MADE ready for access... just how are you going to do that???... take our paths for a larger access road???????? or maybe our front gardens????!! Just as people have said, you need a larger bigger 3rd crossing first. Not build up even more traffic, and humans in an area that is already grid locked for most of the day already through Victoria road, and across our roads being Crompton road, Stanley road and Elmham terrace. It’s absolutely ridiculous that you the council would even think about adding more people, cars and businesses in this already over run area. YOU HAVE BOULTON AND PAUL AS AN AMAZING AREA TO BUILD EVERYTHING YOU COULD THINK OF, AND ALREADY RIGHT other stakeholders to secure delivery of the third crossing which will improve the flow of traffic through central Lowestoft more generally. This development brief has been produced in response to development pressures in the Western End of Lake Lothing Area to ensure that regeneration of the area produces a better environment for residents and visitors to live and work in. As a result this development brief concerns the Western End of Lake Lothing rather than the Boulton and Paul site. A separate development brief has been prepared for the former Boulton and Paul site.
NEAR ANOTHER MASSIVE SOCIAL HOUSING AREA....so why not put your money into that monstrosity that is just sitting there for the running????? what are you planning people doing? if you do build in our road, our house will lose value along with others. are you going to compensate as we wont be able to sell our houses once it becomes an estate? as we moved here because of the beauty of views of the boats etc. all we will end up with is a housing estate of 44 houses to see. AN ABSOLUTE NIGHTMARE. what we need is free parking areas for those that don't have anywhere to park along Victoria road. and make those empty areas of land into beautiful gardens or allotments. people questioned what you would be doing about the 2+ cars per household if you build 44 houses here... all your answer was is... you will be putting in a cycle path so people wouldn't use their cars!!!.... what a joke... most people have to go further than a bike ride to work!!!... so a cycle path just wont cut it... you would need to also squeeze into those 44 houses you want to fill our road up with at least 3 car parking spaces on each house off
**Consultation Statement**

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<p>| 5 | Mrs. Amanda Hawes | Residential opportunities on Crompton road, is not viable, how are you going to put 44 &quot;houses&quot; on this small piece of land with at least 3 car parking spaces also within this land for off road parking??as our road(Crompton road) and Stanley road are already choc o bloc with drs surgery/patients/staff parking on our roads, victoria road residents, and everitt park and broads visitors getting free parking on our roads??? we have just gone to the expense of having to remove our beautiful front garden so we can get both our cars on our own land, as parking is such a huge issue, and also losing wing mirrors/cars being damaged by small ish vans thinking they can squeeze through our already small road. also the big issue would be water and sewerage problems... the small old fashioned water treatment on our road. | This Western End of Lake Lothing Concept Statement provides guidance for proposed redevelopment of an already built up area. Consultation with Suffolk County Council Highway Authority has indicated that the proposed uses for the area will not generate significant additional traffic. The proposed road layout, which will improve traffic movement through the site, together with the provision of off road car parking in new developments, will reduce congestion and improve the experiences of local residents, employees and visitors to the site. This Concept Statement seeks to guide regeneration of the Western End of Lake Lothing area to ensure that it is coherent, of a high quality and adequately served by roads, parking and other infrastructure. Redevelopment of the site | No changes needed. |</p>
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| is CONSTANTLY BLOCKED. so therefore a COMPLETE new water sewerage/pipes throughout the whole of Crompton/Stanley/Victoria road all would need RENEWING. so therefore a housing estate of 44/57 houses would be a bad idea. why don’t you use BOULTON AND PAULS site......its massive and you could put 1000"s of social housing buildings on that site???and its right near shops,schools(already over full though..so this area cannot cope with any more humans in this area) buses,and a slightly better road system in and out of that site.another grand idea would be landscaping or allotments on our piece of empty land on Crompton road.just an idea..... will take place in consultation with Anglian Water to ensure that all new developments are adequately served by water and sewage infrastructure.  
Redevelopment of the former Boulton and Paul site is already identified for regeneration and is covered by the Sustainable Urban Neighbourhood and Kirkley Waterfront Development Brief (Adopted May 2013), which contains guidelines and practical information to help implement development of the site.
The 44 dwellings referred to were granted outline planning permission on the Anglia Sweet and Drinks site on South Elmham Terrace and so would be unlikely to impact properties on Crompton Road. |
|   |   |   |
| 13 | Chris & Roger | The area is clearly ripe for improvement and a mix of commercial, private and tourism is working elsewhere so why not here. The sooner the better.  |
|   |   | Support noted. No changes needed. |
| 12 | Highways England | Thank you for consulting us on your plan received on the 6th November 2015. Highways England has reviewed the neighbourhood plan and has no comments to make as the plan is |
|   |   | Comments noted. No changes needed. |
unlikely to have a significant impact on the A12. We look forward to continuing to work with you as your plan develops.

<table>
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<tr>
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<th>Marine Management Organisation</th>
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| 11 | **Response to your consultation**  
The Marine Management Organisation (MMO) is a non-departmental public body responsible for the management of England’s marine area on behalf of the UK government. The MMO’s delivery functions are; marine planning, marine licensing, wildlife licensing and enforcement, marine protected area management, marine emergencies, fisheries management and issuing European grants.  

**Marine Licensing**  
Activities taking place below the mean high water mark may require a marine licence in accordance with the Marine and Coastal Access Act (MCAA) 2009. Such activities include the construction, alteration or improvement of any works, dredging, or a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence. You can also apply to the |

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<th>Comments noted. The Marine Management Organisation will be consulted as and when proposals for development are progressed.</th>
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MMO for consent under the Electricity Act 1989 (as amended) for offshore generating stations between 1 and 100 megawatts in England and parts of Wales. The MMO is also the authority responsible for processing and determining harbour orders in England, and for some ports in Wales, and for granting consent under various local Acts and orders regarding harbours. A wildlife licence is also required for activities that would affect a UK or European protected marine species.

**Marine Planning**

As the marine planning authority for England the MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. As marine plan boundaries extend up to the level of the mean high water spring tides mark, there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark. Marine plans will inform and guide decision makers on development in marine and coastal
areas. On 2 April 2014 the East Inshore and Offshore marine plans were published, becoming a material consideration for public authorities with decision making functions. The East Inshore and East Offshore Marine Plans cover the coast and seas from Flamborough Head to Felixstowe. The MMO is currently in the process of developing marine plans for the South Inshore and Offshore Plan Areas and has a requirement to develop plans for the remaining 7 marine plan areas by 2021.

Planning documents for areas with a coastal influence may wish to make reference to the MMO’s licensing requirements and any relevant marine plans to ensure that necessary regulations are adhered to. For marine and coastal areas where a marine plan is not currently in place, we advise local authorities to refer to the Marine Policy Statement for guidance on any planning activity that includes a section of coastline or tidal river. All public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must
do so in accordance with the Marine and Coastal Access Act and the UK Marine Policy Statement unless relevant considerations indicate otherwise.

| 26 | Natural England | Thank you for your consultation on the above dated 23 October 2015 which was received by Natural England on 23 October 2015. Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. Natural England does not consider that the Western End of Lake Lothing Concept Statement Draft Supplementary Planning Document poses any likely risk or opportunity in relation to our statutory purpose, and so does not wish to comment on this consultation. The lack of comment from Natural England should not be interpreted as a statement that there are no impacts on the natural environment. Other bodies |
| Comments noted. | No changes needed. |
and individuals may wish to make comments that might help the Local Planning Authority (LPA) to fully take account of any environmental risks and opportunities relating to this document.

If you disagree with our assessment of this proposal as low risk, or should the proposal be amended in a way which significantly affects its impact on the natural environment, then in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, please consult Natural England again.

<p>| 20 | Norfolk County Council | <strong>Preface</strong> | The officer-level comments below are made on a without prejudice basis and the County Council reserves the right to make further comments on the emerging SPD. |
|    |                       | <strong>Comments</strong> | The County Council welcomes the opportunity to comment on the above draft SPD and supports the sustainable design principles set out in the document. Overall it is considered that the |
|    |                       |                     | Comments noted. |
|    |                       |                     | No changes needed. |</p>
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<th>document does not raise any significant strategic cross-boundary issues with Norfolk County Council. It is assumed that, under the District Council’s statutory duty to co-operate (Localism Act 2011), if there are any strategic cross-boundary issues arising, or likely to arise, from the above SPD that the District Council would seek further discussion with Norfolk County Council.</th>
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<tr>
<td>14</td>
<td>Office of Rail Regulation</td>
<td>Thank you for consulting ORR on the Western End of Lake Lothing Concept Statement - Draft SPD. The Office of Rail and Road has no comment to make on this particular document.</td>
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<td>Response noted.</td>
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<td>No changes needed.</td>
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<td>24</td>
<td>Historic England</td>
<td>Thank you for your email dated 23 October 2015 consulting Historic England on the above concept statement and screening opinion. We would like to make the following comments:</td>
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<td>Concept Statement</td>
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<td>There are no designated heritage assets affected by the area covered by this</td>
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<td>Waveney District Council notes Historic England’s position with regard to the need for a full SEA assessment. This public consultation has included other statutory organisations who have had the opportunity to state whether a full SEA is needed. Historic England will be informed about the final decision on whether to undertake a full SEA assessment. Comments with regard to guidance about</td>
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<td>No changes needed.</td>
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concept statement. We welcome reference in the Design Principles section to new development respecting and reflecting local character and context, with helpful examples provided of existing buildings.

**Screening Opinion**

For the purposes of this consultation, Historic England will confine our advice to the question, “Is it likely to have a significant effect on the environment?” in respect of our area of concern, cultural heritage. Our comments are based on the information supplied in your email, including the screening option document dated October 2015 and the consultation draft of the concept statement. It is for the council to make the final decision in terms of whether SEA is required.

The screening opinion document indicates that the council considers that the concept statement will not have significant environmental effects, which presumably includes effects on cultural heritage. It would appear that the concept statement elaborates on guidance contained within the Lake Design principles are also noted.
Lothing and Outer Harbour Area Action Plan (which was subject to a full SEA), and does not seek to introduce new policy. On the basis of the information supplied, and in the context of the criteria set out in Schedule 1 of the Environmental Assessment Regulations [Annex II of ‘SEA’ Directive], Historic England concurs with the council that the preparation of an SEA is not required.

The views of other statutory consultation bodies should be taken into account before the overall decision on the need for an SEA is made. I would be pleased if you can send a copy of the determination as required by Regulation 11 of the Environmental Assessment of Plans and Programmes Regulations 2004.

We should like to stress that this opinion is based on the information provided by you with your email dated 23 October 2015. To avoid any doubt, this does not reflect our obligation to provide further advice on later stages of the SA/SEA process and, potentially, object to specific proposals which may subsequently arise in the concept.
statement area where we consider that, despite the absence of SA/SEA, these would have an adverse effect upon the historic environment.

| 2. Site Context | 10 | Mr. David Butcher | My main interest in any development taking place in the Lowestoft area is largely an historical one. The area in question was once part of Carlton Colville's large and extensive East Heath and it may well have archaeological remains and artefacts surviving from the Neolithic-Bronze Age periods. A large mound was once located at the end of the Crompton Road-Stanley Road area (c. 100+ years ago), known to local children who played there as "The King's Hill". Nothing positive has been recorded concerning it and subsequent development has removed any signs of it, but it was obviously a notable local feature. A Bronze Age burial mound is a possibility, as is an early Anglo-Saxon boat burial (in theory, at least!). Just how much capacity there is for some kind of archaeological assessment, prior to development, is beyond my ability to judge - but consideration of it should at least be given. (David Butcher) | Redevelopment of the Western End of Lake Lothing area will take place in consultation with Suffolk County Council Archaeological service to assess the potential for archaeological remains. If it is considered likely that there are significant archaeological finds on the site then further investigative work will be undertaken. | No changes needed. |
| 27 | Broads Authority | The Broads Authority welcomes appropriate development and change in this area of Lowestoft and supports the principle of a Concept Statement. The Authority does have comments on the content of the Concept Statement. It is important to note that this area is adjacent to the Broads Authority Executive Area and therefore has the potential to impact, benefit or enhance the Broads in this area. Furthermore, the interface with the water in this area also has the potential to enhance and benefit the Broads and enable more people to safely enjoy the water in this area. In general a water based management plan would be of benefit, which discusses the interaction between the land and water. For example moorings, launching facilities, opportunities for water based businesses such as hire boats as well as providing an area for the proposed water taxi to use. Taking each of the points in turn: It is agreed that the Broads Authority Executive Area is adjacent to the Western End of Lake Lothing and regeneration of the site has the potential to impact upon the Broads. Reference to the Broads Authority Executive Area will be made in the text. While the Western End of Lake Lothing Concept Statement could suggest future water based uses a detailed water based management plan is beyond the scope of this document. Water based uses will be considered in greater detail during the planning application stage. Add a new paragraph after paragraph 2.1 to read: ‘The Broads, which are part of the National Park Network and an important area for both landscape and ecology, are situated close to the western edge of the Western End of Lake Lothing. The Broads form an important part of the setting of the Western End of Lake Lothing and Lowestoft. Regeneration of the Western End of Lake Lothing has the potential to protect and enhance the Broads and their setting.’ Also map the location of the Broads on Map 2.1. |
| 28 | Broads Authority | Map on page 1 Show the Broads Authority Executive Area and the Oulton Broads Conservation It is agreed that the Broads Authority area is a major strength to the setting of the Western End of Lake Lothing and should be marked on the location map. Also map the location of the Broads on Map 2.1. |
Area. This information is important in setting the context for the Concept Statement as they are strengths of the area which can be enhanced but need acknowledging.

### 3. Constraints and Opportunities

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<tr>
<th>No.</th>
<th>Name</th>
<th>Comment</th>
<th>Answer</th>
<th>Notes</th>
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<tr>
<td>2</td>
<td>Mr. Kevin Sullivan</td>
<td>This is the first time I have seen my property marked as flood risk area as in fig 3.2. Why is that we where refused grant money for protection? 63 Victoria rd.</td>
<td>It is not possible to answer questions about particular funding applications. Applicants for funding are advised to contact the grant funding organisation with their queries. The Western End of Lake Lothing Concept Statement seeks to plan development so as to minimise the risk of flooding and to ensure that all new and existing buildings in the Western End of Lake Lothing Area are adequately protected against flooding.</td>
<td>No changes needed.</td>
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<tr>
<td>1</td>
<td>Mr. Kevin Sullivan</td>
<td>With ref to 1.5 area flooding I am concerned that this has not been properly addressed since the last major flood from the sea, Some form of flood barrier needs to be constructed for the areas protection? Access to the site ie SOUTH ELMHAM TERRACE In recent months this unadopted road has become a local car parking area and a</td>
<td>The Western End of Lake Lothing Concept Statement focuses tourism and employment development on the northern and western parts of the site, which are considered to be at a higher risk of flooding. This is because tourism and employment uses are considered to be less vulnerable to flooding. By contrast, housing will be concentrated towards the south and east of the site, which is outside of the flood zone. Live work units, with</td>
<td>No changes needed.</td>
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Clearly, Victoria Rd and surrounding area require car parking which needs to be included in any future development. With increased vehicle activity, access is becoming difficult to the area.

Employment uses on the ground floor and residential uses on the less vulnerable upper floors will also be used in areas of flood risk. The Council will work with its partners to ensure that all new development is safe in the event of flooding and it has secured funding for further flood protection and lock gates to be completed by 2020/21.

The Western End of Lake Lothing Concept Statement will require new development to provide suitable parking to reduce the number of vehicles parked informally in the street. Improved road layout will also increase permeability of traffic through and within the site, which in turn will reduce the risks to cyclists, pedestrians and drivers. The approved development for 44 homes includes improvements to South Elmham Terrace and the junction with Victoria Road.

The majority of the land available for development is at risk of flooding from exceptional high-tidal surges. As a consequence any development designed to overcome these risks will be expensive and therefore unattractive to a potential developer.

No changes needed.
The provision of a flood barrier at the bascule bridge extending from the Hamilton Dock to the South Pier will illuminate the risk of flooding to this area. May I suggest therefore that the flood risk conditions of the Concept Statement are subject to there not being a flood barrier in place at the time of any proposed development. This may then be more attractive to the potential developer without whom your proposed plans will not materialise.

I wholeheartedly agree that maximum use should be made of Lake Lothing waterfront which is such a valuable inherited asset for Lowestoft to maintain its present and attract more water related leisure activities which will inventively require supporting water related industry particularly if these areas are open to the general public.

Waveney District Council will work with all stakeholders to ensure that regeneration of the site is designed so as to be resilient to flooding, even without a flood barrier at the Hamilton Dock and Bascule Bridge.

Support regarding waterfront development is noted.

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| 30 | Broads Authority | Page 4 > Bullet 6 – not only employment use but recreational access as well. The water in this area provides access to the Broads. The bullet point refers to ‘potential’ but there could be merit in being more

Page 4, bullet point 6: It is agreed that more information could be provided about the water front, both for employment and leisure uses. However greater detail will be discussed during the planning application stage as proposals are submitted to the Council.

Add the following text entitled ‘Waterfrontage’ after paragraph 5.24:

‘There is strong potential for new employment uses to exploit their waterfront location. This part of Lowestoft
detailed in what could take place.

Page 5
> Bullet 10 – this planning permission is mentioned throughout the document. Does there need to be more detail provided regarding the scheme?
> Bullet 14 – what about the impact of flooding elsewhere as a result of protecting new development from flooding in this area? Protecting from flooding in one area can cause problems elsewhere.
> There used to be many paths to viewing points on the waterfront. Is there scope to re-introduce such paths and viewing points?
> Other constraints and/or opportunities not included in section 3 are as follows. These aspects should be addressed in this section as they are important local considerations that change in this area should consider and address. Heritage for example does not seem to be mentioned until page 11 of the document.
  o Archaeology
  o Conservation Area
  o Biodiversity
  o The Broads being a member of the National Park.

Page 5, bullet point 10: While this planning permission forms an important part of the site it is only in outline and the details of the design are subject to further discussion. Therefore it would not be appropriate to provide further details at this stage when the design and layout could be subject to change.

Bullet point 14: The text of bullet point 14 will be amended to ensure that development in the Western End of Lake Lothing does not increase flooding elsewhere.

The Western End of Lake Lothing Concept Statement will seek to promote views of the waterfront and has earmarked part of the site for possible tourism use, which will be publicly accessible. However much of the waterfront will be used by businesses who may not be able to grant public access to their parts of the waterfront.

In terms of further constraints:
Archaeology – an archaeological survey will be required as part of the supporting evidence of a planning application to has a history of marine related uses and future uses could include small boat builders, chandlers and marine equipment makers. Public access could also be possible where employment use allows.’

Add the following text entitled ‘Waterfrontage’ after paragraph 5.29:
‘This is a prominent site within the Western End of Lake Lothing and a landmark building on the waterfront could be used for tourism activities, such as a departure point for tour boats and water taxis. A prominent building here could attract visitors and residents to the waterfront.’

Add the following text to the end of bullet point 14: ‘Development on the site should take into account the impact on flood risk in the surrounding area and should not increase risk in other parts of Lake Lothing.’

Add the following text after paragraph 2.1 to make clear that the Broads is part of the National Park Network:
‘The Broads, which are part of the National Park Network:’
| Flood Risk section page 5 | should tidal and surface flooding be considered in this section as well? Details can be found at the ‘what’s in your backyard’ website. These sources of flooding seem relevant for the area and their mention seems appropriate. Paragraph 3.4 is confusing as written and could usefully be clarified. Is there potential for contradiction as well as flood risk an issue but as residential is already granted, such a land use is acceptable in this area. | Park Network and an important area for both landscape and ecology, are situated close to the western edge of the Western End of Lake Lothing. The Broads form an important part of the setting of the Western End of Lake Lothing and Lowestoft. Regeneration of the Western End of Lake Lothing has the potential to protect and enhance the Broads and their setting. Amend paragraph 3.3 sentence 1 to read: ‘One of the main constraints facing development in the Western End of Lake Lothing is the risk of tidal flooding from Lake Lothing.’ Add to the end of paragraph 3.3: ‘Development within the Western End of Lake Lothing should also minimise the risk of surface water flooding, which is caused by excessive rainfall. Developments will be expected to provide details of measures to deal with surface water as part of a planning application’. Amend paragraph 3.4 to read: ‘Due to these threats it is considered that employment uses are best suited for the central and north western side of the site. A biodiversity assessment will be required as part of a planning application to redevelop all or part of this site. Broads Authority – The text will be amended to acknowledge that the Broads is part of the National Park network. Flood Risk (page 5) – Reference will be made to the risk from both surface water and tidal flooding but these issues will be dealt with in detail during the planning application stage. Clarification of paragraph 3.4 will also be made to take account of the outline planning permission in the south west corner of the site. |
| 4. Land Use | Broads Authority | How do the zones relate to figure 4.1 on page 6? And how does figure 6.1 on page 15 relate to the zones and figure 4.1? | Figure 4.1 on page 6 sets out future distribution of land uses on the site, which will form the basis for the Concept vision. The map of land uses in figure 4.1 is then developed through design principles and description of each zone to create the concept vision. Figure 6.1 on page 15 displays the concept vision for the site and forms a map of how the site is expected to be developed. | No changes needed. |

| 5. Design Principles | Mrs. Amanda Hawes | Taller eye pleasing "landmark" buildings would be a nightmare to us residents on Crompton road/Stanley road...as some of us bought our houses as we could see the broad and the sailing boats from our windows and gardens....you would completely ruin our views with "taller landmark buildings" which we do not need ,or want to see from our windows and gardens. And also what a complete waste of money. There are people starving and dying around the world and you want to put million pound buildings around our lake just to please visitors | The aim of the Concept Statement is to ensure a high quality regeneration of the Western End of Lake Lothing, which will benefit existing local residents as well. Landmark buildings will be carefully designed and proportioned to ensure that they are sensitive to the surrounding area and do not overshadow existing dwellings. Although they will be a bit taller than other new buildings the difference in height will not be excessive. Landmark buildings will be built to provide housing and employment space and so will be actively used by local | No changes needed. |
eyes....are you mad!?? Would we get compensation from losing our views? Would you cover selling/buying/solicitors fees as we would have to move. You would be ruining our dream we just bought only last year. Please digest all the info in the comments you get.

people. Development and layout will be designed so as to ensure that views of Lake Lothing are maintained, particularly along Crompton Road and Stanley Road.

The Western End of Lake Lothing Concept statement seeks to guide regeneration of the Western End of Lake Lothing and provide high quality development that will benefit local residents, employees and visitors alike. However the planning system cannot protect the views of a private resident.

The Council assures members of the public that all representations received will be carefully considered.

<table>
<thead>
<tr>
<th>25</th>
<th>Environment Agency</th>
<th>Thank you for consulting us on this matter which we received on 23 October 2015. Please find below those issues within our remit that future developers will need to address.</th>
</tr>
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<tbody>
<tr>
<td></td>
<td><strong>Flood risk</strong></td>
<td>Waveney District Council welcomes comments from the Environment Agency relating to flood risk. It is agreed that locating more vulnerable residential uses in areas of lower or no flood risk is an effective way of managing potential flood risk. The Concept Statement also suggests that in parts of the site that are at risk of flooding then live/work units may be appropriate, with less vulnerable employment uses on the ground floor and residential uses on the upper floors. This will ensure that residential uses are</td>
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<td>Add the following paragraphs after paragraph 5.10:</td>
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<td></td>
<td></td>
<td>‘For developments within the flood risk zone a flood risk assessment should identify the type and level of flood risk on a development site. It should also identify the measures needed to reduce flood risk to levels that are acceptable in the National Planning Policy Framework and whether these flood mitigation measures will increase the risk of flooding elsewhere. A flood risk assessment should also include a</td>
</tr>
</tbody>
</table>
flood zones and less vulnerable uses such as employment or tourism are to be directed to areas at a higher risk of flooding. Less vulnerable development could also be located on the ground floor and more vulnerable development on upper floors. This is consistent with Paragraph: 018 Reference ID: 7-018-20140306 of the Planning Practice Guidance (PPG) to the National Planning Policy Framework (NPPF).

Acceptable mitigation measures could be more fully described. The design guidance, section 5, could include further detail in relation to the mitigation measures detailed in SSP6.

Section 5 states that all development in the flood zone will require a flood risk assessment (FRA) to demonstrate an adequate level of protection. We agree this is appropriate but further detail could be included here to show how this could be achieved such as raising floor levels, land raising, utilising flood resilient construction and preparing a flood evacuation plan. You may also want to make reference that the site was not included in your “Cumulative Land Raising Study” commissioned in 2008.

less vulnerable to flooding.

The Western End of Lake Lothing Concept Statement seeks to provide an overview or vision of how the site should be developed. This includes allocating development to different parts of the site according to their vulnerability to flood risk. For example housing is allocated on parts of the site that are less vulnerable to flooding. It is agreed that more information could be provided about specific flood protection measures although the design and construction will have to be finalised during the planning application stage. More information is needed about the flood risk assessment and how this could be met.

The document will be amended so that all developments in the Western End of Lake Lothing will be expected to take account of the impact of climate change, including the parts that are located in zone 1.

It is agreed that examples of flood risk prevention measures that can be included in any future development would be a useful guide to future developers. Examples of good practice warning and evacuation plan to ensure that residents can move unaided to a place of safety.’

‘The Western End of Lake Lothing was not included in the Council’s Cumulative Land Raising Study and so it is important to be aware that land raising work on this site could increase the risk of flooding elsewhere.’

‘The diagrams below provide some examples of flood mitigation measures designed into new developments which would help them to pass a flood risk assessment. However the measures recommended will vary depending on the findings of a flood risk assessment and not all of those detailed below will be necessary in any given development.’

INSERT AAP Fig 3.6.2

‘Another requirement of the flood risk assessment is that development should take account of climate change. This means that residential development should remain safe from flooding from 100 years after the date of assessment, employment
Therefore, the off-site flood risk implications of any land raising will need to be considered.

Consideration may also need to be given to the impacts of climate change over the development’s lifetime for Zone 1. Development in this zone would not normally require a flood risk assessment, however as shown on figures A20, A22 and A23 of your Strategic Flood Risk Assessment, the extent and depth of flooding is expected to increase as a result of sea level rise.

It may be beneficial to include some photographs of examples of the mitigation measures. Photograph 2 in the ‘Zone 3 Good examples of existing buildings’ section shows raised floor levels which is useful to illustrate this mitigation measure to developers. Section 5.10 states that flood resilient construction will be encouraged. Again further detail and photographs to illustrate the methods available could be added. The document available on the following link may also be of use for developers.


will be illustrated with appropriate diagrams. The link to Government Guidance will also be included in the Concept Statement.

With reference to SSP6 it is agreed that regeneration of the Western End of Lake Lothing offers the opportunity to create new flood resilient buildings that will also offer protection to the surrounding area. While some examples of flood resilience will be provided together with ideas about protecting the wider area the detail of flood protection can only really be finalised in detail at the planning application stage. As a result it would not be appropriate to refer to the planning permission at the Brooke Peninsula and Jeld Wen development. The text will be amended to require that flood risk mitigation measures, including land raising, do not increase the risk of flooding elsewhere. This will include reference to the Cumulative Land Raising Study and the information about flood risk on the link provided.

Development within the Western End of Lake Lothing is exempt from CIL charges but it is possible that some CIL revenue development should remain safe for 75 years. In both cases climate change could lead to the length of time being increased. Development will therefore have to be designed to withstand future flood risk, even this this will not occur at the present time.’

Further information can be found via the following link:

| 7730/flood_performance.pdf | The mitigation measures included in conditions 27 & 28 of the Brook Peninsula & Jeld Wen development (DC/13/3482/OUT) may be useful to reference.

Point 14 of section 3 states there is an opportunity to protect new developments from flooding which may protect other parts of the site. This should be clarified and further detail could be added in line with PSS6 which discusses the implementation of land raising and flood defences.

Finally, has consideration been given to whether Community Infrastructure Levy could be used to invest in flood risk protection to support the development of this area? The developing Lowestoft flood risk management strategy investigating the flood risk from tidal, fluvial and surface water sources is being progressed by Waveney District Council.

**The water environment**
The area is underlain by a Secondary Aquifer (Alluvium) followed by a principal aquifer (Crag Group). The site and is also in an EU Water Framework Directive could be used to fund flood defences in the Lake Lothing area.

The issues of piling and other ground work as well as the impact on water quality will be considered during the planning application stage.

Advice relating to sustainability and climate change raises issues, such as the use of resources and energy efficiency, will be dealt with during the planning application stage and it is not considered appropriate to provide further information here. |
| --- | --- |
Drinking Water Protected Area. The area is therefore considered to be moderately environmentally sensitive with respect to the water environment.

The site is partially located in an industrial area and planning applications here would require, as a minimum, a Preliminary Risk Assessment. The assessment would likely determine valid pollution linkages and as such would likely require intrusive investigation and associated risk assessment.

Piling or other penetrative ground improvement methods can increase the risk to the water environment by introducing preferential pathways for the movement of contamination into the underlying aquifer and/or impacting surface water quality.

If any planning applications involving piling or other penetrative ground improvement methods on a site potentially affected by contamination or where groundwater is present at a shallow depth, a suitable Foundation Works Risk Assessment based on the results of the site investigation and any remediation should be undertaken. This
assessment should underpin the choice of founding technique and any mitigation measures employed, to ensure the process does not cause, or create preferential pathways for, the movement of contamination into the underlying aquifer, or impacting surface water quality. Due to the proximity of the area to Lake Lothing dewatering of excavations may be required. Dewatering excavations may lower groundwater levels locally and may derogate nearby domestic and licensed groundwater sources and other water features.

Applicants should locate these and agreement should be reached with users of these supplies for their protection during dewatering. Subject to a detailed impact assessment compensation and/or monitoring measures may be required for the protection of other water users and water features.

Abstraction for dewatering to facilitate mineral excavation or construction works will no longer be exempt from abstraction licensing. However, the provisions of the Water Act 2003 are being implemented in several phases. Although dewatering activities do not yet
require an abstraction licence applicants should contact our National Permitting Service before starting any dewatering to confirm the legal requirements and they should be aware that it may take up to 3 months to issue an abstraction licence.

Sources of further information are attached as Appendix 1.

**Sustainability and climate change**

Climate change is one of the biggest threats to the economy, environment and society. New development should therefore be designed with a view to improving resilience and adapting to the effects of climate change, particularly with regards to already stretched environmental resources and infrastructure such as water supply and treatment, water quality and waste disposal facilities. We also need to limit the contribution of new development to climate change and minimise the consumption of natural resources.

Opportunities should therefore be taken in the planning system, no matter the scale of the development, to contribute to tackling these problems. In particular we recommend the following issues are
considered at the determination stage and incorporated into suitable planning conditions:

**Overall sustainability:** a pre-assessment under the appropriate Code/BREEAM standard should be submitted with the application. We recommend that design Stage and Post-Construction certificates (issued by the Building Research Establishment or equivalent authorising body) are sought through planning conditions.

**Resource efficiency:** a reduction in the use of resources (including water, energy, waste and materials) should be encouraged to a level which is sustainable in the long term. As well as helping the environment, Defra have advised that making simple changes resulting in the more efficient use of resources could save UK businesses around £23bn per year.

**Net gains for nature:** opportunities should be taken to ensure the development is conserving and enhancing habitats to improve the biodiversity value.
of the immediate and surrounding area.

Sustainable energy use: the development should be designed to minimise energy demand and have decentralised and renewable energy technologies (as appropriate) incorporated, while ensuring that adverse impacts are satisfactorily addressed.

These measures are in line with the objectives of the NPPF, as set out in paragraphs 7 and 93-108, and are supported by Policy CS02 High Quality and Sustainable Design and Policy DM04 Sustainable Construction of your adopted Core Strategy/Local Plan. Reference should also be made to the Climate Change section of the draft National Planning Practice Guidance, in particular: “Why is it important for planning to consider climate change?” and “Where can I find out more about climate change mitigation and adaptation?”

http://planningguidance.planningportal.gov.uk/blog/guidance/

We trust this advice is useful.

<p>|   | CTC | I am pleased about the emphasis on | Support noted. The provision of cycle | No changes needed. |</p>
<table>
<thead>
<tr>
<th></th>
<th>representati ve</th>
<th>walking and cycling and what is proposed to encourage them. However, it should not distract from what I said before about the importance of considering cyclist sin relations to any new road and/or road alterations</th>
<th>access into and within the site will be central to the delivery of new road access in and around the Western End of Lake Lothing.</th>
</tr>
</thead>
<tbody>
<tr>
<td>22</td>
<td>CTC representati ve</td>
<td>If the land is used for employment and as WDC and SCC claim to want to encourage cycling to work, I go back to my previous point that I hope cyclists will be considered in the building of any new road and/or road alterations. This point also applies to tourism and leisure uses.</td>
<td>Support noted. The provision of cycle access into and within the site will be central to the delivery of new road access in and around the Western End of Lake Lothing.</td>
</tr>
<tr>
<td>21</td>
<td>CTC representati ve</td>
<td>I hope that cyclists will be considered with the building of a new road and/or road alterations, particularly as there are likely to be heavy goods vehicles on them.</td>
<td>Comments noted. Cycle access provision will be made to ensure that cyclists remain safe in areas that are accessed by heavy goods vehicles.</td>
</tr>
<tr>
<td>3</td>
<td>Mr. Peter Collyer</td>
<td>road improvements regarding western end of lakeview road we believe that access to the land off south elmham terrace were housing is to be built should use the existing road not come past our property. the roads around ie; stanley and crompton and lakeview are not suitable for any more traffic.</td>
<td>The Western End of Lake Lothing Concept Statement will help to guide development and ensure the provision of adequate road infrastructure. Development proposals will be planned and undertaken in consultation with Suffolk County Council Highway Authority to ensure that congestion is minimised and that no part of the local road network becomes too heavily used and congested.</td>
</tr>
<tr>
<td>19</td>
<td>Mr. Norman Castleton</td>
<td>If the Eastern end of the South Quay is anything to go by there is little here to inspire confidence. Odd buildings of the shed type of little architectural distinction (with the exception of the Suffolk &amp; Essex Water building) and large barren and underutilized car parks. An alien and unfriendly feel to the area. The area under consideration here was the perfect site for an Enterprise Zone business park. As it stands and if this development is forwarded it will be an opportunity lost.</td>
<td>Comments noted. The Western End of Lake Lothing Concept statement will create residential, employment and tourism development that is in keeping with the surrounding area and of a high visual quality. This will regenerate Western End of Lake Lothing with visually attractive buildings that make this part of central Lowestoft attractive to residents, employees and visitors alike.</td>
</tr>
</tbody>
</table>
| 18  | Mr. Norman Castleton | 4. Land Use  
Apart from the green space stuck in the middle of the housing development there seems little regard has been paid to previous consultations and resultant strategies regarding the need for more | The Western End of Lake Lothing Concept Statement concerns the redevelopment of an existing built up area which as such will not have as much green space as its rural or suburban counterparts. The Concept Statement will include provision of an area of greenspace on the north | No changes needed. |
<table>
<thead>
<tr>
<th>No.</th>
<th>Name</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>Mr. Norman Castleton</td>
<td>I believe the original plan or &quot;vision&quot; for this area to be wrong. The area in question is ideal for the creation of a business park with access to quaysides, rail and eventually hopefully decent road connections. To embark on any part of this without supporting infrastructure would be folly. There are buildings in this area that could be taken advantage of with modification for work associated with the North Sea and the development of engineering, mineral and wind power. To build housing here with the acknowledged problems concerning water inundation and access (as has happened in other parts of Lowestoft) would probably create a series of ghettos. Please think again. and make this area a business park which if promoted properly could bring to badly needed prosperity to the town of Lowestoft.</td>
</tr>
<tr>
<td>16</td>
<td>Mr. Norman Castleton</td>
<td>I believe the original plan or &quot;vision&quot; for this area to be wrong. The area in question is ideal for the creation of a business park with access to quaysides, rail and eventually hopefully decent road connections. To embark on any part of this without supporting infrastructure would be folly. There are buildings in this area that could be taken advantage of with modification for work associated with the North Sea and the development of engineering, mineral and wind power. To build housing here with the acknowledged problems concerning water inundation and access (as has happened in other parts of Lowestoft) would probably create a series of ghettos. Please think again. and make this area a business park which if promoted properly could bring to badly needed prosperity to the town of Lowestoft.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Employment development on the northern portion of the site will be</td>
</tr>
<tr>
<td></td>
<td></td>
<td>No changes needed.</td>
</tr>
<tr>
<td>No.</td>
<td>Name</td>
<td>Comment</td>
</tr>
<tr>
<td>-----</td>
<td>-----------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>15</td>
<td>Mr. Robert Waghorn</td>
<td>I would wish to be generally supportive of the ideas put forward, BUT I have considerable concerns about their feasibility given the current limitations.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Victoria Road lies outside of the area covered by the Western End of Lake Lothing Concept Statement but it is acknowledged that congestion is an issue.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>No changes needed.</td>
</tr>
</tbody>
</table>

The question is ideal for the creation of a business park with access to quaysides, rail and hopefully eventually road. There are buildings in this area that could be taken advantage of with modification for work associated with the North Sea. To build housing here with the acknowledged problems concerning water inundation and access would probably create a series of ghettos. The statements concerning the type of building designs does not encourage optimism. The suggested guidelines for the industrial/commercial designs looks ramshackle and suitable for a shanty town while the suggested housing design guidelines look extraordinarily bland and indistinctive. All in all it looks a very unattractive and ill thought through proposition.

Located on or close to the waterfront and so in a position to benefit from opportunities created by offshore energy and other marine activities. This could include the reuse of existing buildings or the construction of new ones in line with the vision of the Western End of Lake Lothing Concept Statement. Sketches included within the Concept Statement are only intended to indicate how the site could be developed and to help developers in coming up with their own schemes. They are not intended to be prescriptive about the form that future development should take. Design guidance is intended to create designs that are of a high quality but also sensitive to the surrounding area. This guidance is intended to act as a starting point and will still give developers freedom to submit creative propositions of their own. In all the Concept Statement seeks to guide development rather than prescriptively lay down the minutiae of the design of each new building.
for access to the site via Victoria Road. a. Victoria Road is already heavily congested and hardly fit for purpose in its current role as a major link between Lowestoft and Oulton Broad. It is an old turnpike road and had hardly changed.

b. the three road junctions from the site all lead on to Victoria Road and are narrow right-angle junctions with the road, with poor lines of vision. As a cyclist the whole set-up down there is currently a death trap....the only saving grace is that it’s so congested the traffic is usually slow moving!

c. And the level crossing on Victoria Road!!!

I’m afraid I have no good ideas to resolve this access problem.......but I think it needs resolving before the site is developed in whatever way.

Improvements to the road network within the Western End of Lake Lothing will reduce congestion in the site. Waveney District Council will work with Suffolk County Council Highway Authority to ensure that access and egress to and from South Elmham Terrace, Crompton Road and Stanley Road are adequate to support redevelopment and regeneration of the site. Consultation with the County Highway Authority indicated that regeneration of the site, which is already built up, is unlikely to generate significant additional traffic. Improvements to the road layout and access points to the site will take into account the need to ensure safe access for cyclists. Consideration will also be given to the safe operation of the level crossing on Victoria Road as part of the development process.

<table>
<thead>
<tr>
<th>31</th>
<th>Broads Authority</th>
<th>Page 7</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Pedestrian and cycling network: is there a strategic walking and cycling study for this area that this aspect of the Concept Statement can link to? A pedestrian and cycling: Waveney District Council is currently preparing a cycle strategy which addresses cycle access in the District. However reference will be made to cycle</td>
<td>Add an extra sentence to paragraph 2.3 to read: ‘There are also existing cycle routes in the area, which are shown on figure 2.3: The</td>
<td></td>
</tr>
</tbody>
</table>
| Page | Cycle link would improve access from Lowestoft to Oulton Broad and then to the Broads so would be of great value. This route could be signed or new paths provided.  
- Road improvements: third sentence could benefit from stronger wording than terms like ‘should’ and ‘encourage’ if the walking and cycling benefits are to be realised.  
Page 8  
- Paragraph 5.7: The Authority would prefer a route over the railway at this point.  
- Paragraph 5.9: With regards to the noise issue, how does this relate to the site being next to a railway?  
- Paragraph 5.10: The issue of flood risk elsewhere needs to be considered.  
Page 9  
- Are there views into and out of the Broads as well as the Conservation Area that should be identified? | Routes adjacent or close to the Western End of Lake Lothing.  
Road improvements: Increasing cycling and walking involves encouraging people to change their behaviour by providing better access and facilities.  
Page 8, paragraph 5.7: Flexibility is needed when planning for the railway crossing and if a crossing is provided the final design will be subject to negotiations with Network Rail.  
Paragraph 5.9: The railway line is a branch line with relatively light levels of rail traffic, which is unlikely to cause excessive amounts of noise. The planning permission for 44 Dwellings at South Elmham Terrace identified that noise from the railway line can be successfully mitigated for dwellings.  
Paragraph 5.10: Text will be amended to require applications to demonstrate that they do not increase the risk of flooding elsewhere in the Lake Lothing area.  
Page 9: While there are views of the waterfront which will be enhanced and protected it is not considered that there | Area Action Plan also proposes improvements to the cycle network, which are shown in figure 2.3, and where possible these should be linked with cycle access in the Western End of Lake Lothing. ‘Add additional map of existing cycle routes.  
Add an extra sentence to the end of paragraph 5.10 to read: ‘Development proposals must also demonstrate that they do not increase the risk of flooding elsewhere in the Lake Lothing area.’ |
|   | Broads Authority | The interface with the water is not mentioned. The maps seem to show jetties, quays or moorings. It is recommended that these issues are discussed. The Lowestoft Lake Lothing and Outer Harbour Area Action Plan seeks better connections with the waterfront. The waterfront is a strong asset for this area. The water in this area provides access to the Broads. | More information is needed about the interaction between the Western End of Lake Lothing and the water. In particular there could be some discussion of the possible future use of quaysides and jetties. | Add the following text entitled ‘Waterfrontage’ after paragraph 5.25: ‘There is strong potential for new employment uses to exploit their waterfront location. This part of Lowestoft has a history of marine related uses and future uses could include small boat builders, chandlers and marine equipment makers.’ Add the following text entitled ‘Waterfrontage’ after paragraph 5.29: ‘This is a prominent site within the Western End of Lake Lothing and a landmark building on the waterfront could be used for tourism activities, such as a departure point for tour boats and water taxis. A prominent building here could attract visitors and residents to the waterfront.’ | Add an extra paragraph entitled ‘Waterfrontage’ after paragraph 5.25 to read: ‘There is strong potential for new employment uses to exploit their waterfront location. This part of Lowestoft has a history of marine related uses and |
### Broads Authority

<table>
<thead>
<tr>
<th>Paragraphs 5.20 and 5.24 – reference to the wooden buildings at Southwold Harbour – this image is not on page 12.</th>
<th>An image of Southwold Harbour to illustrate the use of traditional wooden buildings will be inserted into page 12.</th>
<th>Insert image of Southwold Harbour on page 12.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Illustration 5.21 is not clear in what it is showing. Is there scope for annotation?</td>
<td>Annotation will be added to the diagram in paragraph 5.21 to ensure that it is easier to understand.</td>
<td>Insert appropriate labelling onto diagram following paragraph 5.21 to include: waterfront; live work units; employment units; slip way; landmark buildings.</td>
</tr>
<tr>
<td>This area provides the opportunity to redevelop and regenerate a waterside area. The setting and opportunity for change seems unique. As such the Authority emphasises the importance of development using the water, facing the water and making use of the waterside setting. The water can be the focus for development in this area and is a great asset to this site, but the document seems to lack relationship with the water. For example the artist's impression under 5.24 seems to show that the development has turned its back on the water.</td>
<td>The foreground of the diagram at paragraph 5.21 shows employment buildings on the waterfront next to the quayside, together with a slipway. However it is agreed that without annotation this is not clear. Annotation will be added to illustrate linkages between development and the waterfront.</td>
<td>Insert appropriate labelling onto diagram following paragraph 5.21 to include: waterfront; live work units; employment units; slip way; landmark buildings.</td>
</tr>
<tr>
<td>5.27 – how will garages and carports lessen the impact of flooding? They will</td>
<td>Garages on the ground floor of a building mean that the more vulnerable</td>
<td>No changes needed.</td>
</tr>
</tbody>
</table>
also reduce the impact of cars on the function of the road.  
residential uses will be located on the upper floors where they are at less risk from flooding.

<table>
<thead>
<tr>
<th></th>
<th>Broads Authority</th>
<th>5.30 – is there scope for themed play areas? Can the open space be linked throughout the site? Is there scope for more well designed and well sites open space?</th>
<th>The exact location and design of open space will be established during the planning application stage.</th>
<th>No changes needed.</th>
</tr>
</thead>
<tbody>
<tr>
<td>39</td>
<td>Broads Authority</td>
<td>There seems great scope for heritage interpretation. See Norwich City’s draft SPD2 for some examples.</td>
<td>It is agreed that heritage interpretation is something that could enhance people’s understanding of the area. Reference will be made to the use of plaques and information boards in the text although the details of this will have to be decided at the planning application stage.</td>
<td>Add a new paragraph after paragraph 5.10 before the section on sightlines entitled ‘Understanding local heritage’ to read: ‘New development should be sensitive to nearby heritage assets. Where appropriate developers should provide information to help visitors and local residents understand and appreciate historic buildings. This can take the form of plaques and information boards.’</td>
</tr>
</tbody>
</table>
Appendix 1

List of Organisations Consulted

Statutory Organisations

Anglian Water
British Telecom
Broads Authority
UK Power Networks
Environment Agency
Suffolk Coastal District Council
Great Yarmouth Borough Council
Natural England
Norfolk County Council
NHS England
Broads Authority
Civil Aviation Authority
East Suffolk Partnership Manager
Essex & Suffolk Water
Great Yarmouth Borough Council
Highways Agency
Historic England
Homes and Communities Agency
Marine Management Organisation
Mid Suffolk District Council
Mobile Operators Association
Mono Consultants Limited
N Power Renewables
National Grid
National Grid Property Holdings Ltd
Natural England
Network Rail
New Anglia Local Enterprise Partnership
NHS Great Yarmouth and Waveney Clinical Commissioning Group
NHS Property Services Ltd
Norfolk Constabulary
Norfolk County Council
Office of Rail Regulation
South Norfolk District Council
Suffolk Coastal District Council
Suffolk Constabulary (Architectural Liaison Officer)
Suffolk Constabulary (Eastern Area Partnership Manager)
Suffolk County Council
Suffolk County Council - Public Health Suffolk
Wild Anglia

Parish and Town Councils

Carlton Colville Parish Council
Oulton Parish Council

General Consultation Organisations

The Woodland Trust
Associated British Ports
Associated British Ports
Churches Together
Job Centre Plus Cambridgeshire & Suffolk
Agency for the Legal Deposit Libraries
British Library
Department for Education
Department for Work and Pensions
East of England Public Health and Social Care Directorate
East of England Strategic Health Authority
First Eastern Counties
Health & Safety Executive
HM Prison Service
Hutchison 3G
Kessingland Travellers Site
James Paget Healthcare Trust
Kirkley Business Association
Legal Deposit Office
Ministry of Defence - Defence Infrastructure Organisation
Ministry of Justice
O2 (UK) Ltd
Suffolk Biological Records Centre
Suffolk Fire & Rescue Service (Lowestoft)
Suffolk Fire & Rescue Service (Planning & Review)
T-Mobile (UK) Limited
The Colville Gospel Trust
<table>
<thead>
<tr>
<th>The Planning Inspectorate</th>
<th>Suffolk Wildlife Trust</th>
<th>Orange</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vodafone Group plc</td>
<td>Home Builders Federation Ltd</td>
<td>Suffolk Amphibian &amp; Reptile Group</td>
</tr>
<tr>
<td>Church Commissioners</td>
<td>Waveney Disability Forum</td>
<td>Community Action Suffolk</td>
</tr>
<tr>
<td>Lowestoft Journal</td>
<td>Southwold Allotment Holders Association</td>
<td>Active Waveney Sports Partnership</td>
</tr>
<tr>
<td>Internal Drainage Board</td>
<td>Lowestoft Civic Society</td>
<td>Bungay Chamber of Trade</td>
</tr>
<tr>
<td>Kessingland Sports &amp; Social Centre</td>
<td>CTC Right to Ride Network (Waveney)</td>
<td>Beccles &amp; Bungay Journal</td>
</tr>
<tr>
<td>The Broads Society</td>
<td>Northern Area Education Office</td>
<td>Developer Forum</td>
</tr>
<tr>
<td>SAVO</td>
<td>Southwold and Reydon Society</td>
<td>Alasdair Campbell</td>
</tr>
<tr>
<td>Associated British Ports (c/o Barton Willmore)</td>
<td>Lowestoft Harbour Maritime Businesses Group</td>
<td>Oldman Homes</td>
</tr>
<tr>
<td>Abellio Greater Anglia Ltd</td>
<td>Community Action Suffolk</td>
<td>Warnes and Sons</td>
</tr>
<tr>
<td>Lowestoft Vision</td>
<td>Babergh District Council</td>
<td>Technicus Consulting</td>
</tr>
<tr>
<td>Associated British Ports</td>
<td>Bungay Society</td>
<td>Barry Cutts</td>
</tr>
<tr>
<td>Suffolk Preservation Society</td>
<td>The Bungay Society</td>
<td>Ashgate Construction</td>
</tr>
<tr>
<td>Positive Changes 4 Young People</td>
<td>The National Federation of Gypsy Liaison Groups</td>
<td>Taylor Properties</td>
</tr>
<tr>
<td>Forestry Commission</td>
<td>Royal Mail</td>
<td>Duncan and Son</td>
</tr>
<tr>
<td>Woodland Trust</td>
<td>NATS Safeguarding</td>
<td>Suffolk Architects</td>
</tr>
<tr>
<td>Department for Business, Innovation &amp; Skills</td>
<td>The Beach Radio</td>
<td>PRP Architecture</td>
</tr>
<tr>
<td>Department for Culture, Media and Sport</td>
<td>Sustrans</td>
<td>Flagship Housing</td>
</tr>
<tr>
<td>The Crown Estate</td>
<td>Ancient Monuments Society</td>
<td>Hopkins Homes</td>
</tr>
<tr>
<td>Forest Heath District Council</td>
<td>Associated British Ports</td>
<td>Catering and Carriages</td>
</tr>
<tr>
<td>Community Action Suffolk</td>
<td>RSPB East of England</td>
<td>Arnolds</td>
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<td>The Beccles Society</td>
<td>Sport England</td>
<td>Pure Architecture</td>
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<td>DIAL Lowestoft and Waveney</td>
<td>St Edmundsbury Borough Council</td>
<td>Cripps Developments</td>
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<td>The Theatres Trust</td>
<td>Ganaden Group</td>
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<td>Flagship Housing Group</td>
<td>Ipswich Borough Council</td>
<td>Circle Anglia</td>
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<td>The Home Office</td>
<td>Tredwell Developments</td>
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Hill Partnerships  
Badger Building  
Heritage Construction  
WAS Ltd  
Persimmon Homes  
Garrett Design  
Purple Property  
J Hill  
John Bennett Architect  
John Kelly  
PD Architectural  
John Putman  
Juliet Blaxland  
Wellington Construction  
Malcolm Dixon Planning Consultants  
Riddle Construction  
MS Oakes  
Howards Group  
Michael Sadd  
Chaplin Farrant  
Chediston Homes  
Nick Haward  
PJ Spillings  
**Eastpoint Estates**  
Paul England

Places for People  
Paul Tungate  
Sabberton  
Owl Architects  
Gilbert Builders  
K-holdings  
Sally Minns  
Simon Merrett Architects  
Barsham Securities  
Sprake and Tyrrell  
ASD Architecture

**Landowners**

- Mr Chapman  
- European Pensions  
- Properties Limited  
- Dawn Hazel Gissing  
- Karen Dawn Garper  
- Sandra Jane Bareham  
- Mr Thompson  
- Nigel Royce  
- Mr Mickleburgh  
- Mr Mayzes  
- Mr Mayzes  
- Scout Association Trust Corporation  
- Mr Hales

Mr Cleveland  
Local landowners  
Local businesses
Appendix 2

Newspaper Articles
Lake vision could be a ‘reawakening’

A vision to transform an inside part of Lowestoft into a vibrant lake-side neighborhood—could provide a “reawakening” offer for the town similar to what London experienced when the Tower was built, a leading councillor has said.

Although the Suffolk coastal town may not be expecting its own skyscrapers to rival Canary Wharf, planners at Waveney District Council (WDC) have suggested creating distinctive landmark buildings in the western end of Lake Lothing.

A draft concept statement divides the area into sections for housing, mixed land use and employment. Several sites for landmark buildings are included.

A similar project in the picturesque Southwold Harbour, it suggests having timber cladding for upper floors of buildings to be “in keeping with surrounding buildings and the maritime character of the area.”

Yet although a consultation launched last week into the future of the area has been decoded by many concerns have been raised about whether whatever is decided would become a reality.

Although the Vision set guidelines designed to give developers a guide as to the type of buildings that can expect future planning permission, the council would be reliant on developers to put forward specific plans.

Simon Tolin, chairman of the Waveney branch of the UK Independence Party (UKIP), said: “Although we appreciate and encourage the consultation on future developments, we have to look at things which are absolutely critical and not rather than long-term.

We would like to see some smaller, easily built projects on the ground rather than great towers. And fishermen Roger Collyer said: “I welcome anything that is sensible that will bring in employment and is economically viable.

“However the problem with Lowestoft is that it has Sunshine, a resort is commissioned and then nothing happens.”

However, David Ritchie, deputy leader of WDC and constant member for planning and council management said: “Although many schemes would be subject to planning applications, he would expect to see development in the next five years.

One part of the area already has outline planning permission, while another application has been submitted for a large workplace unit at Lowestoft’s Four Roads.  He added: “A lot of people who live here expect little to do with what a wonderful area is right next to them.

“Once development starts to take place, it will be an awakening and realisation of what Lowestoft has got.”

Like London’s Docklands and Southwold Harbour, they are all areas that don’t currently exist. They are all fantastic now.”

Lowestoft has great potential.”

What do you think of the proposal for the western end of Lake Lothing? Write, giving your full contact details to Journal Forum, 115 London Road North, Lowestoft, NR32 2LR or email andrews@papworth.lk.co.uk.