



Leiston Town Centre

Masterplan Framework
February 2023

LD&A DESIGN



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Executive summary

East Suffolk Council (ESC) have commissioned a Masterplan Framework to inform and better coordinate all wider regeneration activities in Leiston in the coming ten to fifteen years.

The Masterplan Framework acknowledges many of the existing opportunities in Leiston, and includes a vision for the town as a whole with overarching principles that enable existing and future regeneration opportunities to be progressed in a coherent way. The report also provides background to supporting potential future funding applications.

Whilst the Masterplan Framework is not a supplementary planning document and holds no formal planning weight, it should be used to inform and influence decisions, as it will form a key tool for the Council and other stakeholders going forward.

The key output of the document is a masterplan for the town centre, which brings together indicative proposals for the following ten sites in the town centre:

- The Waterloo Centre
- The Doctors Surgery
- Historic Quarter
- The High Street

- Church Square
- The Coop Supermarket
- Market Square
- 16a-22b Sizewell Road
- The Crown Inn
- Leiston Community Centre

A number of existing reports and studies relating to the future development of Leiston town centre have been given careful consideration in the development of the proposals set out in this document. Several of the ten sites in the town centre were identified in some of these studies and all the sites were identified in work by ESC leading up to the preparation of this document as potential development sites or sites that are significant for the town centre.

The document looks at Leiston at three different scales: its wider context and the surrounding landscape, Leiston as a whole and the town centre, where the ten sites are located.

A specific focus was placed on Leiston’s heritage, accessibility on different scales, Leiston’s location in the wider landscape, access to greenspace, Leiston’s town centre offer, and its relationship to the coast and Sizewell.

The Masterplan Framework was underpinned by

a series of consultations events with the public and stakeholders. While the first few events were held in Leiston in October 2022, additional meetings and calls with specific stakeholders helped refine the document further. In addition to the in person events, the public had the chance to voice their opinion in two online surveys, the first after the workshops and the second reflecting on initial draft proposals.

The response to the consultation was very wide ranging, with many people supporting the proposals, embracing change in Leiston, but also concern being raised, mainly in relation to access to the countryside, traffic and parking. Wherever this was possible, the work reflects consultation responses.

Through the baseline and consultation a number of Key Themes and Key Principles were identified that captured a ‘snapshot’ of the town centre and highlights its opportunities and constraints.

The proposals part of the Masterplan Framework starts with setting out a vision for Leiston. This includes:

- Embracing and enhancing the relationship between Leiston and Sizewell / the Coast by enhancing physical connections and exploring a destination facility at Sizewell.
- Promoting Leiston as a visitor destination,

based on its unique historical assets and the independent retail offering within a town centre that could act as a stop-off location as part of a wider trip.

- Capitalising on Leiston’s location on an incredible strategic footpath network which connects it with its rural context and the coast.
- Fully realise, and become independent of, the opportunities for Leiston presented by Sizewell Power Station such as potential increased footfall, opportunities for training and employment and other possible synergies.
- Establishing Leiston as a lead town within East Suffolk for delivering on net zero aspirations by capitalising on existing connections, minimising the need to travel, improving public transport connections and maximising synergies with Sizewell power station.

On a town centre wide scale, the document sets out the potential changes from the Transport Strategy, and suggests complementary measures such as a 20mph zone, junction improvements, enhanced routes, particularly to open spaces within the town, and additional public realm and junction improvements. Aspirational measures could also include the pedestrianisation of the northern end of High Street.

From a townscape angle, the strategy seeks to

ensure that the development of the town centre builds on its existing qualities and establishes a high quality, legible and attractive urban environment that reflects the unique history and character of the town. This could include new development on the High Street, Main Street and Sizewell Road to reflect the existing typical built structure of the town, but introducing a refined network of interconnected spaces.

The strategy also identifies different characters within the town centre and highlights the importance of proposals to be in keeping with the identified character areas.

On a site level, the document includes proposals for each of the ten sites. Small annotated plans give an overview of what is being proposed, outlining buildings retained and proposed, landscape works as well as highlighting overarching connections within the town centre and links to other projects. While proposals are still relatively high level, they provide an idea of the character of spaces and who could potentially occupy the surrounding buildings.

The final section of the document looks at the implementation of the proposals. It categorises the proposals into a short term, medium term and long term timeframe, taking into account complexity, priority within the strategy and other interdependencies.

While some projects are directly dependent on other projects to be implemented first, other proposals can be taken forward without many ties. An overview table summarises anticipated timescales and provides next steps.

The final part of the Masterplan Framework gives an overview on high level costings on a project by project basis.

The document concludes by summarising the different scales and types of project proposed.

It reiterates that the implementation will help Leiston to achieve its full potential by bringing out its sense of place and by cultivating its identity by tapping into its rich history and it will create a significant uplift in terms of aesthetics and facilities within the town.

The document aims to present a coherent approach to actions in Leiston, implemented in small steps, so that projects are coordinated even if implemented in parts.

The proposals will have to be taken forward in a collaborative approach with residents, shopkeepers, interest groups and the Local Authority working together, and this report will hopefully form the starting point of a shared ambition for Leiston.



1.0 Introduction

1.1

Purpose and scope

East Suffolk Council (ESC) has commissioned a Masterplan Framework to inform, and better coordinate, regeneration of key sites in the town centre of Leiston in the coming ten to fifteen years.

The aim of this Masterplan Framework is to consider the ten sites identified by ESC and perceived fragmentation across Leiston's town centre, and improve connectivity between potential uses of the sites, while promoting Leiston's unique selling points of unique character, community, and historic heritage.

The Masterplan Framework acknowledges many of the existing opportunities in Leiston, and includes a vision for the town as a whole with overarching principles that enable existing and future regeneration opportunities to be progressed in a coherent way. The document sets out proposed developments, which will require further feasibility work to understand more detailed requirements, and provides background to enable the opportunity to access future inward investment to Leiston town centre.

The key output of the document is a masterplan for the town centre, which brings together indicative proposals for ten sites in the town centre.

The coordinated Masterplan Framework approach will ensure that the council-owned

assets would be developed with a bigger picture in mind and any potential future acquisitions can be guided by this process.

It also serves as an encouragement for business and community partners to develop their projects and initiatives to benefit and strengthen the regeneration process.

The high level conceptual proposals have been informed by a masterplanning process that has included a review of existing available studies, baseline, reports, and consultation, including a two-day workshop in the town, and a number of meetings throughout with a Working Group set up by ESC.

Importantly, while the masterplan and the proposals for the ten key sites focus on the town centre, they have been informed by higher level strategic thinking that has run throughout the masterplanning process. This thinking is embodied in the twelve key principles (explained in section 4) that were identified subsequent to the workshop, as well as a vision diagram for Leiston and its wider context and a series of townwide strategic plans. This material combines to form the other key output of this document - a guiding Masterplan Framework for development in the town centre.

Whilst the proposals within the document for the ten sites and the document more generally are

a response in large part to the views and ideas expressed, the masterplan team have needed to evaluate and rationalise proposals and continue to review them up to the conclusion of the study.

Whilst the Masterplan Framework is not a supplementary planning document and holds no formal planning weight, it should be used to inform and influence decisions, as it will form a key tool for the Council and other stakeholders going forward.

While considerable time and energy has been invested in developing a robust masterplan and indicative site proposals, it is recognised that the context around these plans will inevitably continue to evolve subsequent to submission of this document. There is flexibility for the proposals to evolve in response to these changes, and the Masterplan Framework will provide an important tool for ensuring that this occurs in a way that is consistent with the broader strategy and vision for the town.

Finally, it should be noted that while ESC advocates all of the measures proposed in the guiding Masterplan Framework, it is recognised that some will be easier to deliver than others, and that further work beyond the scope of this commission will inevitably be required to determine if and how some of them are implemented.

Existing material

The Masterplan Framework relates back to the following planning policy documents:

- Suffolk Coastal Local Plan, East Suffolk Council, September 2020
- Cycling and Walking Strategy, East Suffolk Council, October 2022
- East Suffolk Economic Strategy, East Suffolk Council, 2022 – 2027
- Leiston Conservation Area Appraisal, December 2014
- Leiston Neighbourhood Plan, Made – March 2017

In addition to policy, a range of existing reports and studies relating to the future development of Leiston town centre have already been carried out and have been given careful consideration in the development of the proposals set out in this document. These include the following:

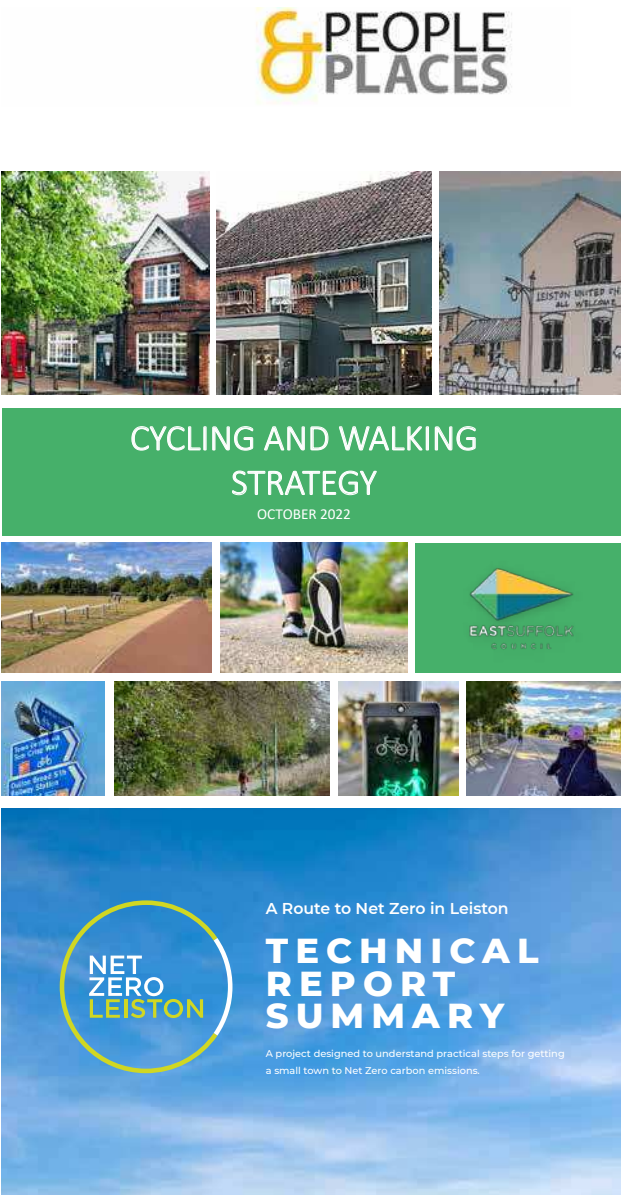
- Aldeburgh, Leiston and Saxmundham Community Partnership profile
- An Economic Plan for Leiston, Leiston Together, March 2017
- Assessing the impact of Covid-19 on East Suffolk town centre businesses – Leiston, East Suffolk Council, March 2022

- A Route to Net Zero in Leiston, Technical Report Summary, Net Zero Leiston
- East Suffolk Strategic Plan 2020-2024, East Suffolk Council
- Leiston Community Land Trust Business Plan 2021
- Leiston Transport Strategy
- Leiston, Understanding the Heart of Our Town, Town Centre Baseline Report, People and Places, September 2019
- Leiston Market Square, Modece Architects
- Proposals by Hoopers Architects for a beach Lido close to Sizewell power station

The existing studies have been produced over a period of several years leading up to this masterplanning work, for a number of purposes. Some have been produced as part of ESC’s and Suffolk County Council’s multi faceted and on-going responsibilities as local authorities, and in response to changes in circumstances, or opportunities for growth.

The community and the Town Council are active alongside community groups in promoting Leiston through and in response to the studies.

The proposed Sizewell C power station has been the catalyst for some of the studies which promote related initiatives such as the low carbon agenda or to understand and secure mitigation and integration of the new power station.



Structure of this document

The material set out in this Masterplan Framework document is structured as follows:

- 1. Introduction: Sets out the purpose and scope of this document, along with a summary of the key reference material.
- 2. Context: Provides a brief summary of the geographical and historical context of Leiston along with the key findings of the town centre baseline analysis.
- 3. Consultation: Provides a summary of the extensive consultation process, including the workshop, that has been undertaken as part of the masterplanning process.
- 4. Key themes and principles: Sets out the key themes identified subsequent to the workshop along with 12 key principles to guide future development in the town centre.
- 5. Masterplan proposals: Provides a vision for Leiston and its wider context along with four townwide strategies which, together with the twelve key principles, form the guiding Masterplan Framework. Sets out a masterplan for the town centre and indicative proposals for each of the ten key sites, based on the guiding Masterplan Framework and work summarised in Chapters 1 to 4.

- 6. Delivery: Sets out a high-level delivery strategy and costing for the ten indicative site proposals.
- 7. Conclusion: Provides a brief summary and outlook.
- Appendix A: Provides examples of the key material completed by the community and various stakeholders as part of the consultation process.

2.0

Context



2.0

Context

In order to develop a Masterplan Framework for the future development of Leiston town centre, it is first important to understand the context within which the proposals are set. As set out in Section 1.2, a range of material, much of which addresses the economic, social, and environmental context of Leiston, is already available and has been thoroughly reviewed in order to inform this piece of work.

This chapter of the Masterplan Framework document therefore provides a high-level background to Leiston, focusing on the geographical and historical context and the baseline environment within the town centre, which are most relevant to its future development. It also identifies the ten town centre sites for potential development identified by ESC for consideration in developing the Masterplan Framework.

2.1

About Leiston

The town of Leiston is located in the district of East Suffolk, approximately 6km east of Saxmundham and 20km northeast of Ipswich.

The nearest major road to Leiston is the A12, which runs on a broadly northeast axis immediately west of Saxmundham and connects Ipswich with Lowestoft. The closest railway station is located in Saxmundham.

As shown in figure 2.1, although it is not directly on the coast, the town has a strong relationship with it, the centre being just 3km inland from Sizewell Beach. Indeed, the official name of the town is Leiston-cum-Sizewell.

Immediately north of the hamlet of Sizewell, is Sizewell (A and B) power station, which has played an important role in the town in terms of its environmental, social and economic impact since its initial construction in the mid 1960s.

The town sits within an extensive network of Public Rights of Way, which connect it with the surrounding countryside, neighbouring settlements and the coast. There are plans to extend and modify this network as part of the proposals for Sizewell C.

The area of land between Leiston and the coast forms part of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB), which extends south as far as Felixstowe and north just south of Lowestoft.

The topography of the area is relatively flat and the immediate landscape generally characterised by large, open agricultural fields, though there is a large area of woodland (Kenton Hills and Goose Hill) located approximately 1km north east of the town.

Leiston Abbey, a Scheduled Monument is located just north of the town, immediately west of Abbey Road.

While Leiston is a relatively quiet town, it has a lot to offer with great landscape and beaches on the doorstep, a rich history that can still be experienced in Leiston today and is strongly reflected in the town's historic character, and a varied community and town centre offer, founded on independent businesses.



Figure 2.1: Location plan

History

Leiston has a rich heritage as a place that benefited from an intense and key period in its history and development. The town is a relatively small rural community that developed and thrived around a specialised and innovative engineering industry, and the community infrastructure that supported it. Stemming from its rural surroundings, Leiston embraced the industrialised advancement in farming to be a centre for agricultural engineering and transport technology of the time. This has been its historic USP.

The Garrett Long Shop works production line was first developed in Leiston and this drive for simplification and efficiency in engineering production is reflected in the town’s efficient linear streets of red brick Victorian homes of the same period, which sit alongside older traditional East Anglian flint and brick cottages, many of which pre-date the industrialisation of the town.

The town centre is anchored by The Long Shop Museum at its northern edge where it showcases the town’s unique manufacturing history. The town also has Leiston Film Theatre at the southern edge of the town centre, Suffolk’s oldest surviving purpose-built cinema.

Leiston grew from a small and essentially rural settlement into a tight-knit town, with its key industrial focus at its centre supported by a community of employees and service. It could be regarded as having been a sustainable

settlement, and somewhat isolated or different from neighbouring settlements, but certainly not disconnected. Through its key industry, manufacturing, and innovation, Leiston established world-wide connectivity through its exports and its reputation.

Leiston has continued to change over the last 60 years to become larger and more dispersed, and not defined by a single employer at its heart. It is perhaps influenced in many people’s minds now by the major industry of nuclear power generation nearby at Sizewell A and B, but the community of Leiston identify with the town as a place that is quite independent of the neighbouring power station.

Leiston’s rural setting, close to coast, beaches, meres, pine forest, farmland, its industrial heritage, authenticity, good schools and being one of a string of small rural and desirable market town settlements are positive aspects and give it great potential as a great place to live and especially to bring up families.

Sustaining good local jobs and therefore retaining local wealth will ensure that the town can prosper. Changes in working practices and technology together with clean energy can enable Leiston to capture business and entrepreneurial opportunities seeking an exceptional environment assuming the principles sustained by a circular economy coupled by wider environmental, health and wellbeing improvements.



Signage at The Long Shop Museum



The listed Long Shop Buildings



Entrance to the museum

Social and economic profile

This section provides a brief overview of the social and economic profile of Leiston, largely based on the Leiston Neighbourhood Plan 2014-2029, published in March 2017.

The Neighbourhood Plan relies on the 2011 Census as the latest Census at the time. With the information of the 2021 Census not fully released yet, this information still holds up as the latest.

2.3.1 Population and growth

The settlement of Leiston-cum-Sizewell has a population of around 5,500, with an above average proportion of younger people under the age of 25. This age group makes 29% in Leiston, compared to 25% elsewhere in the district.

Since 2001 the overall population of Leiston has grown by 4.4%, which is significantly below the district average of 9.6%. Growth in Leiston can be attributed to most age bands, except the 0-15 year olds and the 25-44 year old, two age bands that are strongly related as ‘young families’. The strongest growth took place in the 45-64 year age bracket.

There is a declining base of young people in Leiston, creating long term problems of an ageing population.

2.3.2 Education and employment

Leiston’s levels of employment are similar to the average of the district, with unemployment at around 3%.

More than 25% of the population in Leiston (aged 16 and above) have no qualifications and the percentage of people educated to degree level or higher is low at just over 15%, compared to 24% in Suffolk. In Leiston more people than (the Suffolk) average are completing an apprenticeship or are educated to A-level or BTEC.

There is an under-representation of the higher skilled sectors such as professional, scientific and technical industries as well as services industries n Leiston.

The working population of Leiston has a higher than average number of people who are self-employed. Strong employment sectors are utilities and energy sector, due to Leiston’s proximity to Sizewell, but also hotels and restaurants as well as health and social work.

The Neighbourhood Plan notes that numbers demonstrated a significant tourist element to Leiston, even though it was not a typical ‘tourist town’.

Numbers show that 56% of the working age population of Leiston work locally, 14% travel to Saxmundham and Framlingham and Ipswich.

2.3.3 Housing

Within Suffolk, Leiston is one of the more affordable towns to buy property with the built structure dense, largely urban in nature and made up by an above average amount of terraces and semi detached dwellings.

Leiston features an above average percentage of rented properties, and social rent in particular with 20%. With a proportion of about 60%, the majority of dwellings are nonetheless owned privately.

With reference to the Suffolk Coastal Local plan, the Leiston Neighbourhood Plan highlights the requirement for around 600 dwelling being built in Leiston in the plan period 2010-2027. A particular need for affordable housing has been identified as one of the strategic objectives of the Local Plan and this is reflected in a substantial waiting list of people wishing to access affordable housing in the Leiston parish.

Sizewell C and the opportunities

There are plans by EDF to create a new 3.2 gigawatt power station (Sizewell C) with two reactors, immediately to the north of the existing facility, Sizewell A and B. A Development Consent Order (DCO) was granted for the project in July 2022. A final decision is anticipated in 2023-2024.

The development associated with this during the construction period would include a temporary campus for approximately 2,400 workers, which will be located immediately east of Eastbridge Road, approximately 1km north of Leiston. A further 550 non home based workers would be accommodated at the existing caravan site in Leiston.

The construction of the power station will take in the order of ten to twelve years and will have a substantial impact on Leiston and its residents through the influx of workers, construction traffic and closing/ re-routing of Public Rights of Way to name a few.

While Leiston needs to be a town independent of Sizewell and find its own niche that is separate to the power plant, it should still capitalise on the opportunities this project brings to the area and the town. An example of the potential for this is the beach Lido proposals by Hoopers Architects for a unique Scandinavian style facility in the dunes, using heat take-off from Sizewell power station.

A number of funding streams have been set up to provide mitigation through the construction and into the operational phase of Sizewell C:

- Employment and skills
- Environment
- Community Fund

In addition, the implementation of a Traffic Management Strategy will help mitigate impact through increased traffic.

Some of the ideas presented in this Masterplan Framework could be financed, at least in parts, by the Community Fund, which will be administered by Suffolk Community Foundation.

These projects might be centred around the net zero carbon aspirations of Leiston to allow the town to put its own sustainable spin on the generation of energy in a region where the energy is pivotal.

Linked to the net zero carbon plans, improvements to pedestrian and cycle connections could add to the wider idea, and projects around improvements to public realm, streetscape and connections in town could be successful in applying for funding.

Funding through the employment and skills fund should create the opportunity for Leiston’s legacy as a centre for manufacturing and technical expertise to be continued.

The sites

Figure 2.2 shows (in red) the ten key town centre sites that were included by ESC in the brief for this masterplan framework document. It also shows (in blue) the extent of the town centre to be considered. It is important to note that the extent of both the sites and the town centre shown should not be interpreted as exact or fixed – they are a starting point for this document only and will need refining as the proposals evolve.

The ten sites have been identified by ESC for a number of reasons: some of the sites are in key locations of the town centre, some had been earmarked for regeneration activities already or were identified for their catalyst function or for their potential to strengthen Leiston’s offer, while other sites were chosen for their potential to consolidate public services.

It is important to note that the sites vary significantly in terms of their ownership, which has a big impact on how the individual proposals can be implemented. While sites in public ownership will be less complex to bring forward, there is still considerable scope for privately owned land to potentially come forward later on in the process, or for land owners to adopt the proposals in this document for their land.

ESC considers this Masterplan Framework document a crucial opportunity to guide the future development of Leiston town centre over

the next 10-15 years and want it to be bold and ambitious.

Whilst discussions are already underway for some sites, others have been selected because they have significant potential, and it is recognised that there will be challenges to realising some of these. The engagement process forms a key component of this piece of work and will need to continue after the document is completed to ensure all opportunities are explored.

Finally, it should be noted that the identification of these ten sites does not exclude the possibility of others coming forward. The key themes, principles and the masterplan set out in Sections 4 and 5 of this document will form a crucial tool in identifying potential additional sites further down the line and ensuring that any proposals for these are consistent with the overall strategy for the town centre.

The ten key sites identified are summarised below:

Site 1: The Waterloo Centre. This site in public ownership was previously part of a school and is currently principally used for community uses. Changes to this site offer the potential to consolidate public services in an accessible site, maximise symbiotic effects between them, and increase the use of already existing facilities.

The central and northern buildings are recent, while the older structure located on the southern edge

of the site is currently undergoing refurbishment. At the centre of the site there is a fenced-in hard-surfaced games area, which appears not to be used. The area of landscape and parking around the buildings and games area is generally in quite poor condition. The Waterloo Centre has a weak relationship with the eastern half of Leiston Recreation Ground due to the existing fence and planting along the site boundary, having been the historical boundary separating the former school from the public recreation field.

Site 2: The Doctors Surgery. This site is currently occupied by the Doctors Surgery, which is accommodated within the historic Victorian building on Main Street and a modern extension to the rear. Proposals provide the opportunity for additional strengthening the heritage offer, while providing a modern GP surgery co-located with other uses. There is a significant change of level across the site with a ramp leading up to a raised area of parking to the rear of the plot giving access to the building’s main entrance at the first floor level. The car park provides an important pedestrian link between the footpath on Main Street and the pedestrian bridge over Park Hill.

Site 3: The Historic Quarter. This site, which is located either side of Main Street, comprises the Long Shop Museum to the south and the Engineers Arms pub, Town Council, Library and Post Office Square (currently used as a car park) to the north.

Together these buildings form part of the historic former industrial core of Leiston. Ownership of the site is partially in public, partially in private hands.

Site 4: The High Street. This site contains the entire stretch of Leiston High Street, which runs from Main Street in the north down to Kings Road in the south. While the street is public highway, the buildings alongside are owned by individual private owners. The High Street formed the historic retail core of the town and currently features a range of retail, leisure and residential uses, including Leiston Film Theatre – the oldest cinema in Suffolk. The tight junction with Cross Street and Sizewell is seen by many as the centre of the town. The High Street with its unique character still forms the centrepiece of the town and its preservation is therefore fundamental.

Site 5: Church Square. This site, owned by the church, comprises the recent landscape improvements that were brought forward by the Community Land Trust, and remodelled the alleyway and garden located immediately south of the United Church Leiston. These improvements include an area of seating and a small garden, as well as improvements to the building itself in the form of a glazed entrance to the rear hall. The alleyway and garden area are usually open to the public, but the Church retains the right to close them off if it desires e.g. for private events.

Site 6: The Co-op site. This site is currently principally occupied and owned by the Co-op supermarket, but also includes a factory shop at the western end of its interface with Sizewell Road. The car park, access and delivery area to the rear of the Co-op building is generally poor in terms of structure, legibility and accessibility. This includes the western end, which has a very weak relationship with the Church Square site. The massing and scale of the main Co-op building also relates poorly to the remaining historic building fabric on Sizewell Road with its non-animated frontage and indistinct street entrance. Due to the site's prominence in the town and significance for pedestrian movement, improvements would have a great impact for the town centre as a whole.

Site 7: The Market Square site. This site comprises three land ownerships: the western parcel owned by Trillium, BT and Royal Mail; the central parcel owned by ESC; and a narrow strip of land along the eastern edge owned by a private landholder. The site currently comprises a mix of uses including a Royal Mail Delivery Office, BT offices, a public car park, semi-derelict land and a bungalow in its own garden plot accessed via Sizewell Road. Access to the site is currently possible via the High Street and a small alleyway off Eastward Ho.

The site in the heart of the town has the potential to be an additional focal point at the southern end of High Street with an increased pedestrian

connectivity and improved public realm offer. A building with council offices and library would draw in people and would support the idea of accessible services in a central location.

Site 8: 16a-22b Sizewell Road. This site comprises the group of buildings located between the Market Square site and Sizewell Road. Some of them appear to be in poor condition, but they make an important contribution to the character of the Sizewell Road in terms of their scale, massing and use of materials, especially given the insensitivity of recent development near this location. Site and buildings are in public ownership, so that change in this location could be brought underway within a short timeframe.

Site 9: The Crown Inn. This site is currently occupied by a former public house and in private ownership. The building forms an important focal feature on the corner of Sizewell Road and Crown Street, but is currently vacant and in declining condition. There is also a small timber barn-type building located in the corner of the site, off Crown Street, which adds to the location's character and is potentially of heritage interest.

Site 10: Leiston Community Centre. This site is currently occupied by Leiston Community Centre and comprises a modern, single-storey structure set back from the road, with parking to the front and rear. A footpath linking King George's Avenue

with the allotments to the north runs immediately east of the site boundary.

A potential relocation of the centre would allow for an increased size and improved offer and would allow for new housing in short distance of the town centre.

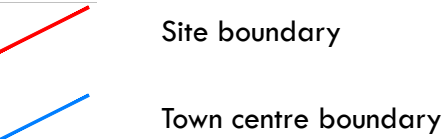


Figure 2.2: Town centre and sites location plan

Baseline environment

2.6.1 Access and movement

Leiston benefits from a strong setting amidst a varied network of routes. These connect the town with its more rural hinterland, but also provides great connections towards the sea and important sites close by.

A National Cycle Network route runs close to Leiston, looping through Suffolk and connecting to Leiston Abbey and Dunwich by the Sea.

Many of the local routes provide direct access to beautiful countryside, and the network of paths is particularly pronounced towards the east and southeast, where routes lead through commons, areas of heathland and fragmented woodlands towards the coast. The area around Sizewell will be subject to diversions due to Sizewell C construction, but remains reasonably accessible and integrated, with some of the routes being reinstated on construction completion.

ESC is promoting a number of Leisure Routes as part of their Cycling and Walking Strategy and these will focus on connections running from Leiston towards the north, west and southeast.

These Leisure Routes and many of the Public Rights of Way lead into Leiston and its fringes. However, very few paths lead all the way into the town centre itself.

As Leiston effectively functions as a connector into all directions, the shortcomings of the town centre as the core connecting element becomes apparent, and shortfalls in the quality of its pedestrian and cycle environment and the usability of its junctions are important issues to be addressed.

Leiston benefits from its location close to the sea. Journeys to Sizewell Beach by car are under ten minutes, and there different walking routes leading there. However, there is little public transport to local beaches with Aldeburgh being the closest beach accessible by bus. There are also Saturday services running to Dunwich, but all in all public transport remains limited.

The town features a bus service to Saxmundham, Ipswich, Aldeburgh and Woodbridge. Buses run on an hourly basis during the day, stopping around 7pm. While locations of Aldeburgh and Saxmundham take half an hour and less, connections to Ipswich take 1.5 hours.

- Town centre boundary
- Public Right of Way - Footpath
- Public Right of Way - Bridleway
- Public Right of Way - Byway
- National Cycle Network
- Walking distance 800m - 10 min walk
- Leisure routes - ESC Cycling and Walking Strategy
- Proposed enhancements/diversions from Sizewell C DAS

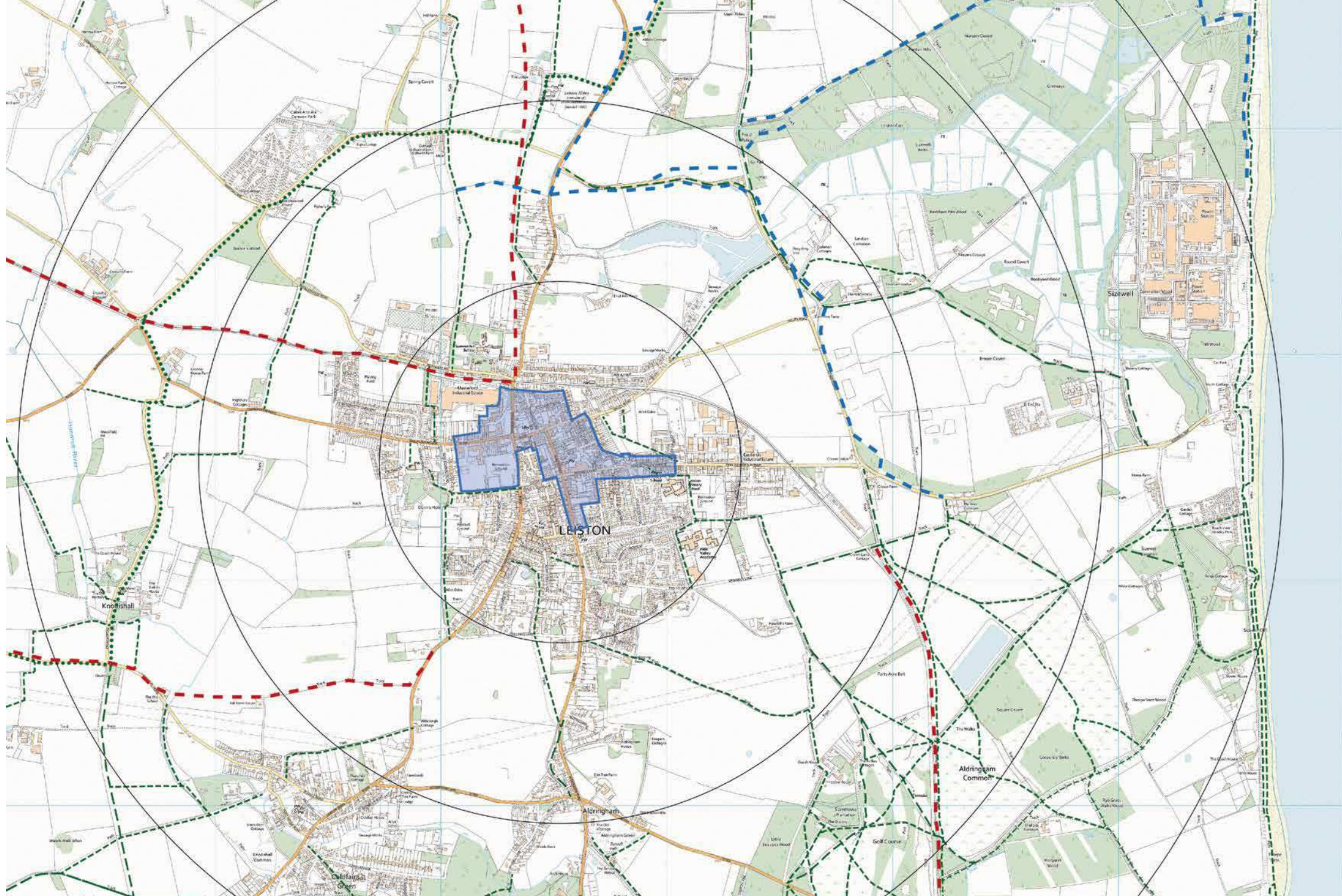


Figure 2.3: Access and movement plan (strategic)

2.6.1 Access and movement

On a town centre level, Leiston's road network translates into an almost cross shaped figure ground with two slightly splayed north south connections and a staggered east west link.

Saxmundham Road, Waterloo Avenue, Main Street, High Street and Aldeburgh Road also serve as bus routes and connect Leiston with Aldeburgh, Saxmundham and Ipswich.

Very few of the wider pedestrian connections can be followed into and through the town centre, where streets and public realm are mostly car dominated and add little to Leiston's sense of place.

The historic street and block plan pattern in the town centre and also beyond are often elongated with very long streets and continuous runs of terraces. Streets are frequently narrow with insufficient pavement width.

- Town centre
- Main road
- Local roads
- Railway line
- Public Right of Way
- Bus stop

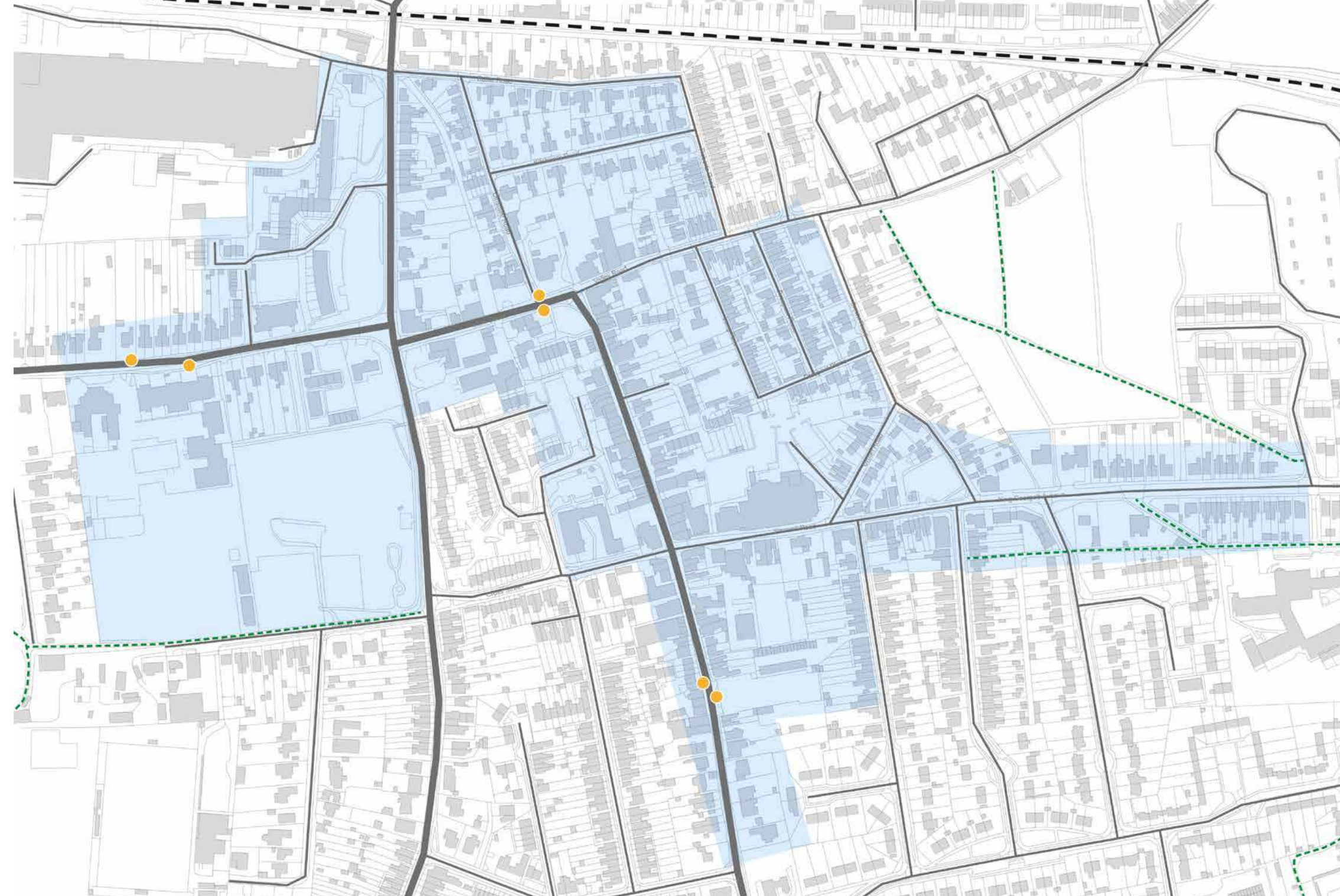


Figure 2.4: Access and movement plan (town centre)

2.6.2 Landscape and green infrastructure

The town centre and its immediate context are relatively void of open spaces, both green and urban ones.

The layout and shape of the historic town centre features tight and very linear streets as the open spaces and main church were located outside of this core. Only High Green at the northern end of High Street provides a space for people to use and dwell.

When the town grew in Victorian and Edwardian times, greenspace featured at the edges of the town.

Leiston Recreation Ground acts as the main greenspace, including playing pitches, play areas and skate park.

Further sports facilities with bowling green are located to the southwest, while large areas of allotments lie to the east of the town centre.

All the facilities are in relatively close walking and cycling distance to the town centre and to the majority of residents of Leiston.

However, the lacking quality of the public realm, dominance of traffic and mean provision for pedestrians and cyclists results in perceived barriers and neither of the routes to and from the open spaces feel particularly inviting to walk or cycle.

- Site boundary
- Town centre boundary
- Playing fields
- Playspace
- Allotments
- Bowling green
- Garden

Figure 2.5: Landscape and green infrastructure plan

2.6.3 Heritage

The importance of Leiston as a place with a strong heritage in manufacturing is particularly evident in the northern part of the town centre, where Leiston's Conservation Area is located and where the town's industrial history translates most directly into Leiston's urban form.

The Conservation Area Appraisal states that *"The Leiston Conservation Area is a small area in the centre of Leiston; it contains the majority of the most concentrated area of buildings of architectural and historic interest in the town. The Conservation Area is centred on Main Street and includes the surviving buildings of the old Garrett's Town Works site on the south side, Old Post Office Square, and some of the workers' cottages to the north, the very top of High Street to the east and the buildings and spaces surrounding the crossroads to the west."*

The majority of listed structures in Leiston are Grade II listed, reflecting their importance in the context of Garrett's Works and the strong manufacturing heritage of the town. Grade II* listed structures are The Long Shop in the light of its significance as a remnant of industrial archaeology and its importance as a centrepiece within the Garrett's Works buildings ensemble that now serves as a museum.

In addition to The Long Shop, the church of St Margaret is also Grade II* listed.

While there are only a few buildings within the Conservation Area that are listed, the appraisal draws attention to the fact that all other buildings make a valuable contribution to the Conservation Area and its setting, and any alterations and refurbishments should be mindful of preserving the town's historic character as a priority.

The appraisal also notes that the quality of the area is undermined by poor street furniture and surface treatments, as well as excessive overhead cabling and unsympathetic alterations to the built structure.

- Site boundary
- Town centre boundary
- Conservation Area
- Grade II* listed structure
- Grade II listed structure

Figure 2.6: Heritage plan

2.6.4 Services and amenities

Leiston and its residents benefit from a reasonable offer of facilities for a town its size.

With a working High Street and numerous facilities dotted about in the town centre and beyond, the town accommodates most daily needs with the odd journey needed further afield.

The offer in the town centre is to a large degree through independent businesses, which makes it more unique.

Many of the public uses such as Leiston Town Council Offices, public library and GP surgery are currently located in buildings and spaces that were previously associated with the Works and are located at the northern end of the town centre, along Waterloo Avenue, Main Street and High Street.

Leiston benefits from a number of leisure uses with the cinema, leisure centre, sports ground, skate park, recreational park, art gallery and football club all contributing to the town's varied offer.

In addition to this, Leiston benefits from a great number of well-attended community events and a great community spirit that manifests itself in numerous community groups.

- Site boundary
- Town centre boundary
- Community
- Culture
- Education
- Health
- Place of worship
- Leisure and recreation
- Public service

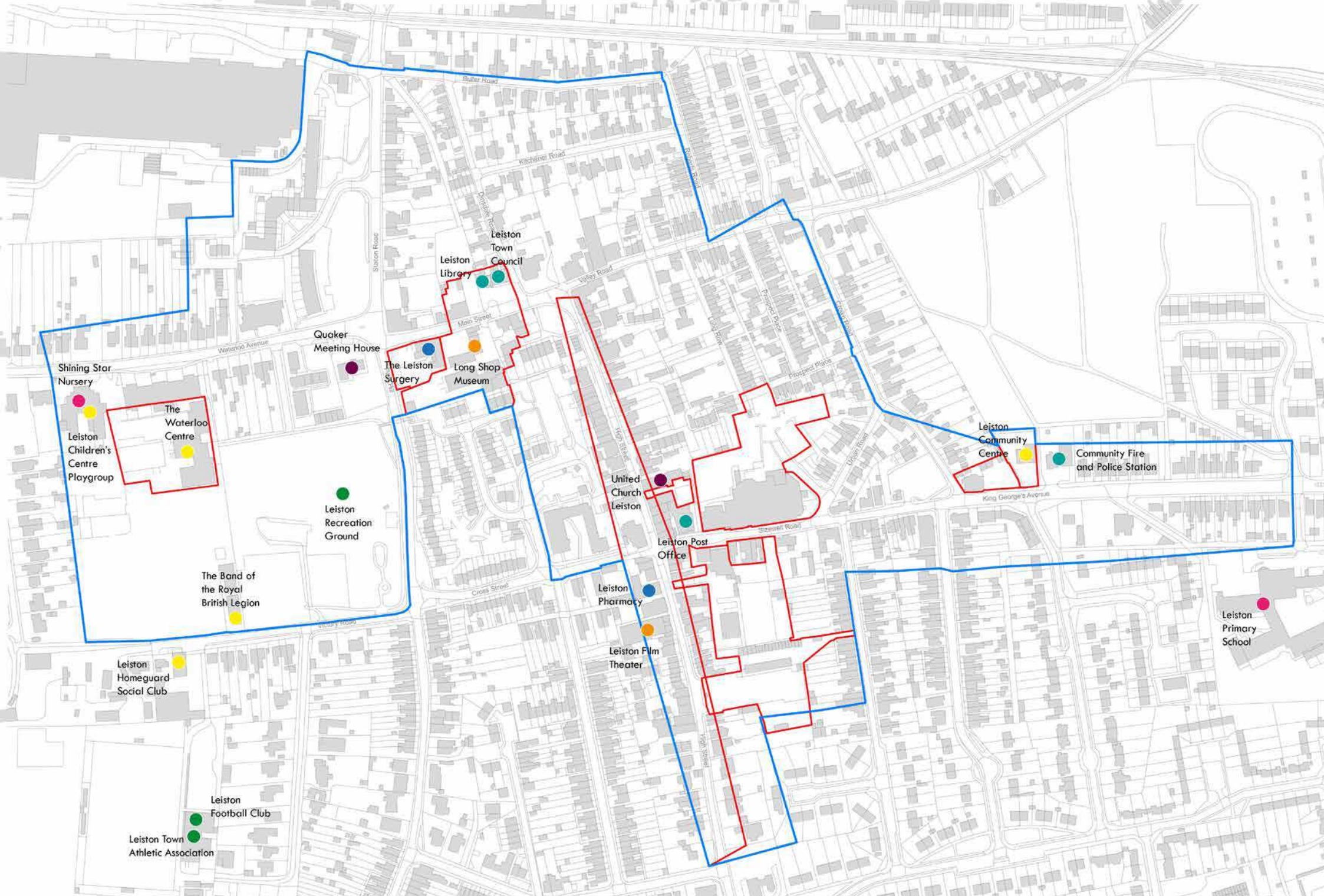


Figure 2.7: Services and amenities plan



3.0 Consultation

Consultation with both the public and other key stakeholders has been at the heart of the process that has led to the development of this Masterplan Framework Document. The project team This Chapter of the document provides a summary of the consultation process that has been undertaken. There has been a number of consultation discussions with the Working Group comprising ESC officers throughout the process and preparation of this document. Further details of the process and examples of the material that was produced are provided in Appendix A.

3.1 Workshop event

A core component of the consultation process was a two-day workshop that was held in Leiston on 5th and 6th October 2022.

The first day (5th October) involved an all-day stakeholder workshop with attendees representing a broad spectrum of interest groups, including local business owners, Leiston Town Council, the Leiston Community Land Trust, Sizewell power station, Net Zero Leiston, and local organisations and businesses. The day involved three main sessions:

- The initial session involved a visioning exercise in which attendees were asked how they saw the future of Leiston, what makes it special,

and what are the challenges it faces.

- The main sessions involved a mapping exercise in which attendees were divided into three groups to consider the following three strategic themes (in line with the structure of this document) and to come up with proposals for the future of the town:

– Transport and movement

– Public realm

– Town centre role / function

- During the final session (a prioritisation exercise), the groups were asked to talk through their ideas and map them on a graph to help understand aspects of delivery of the ideas.

Following on from the stakeholder workshop, a two hour evening session then involved a public consultation event, during which the public were invited to engage in the following exercises :

- A post card exercise used to communicate aspirations of Leiston in the future (e.g., 15 years-time).
- An icon mapping exercise to encourage envisioning and ideas for the ten town centre sites.
- A sticky dot exercise to identify positive and

negative opportunities throughout the town centre.

- Fill out questionnaires (physical or online).

The sessions involved much discussion and anecdotal information and views which were useful to the project team.

During the second day (6th October) of workshops stakeholder one-to-one sessions were held to provide opportunities for discussion on specific topics and about particular concerns or opportunities mainly resulting from the work and discussions at the first day workshop or subsequently..

During the afternoon a further period of ‘open-door’ public consultation was held, and shop owners and High Street (and Sizewell Road) businesses were visited and encouraged to either attend the session or offer views and thoughts on a one-to-one basis on the ‘doorstep’ and to fill in a questionnaire.

The workshop proved to be a helpful tool with plenty of ideas forthcoming from stakeholders and the wider public to inform the consultant design team.

Following on from the workshop a summary matrix was developed of the ideas expressed (see Appendix A). It identifies all ideas and

options, including who identified them (where possible) and which of the ten town centre sites they relate to. This includes consideration of those from the Leiston Neighbourhood Plan, Leiston Transport Strategy and the Market Square proposals by Modece Architects to name a few.

It was clear from the workshops and sessions that many of the ideas extend beyond the brief for this project, but that it was necessary to identify how the views expressed can be translated into being part of the proposals for the ten sites, and the town centre more generally, where possible, to reflect the sentiment of the input from consultees. The task of identifying connectivity between the ten sites and where there can be joined-up thinking between proposals is part of this study, and the feedback from consultation and engagement provides a valuable and unique cache of information with which to work.

The outcome from the consultation and engagement was used to inform the key principles and vision, and to develop the town-wide strategies set out in this document, which form a context for the proposals for each site to be made.

3.2

Other consultation

In addition to the in person workshops held in October a number of other stakeholders were consulted through emails and calls, and an online survey gave the wider public the opportunity to comment on draft proposals.

The following consultations have informed the Masterplan Framework in addition:

- Engagement with the High School, Alde Valley Academy, took place in November with students from years 8,9,10.
- CYDS Young People Taking Action Group (co-ordinated by Stuart Watson) were given the opportunity to engage.
- Two presentations to the ESC Working Group (2nd November and 13th December) and verbal and written feedback.
- Separate meetings with ESC Working Group, including transport and movement, asset management, housing strategy, Economic Development Team.
- Meetings/ calls with land owners and potential occupiers such as Leiston Surgery, Citizens Advice Bureau and Coop.
- Presentation to Leiston Town Council before workshop and on 5th Jan.
- Citizens Advice Bureau in January 2023.

- Suffolk Police by email and in conversation in January 2023.
- Suffolk Fire and Rescue Services were given the opportunity to comment in January 2023.

On the back of draft proposals, a re-engagement process started with the public at the start of January 2023, which allowed the local community to express their views on a physical draft of the document through an online questionnaire. A total of 40 responses to this survey were received.

Many favourable responses were counted in relation to the vision, High Street proposals, enhanced pedestrian and cycle environment as well as the site specific proposals. People felt that the vision was a good approach to the regeneration of Leiston and felt that its rootedness in the wider landscape with direct access was a big draw.

Negative comments were made in relation to the traffic and parking situation, re-routing of bus services, the one way system and blocking of Public Rights of Way due to Sizewell C and proposed wind farms. People responded negatively to the amount of food outlets and cafés in the centre and felt that they wanted to see Leiston’s character as an ‘honest working town’ preserved.

The full results of the survey results are shown in appendix A6.

Feedback from the engagement exercises, whether positive or negative, has been helpful and has assisted the shaping of proposals, including identification of priorities, and where there is clearly more time or information needed to explore further into important decisions, complexities, or divided opinions.

The document is therefore a snapshot in time that captures the proposals and will continue to evolve and engage as further contributions and detail follow and are added. Being a Framework Masterplan, it allows the proposals to be rationalised again and revisited later-on in a coherent and more grounded way, as more information is contributed as projects are evolved.

The decision to include the town centre strategies enables decisions to be made against a more comprehensive understanding and review rather than on an individual site-by-site basis which can only increase the coherence of the town.

3.3

Response to consultation

The first parts of the consultation in October was designed for the public and local stakeholders to have a direct influence on what is being proposed, with the workshops distinctly encouraging ‘blue sky thinking’ and to consider the town an the ten sites quite broadly.

Meetings and calls with stakeholders were then helpful in firming up proposals, mostly in terms of project requirements, but also to establish general buy-in and integration with existing and other aspirations and considerations.

The online survey in January generated a wide range of responses, with many referring to measures in the Leiston Transport Strategy that this document had referenced and developed, as well as issues around the proposed Sizewell C project, some of which are outside the scope of this document.

Parking and the potential reduction in parking spaces was raised a lot. As a response to this, as many spaces as possible were retained or re-provided, and a phased approach to the Coop site has been introduced that puts the potential reduction in parking into a long term timeframe. This would mean that public transport and improvements to the pedestrian and cycle network could be considered further in light of this and implemented as priorities.

As a result of the feedback the ten sites proposals now include more reference to how the proposals could contribute to the net zero carbon aspirations of Leiston.

The project team has also been in discussion with a potential occupier following their responses to the online survey, so that requirements could be understood better and reflected in the high-level proposals. A few online responses raised concern over the number of potential cafés being proposed, and the viability of certain museum uses. Where possible, alternative uses have been listed to enable broader discussions around uses, and that at sites come forward the framework allows for review of the overall mix and suitability at that time.

A few additional references have been added to the Masterplan Framework, where feedback indicated potential for different interpretations of the proposals, and where the text was not considered specific enough. An example is the potential pedestrianisation of parts of the High Street; references to service access and loading spaces have now been included to clarify that this is not intended to be restricted by the proposals. The feedback also highlighted ideas that have been integrated into the proposals such as the potential for implementation of a heritage trail in the town centre.

4.0

Key themes and principles

4.1

Key themes

The baseline work, consultation, and engagement provided initial understanding of many of the issues influencing Leiston's town centre, and the ten town centre sites.

A response to the different issues influencing the town was discussed by the masterplan team, and a number of Key Themes were identified that captured a 'snapshot' of the town centre based on our understanding of its opportunities and constraints.

The Key Themes are the basis for some distilled Principles for the masterplan (see section 4.2).

4.1.1 Footfall

Encouraging use of the town centre and increasing its wide appeal is key for the success of the high street for visitors to Leiston, residents, tourists, and employees.

Leiston's heritage is an asset and is a reason for visits to Leiston, and include for example the Long Shop Museum, the David Silver Honda Collection, and work by Leiston Works Railway Trust leading to the re-opening of a stretch of track to the Long Shop Works. The idea for a beach Lido would be an attraction close by that would add to footfall from tourism and people who live in the surrounding area.

Leiston has good access to and from Southwold, Walberswick, Saxmundham, Sizewell Beach, Yoxford, Ipswich, Aldeburgh, Snape, and further afield. Being on a key local through route, potential visitors to the town could be encouraged to use the town centre.

Essentially Leiston is a 'working town' - but the town centre should appeal to a widening demographic including higher earners, widening 'weekly-shop' food choice, and it should maximise both day and evening economies. There is a high proportion of takeaway premises already. The town centre should continue to serve everyday requirements really well, encouraging greater footfall with greater choice.



Independent businesses on the High Street



Long Shop Museum; part of Leiston's culture



Leiston's independent cinema on High Street

4.1.2 Permanent vs. temporary

Leiston has historically been shaped through innovation and entrepreneurship with a degree of self-reliance. In the past this has been facilitated through its town centre being able to adapt to change.

Several town centre buildings exist today that were originally intended to be single purpose, or short-term, but they have endured. These add interest to the streetscene and evidence changes over time.

Flexibility of building stock in the town centre enables its resilience with adaptable uses. Existing examples include shops that have been converted to become dwellings, or a youth venue in a high street shop premises, with potential to reverse the changes back to shops in the future.

With widening the town centre's appeal, the demand for new businesses and services should increase. This would lead to demand for start-up and expansion premises to meet different opportunities in both new and existing town centre locations. Premises could be initially provided by pop up accommodation, temporary or meanwhile uses, mobile or temporary kiosks, or permanent premises. The locations could be in the streets, spaces, or temporarily on vacant sites, and could even be provided beyond the

town centre as far as Sizewell Beach or along the route to the beach, seasonally for the summer.

The commitment to establish new business or community opportunities is not to be underestimated. However, there is potential to try out some proposals and test how they will work before committing to them; e.g., use quick wins to establish trials using vacant or temporary premises, temporary designs and adaptable arrangements for street improvements, traffic management, market stalls, etc., allowing opinions for more permanent options and layouts to be informed and determined.

It is important to recognise that Sizewell C impacts would be significant but temporary with opportunities arising that can be shaped by the town. Leiston's community organisation is strong and can enable the town to achieve quick-wins to make the most of existing opportunities.

It would be easier, more appropriate, and likely lead to greater success, if proposals are home grown, owned and conceived from within Leiston harnessing existing enthusiasm and energy, rather than imposed.



Opportunistic individual businesses



Shop premises with accommodation



Quick to erect premises that have endured



Wayfinding



Promoting walking and cycling



Net Zero ambitions

4.1.3 Sustainability - net zero

Through an initiative in conjunction with the Sizewell C project, Leiston has net zero carbon ambitions. Although difficult to achieve, the embracing of the initiative has been a crucial step and a programme of activities and opportunities are being pursued. Together with central government funding and EDF funding, the initiative is growing.

Many of the other themes for this town centre Masterplan Framework highlight sustainable aims and opportunities, many of which are based around low or zero carbon principles.

For the ten sites in the document, where new buildings are proposed, they offer an real opportunity to stretch the ambitions for net zero carbon on a building by building basis. Where there are several buildings proposed ,the opportunity increases when the buildings can be joined.

This applies to businesses, premises, homes, and public buildings, especially where they are not being developed purely for the open market and where organisations who are willing to sign up to the net zero ambition are involved long term (e.g., East Suffolk Council, Leiston Community Land Trust).

The compact nature of the town as a whole, and the concentration of the High Street and town centre lend themselves to introducing net zero carbon measures. These include for example the aims to reduce car use within the town, making the streets more conducive to walking and cycling, creating the environment, infrastructure, and opportunities for trips by electric bicycle rather than the car, and encouraging healthy lifestyles that include active recreation in the immediate surroundings to Leiston accessible on foot and by bicycle, including such places as the coast and Sizewell Beach. The proposals by Hoopers Architects for a beach Lido that takes heat from the proposed Sizewell C power station is an example of a place-led idea unique to Leiston and its immediate surroundings, and would be easily accessible.

4.1.4 Character and placemaking

The town centre has many characteristic passageways, backway routes and linked spaces. The scale of spaces and their relationship to buildings is ‘quirky’ and creates interest providing a human scale to the urban fabric.

Together with the distinctive small scale of ‘backs’ of premises and workshops to high street businesses (being part of the design and layout of a working high street), several shop premises have been converted into dwellings. Historically some dwellings have been converted into shops; this has retained the scale of the high street as intended for the buildings’ original and collective purposes

There is evidence of signage and lettering being a distinctive feature of the town centre, and it is an important feature of the function of the town centre with both good and poor examples currently evident. There is opportunity for this to be graphically excellent and add legibility, meaning and character in keeping with Leiston’s heritage, but also interpreted to be current.

Residential areas that are close to and adjoin or are part of the town centre each have good qualities; some should be conserved, some need careful enhancement. There is an opportunity

for a mix of existing heritage alongside new contemporary design, with a design language well rooted in Leiston’s vernacular and location in East Suffolk. Public buildings and new homes are a real opportunity to set the standard for the town centre through exemplary and sustainable design that will endure and influence.



Characterful buildings conserved



Attractive and varied shop fronts



Smaller scale outbuildings behind shops



Narrow streets for all modes of travel



Overcoming barriers to safe, easy movement



Traffic undermining the sense of place

4.1.5 Movement and connectivity

Leiston has innovative transport as a significant part of its heritage, and features transport related museum attractions such as the David Silver Honda Collection, and the Long Shop Museum.

It is laid out historically as a compact town, which provided the majority of its community’s requirements, and which was always meant to be walkable and cyclable for its residents, and the workers at the Garret Works.

Being of a compact shape, Leiston has ideal potential for bicycles to replace many of the car journeys made within the town, and electric bicycles could go a long way to replacing car journeys to neighbouring settlements.

Although being an ideal walkable town centre, there are perceptions that some parts of the town centre extend too far to walk. The spacing of car parks means that completing journeys on foot is inevitable.

Access to Sizewell Beach is popular; regular sustainable travel to and from the beach and surrounding settlements and landscape routes could be considered to reduce daily car dependence and encourage rural exercise. An example of sustainable transport to Sizewell Beach (albeit in the summer season) is the

beautifully designed push-pull electric bus to convey visitors to and from Mont St Michel in Normandy which is not unlike the innovative electric trolley buses of the period designed and built in the Long Shop Works in the early C20th.

4.1.6 Leiston as a centre of its wider environment

There are links in Leiston's development to its surroundings. It would be logical that these are as relevant today as in the past, and can shape Leiston's future in an equally bespoke way.

Agricultural industrialisation drove Leiston's engineering past, as much as the UK's need for low and zero carbon energy infrastructure technology and engineering is already shaping the future of the landscape around Leiston today.

However, there is an opportunity for the community of Leiston to take something back and as a community they have expressed the wish to 'own' decisions made in relation to the proposed Sizewell C power station and avoid them being imposed; the town will exist beyond the power station.

It is recognised that the natural environment and landscape on the town's doorstep are assets for Leiston and its population. They will have access to part of their surrounding green infrastructure long-term through the proposed Sizewell C project, although how the community will experience it will be different in the short term compared to the longer term.

Overall, the town's fortunes can be viewed as steps backwards and forwards over time. The town is at the cusp of much change through the development of the proposed Sizewell C, but it has suffered to some extent through the construction of the earlier power plants, and before that with the demise of the Garret works as a main employer.

The principles of a home-grown circular economy exist and with planning and 'full-circle' thinking resilience can be built-in. Leiston has potential for a number of themes that apply including its history informing its future, technology and engineering, energy and propulsion, nature and landscape, zero carbon and cyclable/walkable and healthy town.

There is excellent opportunity to enable better access to the fantastic natural landscape and coastal environment on Leiston's doorstep, and to benefit from access to green infrastructure improvements through the proposed Sizewell C project.



Heritage assets are close by



Promotion of wider walking and cycle routes



Beach nearby with Sizewell power station



Businesses that contribute to Net Zero



Small independent businesses



Complementary uses alongside the museum

4.1.7 Entrepreneurism

Probably through Leiston's relative isolated location, Leiston has an independent vibe as a settlement and feels independent as a community; many community initiatives are home grown and self-reliant.

The Garret engineering works was innovative in its production process, and exported from its design and manufacturing base in Leiston across the UK and abroad. Somewhat a discreet visitor attraction, the David Silver Honda collection is located close to the town centre in Leiston but is acknowledged as probably the best collection of historic Honda motorcycles outside Japan and maybe the USA, but is modestly curated and is excellently executed.

Technology and engineering has been an overall theme in Leiston through the Long Shop Works presence, both in the past and present.

The independent cinema is a much loved asset that is symbolic for success of independence mixed with heritage in a contemporary era. The first woman GP in Suffolk was a member of Leiston's Garret family, demonstrating how a 'can-do' approach can break down barriers and lead to success.

Start-ups in pop-ups, temporary premises, and other comparative easier ways for new

entrepreneurism could be encouraged to entice new entrepreneurship, especially where linked to remote-based further education initiatives to encourage and entice young Leiston people to see their future in the town. Sizewell C and the sustainable energy industry can provide this too.

The Co-op food store presents an opportunity for a renewed approach to provide fantastic and local/ regional food choice for the community especially when it is currently the single large supermarket business available for Leiston's captive community.

4.1.8 Community

Leiston is a working town for a working population, with functional streets, allotments, pubs, cultural and sports facilities. Although there is a need to widen Leiston's appeal through improving the town centre, the community wish to protect its functional role and do not envisage the type of gentrification experienced in Aldeburgh for example, or the loss of high street diversity in Saxmundham.

The town has great schools and an excellent pre-school, and these are essential infrastructure for the community. Education/ skills, training, and employment, are located in Leiston, but further education is principally provided elsewhere, requiring daily travel away from the town, which is dependent on good public transport or being able to drive.

Local businesses enable local spending in the town centre. Leiston will need to plan to retain this economic activity and jobs in the town rather than allow its economic activity to reduce along with the added inconvenience of the community needing to travel elsewhere for essential services and requirements.

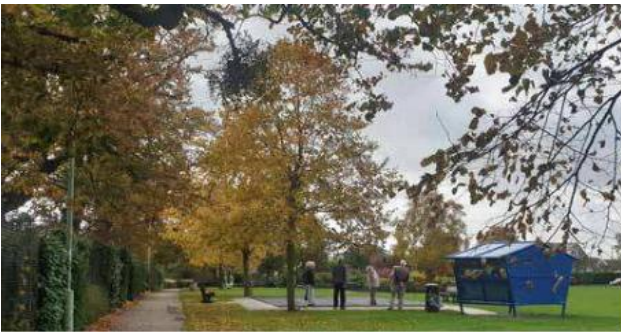
Leiston has lower cost housing compared to surrounding settlements, and Leiston is not identified for housing growth (only 8 homes

this plan period). But there is a need for homes for local people and to retain families from dispersing to other settlements. Sizewell C is likely to influence the housing market albeit more so in the short term during the construction adding to the price of homes in the town.

The town already supports residents on lower incomes through a number of ways e.g., affordable town celebrations, events, clubs, and the existence of some low price retail.

The majority of daily and weekly requirements are available in Leiston albeit there is only one food store choice. Leiston has the ability to be an equitable town which would fit well with its working town character, and the sense of community amongst its population.

As an example, there is support for Leiston to be established as a Dementia Town, emerging through necessity, but reinforcing the realisation and willingness where possible to be independent and self-reliant through community support, facilities, and infrastructure.



Areas and facilities for a range of ages



Cafés and meeting points



Platforms for social and cultural life



Sizewell power station



Retail offering job opportunities in town



Food and hospitality

4.1.9 Sizewell influences

Sizewell A and B have been an influence on Leiston, but although very different in scale and character from the town and its rural setting when experienced close-to, the complex is not visible from the town and only visible when relatively close. The power line infrastructure is perhaps more prominent.

The proximity of the town to the power stations could make it suitable for a district heat (and power) network from the complex that could benefit Leiston in its zero carbon ambitions, and the town's sustainability and equity. This is being considered for specific purposes i.e., heat for the beach Lido project idea.

Great schools are a catalyst for relocation to Leiston for the permanent workforce at Sizewell power station. There is scope to piggyback skills, training and specialisms to create a centre of excellence in exporting renewable energy technology and skills with Leiston at the centre of this.

Sizewell C has the potential to continue high level of employment in the area around Leiston. Housing availability and pricing will be affected during the operational period and some of the construction phase of Sizewell C affecting the rental market in particular.

Increased footfall in Leiston will be influenced in particular by the proposed construction of Sizewell C, should it get the go ahead, potentially affecting both day and night time economies in the town centre, as well as its emergency, social and healthcare services, albeit recognising that there are provisions in place for the majority of the construction workforce.


The community want to 'own' the decisions relating to Sizewell C impacts on the town and shape the responses and benefits to be achieved, if it goes ahead.


Key principles


The themes set out on the preceding pages have been distilled into a number of key principles. These embody the themes into simple-to-apply measures to identify proposed uses and projects proposals for the ten town centre sites.


The key principles have been used to test decisions for each of the sites, and to evaluate the mix and relationships between the sites. They have also informed the vision set out in the following section.


Further development of ideas that follow on from this Masterplan Framework should also refer to the key principles listed below:

- 

Embrace and reinforce the strong sense of community and the working town character of Leiston.
- 

Attract visitors, residents, tourists and employees to Leiston in order to retain and increase footfall and support the High Street and wider town.
- 

Embrace the unique industrial heritage of Leiston, including the Long Shop Works, the David Silver Honda collection and the Leiston Works Railway Trust.
- 

Retain and reinforce the qualities that give Leiston its unique physical character, including the scale of spaces and buildings, the 'backs' and workshops to High Street premises; the mix of heritage and contemporary; and the signage and lettering.
- 

Reinforce the compact settlement form of Leiston and optimise the opportunity this presents in any proposals to ensure that all areas of the town are walkable and cyclable.



Embrace and strengthen the relationship between Leiston and its wider surroundings, including improving access to the coast and countryside and bringing nature into the town.



Explore the potential to trial temporary projects before committing to their full delivery and allow flexibility in design for future change.



Embrace the town's independent character and history of entrepreneurship by supporting small-scale start-ups, pop-ups, and beautifully designed but simple temporary premises.



Promote inclusivity by ensuring that proposals appeal to a complete range of demographic, incomes, ability and accessibility.



Help young people stay in Leiston through choice and the attraction of affordable housing, training opportunities, recreational facilities and improved public transport links.



Ensure that all future proposals demonstrate the core principles of sustainability and help Leiston to achieve its target of Net Zero carbon emissions by around 2030.



Fully realise, and become independent of, the opportunities for Leiston presented by Sizewell Power Station, including employment, training, footfall and district heat.

A photograph of a park path with autumn trees and a blue shelter. The path is paved and leads into a grassy area with several trees showing yellow and orange autumn foliage. A blue metal shelter with a slanted roof is visible on the right side of the path. A few people are standing near the shelter. The background shows more trees and a fence on the left.

5.0 Masterplan proposals

5.0

Masterplan proposals

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

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

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

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

5.1

A vision for Leiston

Figure 5.1 shows a vision diagram for Leiston and its wider context. This has been developed based on the existing studies, workshop event, further consultation, and key themes and principles discussed in the previous sections of this document. The different elements set out in this vision underpin the townwide strategies set out in Section 5.2 and the proposals for each of the ten sites set out in Section 5.3. They are as follows:

- Embracing and enhancing the relationship between Leiston and Sizewell / the Coast, by:
 - Enhancing the physical connections for pedestrians and cyclists.
 - Exploring the potential for a new destination facility at Sizewell Beach.
- Promoting Leiston as a visitor destination in order to retain and increase footfall and support the reinvigorated High Street and wider town. This can be achieved through maximising the potential of:
 - Unique historical assets such as the Long Shop Museum, the David Silver Honda Collection and Leiston Abbey.
 - The independent retail offering provided by the town.

- Being a practical stop-off location as part of a wider trip e.g. the circular recreational route linking the town with Sizewell village and Sizewell Beach, the coast and Kenton Hills.
- Capitalising on Leiston's location on an incredible strategic footpath network which connects it with its rural context and the coast, and which is likely to be further enhanced through Sizewell C and the leisure routes proposed by East Suffolk Council. This includes the circular route that connects the town with Sizewell, the Coastal Walk, Kenton Hills, and the new open space at Aldhurst that could come forward as part of the Sizewell C proposals.
- Fully realise, and become independent of, the opportunities for Leiston presented by Sizewell Power Station, including:
 - Potential increase in footfall and the increased demand on town facilities.
 - Employment and training opportunities.
 - Possible synergies / shared facilities e.g. using waste heat from the plant.
 - Potential financial support e.g. Leiston Transport Strategy.

- Establishing Leiston as a lead town within East Suffolk for delivering on net zero aspirations. In terms of the relationship with the wider context this would include:
 - Capitalising on Leiston's location on a dense network of strategic footpaths and cycle connections, which connect it with its rural context and the coast.
 - Minimising the need to travel beyond Leiston for daily needs by supporting the services within the town and providing education, training and employment opportunities.
 - Providing good public transport connections to surrounding settlements to reduce the reliance on private vehicles.
 - Maximising the opportunities for walking and cycling between Leiston and the accommodation for Sizewell workers, including the accommodation campus for Sizewell C if it goes ahead.
 - Maximising the potential for possible synergies with Sizewell power station and the town e.g. using waste heat.
 - Potential for an 'Eco-Centre', celebrating Leiston's Net Zero ambitions.
 - High level proposals of this strategy to reflect the net zero carbon ambitions at detail stage.



Figure 5.1: Vision diagram

5.2

Townwide strategies

5.2.1 Access and movement

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

The proposals set out in the access and movement strategy can be split into three different categories as follows:

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

A summary of these measures is set out below.

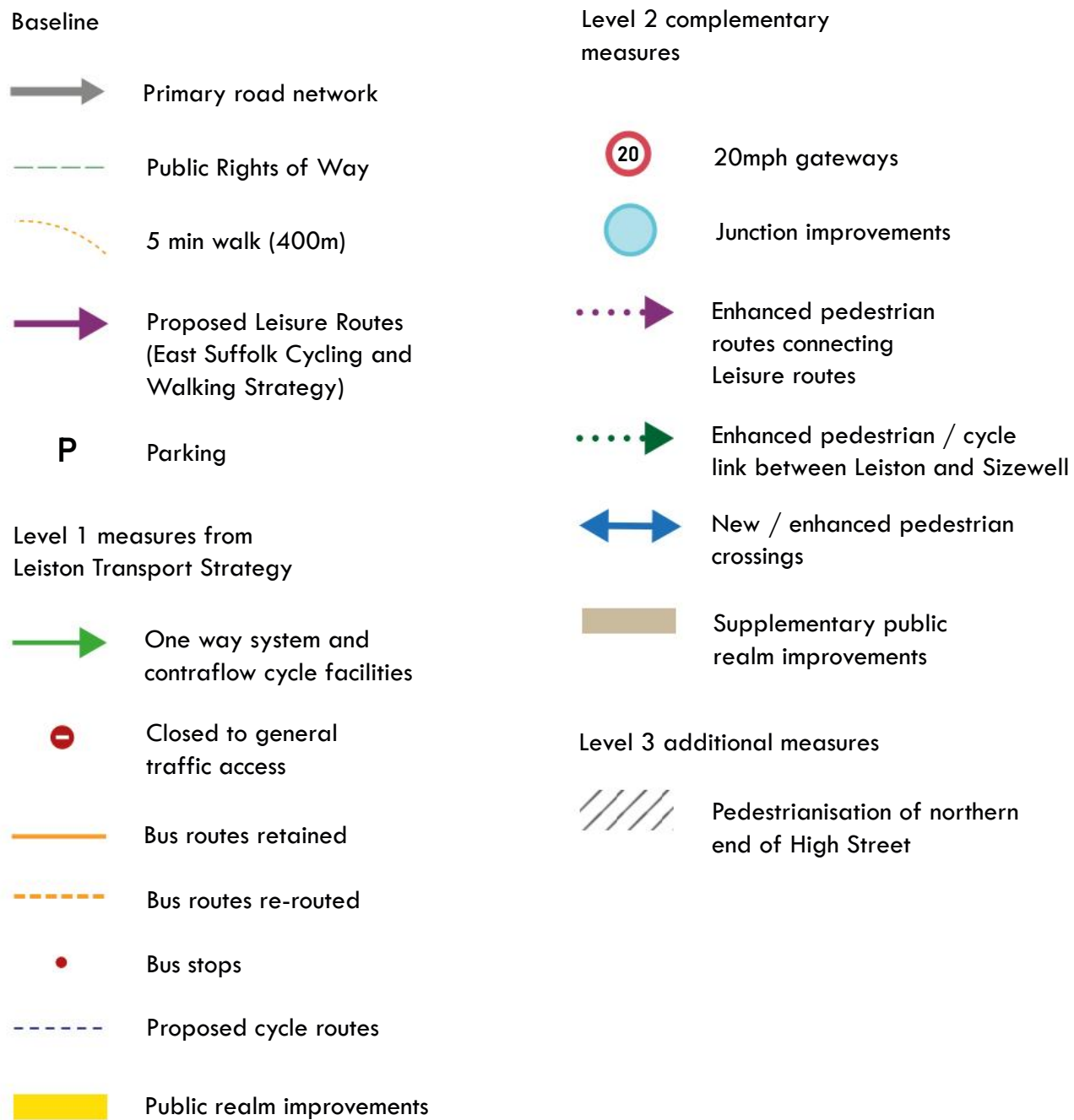


Figure 5.2: Access and movement strategy

5.2.1.1 Level 1 Leiston Transport

Strategy measures

This Masterplan Framework endorses the following measures that were proposed by the Leiston Transport Strategy:

- One way system along Main Road, the High Street (as far south as the public car park) and Cross Street. Proposed one-way streets would include contraflow cycle facilities to ensure two-way cycling access throughout the town centre.
- Closure of Valley Road to certain types of vehicles to discourage traffic through the town centre. As a general principle, while it is accepted that through traffic in the town would continue to rely on the north-south route along Haylings Road, Park Hill, Station Road and Abbey Road, it should be possible to reduce the reliance on the rest of the town centre for these journeys, particularly on east-west routes given the alternative route provided by Lovers Lane.
- Bus routes re-routed along Seaward Avenue, Sylvester Road, Sizewell Road and Cross Street in-line with the one-way system.
- Provision of a network of safe cycle routes through highways improvements (including the one-way system), to include promotion of

slower vehicle speeds and cycle track provision along sections of Seaward Avenue and Sylvester Road.

- Public realm improvements on Main Street, the High Street (as far south as the public car park), Sizewell Road and the eastern section of Cross Street.

5.2.1.2 Level 2 supplementary measures

The following measures would supplement the proposals of the Transport Strategy. If implemented, these measures would make a significant contribution to improving the town centre. However, with a certain degree of complexity, the suggestions still come with certain challenges.

- Establish Leiston as a 20mph town. The 20mph zone would start at the gateway locations indicated in figure 5.2. The signage would be integrated with the town gateway features proposed in the Leiston Transport Strategy.
- Improvements e.g. surface treatments, new controlled crossing locations and pedestrian prioritisation to the following key junctions:
 - Main Street / Waterloo Avenue / Park Hill / Station Road – this would be particularly important in terms of improving the connections between the Waterloo Centre and the town centre.

– High Street / Cross Street / Sizewell Road – potential to improve appearance, safety and efficiency of this key crossing at the heart of the town centre.

– Cross Street / Haylings Road / Park Hill / Victory Road – this would be particularly important in terms of improving the safety of the existing crossing to the recreation ground entrance; potentially including a set of traffic lights, which would need to be explored further.

- Connect Leisure Routes L.R.6.3, L.R. 9.1, L.R.9.2 and L.R.10.1 (proposed by East Suffolk Council as part of the East Suffolk Cycling and Walking Strategy) by providing attractive, safe and legible connecting routes through the town in the following locations:
 - Along Cross Street, Haylings Road, Park Hill and Victory Road, linking routes L.R.9.1 and L.R.6.3 with route L.R.9.2.
 - Adjacent to the railway line, linking Leisure routes L.R.9.1 and L.R.10.1. This option needs further investigation to determine its viability and may involve diverting some sections of the route onto adjacent roads / footpaths.
- Enhanced pedestrian and cycle routes along

King George’s Avenue and Sizewell Gap to ensure an attractive, legible and safe strategic connection between Leiston and Sizewell / the Coast.

- New / enhanced pedestrian crossings on Haylings Road, Park Hill, Aldeburgh Road and King George’s Avenue / Sizewell Road to ensure the safe movement of pedestrians through the town.
- Additional public realm improvements, to include the following:
 - Along the eastern end of Waterloo Avenue and on the ramp/bridge over Park Road to improve access to the Waterloo Centre and Recreation Ground, which are currently perceived to be beyond the town centre despite their proximity.
 - Along the western section of Cross Street and Victory Road to improve access from the heart of the town centre to the Recreation Ground.

5.2.1.3 Level 3 supplementary measures

The following additional measures could have a large impact on the future quality of the town centre. The suggestions will most likely be challenging to implement and might also be controversial in nature.

- Pedestrianisation of the northern section of the High Street. This would bring the following major benefits to the town centre:

– Reclaim the High Street for pedestrians and cyclists allowing a much more attractive, safe and enjoyable environment in which to enjoy the retail / leisure uses on offer and, in doing so, providing increased footfall to support them.

– Essentially create a new public space in the town centre that has a clear purpose (as a High Street), but can be used for alternative events / activities. It is considered that this is preferable to creating a large new public space for which there is no definite demand on one of the ten sites and would be more consistent with the layout and shape and the history of the town.

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

– Appropriate phasing in the reduction in parking as other green transport methods develop.

– Potential to establish a bus service to Sizewell Beach.

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

5.2.1.4 Parking

- From the engagement with the public and key stakeholders parking provision (capacity, location, cost and management) is a very contentious issue in the town and one that would play a key role in the success of its future development. The proposals set out in Section 5.3.6 assume that it would be possible to reduce parking provision on some of the sites in conjunction with the proposed transport measures set out above, which seek to reduce reliance on private vehicles and promote walking and cycling in a town which, due to its industrial past, is very compact. However, further technical work, which is beyond the scope of this masterplan document would need to be carried out to understand the parking situation and create a robust strategy to support the proposals.

5.2.2 Public realm and landscape

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

The key proposals are as follows:

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

- Providing space off Sizewell Road as part of the Market Square site development with tertiary street or mews through the block.
- Enhancing garden space at the intersection of Main Road / the High Street.
- Possible pedestrianisation of High Street with access for loading at the start or end of the day.

- Improvements to lighting.
- Improving the pedestrian routes and areas of public realm that link the key existing and proposed green and urban spaces in the town.
- Potential to integrate a trail on the mediaeval, Saxon and Roman history of the town.
- Provide planting (particularly within existing green spaces) that promotes biodiversity, whilst creating an attractive environment and minimising maintenance costs that does not erode the towns urban character.

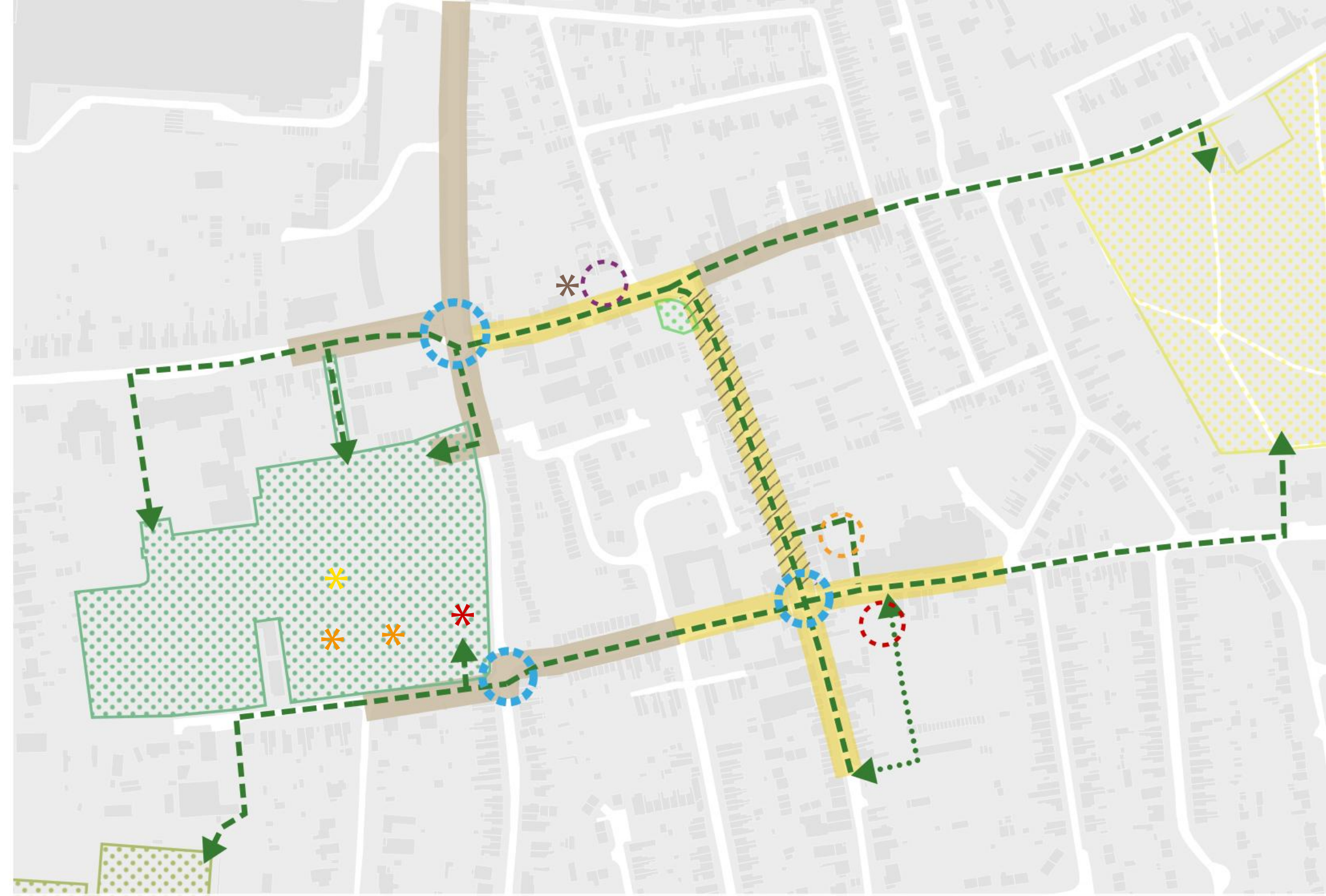
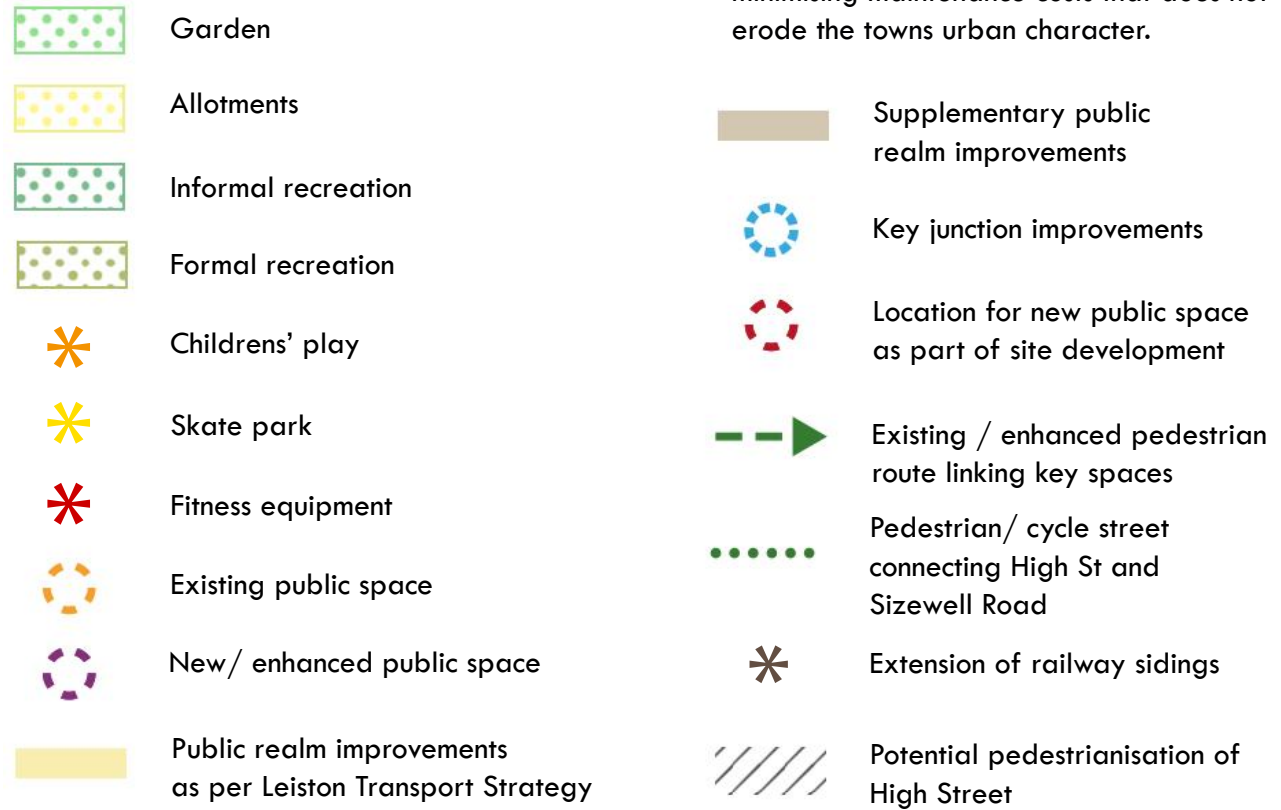


Figure 5.3: Public realm and landscape strategy

5.2.3 Townscape

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

The key proposals are as follows:

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

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

- ↔ New pedestrian/ cycle street
- New development to reinforce tight building frontage
- Existing urban space
- - - New urban space (indicative)
- ⊘ Existing node
- ⊘ New node
- * Existing landmark / focal building
- * New landmark / focal building
- ↔ Key visual relationship
- Leiston recreation ground
- Existing annex/workshop urban morphology
- ▨ New development to reflect workshop / annex morphology

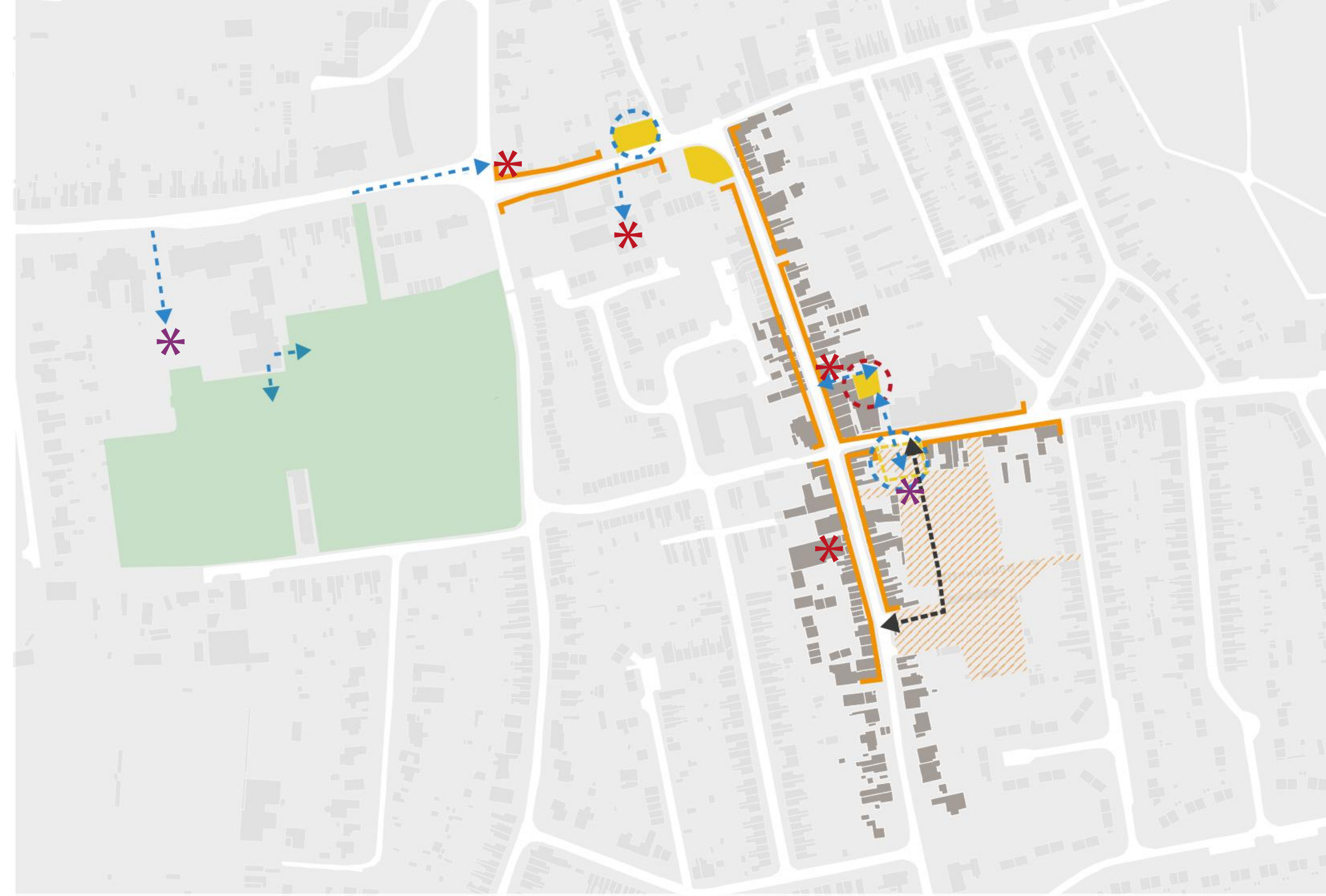


Figure 5.4: Townscape strategy

5.2.4 Character and land use

Figure 5.5 shows the different character areas that have been identified within the town centre. These character areas reflect different qualities, including land use, history, urban morphology, and building design, scale and use of materials. Together they help to structure the town centre and help addressing the fragmentation across the town by improving connectivity, variation, interest, and legibility.

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

The six character areas identified are as follows:

- **Town centre core:** The historic retail core of Leiston. Predominantly retail and leisure uses with some residential. Mainly small-scale terraced units many of which feature annexes and/or outbuildings to the rear. Small scale lanes provide a good degree of connectivity. Sites 4, 5, 6, 7 and 8 are located in this character area.
- **Town centre:** The area behind the High Street characterised by a mix of development types, scales, and periods and with no clear formal structure. Predominantly residential uses. This character area adjoins sites 4, 5, 6, 7 and 8.

- **Heritage quarter:** Historic industrial core of the town incorporating the Long Shop Works on Main Street. Largely consistent with Leiston Conservation Area. Mix of scales, including some larger scale industrial buildings associated with the works. Sites 2 and 3 are located in this character area.
- **Western Gateway:** Predominantly residential area, featuring some (now converted) school buildings. Strong coherence due to the consistency of the Victorian, red brick architecture and the larger scale of dwellings. Site 1 is located in this character area.
- **The Park:** Large, flat recreational open space divided along the centre on a north-south axis by a belt of tree/shrubs. The western side of the space features more formal pitches and has a stronger relationship with the Waterloo Centre. The eastern side has a positive relationship with the housing on Victory Road, but the relationship with Park Hill and Waterloo Avenue is weak due to the change in levels and restricted access points. Overall, there is a weak relationship with the town centre, despite its proximity. This character area adjoins site 1.
- **Residential neighbourhoods:** Predominantly residential development to the north and east of the town centre. Mix of periods, scales, and

styles, but predominantly Victorian, Edwardian and inter-war and largely based on well-defined perimeter block layouts. Sites 9 and 10 are located in this character area.

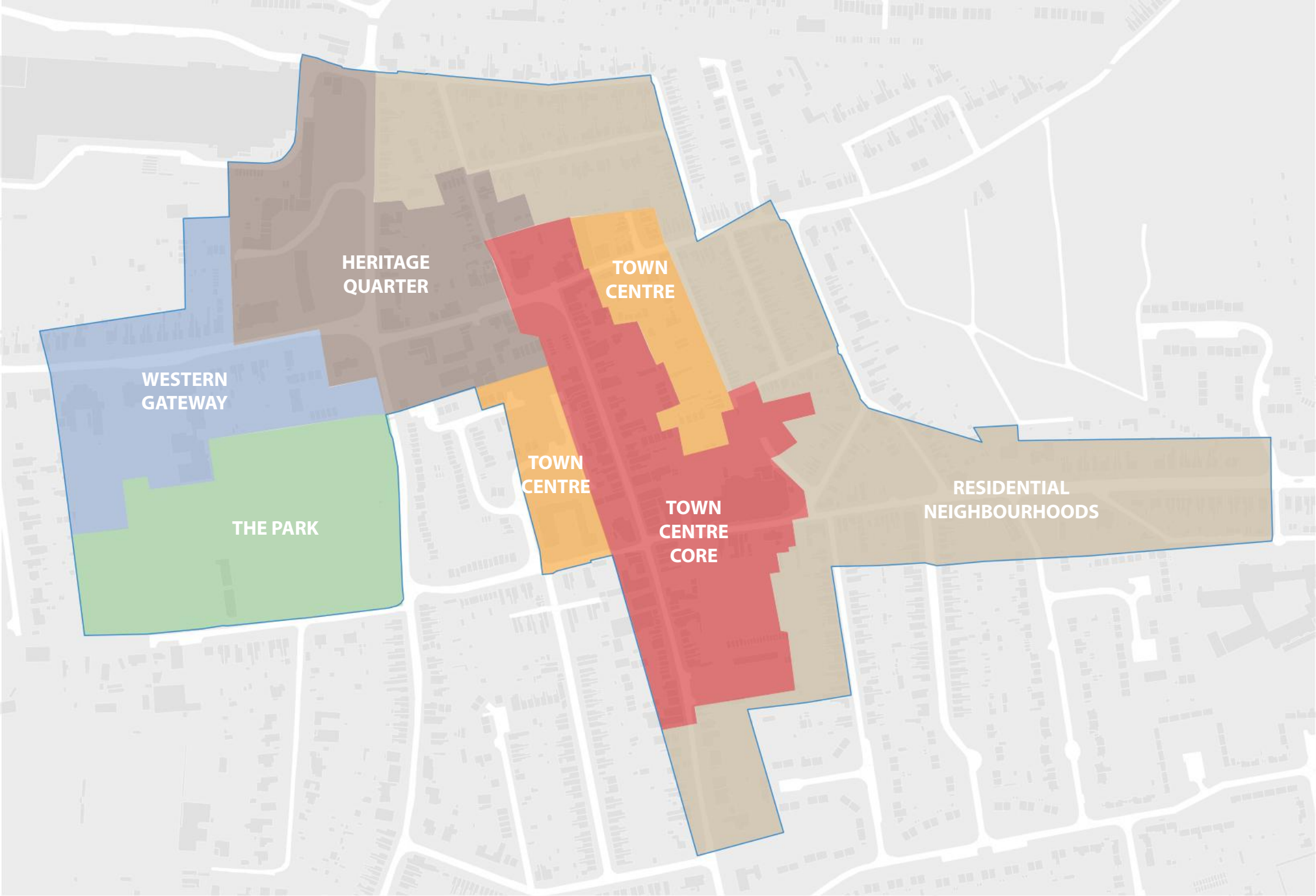


Figure 5.5: Character areas plan



5.3

Site proposals

Following on from the high level vision for Leiston and the town and town centre wide strategies, this section presents an overview of how the ten sites within Leiston town centre could be taken forward in line with the wider scale concept.

All plans and information are conceptual and present spatial ideas, complemented by ideas of future uses and a lively character of the town centre.

These diagrammatic plans have been prepared to show how changes on the ten sites could shape the future of the town centre and Leiston as a whole, and can help shape discussions at this early stage.

While many of the sites relate to one another, and their success would be positively influenced by taking into account the wider picture, they could also be taken forward on a one by one basis to contribute to change in Leiston.

All ideas would need to be followed up by more detailed work with regards to their feasibility and viability, and all concepts would be subject to planning at a later stage.

5.3.1 Site 1: The Waterloo Centre

Proposals for the Waterloo Centre could form a long term project in Leiston, as certain funding streams require more lead in. The proposals for this site seek to establish an attractive, accessible, and practical community and health hub, located at the interface between the Western Gateway and The Park. This would retain and enhance the existing community facilities at the Waterloo Centre and provide a new building to potentially accommodate a relocated Doctors Surgery (from site 2), Community Centre (from site 10) and Citizens Advice Bureau.

The project would enable better access to modern health and community facilities in a consolidated offer, by using existing buildings and adding new ones. The site would enable services to address current capacity and spatial issues, while the co-location of certain uses would create a mutual benefit.

The Waterloo Centre would potentially offer a much more practical site for the Doctors Surgery, as there are no levels issues and there is capacity for increased parking provision. The site is also centrally located, whilst being easily accessible by car.

As shown in figure 5.6, the proposals for the site would establish a more positive relationship between the Waterloo Centre and the adjacent Recreation Ground. This could partly be achieved through the



introduction of a new café extension to the building (currently undergoing refurbishment) in the southeast corner of the site.

Potential alternative options for this site, should the Doctors Surgery and/or Community Centre not wish to relocate, include the provision of a training facility alongside the existing community uses. This would require further capacity testing

and discussions with potential providers e.g., Suffolk New College on the Coast.

Consultation feedback reflected in the proposals includes co-location of community, well-being, and healthcare facilities together alongside recreation facilities, within easy reach of the town centre.

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

Proposed car parking, landscaped with trees and low level planting

Potential to include charging points for electric vehicles

Existing community centre buildings retained and refurbished where necessary

New building, potentially incorporating relocated Doctors surgery (site 2), relocated Community Centre (site 10) and Citizens Advice Bureau, along with associated car parking; alternative use could include an education or training centre

Potential to extend the corner of the building to house a café, community rooms or other active uses overlooking the adjacent recreation ground

Area of soft landscape to improve the legibility and visual amenity of the Waterloo Centre; to include safe cycle storage

Proposals would reflect sustainable and net zero carbon ambitions, e.g. by reusing existing buildings and consolidating health and community uses into one location, the provision of cycle parking and electric vehicle charging points.



Café use as indoor/ outdoor interface



Contemporary architecture in high quality landscape



Hub for community uses

Figure 5.6: Proposals for the Waterloo Centre

5.3.2 Site 2: The Doctors Surgery

There is potential for the Doctors Surgery to relocate to the Waterloo Centre (site 1), where it could form part of a community and health hub, and benefit from purpose-built buildings, better parking and flatter site. The relocation of the GP surgery would be dependent on practical and viability considerations and is therefore a high level proposition at this stage a longer term timeframe project. Further work would need to be undertaken to understand the feasibility and viability of these proposals. It would depend on NHS England agreement and involvement of the Intergrated Care Board (ICB).

Relocation could not only benefit the Doctors Surgery, but also free up an historic building and strongly reinforce the heritage quarter concept (see site 3), by allowing the vacated building to be used for heritage, cultural or educational uses and thereby complement the heritage offer in town, such as an engineering college or alternative use associated with the Long Shop Museum. This change in use would be accompanied by improvements to both the current buildings and the adjacent courtyards, which would be integrated into the Long Shop Museum site. use associated with the Long Shop Museum site.



Consultation feedback reflected in the proposals includes consideration of a different location for the Doctors Surgery where there is better access, more space and storage, less restricted parking

for patients and staff, and the co-location of community, well-being, and healthcare facilities together but still within easy reach of the town centre.

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

Potential to re-align boundary walls and improve planting

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

Proposals would reflect sustainable and net zero carbon ambitions, e.g. by reusing existing building, improving building fabric and energy performance.



Potential to merge site / building into the museum



Connections with Leiston's industrial heritage



Integrating education into the ethos of the Long Shop

Figure 5.7: Proposals for the Doctors Surgery

5.3.3 Site 3: The Historic Quarter

The proposals seek to establish a unique historic quarter focused around the Long Shop Museum and Post Office Square, and potentially also including the building currently occupied by the Doctors Surgery (site 2).

While this is a key project for the future of Leiston and the town centre, it is likely to be implemented with in a long term timeframe as negotiations with land owners, potential occupiers and funding applications would have to be coordinated and forged into one holistic concept.

The overarching public realm improvements would help to make the buildings and square read as an ensemble.

The Town Council and library would be relocated to the Market Square site (site 7) and the building converted into a museum and café. The intention is that the museum would focus on the history of the town (potentially including the exhibition of historic material from the Titlow & Son store) and would complement the existing Long Shop Museum. All of this will have to be market tested.

However, there is potential for the building to be used flexibly and/or accommodate alternative uses. For example, part of the museum could



Extension of the historic Leiston Works Railway into Post Office Square

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

Potential to establish a new platform

Town Council and Library could relocate to Market Square (site 7). Refurbished buildings to potentially accommodate museum or a visitor centre to potentially include bike hire facilities

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

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

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

Potential for better relationship of the Engineers Arms pub with the Long Shop Museum and historic offer in this area, possibility to include seating within Post Office Square

Proposals would reflect sustainable and net zero carbon ambitions, e.g. by reusing existing buildings, providing new buildings with good energy performance/ zero carbon.



Bringing history back to life



Enhance the inter-relationship between spaces



Industrial elements within public realm

Figure 5.8: Proposals for the Historic Quarter

be made available for use by local community groups, particularly those with a culture and heritage connection, or link to East Suffolk's cultural strategy & development.

Alternatively, if there wasn't the necessary backing for extending the museum, the building could be considered for other uses such as a visitor/information centre for the town.

The café could spill out onto Post Office Square, which would be reclaimed from the existing parking to form an attractive, public open space for relaxation and possible events.

To the west of this, it is proposed that a section of the Leiston Works Railway could be restored, including potential new engine maintenance and repair buildings on land to the north of the Engineers Arms, which is in private ownership. The line could extend into the western end of Post Office Square, allowing for the public display and demonstration of the historic engines and providing additional interest and character to the space.

To the south of Post Office Square, public realm improvements would be carried out to Main Street to ensure a safe and accessible pedestrian environment and tie together the Long Shop Works and Post Office Square, helping to reinforce the cohesiveness of the

historic quarter.

In line with the Heritage Quarter Character Area, the proposals would add another layer of history to this part of the town that is characterised by mixed scale of industrial buildings from different eras.

Any new buildings and structures could be contemporary in design in order for the continuation of history being made apparent in the town.

Consultation feedback reflected in the proposals includes the long Shop Museum's aspirations and the ambitions and plans of the Leiston Works Railway trust, and co-location of heritage uses in a clearly defined area focussed around the main assets of the Long Shop Works.

The proposals also integrate the need for more appropriate accommodation for the Town Council and expansion for the Library elsewhere, and for the heritage responses to integrate with the street and Post Office Square space.



5.3.4 Site 4: The High Street

Overview

As part of the Town Centre Core Character Area and arguably the most crucial element of Leiston town centre, the High Street should be improved under a number of aspects. While some of these projects can be started relatively immediately, particularly the smaller scale, building based ones, others such as public realm improvements, would require a longer lead in. Any improvements, irrespective of scale, should make the town centre more attractive and pedestrian friendly, and increase footfall and time spent here.

Figure 5.9 shows an overview of the proposals for the High Street. These are consistent with the Leiston Transport Strategy and the access and movement strategy set out in Section 5.2.1 of this document. Proposals are broken down into the following three categories in the proceeding sections:

- Streetscape
- Built structure
- Character

Proposals would reflect sustainable and net zero carbon ambitions on opportunities presented through building by building basis, cycle and walking provision, encouraging greater use and appeal of local facilities.



Consultation feedback reflected includes safer streets for pedestrian and cyclists, reduce unnecessary traffic, a mix of retail, services, and businesses that provide for everyday needs, foster Leiston's independence and reflect this in the individuality of its high street businesses, widen the appeal of the high street for community and visitors, and highlight heritage.

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



Figure 5.9: Proposals for The High Street - Overview

Streetscape

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

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



- The High Street junctions with Main Street / Valley Road and Cross Street / Sizewell Road should be designed to encourage low traffic speeds. Measures could include raised tables, shared surfaces or pavement materials drawn into the carriageway.
- The new street layout would facilitate the introduction of planting and street furniture to allow people to stop and enjoy the space.
- Potential bespoke treatment of lanes.
- Potential to install low key catenary lighting prior to overall lighting proposals as part of public realm strategy.
- Going forward, the Suffolk Disability Group should be involved in any consultation to ensure maximum inclusion and usability.

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

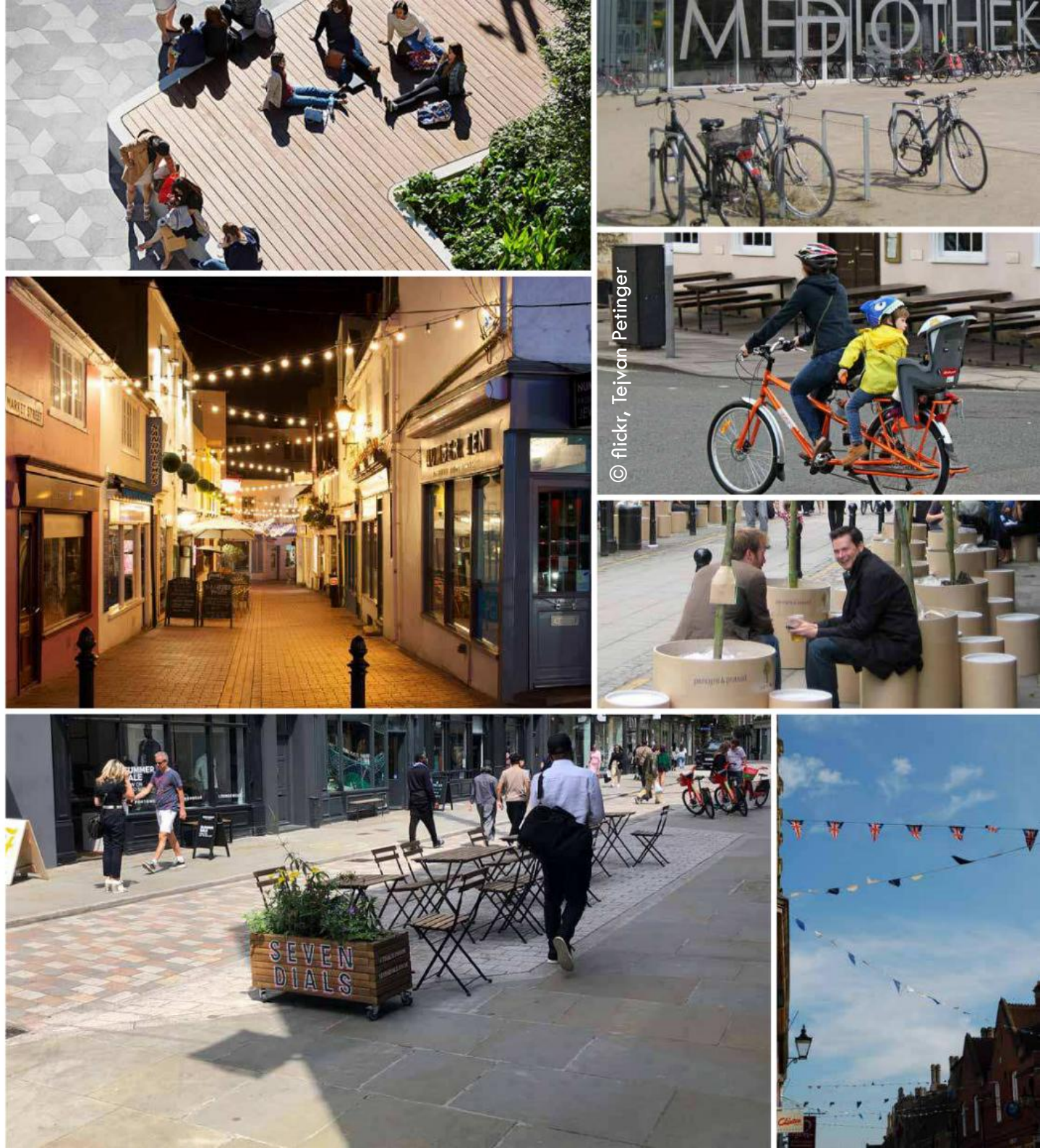


Figure 5.10: Proposals for the High Street - Streetscape

Built structure

The built structure forms a crucial component of High Street and building improvements would, in the medium timescale and over time, result in a more attractive street with its historic small scale character being restored.

Any improvements would be seeking to enhance the character of the typical small scale built structure and would be implemented at on a plot by plot basis to strengthen the street's diversity.

To guide any future development on the High Street, the buildings have been classified into different categories, indicating their significance for the town centre and their potential for improvement (see figure 5.11).

Many of the buildings located on the High Street are not outstanding in their own right, but as an entirety, form a valuable contribution to Leiston's character.



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



Figure 5.11: Proposals for the High Street - Built structure

Character

Interventions in relation to character could largely be implemented on a short to medium timeframe as many of them are smaller scale and less structural in nature.

As shown in figure 5.12, to retain and enhance the existing character of the High Street, it is proposed that improvements to shop fronts, signage and lighting are made in strategic locations. In order to increase the prominence of these projects, grouping together individual locations would be beneficial.

This includes some gable ends of buildings which are to feature large-scale letters relating to the specific place or its history. The key gateways into the town centre would also be strengthened.






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



Figure 5.12: Proposals for the High Street - Character

5.3.5 Site 5: Church Square

Church Square is already a major asset in the town centre with a landscaped area that invites people to spend time in the town centre.

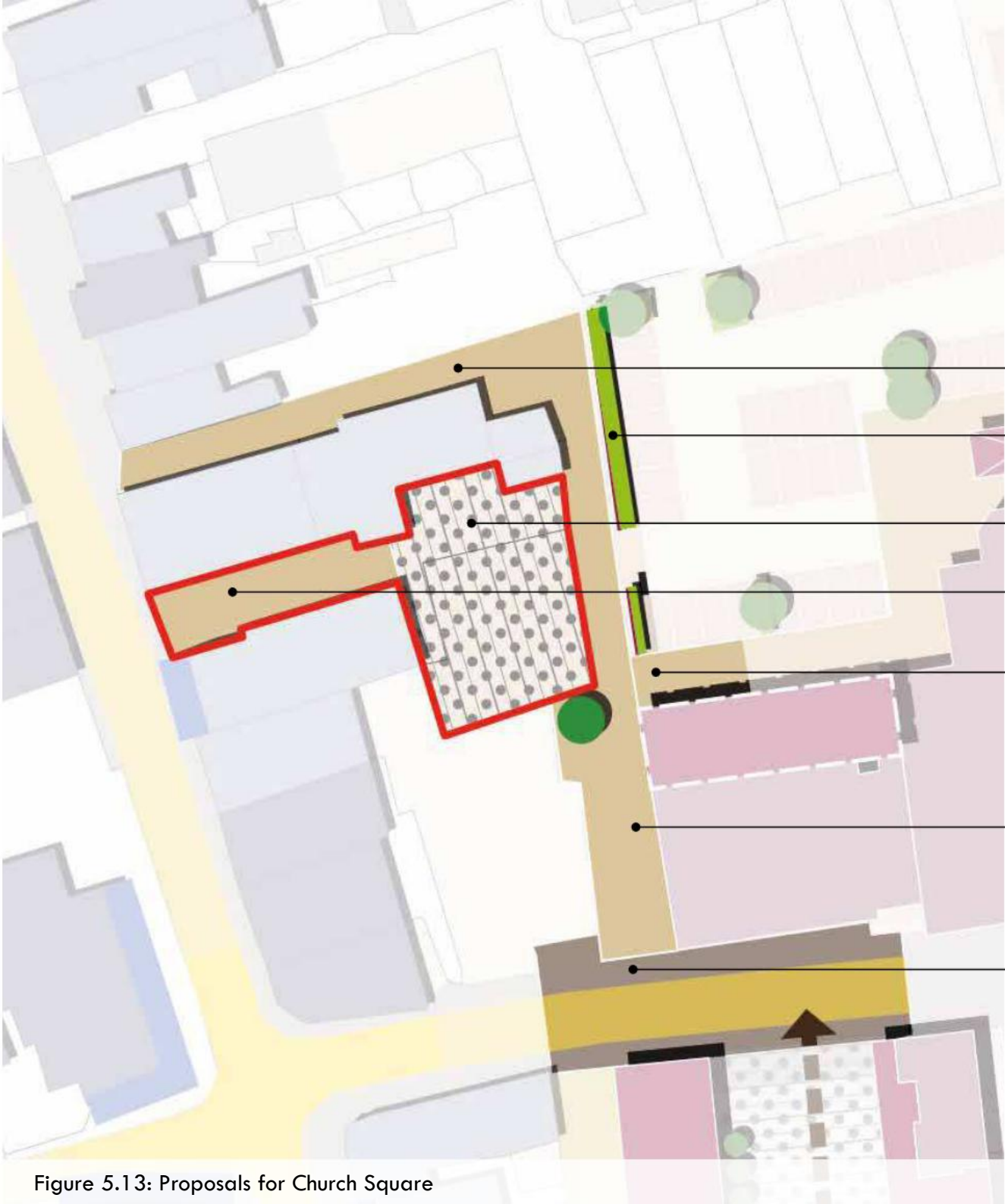
With improved pedestrian connections, the space could form part of a small network of lanes, as is typical for the Town Centre Core Character Area.

As a relatively self-contained project, these improvements should go ahead early on in the process, with pedestrian connections through the Co-op site going hand in hand or linking into it at a later date.

The proposals seek to build on its strengths by providing public realm improvements on the adjacent land that would enhance the quality and intuitive use of connections through to the High Street, Co-op and Sizewell Road (and on to the Market Square site).

The measures proposed for Sizewell Road to lower traffic speeds and improve pedestrian connectivity reflect the Leiston Transport Strategy.

Proposals would reflect sustainable and net zero carbon ambitions by enhancing the pedestrian environment and connectivity in the town centre.



Consultation feedback reflected in the proposals includes to further build on the success of the Church Square implementation, to complete the connectivity of the finished scheme to Sizewell Road by extending the scheme and the improvements to land beyond that owned by the Church. This includes completing connectivity of the finished scheme to Sizewell Road with

an appropriate edge for pedestrians and cyclists adjoining the Co-op car park, and for the passageway link to the High Street on the north side of the chapel to be equally improved to provide an alternative route when Church Square is closed-off for Church functions, and to benefit the businesses opposite the chapel to the north by the passageway.

- Enhanced public realm / pedestrian lane along northern edge of Church
- New low level wall and planting to help structure and define the space around the Church and ensure it does not bleed into the Co-op car park
- Existing Church Square, incorporating seating areas
- Church Square entrance from High Street
- Accessible and well-defined pedestrian footpath connection through to the Co-op and the residential areas to the east (see site 6 proposals)
- Pedestrian lane providing a safe and attractive route between Church Square / the Co-op car park to Sizewell Road and on to the Market Square site (site 7)
- Low speed environment / public realm improvements along Sizewell Road, creating a more accessible and safe pedestrian environment and allowing good connections between Church Square and the Market Square site



Enhancing the setting to existing assets



Enhancing links to the existing Church Square scheme



Landscape that invites people to dwell in spaces

Figure 5.13: Proposals for Church Square

5.3.6 Site 6: The Co-op Supermarket

The site of the Co-op supermarket is one of the key sites in Leiston's town centre. As an 'entrance point', due to its parking provision and grocery offer, a good proportion of Leiston's footfall stems from here.

All suggested proposals are ideas and should be used to influence future development, but any plans ultimately rely on the Co-op and their aspirations. However, if they were agreeable, the majority could take place in the short term.

The proposals would sit in line with the Town Centre Core Character Area that features continuous building lines along streets as well as pedestrian connections, some as back lanes.

With some of the suggested proposals relating to landscape works and improving pedestrian connectivity, these could be taken forward relatively early on. Other suggestions around the built fabric and housing component could follow later.

Despite the efforts of the project team, it has not been possible yet to speak to the relevant person at the Co-op to discuss the future of the Leiston site in more detail. The proposals shown in figure 5.14 therefore assume that it has no



Consultation feedback reflected in the proposals includes review of the Coop store as the only supermarket food store in Leiston, potential to keep footfall in the town and avoid trips to food stores locally, improvement in the retail offer

for the community, reduction of car trips and better provision for residents who do not drive, improvement to the legibility and access, and design and functionality of the store ideally retaining it in its location in the town centre.

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

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

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

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

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

Secure cycle storage

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

Car parking retained and reorganised

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

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



Safe and attractive pedestrian connections



Well-designed parking



Easily identifiable entrances

Figure 5.14: Proposals for the Co-op supermarket

plans to vacate or completely redevelop the site, but that there may be potential to reconfigure/ redevelop parts of the site and/or make modifications to the building.

In the long term, the fragmented section of the car park located to the northeast could be developed for housing to ‘complete’ the existing residential block and provide a far more legible, cohesive and structured street and retained car park. This would assume a reduction in parking numbers that would be made viable through the implementation of the access and movement strategy set out in Section 5.2 (subject to further technical work to inform the parking strategy).

The reconfiguration of the main car park would create a much more attractive, safe, and legible pedestrian environment. This would include a new footpath that connects the site with Church Square, Sizewell Road, and the residential area to the east. In conjunction with these improvements, the Co-op Café could be relocated within a new extension at the western end of the building, helping to establish a much more attractive, legible and accessible entrance adjacent to Church Square, as well as an improved café experience.

It is considered that the proposals for the Co-op site set out above would significantly improve the site and the wider town centre.

However, depending on priorities, a potential alternative approach would be to retain the parking in the northeast corner of the site and open up a new public space at the western end by reconfiguring the car park (see figure 5.15). This space could be framed by a new building along the northern edge of the site and by a new café to the rear of the supermarket, essentially extending the open space at Church Square and establishing a much more cohesive and integrated urban environment in this location.

If the Co-op were interested in redeveloping their current store entirely, further benefits could be achieved through consideration of the following key design aspects (and the townscape strategy set out in Section 5.5):

- The potential for a significantly improved relationship with Sizewell Road in terms of the scale, massing, positioning and detailing of the building/s.
- The potential for enhancing the relationship between the new buildings / spaces and Church Square and the proposals for the Market Square site.
- The potential for enhancing the legibility of the entrances into the building/s and the relationship with the car park.

Figure 5.17 shows a possible layout for the redevelopment of the site with the potential to achieve these principles.

If the Co-op were to move out of the site, then it would be important that any redevelopment incorporates a replacement supermarket as it currently performs a crucial role in attracting footfall into the town centre, and there are currently no clear alternative sites with the capacity to accommodate one.

We are aware there may be resident parking in parts of the car park and this would need to be considered in the long term scenario.

Figure 5.16 illustrates potential for a small cutting edge visitor centre (*) to draw visitors.

Proposals would reflect sustainable and net zero carbon ambitions by improving cycling and walking provision, encouraging greater use and appeal of local facilities with the potential for a new more energy efficient store with greater longevity and choice.



Figure 5.15: Reconfigure site (as per Fig 5.14)



Figure 5.16: Alternative reconfiguration option

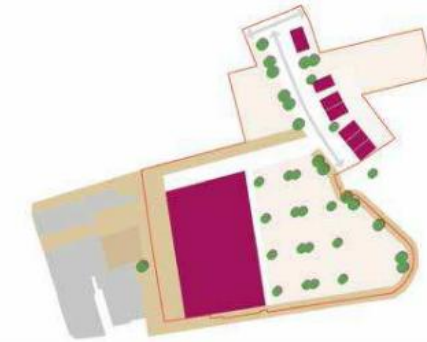
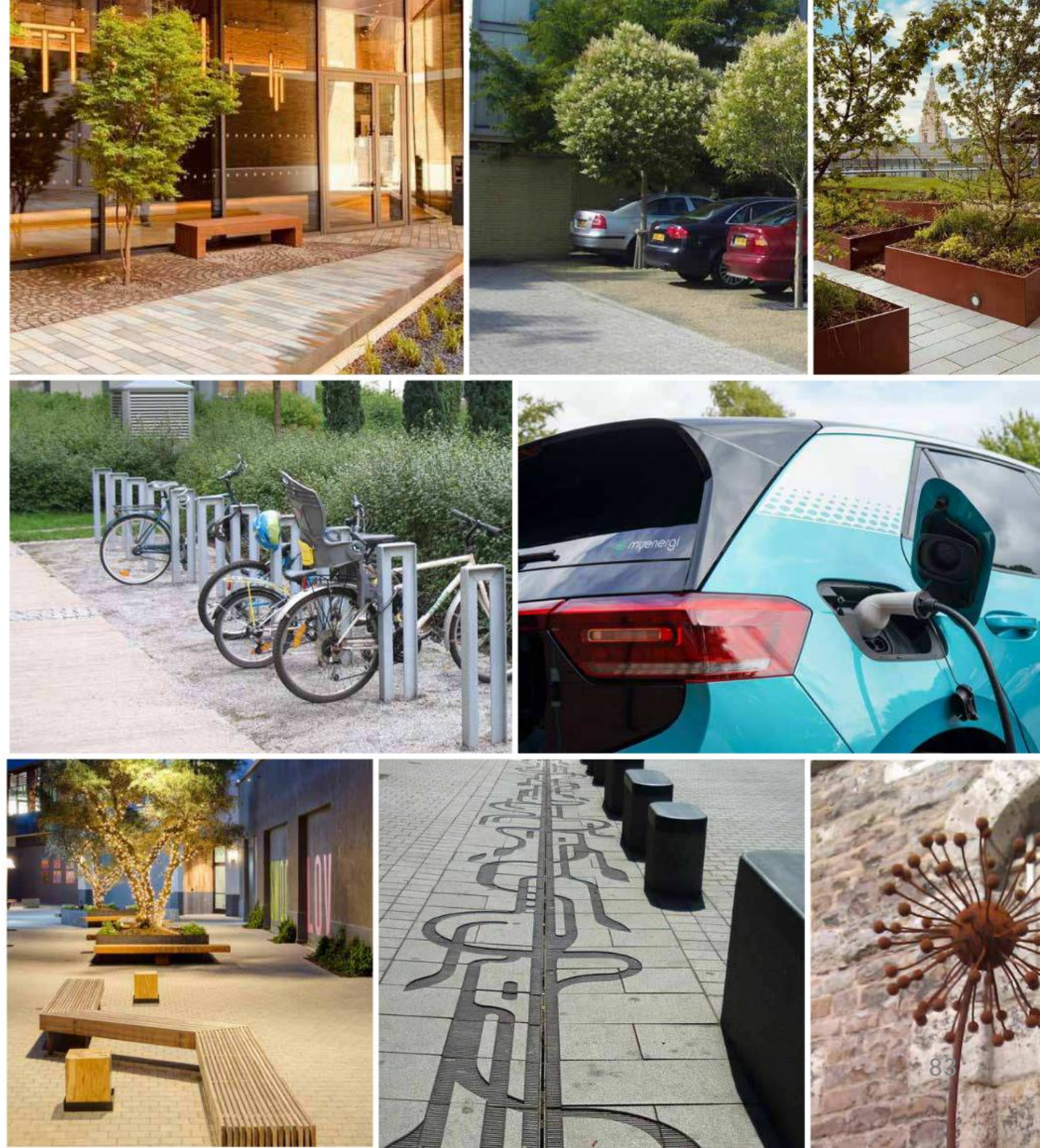


Figure 5.17: Possible redevelopment layout



5.3.7 Site 7: Market Square

The site south of Sizewell Road is one of the pivotal sites for regeneration activities in Leiston town centre. As this project is complex in its implementation, it might make sense to split it into phases. The northernmost part with square and adjacent uses could be taken forward in the medium term. The residential/ mixed use lane extending south would be implemented later on to fulfil the project's full potential for housing provision, highly accessible services and connectivity.

The proposals for the Market Square site could provide a vibrant and distinctive additional street and space in the town centre, which complements rather than competes with the existing High Street and reinforces the unique character of the town.

In line with the Town Centre Core Character Area, the proposals would provide a mix of uses, including commercial, start-ups, housing (including a range of typologies aimed at younger and older age groups), a café and a new Town Council and Library building. A small scale built structure, potentially with annexes in the back and situated along a small back lane would reflect the predominant structure of this Character Area.



Figure 5.18: Proposals for Market Square

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

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

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

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

New Town Council offices and Library (relocated from site 3). Key focal building which would define the southern edge of the public space and have a strong relationship with it. Alternative location for a visitor centre and/ or Community Centre.

Secure cycle storage

New pedestrian/ cycle street, accommodating limited vehicle movements for residents, emergency and servicing access from the South only; streetscape to reflect character of different uses and define areas for communal use.

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

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

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

Area of car parking for local residents of existing neighbouring properties

Retained and reconfigured public car parking, incorporating landscape enhancements



Café seating in a square



Open and positive frontages that allow interaction



Small-scale terraces appropriate to low order street

Different models for the housing delivery would need be explored to ensure they are sufficiently accessible to target groups.

The new uses would be structured around a tertiary street and a small-scale public space that would be fronted onto by the Town Council / library building and would have a strong relationship with the improved Sizewell Road and to Church Square. The formality, scale and use of these spaces and the adjacent buildings would reflect the back of block location and the existing morphology of the town centre (see Section 5.5) and would include small-scale, flexible units for start-ups/ creative industries.

Vehicular access into the site would principally be provided via the High Street, with an additional emergency access provided from Sizewell Road.

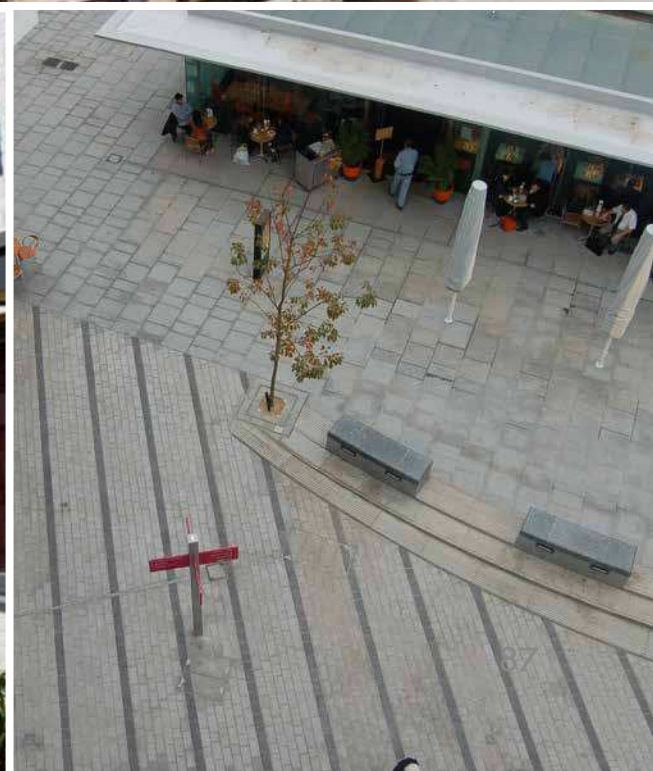
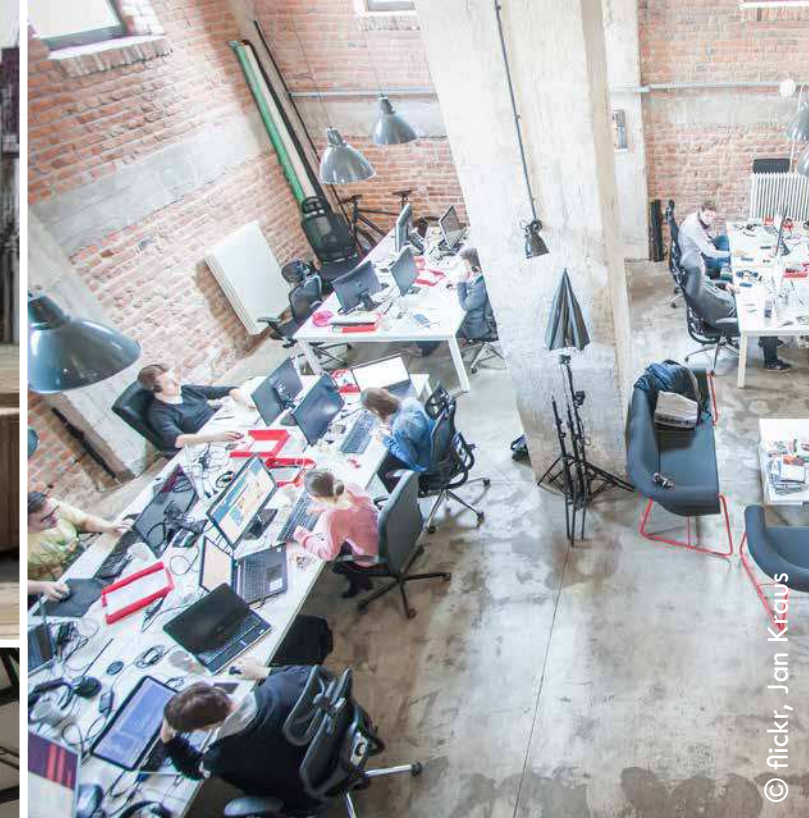
Good levels of pedestrian permeability would be ensured through pedestrian links onto the High Street (to the north and south), Sizewell Road and Eastward Ho. The existing public car

park should be reconfigured in conjunction with the access and movement strategy set out in Section 5.2 (subject to further technical work to inform the parking strategy).

The development proposals shown in figure 5.18 rely on the sale of three privately owned sites, with the remainder on ESC owned land.

Consultation feedback reflected in the proposals includes a good level of alignment with the overall aspirations of the Leiston Community Land Trust (and Modece Architect) proposals for Market Square. The masterplan proposals make several adjustments in terms of retention of 16a-22b Sizewell Road, premises suitable for different community groups, business opportunities and civic facilities in response to discussions and feedback, and housing in line with local requirements. New buildings proposed are intended to be sustainable and/ or zero carbon in line with views expressed and the Leiston Net Zero campaign. The new street and spaces created would offer safe routes for pedestrians and cyclists in response to feedback.

Proposals would reflect sustainable and net zero carbon ambitions by creating dwellings in the town centre, potential for these to be zero carbon/ energy efficient, improving connectivity, cycling and walking provision, electric car charging for residents, potential for low car ownership, co-locating local facilities and potential for new employment/ studios at the heart of the town centre and removal of older inefficient building stock.



5.3.8 Site 8: 16a-22b Sizewell Road

As an adjacent project to the important Market Square site the proposals are to retain 16a-22b Sizewell Road. Fitting well into the Town Centre Core Character Area the buildings are considered to make a very important contribution to the historic character of the town centre in terms of their small scale and massing, former uses, traditional materials. and vernacular architecture. Most of the historic buildings at this end of Sizewell Road have been lost, and newer buildings such as the Co-op and BT/Post Office buildings do not integrate well with the qualities that give the town centre its unique character. It is therefore considered important that the main front sections of these buildings are retained, accepting this involves major restoration work. The project could come forward in the short term and could be planned in tandem with the northern end of the Market Square site.

Careful consideration would need to be given to the relationship between these buildings and the Market Square site. As shown in figure 5.17, it is proposed that renovations include demolition of the rear sections of the buildings to accommodate new extensions, possibly a cafe or other suitable use. The rears would front onto the proposed space on the Market Square site, and be south-facing. The front part of the building(s) could also form part of the café or complementary uses e.g., shop, gallery, or to exhibit the heritage collection from the Titlow and Son store that is currently in storage at the Long Shop Museum if this cannot be accommodated in the Heritage Quarter. It is proposed that other units of accommodation within the group of buildings could be a mix of commercial and residential uses.

Subject to condition, it may be appropriate to demolish part or all the rear sections of these buildings to ensure they function efficiently

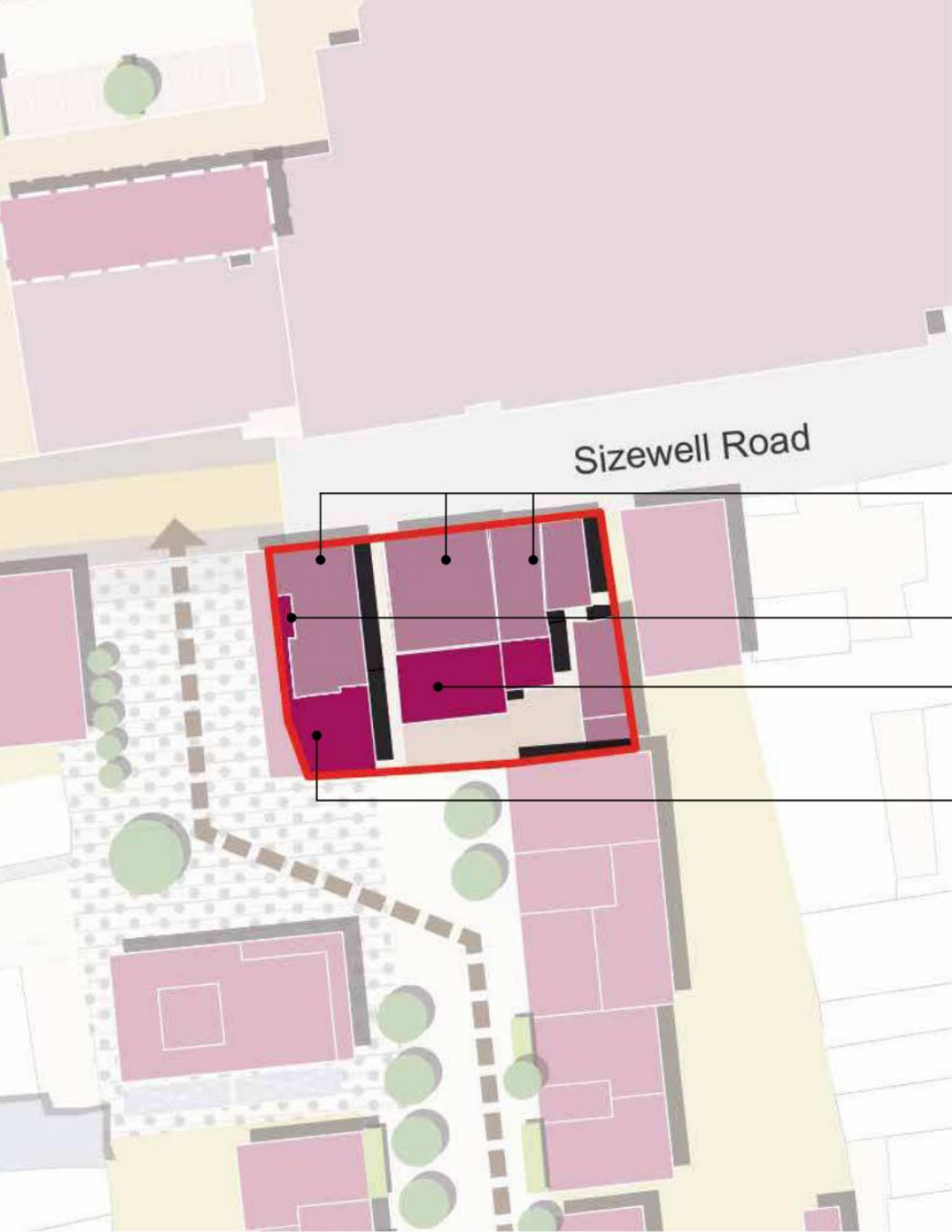


Figure 5.19: Proposals for 16a-22b Sizewell Road

and establish an appropriate relationship with the Market Square site, retaining only the facade(s) onto Sizewell Road, forming the street elevations to well redesigned and appropriate new buildings that work with Market Square.

An alternative option would be to demolish 16a-22b and replace with potential high energy performance and contemporary interpretation

of traditional Leiston town centre terraces with height, massing and shapes to reflect the historic structure.

Consultation feedback reflected in the proposals includes conservation of Leiston's built heritage, and pragmatism around viable new uses and the potential to integrate Market Square.

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

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

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

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

Proposals would reflect sustainable and net zero carbon ambitions, e.g. by reusing existing buildings, remodelling them with contemporary architecture with good energy performance/ zero carbon.



Café with strong relationship to public open space



Large scale lettering at gable ends



Frontages that allow for views in

5.3.9 Site 9: The Crown Inn

The main (former Crown Inn) building on this site forms an important focal feature on the corner of Sizewell Road and Crown Street, significantly influencing a first impression people get approaching from the east.

As part of the Residential Neighbourhood Character Area, the building would provide a strong corner with a ‘special use’ within a network of regular and enclosed residential streets.

The building would be converted to accommodate apartments on the first floor and start-ups or a pub/restaurant/café on the ground floor.

Due to its size and limited complexity, this project could be taken forward relatively immediately.

The historic outbuilding would also be refurbished to be used as a start-up or uses associated with the neighbouring pub/restaurant/café, such as a microbrewery or smokehouse.

As the premises are privately owned, this document will serve to influence discussions around potential uses, but proposals will rely on decisions by the owner.



Consultation feedback reflected in the proposals includes importance of public houses in Leiston that are being lost to the community to become other unrelated uses, and the nature of multi occupancy dwellings as proposed for the Crown Inn by its current owners in relation to the types

of homes needed locally, and the difficulty of conversion of purpose designed buildings despite already providing some accommodation. The proposals also reflect the view that the Crown Inn is prominent on Sizewell Road and could continue to perform a community-facing function.

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

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

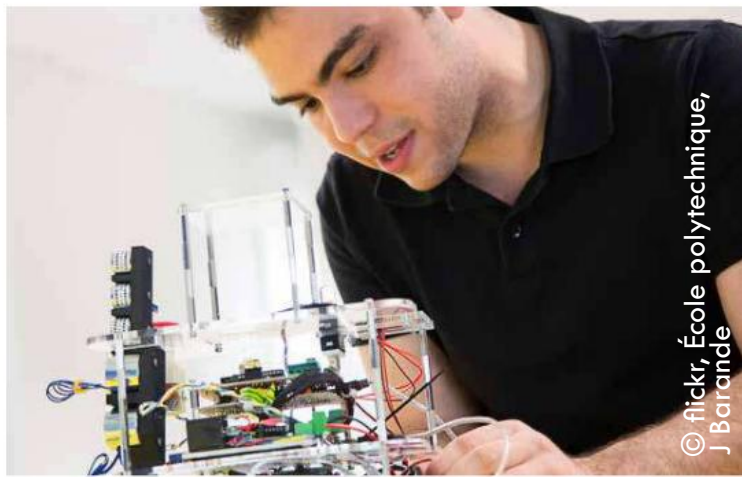
Car parking for residential / start-up use; shared access with new neighbouring dwellings

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

Proposals would reflect sustainable and net zero carbon ambitions, e.g. by reusing existing buildings, and alterations with good energy performance/ zero carbon.



Outdoor gastronomy



Opportunities for start-ups



Potential for a unique gastronomic experience

Figure 5.20: Proposals for The Crown Inn

5.3.10 Site 10: Leiston Community Centre

The site of the Leiston Community Centre presents a great opportunity to build homes in close proximity to the town centre, making walking and cycling a viable option to access services. These proposals could come forward in the long term as they rely on the move of the community centre.

The site forms part of the Residential Neighbourhood Character Area and proposals would fit into the clear block structure with back to back orientation of properties that frame the streets and provide continuity.

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

accommodated on the existing fire/ police site adjacent, and this site could potentially be identified for expansion for this purpose as an alternative option.

Consultation feedback reflected in the proposals includes the opportunity for the Town Council to be based in new appropriate premises in the heart of the town centre as part of the Market Square proposals in accordance with the aspirations of the Leiston Community Land Trust proposals.



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

Small scale access street

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

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

Proposals would reflect sustainable and net zero carbon ambitions, e.g. by creating dwellings close to the town centre with zero carbon, good energy performance and opportunity for electric vehicle charging and cycle storage.



High quality, but simple contemporary housing



Attractive and safe access streets

Figure 5.21: Proposals for Leiston Community Centre

5.4

The masterplan

Figure 5.21 shows the masterplan for Leiston town centre, which draws together the proposals for the ten sites set out above and supporting townwide strategies.

It is important to note that the masterplan should not be interpreted as a fixed scheme for the town centre - it will need to develop as the context around each site evolves and possible further sites in the town centre could come forward.

These developments will be informed by the Masterplan Framework document, in the form of the key principles, vision diagram and townwide strategies set out in Sections 4.1, 4.2, 5.1 and 5.2, which will ensure a consistent and coherent response.



Figure 5.21: Leiston Town centre masterplan



6.0 Delivery

6.1

Feasibility

The proposals identified for the ten town centre sites have been made because of the town-wide understanding of Leiston derived from visits and consultation and engagement.

As non-residents of Leiston the masterplan team have studied Leiston with fresh eyes and experience of similar places, what works and what doesn't, and through listening to residents, businesses and stakeholders the team has applied its mix of skills and professional expertise in regeneration and placemaking to the proposals.

The proposals for the ten sites are high-level and appropriate for this level of study, and there are further steps that need to be made before the projects can be decided upon and ultimately progressed – this study is a necessary step in the delivery process. An aim of this masterplan framework has been to understand potential for the ten sites in relation to each other, and how they each and collectively can bring about positive and appropriate change in the town centre.

Numerous factors will need to be considered to develop the ten sites as deliverable projects. The Masterplan Framework is based on initial responses and further deeper discussions will be

needed. For example, the GP surgery has not proposed or agreed to move from its current location to the Waterloo Centre but did indicate some interest which would need to be explored further.

For the purposes of the Masterplan Framework it has been identified as a positive idea to co-locate facilities with community functions especially those with well-being and health interests, where there is more space and good access. The community and stakeholder responses have been positive to this idea and has identified further enhancement of this approach proposing dental care to be added to the mix in this location.

This highlights that further exploration is required with the surgery in the main, but to explore the feasibility with other providers, organisations, and specialists, as well as with professionals dealing with infrastructure, buildings, architecture, planning, quantity surveying, land ownership, etc., as examples.



6.2

Interdependencies

The implementation of the Masterplan Framework and its individual components depends on a number of decisions, circumstances, groups and individuals. There would be benefit in identifying which elements can come forward independently, which need to be considered in conjunction or in sequence with other sites, and therefore which can be implemented sooner or later.

The proposals may have a catalyst or triggering effect beyond the site itself, the implications of the proposals are minimal and preparation for implementation is straightforward, or because there are complexities, reliance, or interdependencies between specific proposals that dictate the order in which they can come forward.

Separating out the opportunities along the High Street, the overall dynamics of the Masterplan Framework would see the focus of interventions around the Waterloo Centre, the Historic Quarter, around the Crown Inn pub and around Church Square and Market Square.

As there are a number of occupants earmarked for relocation and consolidation with other uses, these relocations would either have to be completed prior to other projects, or parts thereof, being implemented, or addressed through temporary accommodation in the interim.

The dynamics of the interdependencies between sites and occupiers are indicated in Figure 6.1 as follows:

- Proposal for the GP surgery to move to the Waterloo Centre.
- Proposals for the Leiston Community Centre to move to the Waterloo Centre.
- Proposal for the Town Library and the Council Offices to move to a new hub at Market Square.
- Proposal for the Long Shop Museum to extend their operations into surrounding buildings and land, including the old GP surgery, the pub opposite, new sheds, the old library and Council offices to the north.



Figure 6.1: Interdependencies



Figure 6.2: Implementation Priorities and Timescales

6.3

Priorities and timescales

For the individual opportunities to come forward in a coordinated way, all sites and interventions have been prioritised according to their impact on Leiston, and a plan has been drawn up that, in addition to priority, reflects the projects' complexity and need for enabling works to take place.

The plan to the left shows simple squares for the different opportunity sites, which are colour coded to reflect assumed timescales. In addition, all proposed interventions for High Street are shown in their previous symbols, but colour coded to indicate timings for the purpose of this plan.



The implementation of the Masterplan Framework is subject to interdependencies between the town's sites, but is also impacted by larger scale changes, largely associated with the construction of Sizewell C.

Any funding allocated for local projects would only be coming forward once construction has reached a certain stage and associated projects are therefore likely to be implemented with a horizon of three years or more. This is largely true for public realm projects and projects relating to accessibility.

Proposals of the Masterplan Framework have been subdivided into opportunities that can be implemented in

- the short term: 0-2 years
- the medium term: 3-5 years
- and the long term: 6-10+ years

6.2.1 Short term projects

Short term projects have an approximate timescale of 0-2 years, and their implementation can be initiated with an almost immediate start.

The following projects could potentially fall into this category:

Proposals for **Church Square** and the **Co-op**

Supermarket could go hand in hand, as they both have an impact on pedestrian links through town, and both proposals effectively link into one another. Discussions with the Co-op could be started early on to address the supermarket part of the site, while the housing part might fall into later phases, when improvements to public transport and improvements to pedestrian and cycle connections might allow for the loss of some of the central parking.

In relation to the **High Street**, there are a few interventions that could be implemented early on. **Large scale lettering** on some of the gable ends could be started almost immediately, as soon as talks with owners have taken place and potential funding has been agreed.

Another project that could be tackled early on are **High Street shopfront improvements**. A strategy on shopfront improvements, possibly in combination with building improvements, should be commissioned by ESC to draw up a set of rules and establish potential financial support mechanisms. This process could be started immediately.

The proposals for **16a-22b Sizewell Road** would form the northern elevation onto the new Market Square, but could come forward earlier to strengthen the streetscape and character along Sizewell Road. Negotiations with property

owners with regards to funding and potential uses should be started in the short term.

The development of the old **Crown Inn** should also be implemented within a short timeframe, as the repurposing and refurbishment of the pub would not be too complex and would also help to improve the area along Sizewell Road/ King George’s Avenue. Due to the property being privately owned, this project is dependent on discussions with the owner.

6.2.2 Medium term projects

Medium term projects have an approximate timescale of 3-5 years as their implementation has a certain complexity or might rely on external funding.

The **northern end of Market Square** could potentially come forward within the medium term. This would include the demolition of the Royal Mail sorting office, the construction of a new building in the western part of the new gap to face Sizewell Road, a new building combining Town Council offices and library and the square to the front. It could also potentially include the construction of the mixed use building that frames a new square along the eastern perimeter.

Detailed designs for the Market Square should therefore take property boundaries into consideration so that the project can be divided into phases, if needed, and to also lessen dependencies on land owners.

The Market Square site would benefit from a Design Brief that sets out the fundamentals of the development from an urban design point of view. This is particularly important if the development was split into different phases.

Associated with the northern part of Market Square, the **shared surface on Sizewell Road** should be brought forward, as this would strengthen the pedestrian connection between Church Square, Market Square, Co-op and links east.

Measures along **High Street** should include **building improvements**, which would require a strategy, possibly in combination with shopfront improvements, to establish a set of rules any alterations should work to. While the High Street is not included in the Conservation Area and would not require as stringent rules, due regard should still be paid to the historic character of the built fabric, which is a valuable asset of Leiston that should be preserved. A number of successful shopfront and building improvements serve as examples. Funding mechanisms and/ or grants for this could be set up.

As part of the aim to strengthen pedestrian links in the town and the town centre, **High Street junction improvements, public realm improvements and gateways** should also feature in the medium term, with the design process potentially starting earlier.

The High Street public realm improvements would largely be reliant on money being made available through Sizewell C and the one-way system being established before any public realm design could be implemented.

6.2.3 Long term projects

Long term projects have an approximate timescale of 6-10 years and longer as their implementation is highly complex or might require the relocations of uses.

Long terms projects would still require negotiations to take place in the short term to ‘get the ball rolling’ but are likely to finish within a longer timeframe.

The **Historic Quarter** falls within this category as it is a complex project that would include negotiations with different land owners, some of who are private, the construction of new buildings, existing uses to relocate to other parts of town and negotiations with the potential new occupier who would have to be part of the planning all along.

While the northern end of **Market Square** could be implemented in the medium term, the larger residential part could come forward later, requiring negotiations with a number of landowners, demolition works and a more complex planning process. Design work would have to be undertaken to ensure the quality of the built fabric and streetscape would be to the high standard that a central location like this demands. The Market Square project could come forward in several phases.

The **Waterloo Centre** could come forward in the longer term. The existing buildings have been refurbished in parts, but are currently underused and would benefit from additional community uses to consolidate the offer in this location.

The construction of a health and community hub would be subject to clearing works on the site and negotiations with the surgery, but the feasibility and planning process could be brought underway relatively promptly and proposed uses would complement the sports/ community uses on site.

A feasibility study for this multi-use health and community site should be commissioned to establish further detail on uses, space requirements and cost.

After the relocation of the **GP surgery**, the building on Main Street could be refurbished

and could be available to house additional museum uses such as an engineering college. Any needs of the potential occupier should be negotiated earlier on in the process, ready for implementation in the long term.

The proposed housing on the site of the **Leiston Community Centre** could come forward as soon as the centre would have moved and the building would have been demolished. Any landowner negotiations and start of the design and planning process could be started earlier, as soon as the move of the centre is confirmed to go ahead.

6.4 Delivery mechanisms

Achieving the vision and aims for the town would demand the implementation of a range of co-ordinated physical development projects delivered, hand in hand with vital business support, economic and community initiatives and possibly a coordinated events programme.

Mechanisms could include the following:

- Potential for the Neighbourhood Plan Review to align with and incorporate:
 - Advice on shopfront improvements and

building improvements; in line with the Conservation Area appraisal, but less onerous.

– Public Realm Strategy.

– Placemaking Strategy

- Feasibility Studies for individual sites to inform discussions.
- Design Briefs for individual sites.
- Setting up funding mechanisms or grants to support some of the proposals for High Street; funds related to regeneration, housing and heritage.
- Establish an officer working group to proceed with applications for funding, preparation and coordination of applications, commissioning development briefs for priority projects
- Initiate a Business Forum.
- Support on business rates/ initial rates/ temporary reduction.

6.5

Summary of Actions

Site	Project	Project Component	Timescales	Nexts steps
1	The Waterloo Centre	Refurbishment existing buildings	Long term	Liaison with interested occupiers, Feasibility Study
		New-built	Long term	Liaison with interested occupiers, Feasibility Study
2	The Doctors Surgery	Relocation of surgery and refurbishment	Long term	Overarching concept for heritage/ uses in Historic Quarter, Feasibility Study
3	Historic Quarter	Refurbish buildings for new uses, museum expansion	Long term	Overarching concept for heritage/ mixed use in Historic Quarter, Feasibility Study
		Leiston Works Railway + related	Long term	Liaison, feed into overarching concept for heritage/ mixed use in Historic Quarter
		Public Realm Improvements	Long term	Design/ planning
4	The High Street	Building Improvements	Short term	Building Strategy
		Streetscape, public realm improvements	Short term	Temporary testing of one way system/ pedestrianisation
			Medium Term	Public Realm Strategy
		Character: large scale lettering, gateways, shopfront improvements	Short term	Liaison with property owners, initiate large scale lettering,
			Medium term	Design ideas on gateways
			Short term	Shopfront Strategy
5	Church Square	Improve pedestrian connections	Short term	Landscape Design

6	The Coop Supermarket	Improved pedestrian connections	Short term	Design Brief, Landscape Design
		Store related	Short term	Liaison with Coop, Consultation
		Housing	Long term	Design/ planning
7	Market Square	Square and surrounding buildings	Medium term	Liaison with land owners, Feasibility Study, Design Brief
		Mixed use along lane	Long term	Liaison with land owners, Feasibility Study, Design Brief
8	16a-22b Sizewell Road	Improving existing built fabric Remodelling of building backs	Short term	Liaison with land owners, Feasibility Study, Design Brief
9	The Crown Inn	Crown Inn refurb	Short term	Liaison with property owner, Feasibility Study
10	Leiston Community Centre	Demolition and construction of new housing	Long term	Design and planning

Site specific costings

6.6.1 Site 1: The Waterloo Centre

Net Building Rates	No.	GFA m2	Cost m2	Total
GP surgery - New Build	1	910	£2,525	£2,297,750
Community Centre - 1B - Refurb	1	340	£970	£329,800
Community Centre - 1C - Refurb	1	303	£970	£293,910
Community Centre - 1D - Refurb	1	55	£970	£53,350
Community Centre - 1E - Refurb	1	397	£970	£385,090
Café - New Build/extension	1	144	£1,810	£260,640
Site/External Works	Quantity	Unit	Rate	Total
Demolition				
Site Preparation	930	m2	£37	£34,410
External Works	1932	m2	£110	£212,440
EV Charging Station (surfacing inc above)	5	nr	£1,800	£9,000
Drainage	1	item	£75,000	£75,000
External Services	1	item	£80,000	£80,000
Landscaping	1442	m2	£22	£31,724
Facilitating Costs	Quantity	Unit	Rate	Total
Preliminaries	-	%	15.00%	£609,467
Fees	-	%	15.00%	£700,887
Contingency	-	%	10.00%	£537,347
Total				£5,910,815

Pricing based on 1Q2023 Prices
No allowance has been made for abnormal ground conditions.
All costs exclude VAT.
No allowance has been made for section 106/CIL payments.
No allowance has been made for sales and marketing costs.
No allowance has been made for artwork / display.
Areas based on LDA Architects measures
Re-use existing car park (allowance for minor amends only)



Figure 6.3: Costing of the Waterloo Centre site

6.6.2 Site 2: The Doctors Surgery

Net Building Rates	No.	GFA m2	Cost m2	Total
2.A. Use Education/Training - Refurbished	1	550	£1,518	£834,900
2.B. Use Education/Training - Refurbished	1	95	£1,518	£144,210
Site/External Works	Quantity	Unit	Rate	Total
Demolition (boundary wall to car park)	35	m	£100	£3,500
Site Preparation				
External Works	1	item	£50,000	£50,000
EV Charging Station				
Drainage				
External Services				
Landscaping	1	item	£5,000	£5,000
Facilitating Costs	Quantity	Unit	Rate	Total
Preliminaries	-	%	15.00%	£155,642
Fees	-	%	15.00%	£178,988
Contingency	-	%	10.00%	£137,224
Total				£1,509,463

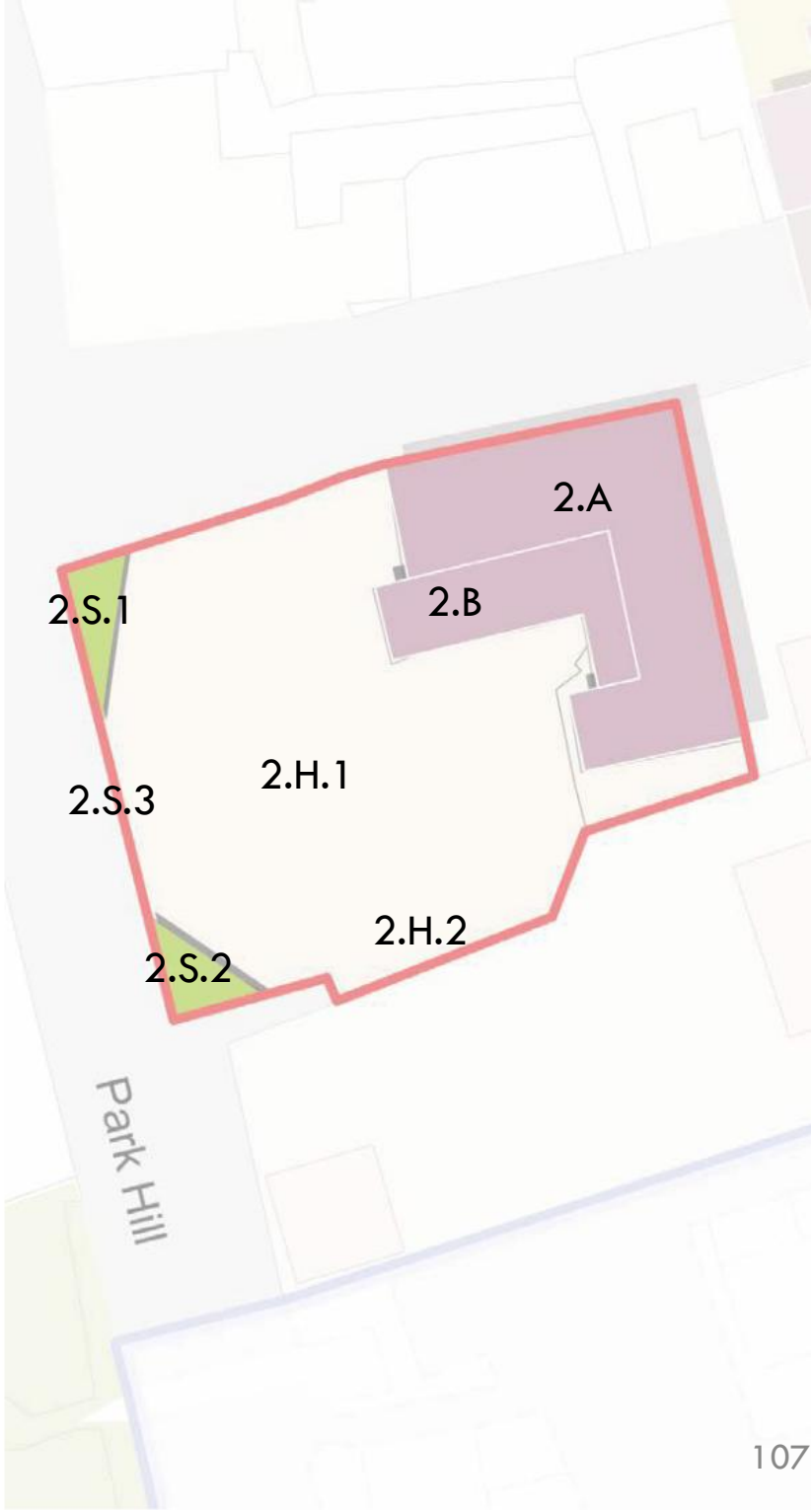


Figure 6.4: Costing of the Doctors Surgery site

6.6.3 Site 3: Historic Quarter

Net Building Rates	No./m	GFA m2	Cost m2	Total
3A. Pub - refurbished	1	366	£2,000	£732,000
3B. Museum and Café - refurbished	1	282	£1,500	£423,000
3C. Museum and Café - refurbished	1	288	£1,500	£432,000
3D & E. Rail Sheds - New Build	1	180	£1,850	£333,000
3F. Platform - New Build	1	23	£1,525	£35,075
3G. Rail Tracks - New Build (95m)	95		£2,000	£190,000
Site/External Works	Quantity	Unit	Rate	Total
Demolition				
Site Preparation				
External Works	1	Item	£175,253	£175,253
Hard standing to rail shed area	300	m2	£175	£52,500
Drainage	1	Item	£15,000	£15,000
External Services (lighting excluded)	1	Item	£10,000	£10,000
Landscaping	1278	m2	£22	£28,116
Highways				
Facilitating Costs	Quantity	Unit	Rate	Total
Preliminaries	-	%	15.00%	£363,892
Fees	-	%	15.00%	£418,475
Contingency	-	%	10.00%	£320,831
Total				£3,529,141

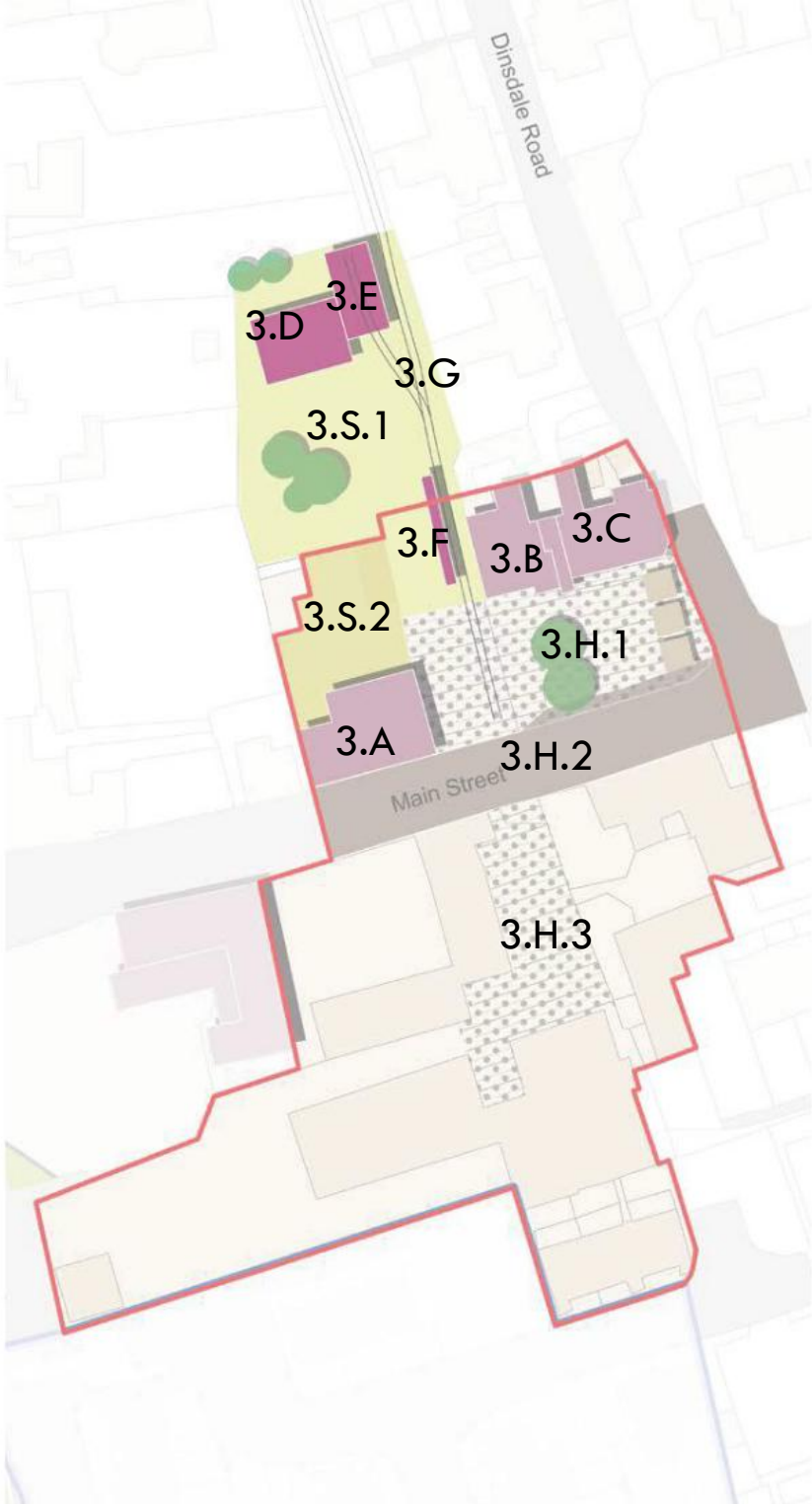


Figure 6.5: Costing of the Historic Quarter

6.6.4 Site 4: The High Street

Net Building Rates	No.	GFA m2	Allowance	Total
Buildings requiring work	3		£100,000	£300,000
Buildings requiring improvement	21		£75,000	£1,575,000
Gable end/Building lettering	5		£12,000	£60,000
Shopfront improvements (Signage and decs only)	22		£15,000	£330,000
Site/External Works	Quantity	Unit	Rate	Total
Demolition				
Street/public realm improvements	2970	m2	£260	£772,200
Crossroads/Raised table	950	m2	£500	£475,000
Gateway improvements	4	no	£15,000	£60,000
Drainage				
External Services				
Landscaping				
Facilitating Costs	Quantity	Unit	Rate	Total
Preliminaries	-	%	15.00%	£535,830
Fees	-	%	15.00%	£616,205
Contingency	-	%	10.00%	£472,423
Total				£5,196,658



Figure 6.6: Costing for the High Street

6.6.5 Site 5: Church Square

Site/External Works	Quantity	Unit	Rate	Total
Demolition				
Site Preparation	430	m2	£15	£6,450
External Works - Pedestrian Lane NS (H3)	430	m2	£200	£86,000
EV Charging Station				
Drainage				
External Services				
Landscaping				
Highways				
Facilitating Costs	Quantity	Unit	Rate	Total
Preliminaries	-	%	15.00%	£13,868
Fees	-	%	15.00%	£15,948
Contingency	-	%	10.00%	£12,227
Total				£134,492

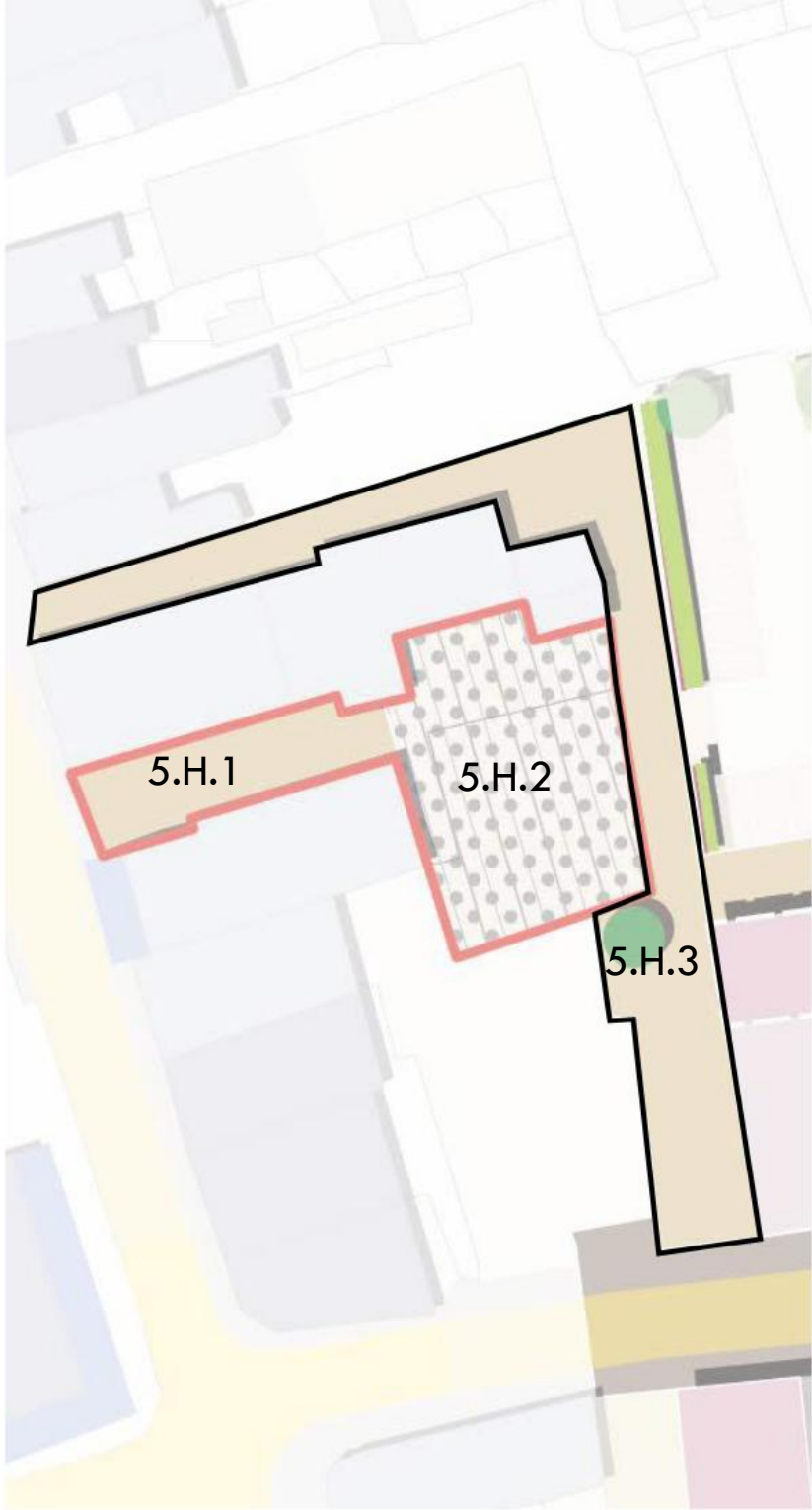


Figure 6.7: Costing for the Church Square site

6.6.6 Site 6: The Co-op Supermarket

Net Building Rates	No.	GFA m2	Cost m2	Total
6A. Co-op - refurbished	1	2071	£1,200	£2,485,200
6B. Commercial - refurbished	1	305	£970	£295,850
6C. Café- New Build	1	155	£2,000	£310,000
6D. Residential - New Build	8	560	£1,500	£840,000
Site/External Works	Quantity	Unit	Rate	Total
Demolition	1	item	£15,000	£15,000
Site Preparation	1	item	£100,000	£100,000
External Works	2430	m2	£144	£349,920
EV Charging Station/ Bike Storage	1	item	£25,000	£25,000
Drainage	1	item	£50,000	£50,000
External Services	1	item	£28,000	£28,000
Landscaping	690	m2	£70	£48,300
Highways				
Facilitating Costs	Quantity	Unit	Rate	Total
Preliminaries	-	%	15.00%	£682,091
Fees	-	%	15.00%	£784,404
Contingency	-	%	10.00%	£601,376
Total				£6,615,141



Figure 6.8: Costing for the Co-op supermarket site

6.6.7 Site 7: Market Square

Net Building Rates	No.	GFA m2	Cost m2	Total
7A. Commercial and Resi - new build	1 block	234	£1,950	£456,300
7B. Town Council offices - new build	1 block	410	£2,305	£945,050
7C. Mixed use, office/startup/resi - new build	1 block	750	£1,950	£1,462,500
7D, E, H. Resi Flats - new build	3 blocks	1350	£1,700	£2,295,000
7F. Resi Terrace - new build	4 units	440	£1,500	£660,000
7G, J, K. Resi Townhouse - new build	13 units	1196	£1,550	£1,853,800
7I. Resi detached - new build	1 unit	70	£1,550	£108,500
Site/External Works	Quantity	Unit	Rate	Total
Demolition	1700	m2	£24	£40,800
Site Preparation (removal and disposal of hardstanding)	2800	m2	£37	£103,600
External Works	13050	m2	£144	£1,879,200
EV Charging Station	10	nr	£1,800	£18,000
Drainage	1	item	£390,000	£390,000
External Services	1	item	£175,000	£175,000
Landscaping	2915	m2	£50	£145,750
Facilitating Costs	Quantity	Unit	Rate	Total
Preliminaries	-	%	15.00%	£1,580,025
Fees	-	%	15.00%	£1,817,029
Contingency	-	%	10.00%	£1,393,055
Total				£15,323,609

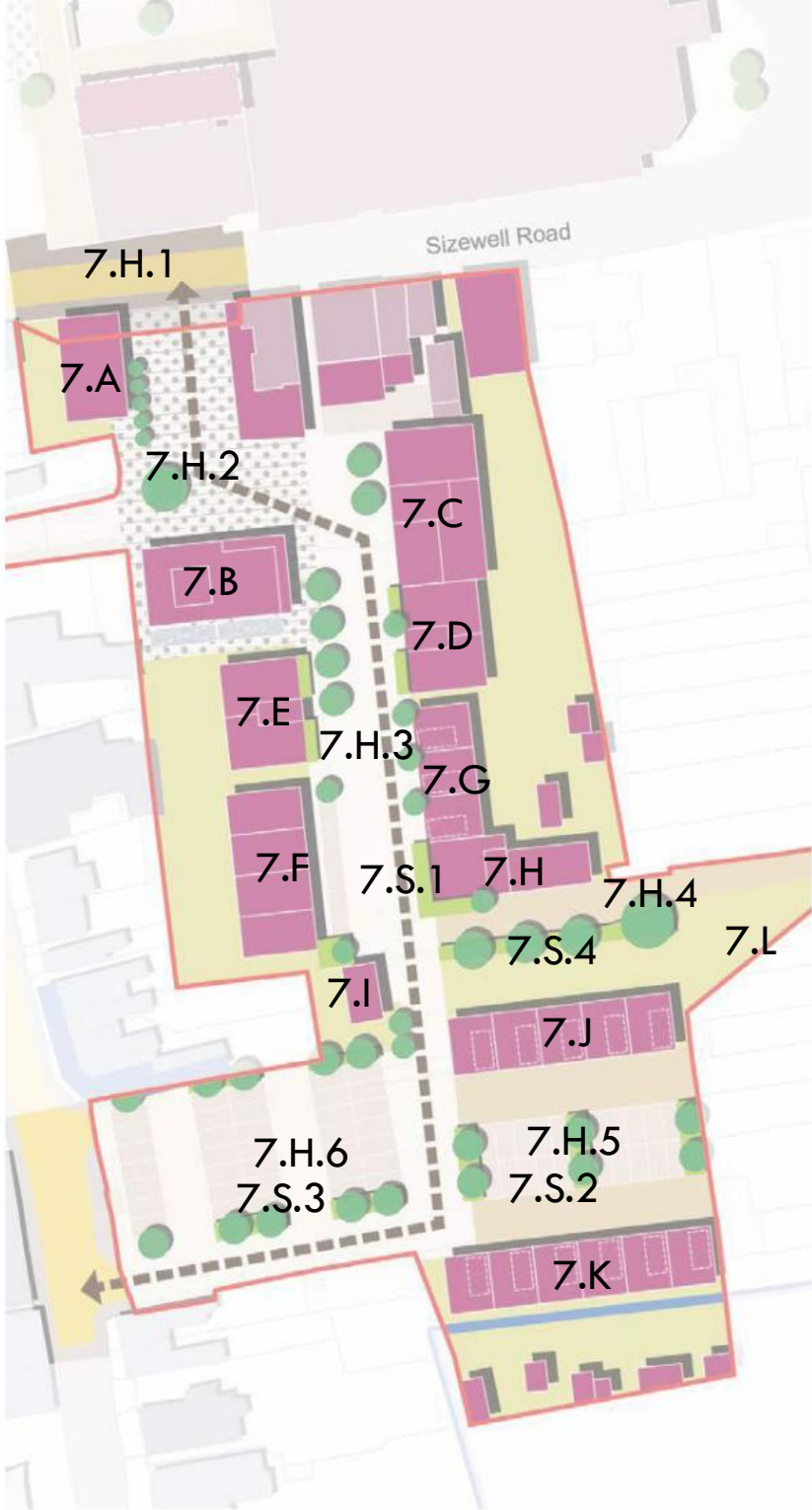


Figure 6.9: Costing of the Market Square site

6.6.8 Site 8: 16a-22b Sizewell Road

Net Building Rates	No.	GFA m2	Cost m2	Total
8A/B/C/D. Commercial/Cultural/Residential - New Build (Ext.)	3 extensions	165	£2,000	£330,000
8A/B/C/D. Commercial/Cultural/Residential - Refurb	4 units	482	£1,200	£578,400
Site/External Works	Quantity	Unit	Rate	Total
Demolition	1	Item	£15,000	£15,000
Site Preparation	1	Item	£5,000	£5,000
External Works	85	m2	£140	£11,900
EV Charging Station				
Drainage	1	Item	£10,000	£10,000
External Services	1	Item	£3,500	£3,500
Landscaping				
Highways				
Facilitating Costs	Quantity	Unit	Rate	Total
Preliminaries	-	%	15.00%	£143,070
Fees	-	%	15.00%	£164,531
Contingency	-	%	10.00%	£126,140
Total				£1,387,541

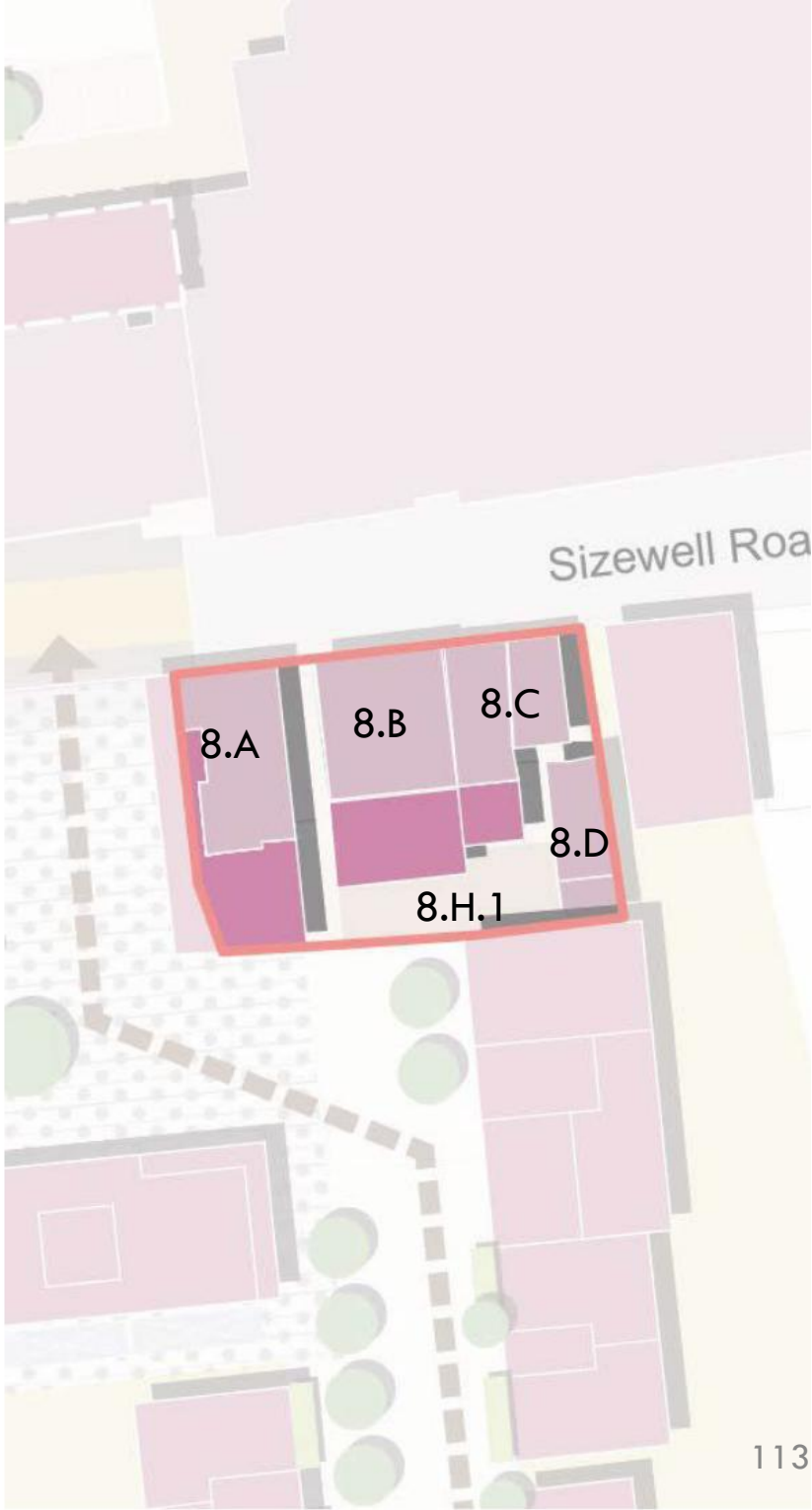


Figure 6.10: Costing of 16a-22b Sizewell Road

6.6.9 Site 9: The Crown Inn

Net Building Rates	No.	GFA m2	Cost m2	Total
9A. Mixed use - final use TBC New Build	1	350	£2,000	£700,000
9B. Single use - final use TBC New Build	1	50	£2,200	£110,000
Site/External Works	Quantity	Unit	Rate	Total
Demolition				£0
Site Preparation	1	Item	£30,000	£30,000
External Works	305	m2	£140	£42,700
EV Charging Station				£0
Drainage	1	Item	£20,000	£20,000
External Services	1	Item	£15,000	£15,000
Landscaping	1	Item	£8,500	£8,500
Highways				£0
Facilitating Costs	Quantity	Unit	Rate	Total
Preliminaries	-	%	15.00%	£138,930
Fees	-	%	15.00%	£159,770
Contingency	-	%	10.00%	£122,490
Total				£1,347,389



Figure 6.11: Costing of The Crown Inn site

6.6.10 Site 10: Leiston Community Centre

Net Building Rates	No.	GFA m2	Cost m2	Total
10A. Residential New Build	9	630	£1,400	£882,000
Site/External Works	Quantity	Unit	Rate	Total
Demolition	190	m2	£50	£9,500
Site Preparation	1	item	£15,000	£15,000
External Works	600	m2	£140	£84,000
EV Charging Station	2	nr	£1,800	£3,600
Drainage	9	nr	£6,000	£54,000
External Services	9	nr	£1,500	£13,500
Landscaping	1	m2	£20,000	£20,000
Highways				
Facilitating Costs	Quantity	Unit	Rate	Total
Preliminaries	-	%	15.00%	£162,240
Fees	-	%	15.00%	£186,576
Contingency	-	%	10.00%	£143,042
Total				£1,573,458

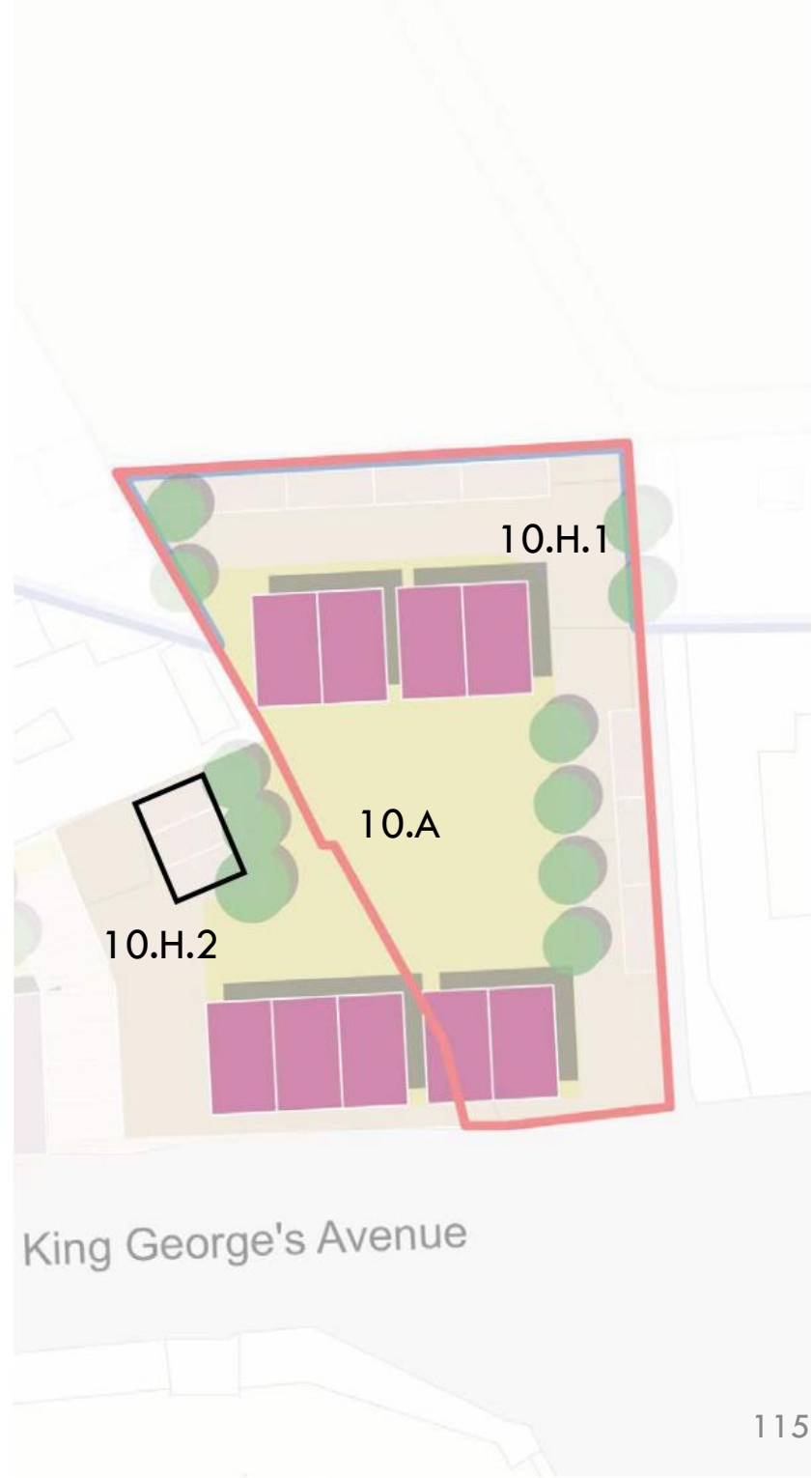



Figure 6.12: Costing for the Leiston Community Centre site



7.0 Conclusion

The Masterplan Framework presents ideas for the regeneration of Leiston on a wider scale, town centre scale and site scale. These included already existing and endorsed projects as well as new ideas. The document aims to present a coherent approach to actions in Leiston, implemented in small steps, so that projects are coordinated even if implemented in parts.

Their implementation will help Leiston to achieve its full potential by bringing out its sense of place and by cultivating its identity. The report proposes measures that will enhance the public realm and built structure of the place, will tap into its rich history and will create a significant uplift in terms of aesthetics and facilities within the town. Proposals consider the morphology and character of the place and aim to strengthen these.

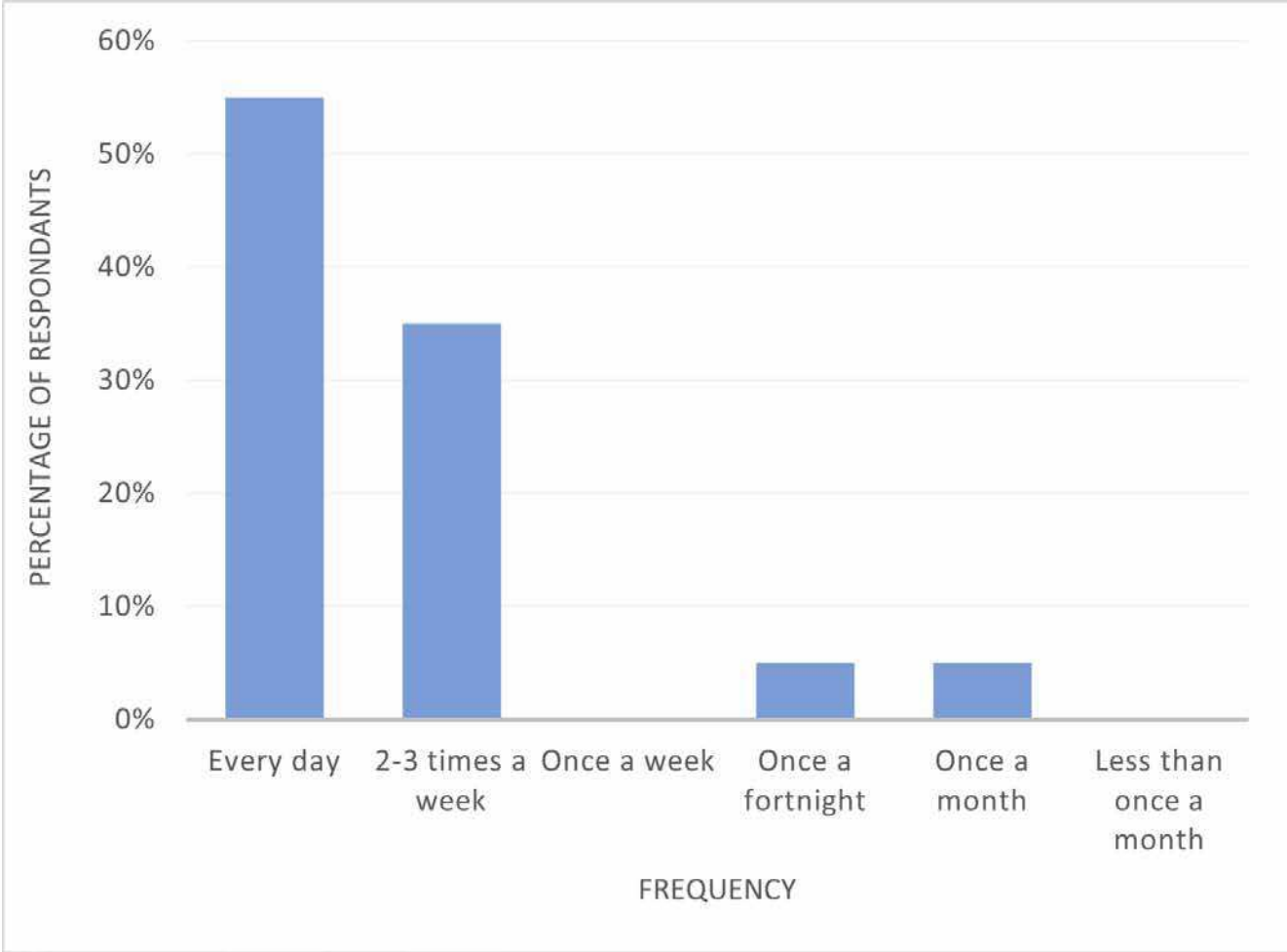
The report makes clear recommendations with regards to the phasing and coordination of the individual projects and sets out the approximate costs that are associated with the individual proposals.

The proposals will have to be taken forward in a collaborative approach with residents, landowners and businesses, interest groups and the Local Authority working together, and this report will hopefully form the starting point of a shared ambition for Leiston.

Appendix A: Consultation material

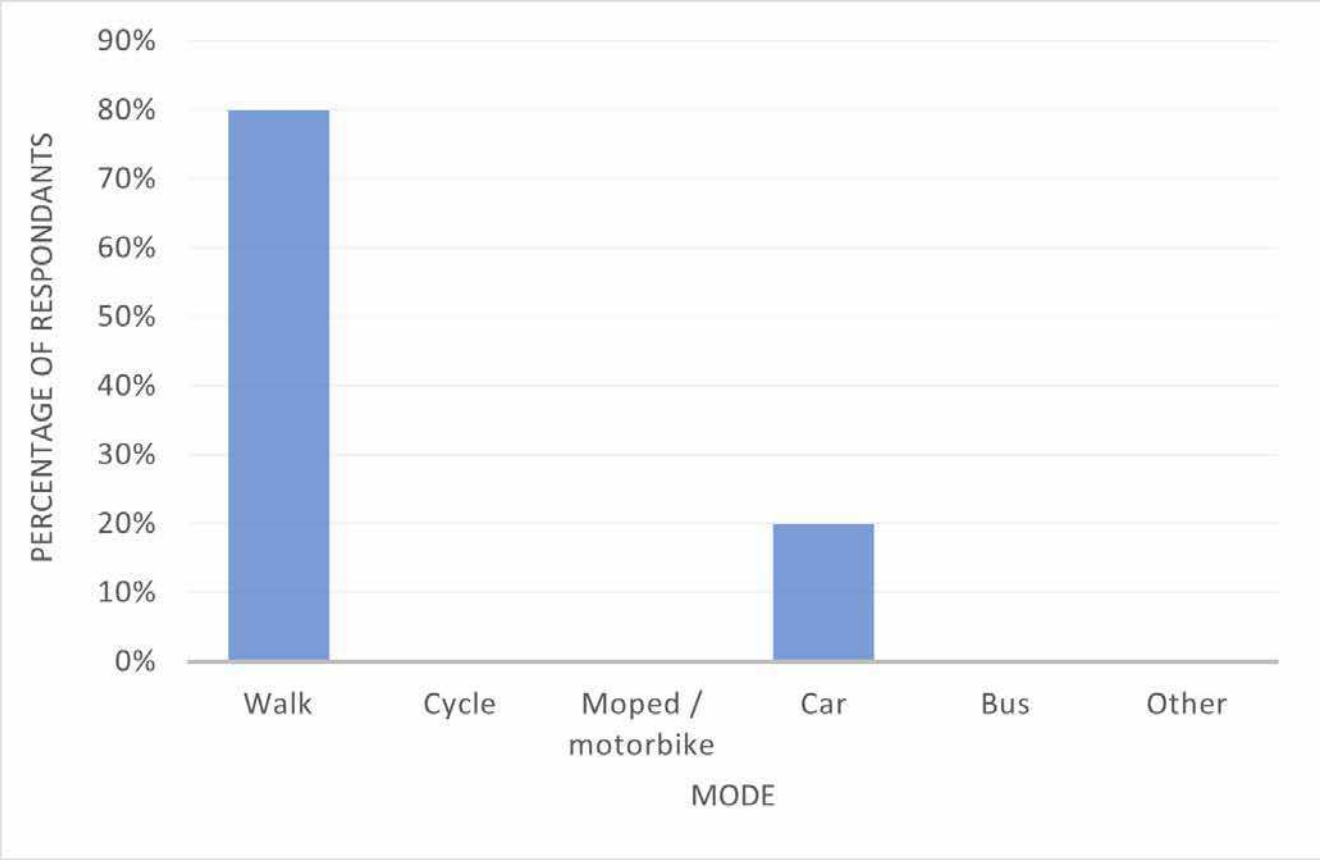


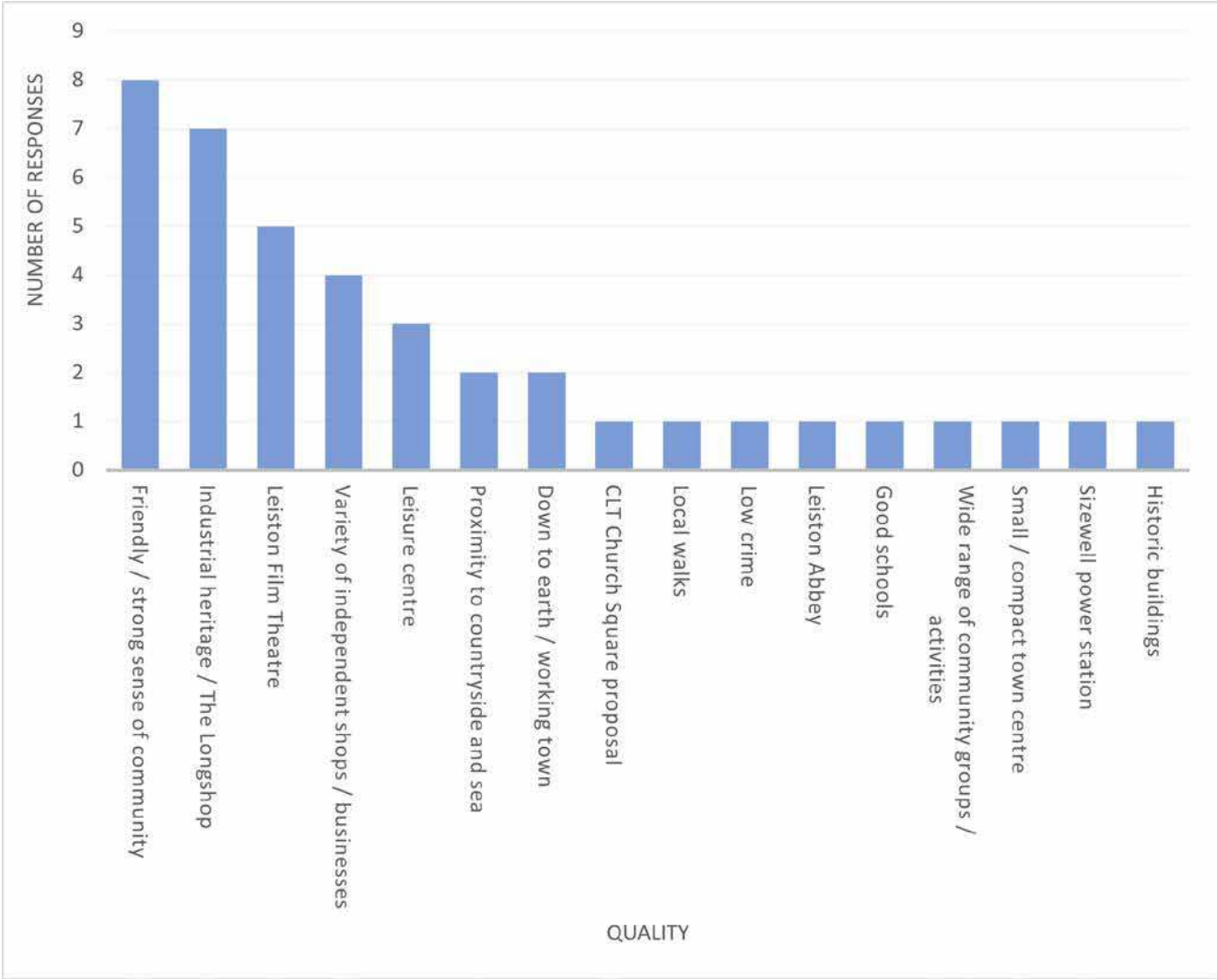
Questionnaire graphs (workshop/local community) - October 2022



On average, how often do you visit Leiston town centre?

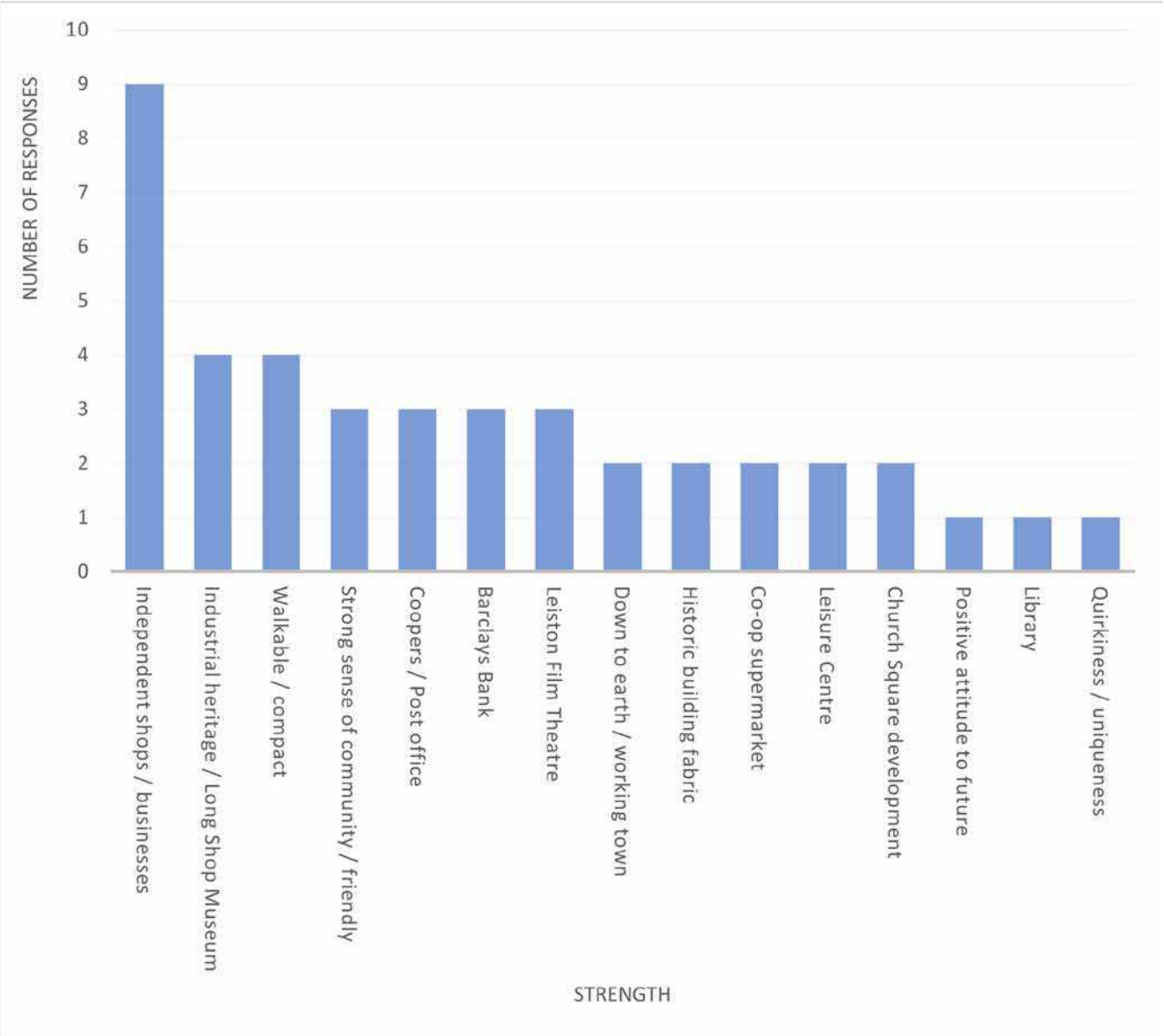
Which mode of transport do you most frequently use to visit the town centre?

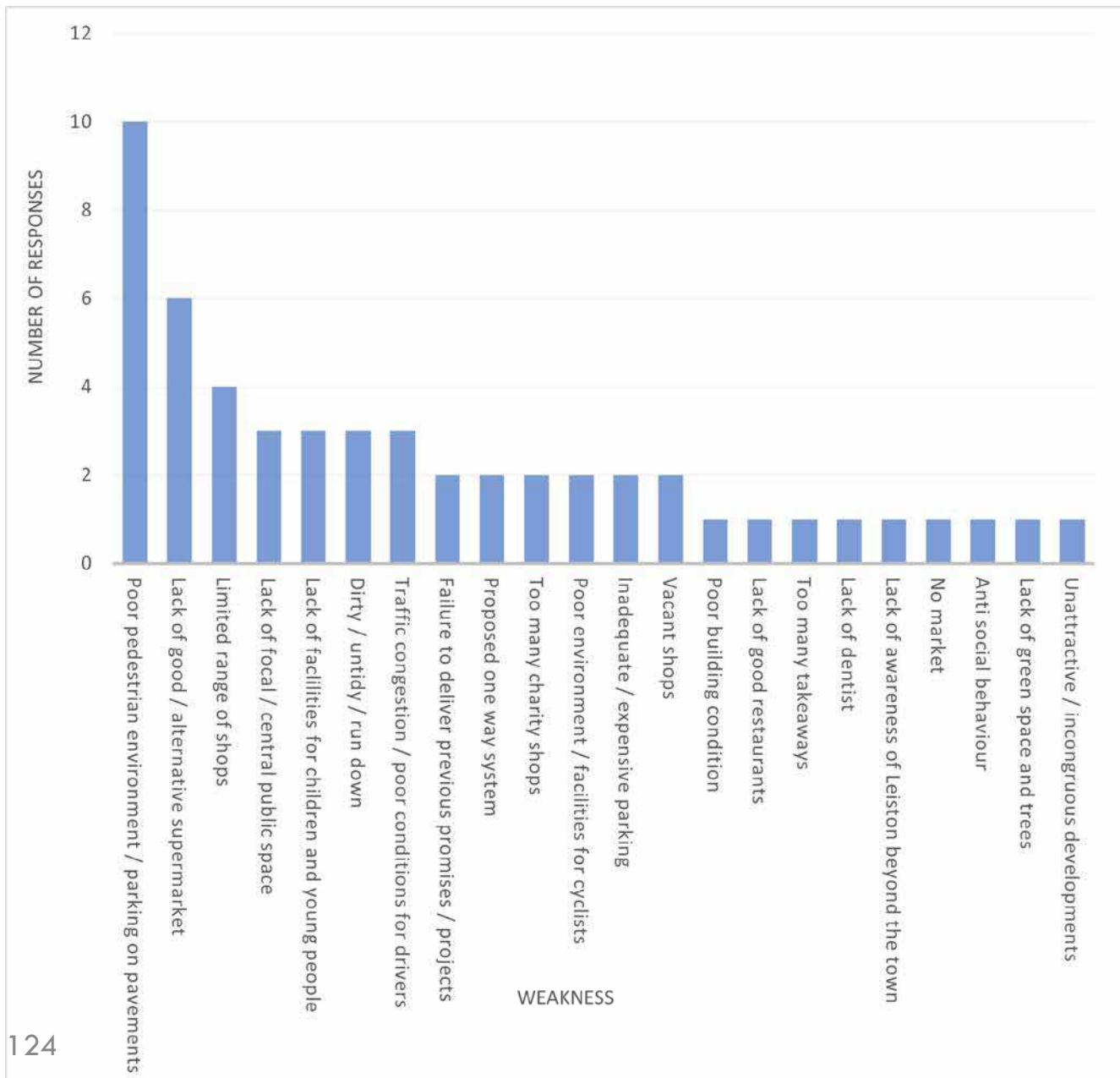




What do you consider to be the key qualities that make Leiston special / give it its identity?

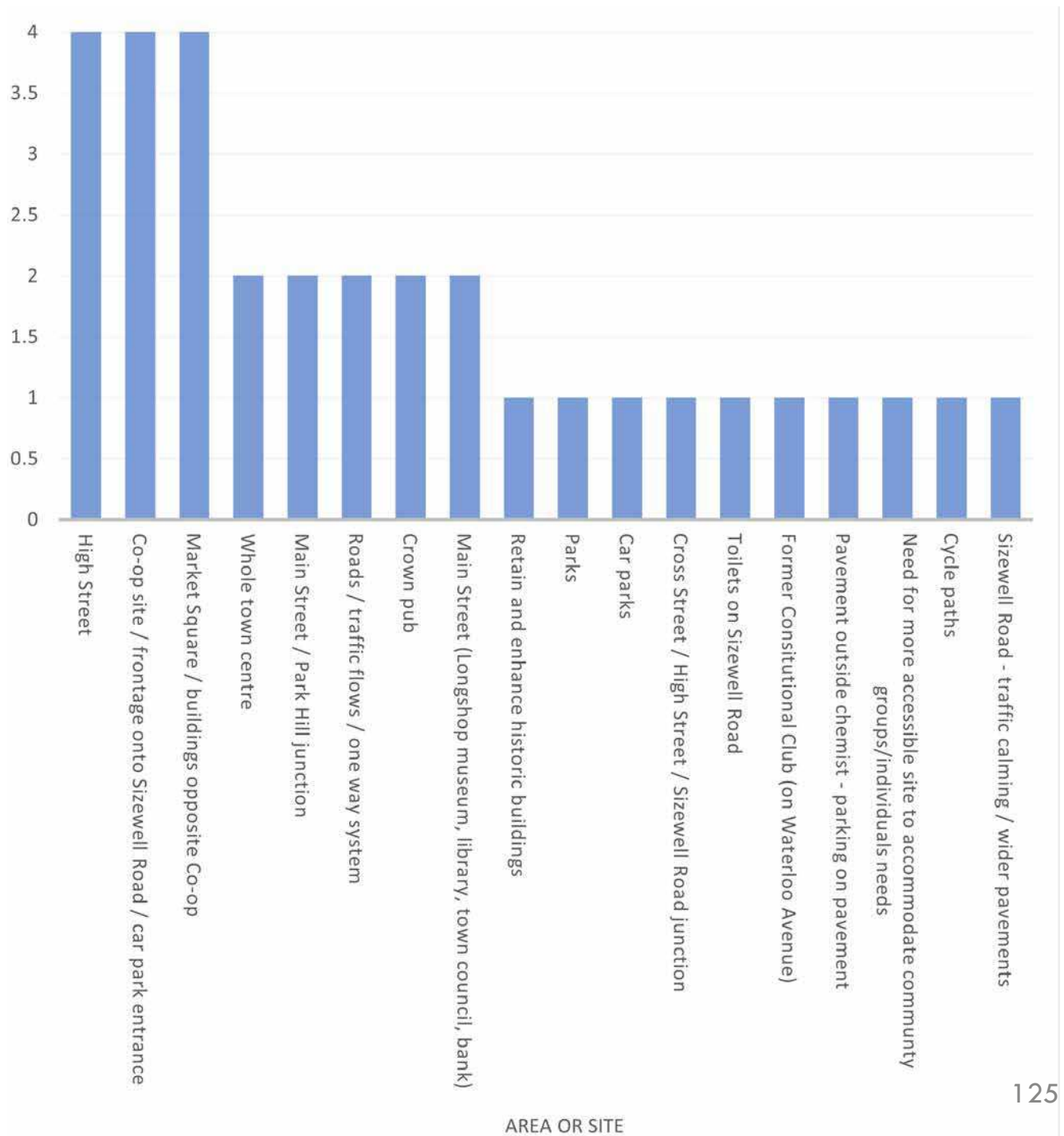
What do you consider to be the main strengths of the town centre?

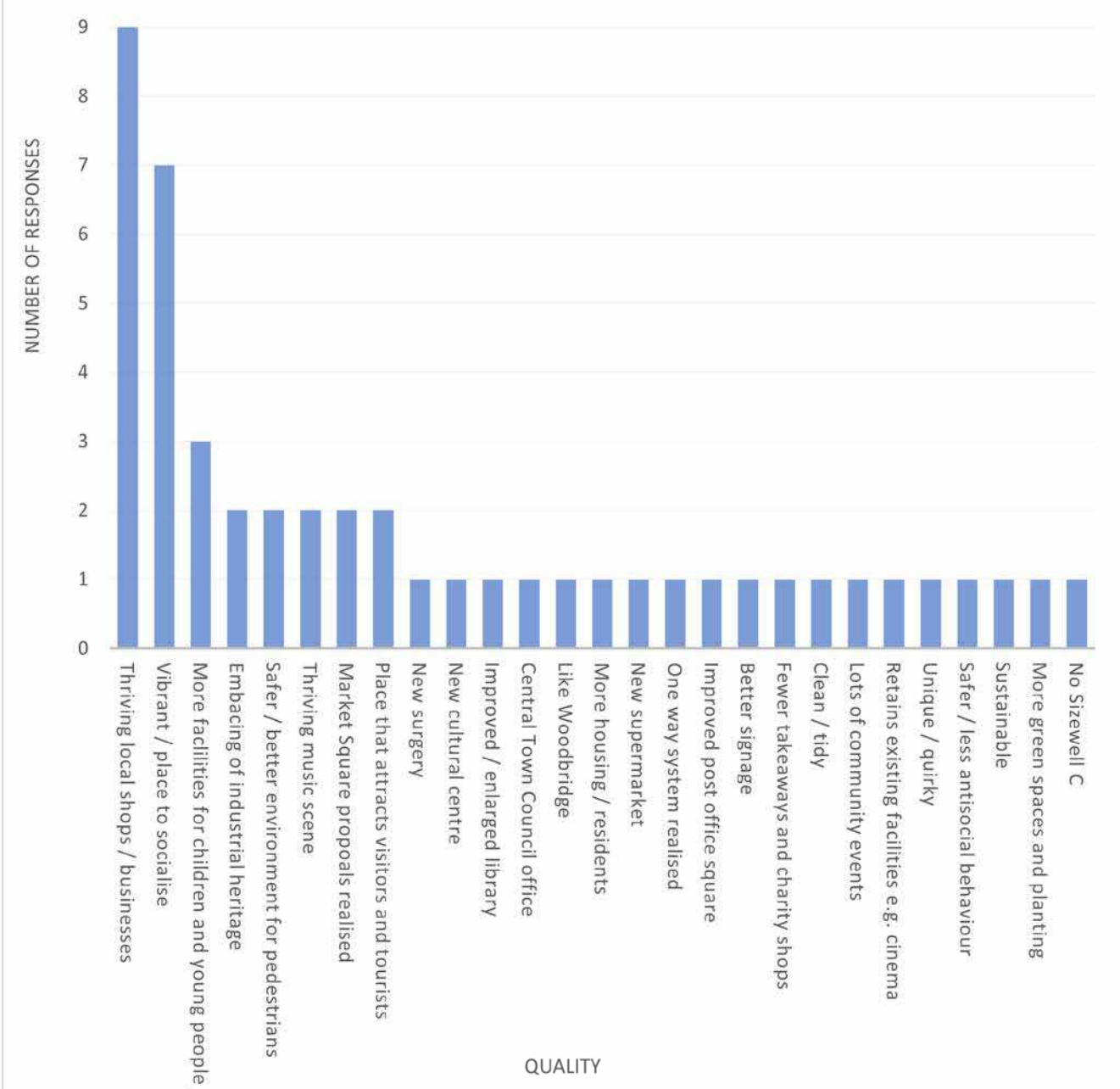




What do you consider to be the main weaknesses of the town centre?

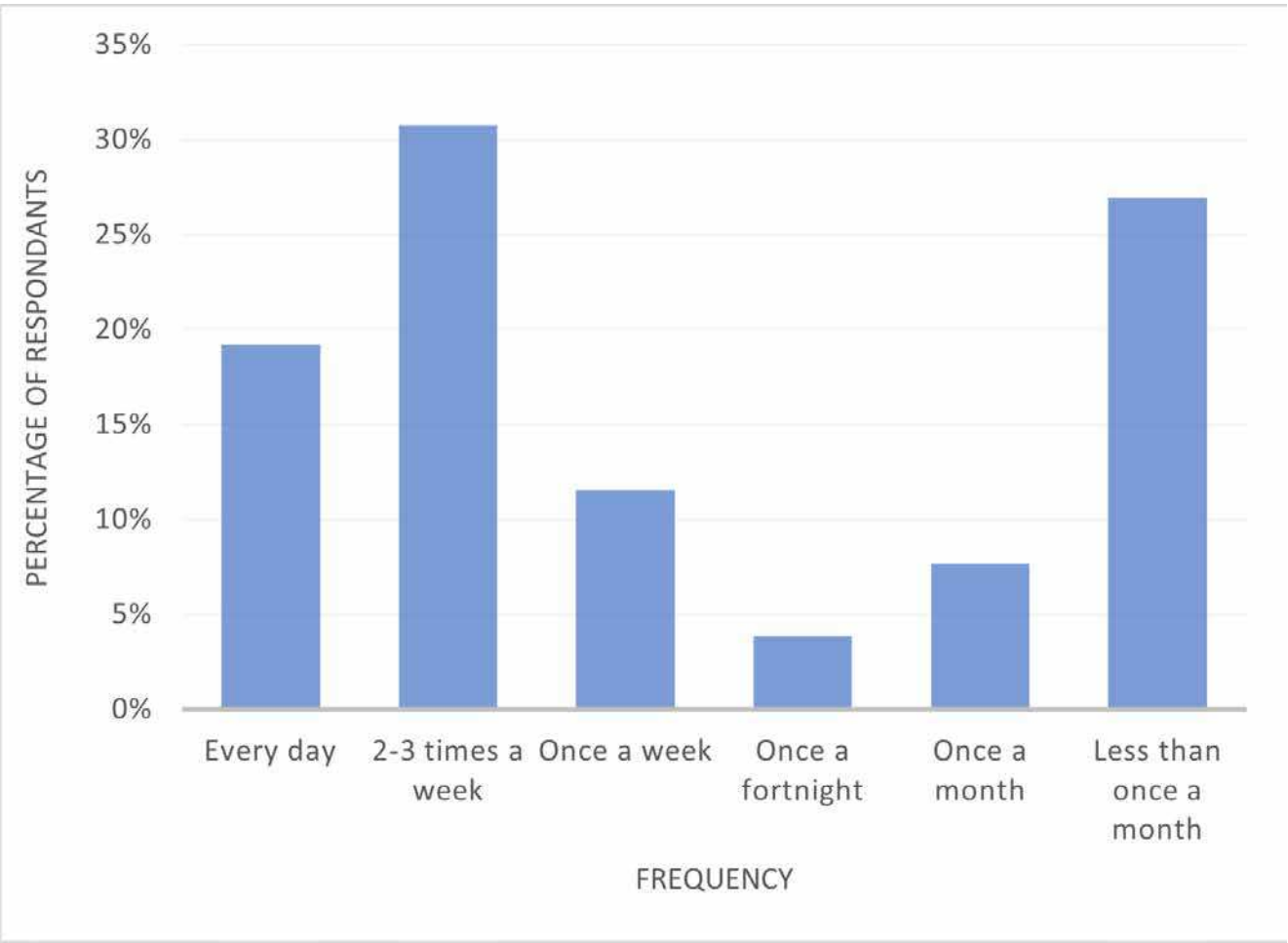
Are there any specific areas or sites within the town centre that you would like to see improved and, if so, how?

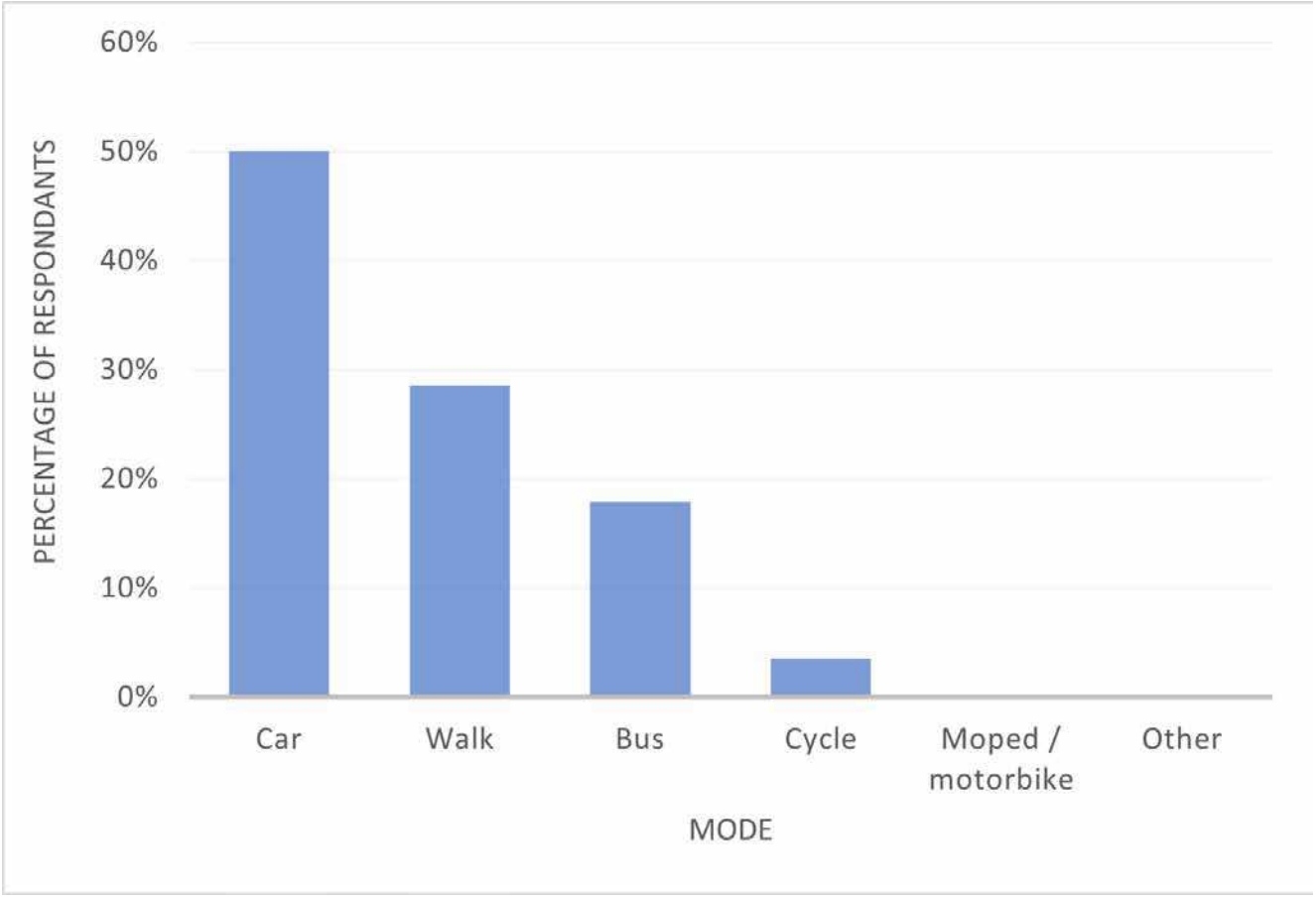




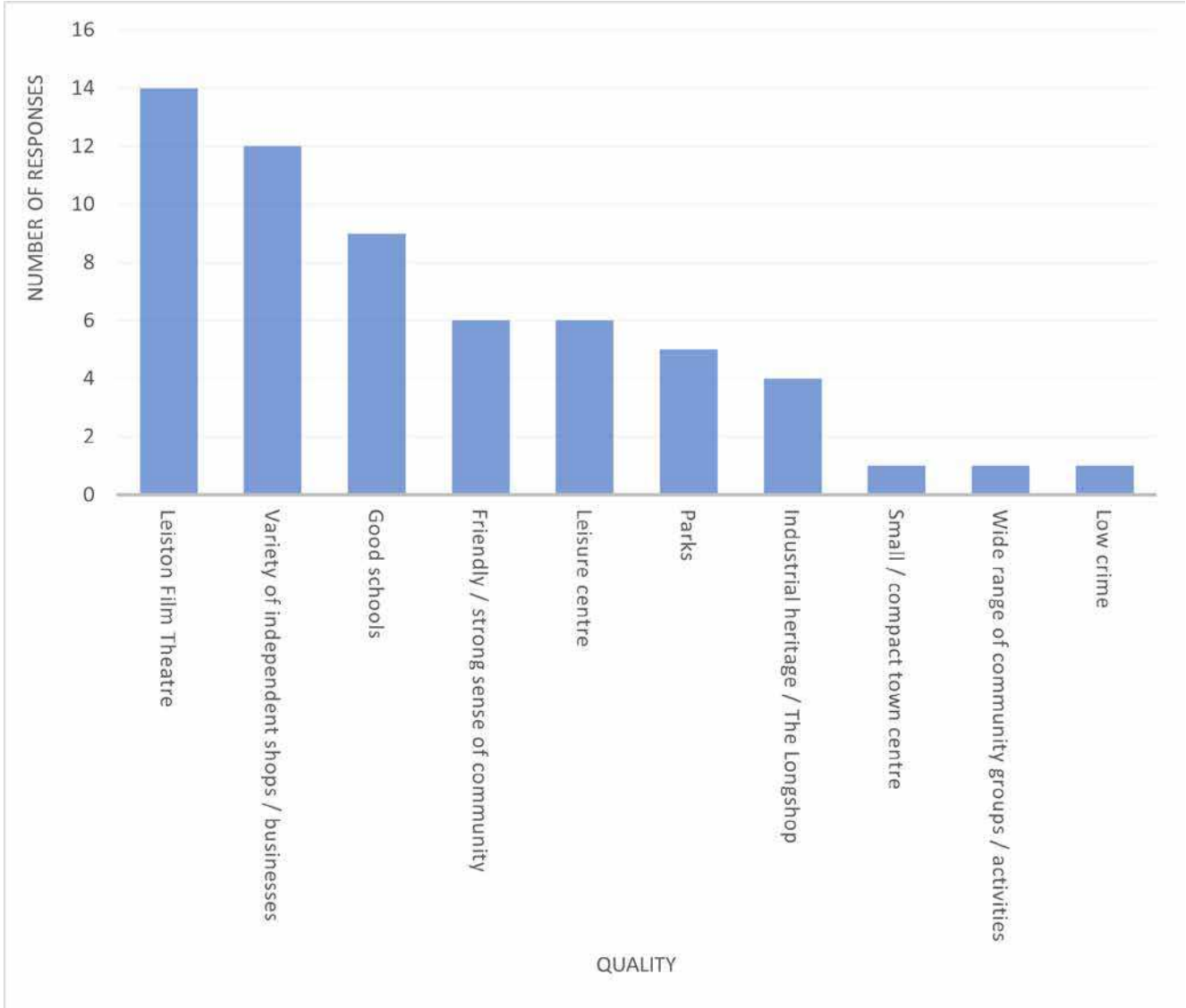
Questionnaire graphs (Alde Valley Academy)

On average, how often do you visit Leiston town centre?

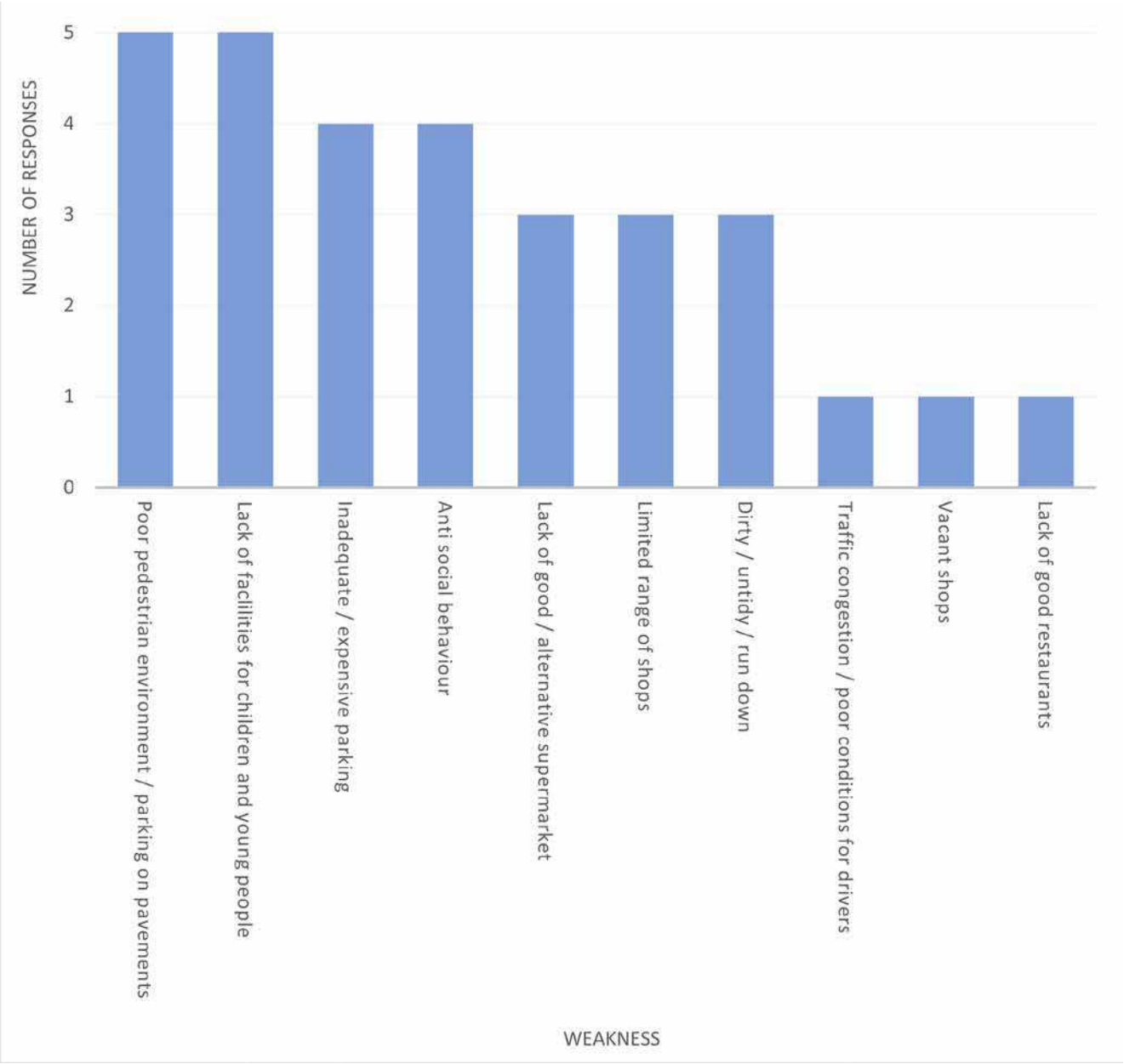
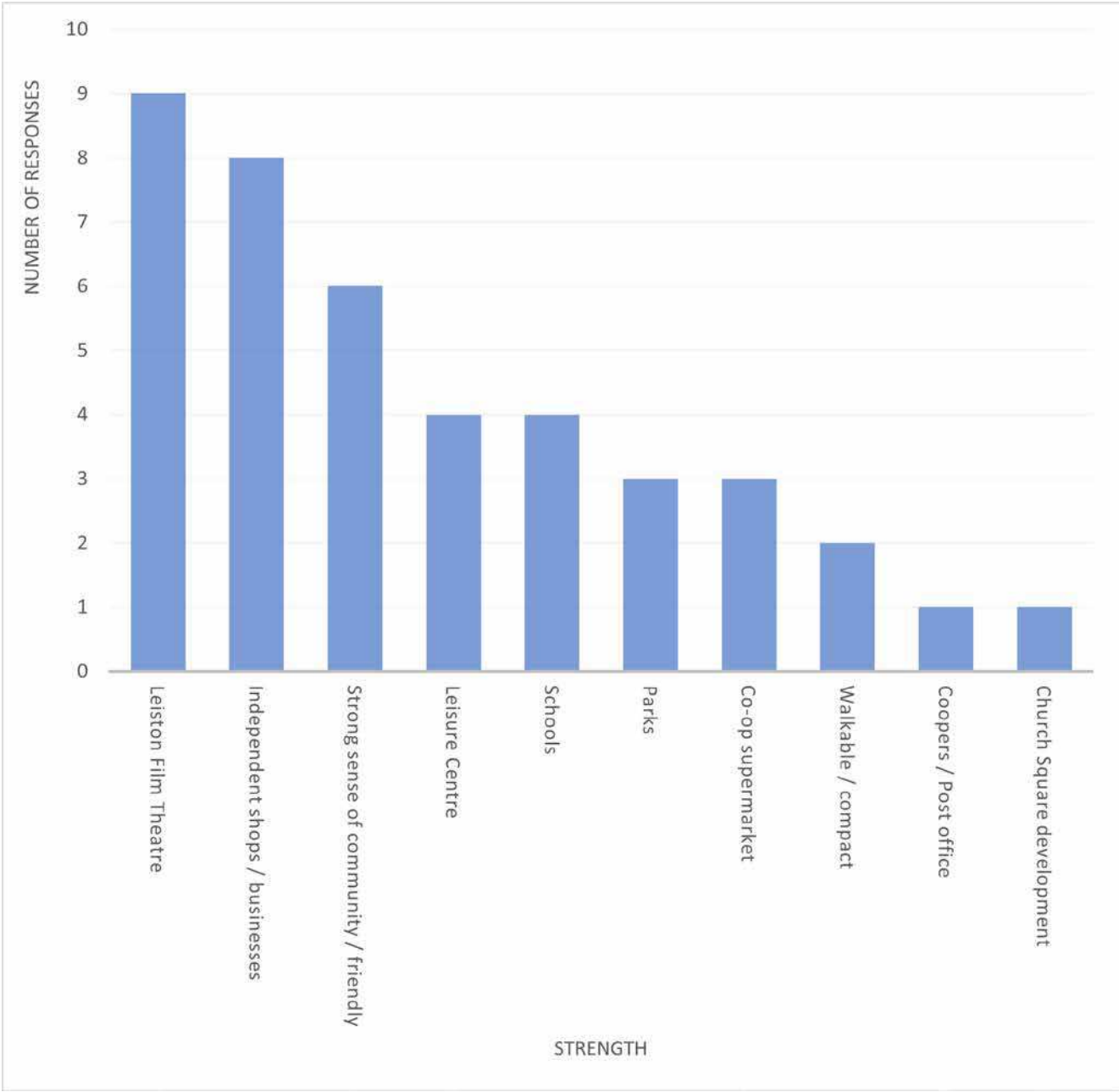


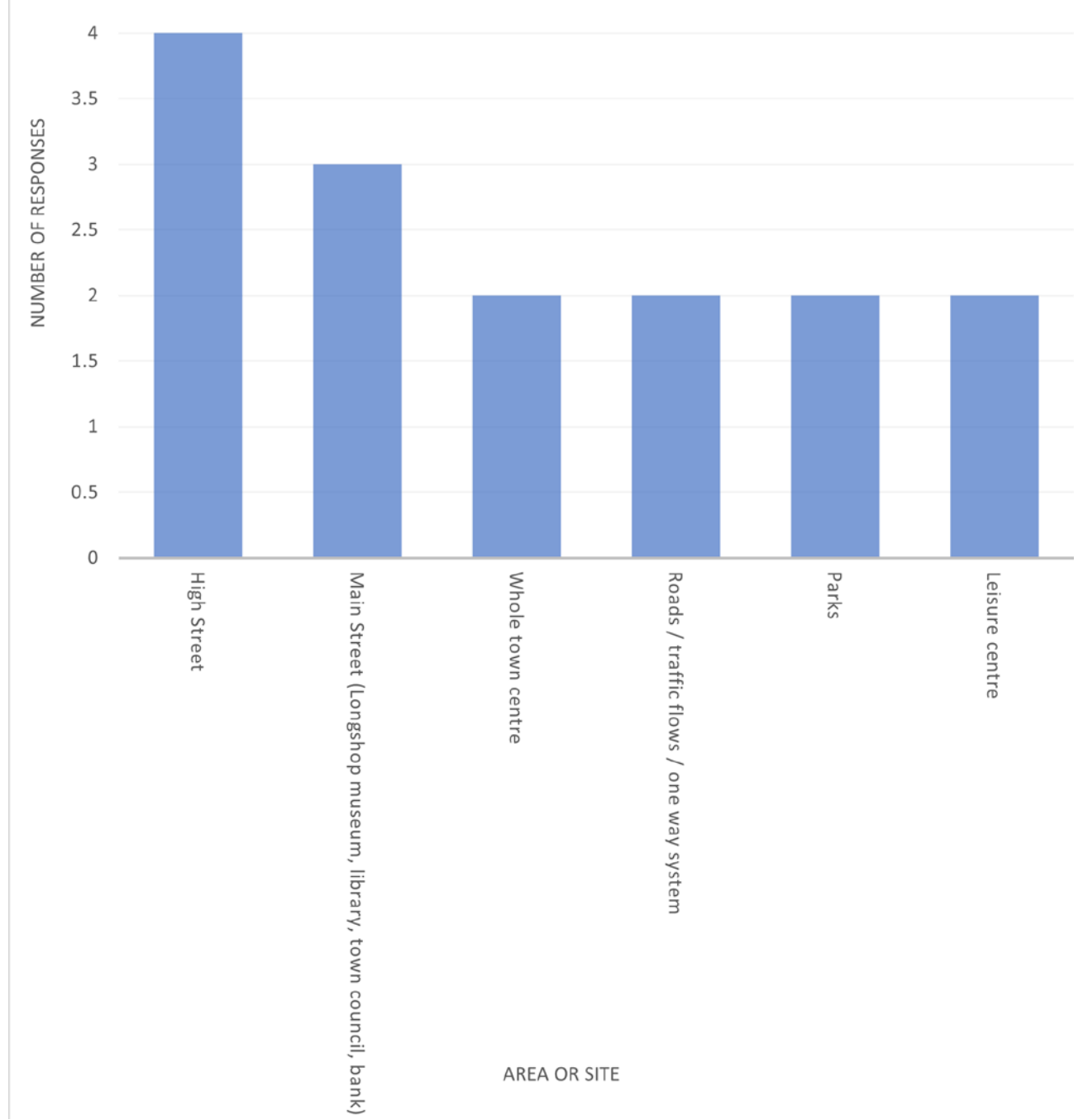


Which mode of transport do you most frequently use to visit the town centre?



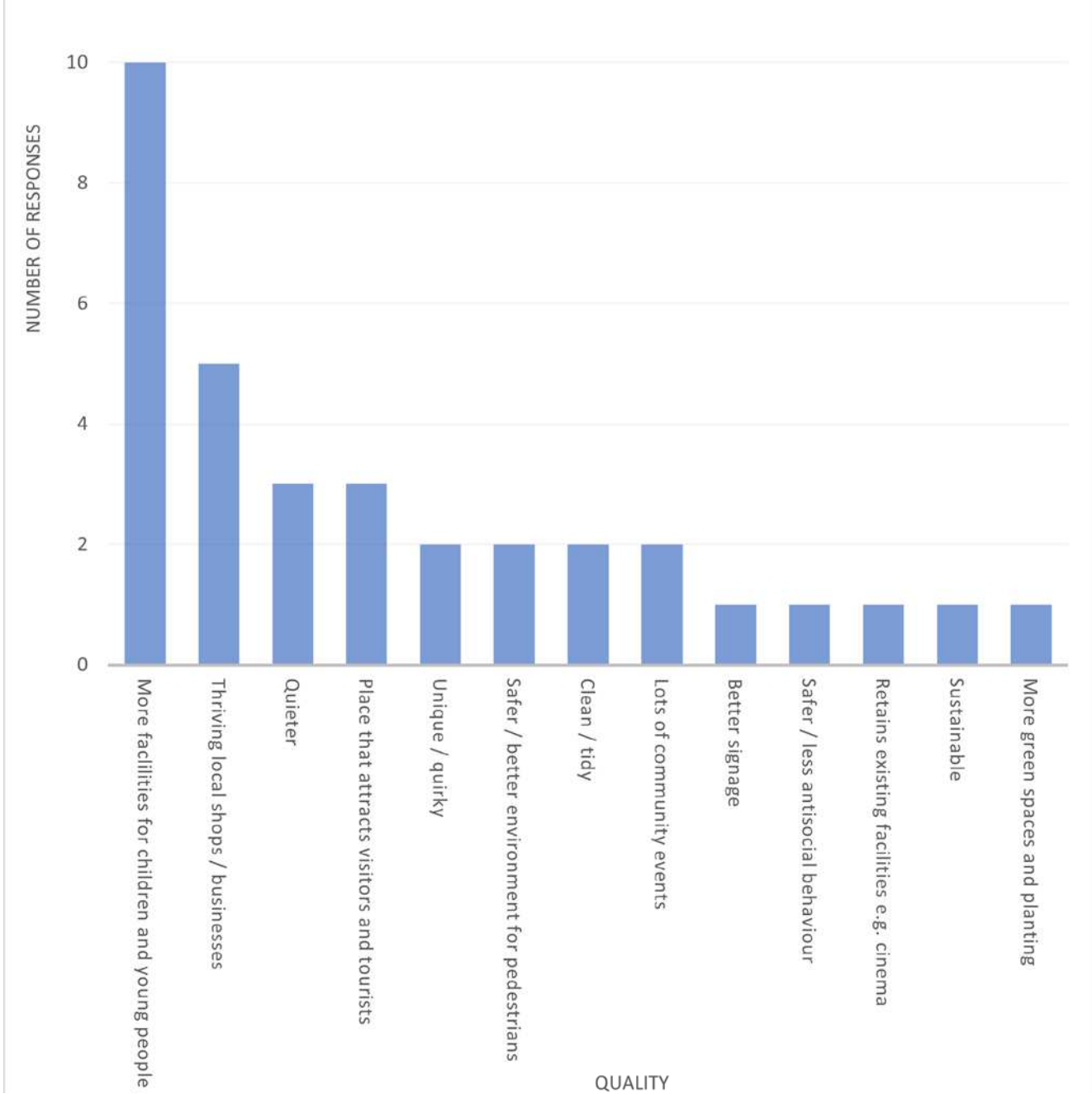
What do you consider to be the key qualities that make Leiston special / give it its identity?

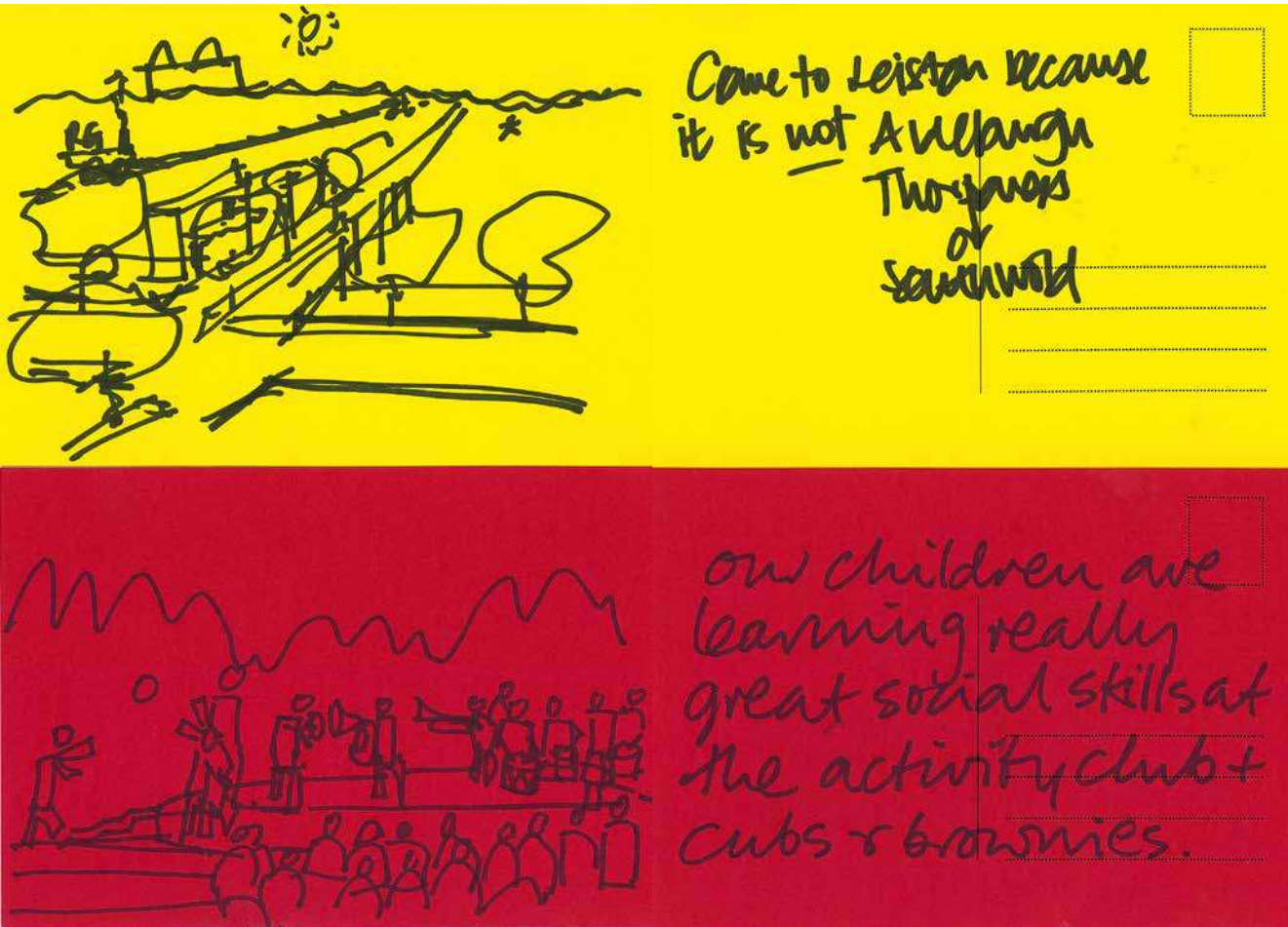




Are there any specific areas or sites within the town centre that you would like to see improved and, if so, how?

What would you like Leiston town centre to be like in 20 years from now?





Newspaper / website name

Alde valley News !!!

Date

18/11/2030

Catchy Title

New Transport Links In Small Suffolk Town!

Headline Grabber

Leiston Train Station renovated and reopened with new branch line.

Image

Challenge Tackled

Instead of getting the bus, you can now get the train to Ipswich, Lowestoft, ~~Saxmundham~~ and alot more stations along the line.

Solution Overview

The station was built for more reliable transport around Suffolk.

Impact

So many more people without cars can travel to work and travel for leisure.

Newspaper / website name

Leiston Suffolk News

Date

Catchy Title

Leiston Looking New.

Headline Grabber

Improvements on leiston!

Image

Challenge Tackled

Nothing to do and too much litter. more ~~at~~ nature.

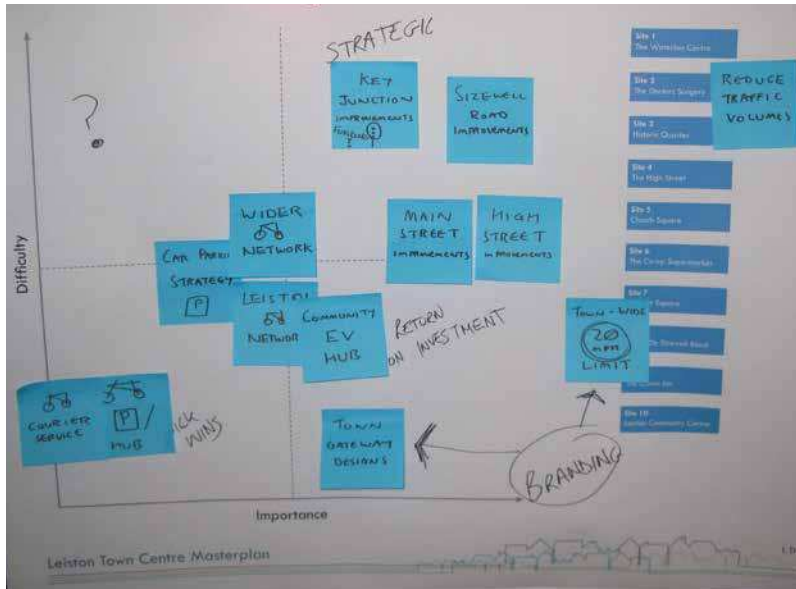
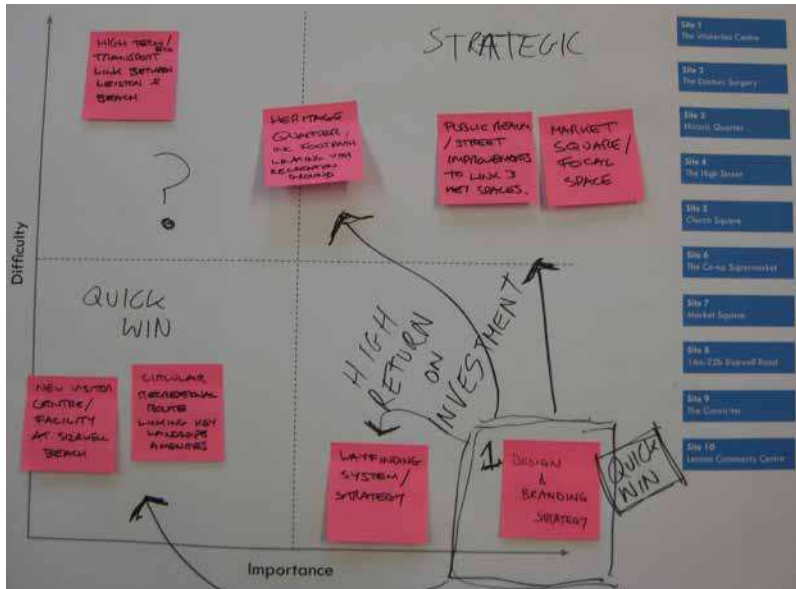
Solution Overview

More youth clubs, trees and bins.

Impact

^{Young} A place for people to hang out. Less teenagers on the ~~park~~ kids parks. ~~more~~ There will be less litter. Much more nature making the place look less sad.

Stakeholder visioning and prioritisation exercises



Summary matrix

Idea / option	Group / study / report raised by*				Site									
	Key Stakeholders	Public	Leiston CLT report	Leiston Transport Strategy	1 Waterloo Centre	2 Doctors Surgery	3 Historic Quarter	4 High Street	5 Church Square	6 The Co-op	7 Market Square	8 16a-22b Sizewell Road	9 The Crown Inn	10 Leiston Community Centre
Transport and movement														
One way system	x	x		x		x	x	x	x	x	x	x	x	x
20mph town wide limit	x				x	x	x	x	x	x	x	x	x	x
High Street, Sizewell Road and Main Street public realm improvements	x	x	x	x		x	x	x	x	x	x	x	x	x
Pedestrianisation of Main Street as part of Heritage Quarter	x					x	x							
Close off section of Cross Street to certain types of vehicle	x			x			x							
Key junction improvements: Main Street / Park Hill / Station Road / Waterloo Avenue intersection	x	x			x	x	x							
Key junction improvements: Cross Street / High Street / Sizewell Road intersection	x	x		x			x			x	x	x	x	x
Improve bus routes and stops, including accommodation of one way system	x	x		x						x	x	x	x	x
Town gateway designs	x			x										
Electric vehicle hub	x				x					x	x		x	x
Sustainable / high-tech transport link between Leiston and Sizewell Beach	x									x	x		x	x
Improved cycle network within Leiston and beyond, including links to Sizewell Beach	x	x		x		x	x	x	x	x	x	x	x	x
Cycle courier service	x													
Cycle hub / parking	x				x	x		x		x	x	x	x	x
New footpath through Longshop Museum site on desire line between recreation ground and High Street	x					x	x	x						
Circular recreational route linking Leiston, Sizewell Beach, Kinton Hills/Goose Hill and Leiston Abbey	x													
Landscape and public realm														
Provision of new / enhanced focal point or space in town	x	x	x						x	x	x	x		
Provision of market space / square	x	x	x						x	x	x	x		
Public realm improvements on streets, including High Street, Sizewell Road and Main Street						x	x	x	x	x	x	x	x	x
New / improved wayfinding strategy (could extend into wider context and following branding strategy)	x				x	x	x	x	x	x	x	x	x	x
Reclaim Post Office Square as public space (potential use by alternative uses e.g. cafe)	x	x	x				x							
Extension of heritage railway sidings to form feature of Post Office Square	x	x					x							
Extend Church Square scheme to connect with Sizewell Road			x						x	x	x	x		
Enhance green space behind Waterloo Centre	x				x									
Provide additional tree planting / vegetation	x	x			x	x	x	x	x	x	x	x	x	x
Landuse, role and identity														
Housing for young age groups	x	x			x			x		x	x	x	x	x
Housing for older age groups	x	x			x			x		x	x	x	x	x
Move Town Council offices to alternative site	x	x	x		x		x			x	x	x		
Move library to alternative site	x	x	x		x		x	x		x	x	x		
Use Town Council / library building for museum	x	x	x				x							
Use Town Council / library building for café	x	x	x				x							
Use Town Council / library building for gallery / exhibition space	x						x							
New / relocated community building			x							x	x	x		
Create heritage quarter building focused on the Longshop Museum, Honda collection and Leiston Works Railway Trust	x	x	x			x	x							
Move surgery to alternative site	x	x	x			x		x		x	x	x	x	x
Move pre-school to alternative site	x				x									
Provide café at Waterloo Centre overlooking recreation ground	x	x			x									
Improve High Street offer e.g. evening economy / choice / quality	x	x						x						
New market space / building	x	x	x		x		x		x	x	x	x		
Co-operative building / space	x				x					x	x	x	x	x
Units for small creative businesses / start-ups, building on existing pattern of annexes / workshops								x		x	x	x		
Re-configure Co-op site	x	x								x				
New supermarket	x	x								x	x	x		
Support / encourage local, independent shops and businesses	x	x						x		x	x	x		
New training facilities	x	x			x	x		x		x	x	x	x	x
More facilities for young people	x	x			x	x		x		x	x	x	x	x
New visitor point / facility at Sizewell Beach	x													
New lido at Sizewell Beach		x												
Design and branding strategy	x	x			x	x	x	x	x	x	x	x	x	x

*The matrix includes all ideas / options raised whether there was a consensus across the group or not

Online survey results - January 2023

1. Vision for Leiston and its wider context (see Section 5.1 and figure 5.1)				
Answer Choices			Response Percent	Response Total
1	Open-Ended Question		100.00%	20
1	09/01/2023 15:57 PM ID: 208035995	the vision is good and has the right approach to make more of Leiston and its situation now and going forward.		
2	10/01/2023 20:04 PM ID: 208145156	<p>The plan states that it proposes to enhance the physical connections for pedestrians and cyclists with the map depicting connections to Sizewell and Leiston Abbey. This is all well and good but the proposals for Sizewell C include blocking up the path to Leiston Abbey in order to accommodate the railway extension. This, together with the many other blocking up of public rights of way caused by both the Sizewell C construction and the various wind farm proposals will severely restrict pedestrian access from Leiston to the surrounding countryside. I have made my representations against such blocking up proposals to the various consultations yet it would seem as a Leiston resident I am generally ignored. This is a shame as Leiston is central to the various commons and heathland that adjoin the coast which I for one take advantage on a regular basis without having to rely upon transport, as I am sure many other local residents do. Without such access then any visitor may have second thoughts of choosing Leiston as a place to base an extended visit.</p> <p>I strongly support the enhancement of facilities within the town and consider it has huge potential for tourists given its historical heritage, both from industrial times and, in a wider context, going back to mediaeval, Saxon and Roman times. I have researched and investigated much of the areas history over the 25 years as a resident and know there is a lot more to discover for any visitor that is seldom available in the public domain and which the town could capitalize upon. I would certainly support some kind of town trail with history notes available.</p> <p>With regards to transport, a better public bus service would be greatly appreciated although I cannot see this as a viable commercial possibility. The current limited services off little opportunity to get to local tourist destinations without resorting to private transport or walking.</p>		
3	10/01/2023 23:17 PM ID: 208155658	Please see last Box for comments		
4	11/01/2023 10:16 AM ID: 208177075	Looks good		
5	12/01/2023 11:38 AM ID: 208295280	Leiston will never be a tourist town per se, it is just not made that way but I like the cycle routes and connectivity to coastal routes which is in the Transport Strategy. Not so sure about about a lido at Sizewell, people like to swim in the sea when at the beach and where would it go and who would look after it and maintain it? Ideally Leiston needs a Business Association again for the businesses to work together to create a better shopping facility and environment and encourage other businesses to the town. We have too many food outlets and takeaways and I wouldn't want to see more!		
6	12/01/2023 12:58 PM ID: 208303954	<p>It's very good to see a vision which recognises the leisure aspect of the area - e.g. footpaths and natural resources.</p> <p>The proposal doesn't mention the possible negative impact of the Sizewell build and wind farms on the vision. For example closure of footpaths and beach access and tourists being put off visiting the area. Perhaps this needs to be acknowledged/considered?</p>		

1. Vision for Leiston and its wider context (see Section 5.1 and figure 5.1)		
7	13/01/2023 21:05 PM ID: 208419771	Nothing added to Leiston can possibly make up for the enormous disruption and environmental harm which Sizewell C will bring!
8	14/01/2023 12:45 PM ID: 208448087	All worthy thoughts but please think about what Leiston is. Dont try to change the character of this honest working town. A 'destination facility' at Sizewell? NO NO NO ! Sizewell is perfect as it is, it doesn't need more vistors, please don't wreck our peaceful, rugged landscape. If you want people to stay in Leiston and bring more people into town a second supermarket to challenge the Coop would be more useful than squares and cafes.
9	15/01/2023 08:27 AM ID: 208522347	Generally supportive of the plan.
10	15/01/2023 09:17 AM ID: 208524610	The visions seems good for Leiston, actually having the money and deciding which bit of these plans to implement first should be thought through very carefully!
11	16/01/2023 12:35 PM ID: 208594748	What a waste of public money, nearly everyone who I have spoken to saying the same thing, if it ain't broken don't fix it. It would be interesting to know how much public money has been wasted on these farcical plans.
12	16/01/2023 15:47 PM ID: 208616188	The proposal for a Leiston wide development from the Waterloo Centre to the Community Centre aligns directly with the urban plan drafted by the Community Land Trust and our vision of a series of linked uses and spaces.
13	16/01/2023 23:51 PM ID: 208653830	<p>As this is only Section 5 it would be useful for context to see the other sections of the document</p> <p>The proposal for a Leiston wide development from the Waterloo Ctr to the Community Ctr aligns directly with the urban plan drafted by the Community Land Trust, so we are supportive of the scope. Although we do feel that key assets such as the ESC land (formally the caravan site) is a strategic plot that should be utilised in this scheme, both for economic return to ESC and the overall growth of Leiston.</p> <p>Leiston is a town of two parts 1) the High St with the traditional retail mix trying to draw trade from residents, outlying villages and tourists. 2) While from King Georges Avenue and other locations there is light commercial premises that support the town that do trade to a more nationwide network. This light commercial/business. Hence 1 tries to draw people in from the hinterland and 2 tries to export trading to the hinterland and beyond. The proposal to invest in premises devoted to development and training is a welcome boost for the long term prospects of Leiston.</p>
14	17/01/2023 11:19 AM ID: 208683434	Boom and bust scenario
15	17/01/2023 11:25 AM ID: 208684129	<p>The vision is great a real transformation that could lift and improve Leiston as place to live and place to visit. The only concern is the high level of project delivery risks. The plan relies on a large number of number successive activities:</p> <p>1) develop the Waterloo Centre – Move the Doctors – expand the Long Shop 2) acquire private land on east of Market Square – acquire private land to west of Market Square – acquire a new sorting office plot – move the sorting office – develop Market Square 3) move library and town council to Market Square – develop the former space for Long Shop and Railway 4)even the development of the Crown involves private land (currently earmarked for conversion to an HMO) 5) this all has to be integrated into to a potential demolition and rebuild of the only supermarket in town along with widespread highways work to develop the public realm. Please don't misunderstand, I'm not saying I'm against the ideas, but it would help to know more detail. How these land purchases would be implemented and how the plan could be adapted if elements are delayed or found not practicable. Regeneration of Leiston is overdue and this plan represents a real boost, just when Sizewell C could be coming along.</p> <p>East Suffolk Council own a large part of the land off Sizewell Road and this could be</p>

1. Vision for Leiston and its wider context (see Section 5.1 and figure 5.1)		
		<p>developed without the long chain of delays in the other proposals. This would be a quick win that could be expanded by later acquisition of the adjacent land parcels for a big more cohesive development.</p> <p>East Suffolk Council also own the former caravan site off King Georges Avenue, this plot should be developed. There is a possibility of improving access by linking it to Valley Road or Eastlands Road. Even if it was only as a Glamping site to encourage tourism, leaving the land unused is gross waste of an asset.</p> <p>The plan needs more quick wins to bring the public along on the journey of change and improvement. New street furniture, better finger signs, notice boards and waste bins would give an easy lift. This could be further developed with improvements to shop fronts.</p>
16	17/01/2023 13:11 PM ID: 208697731	Very happy with vision and wider context
17	18/01/2023 01:06 AM ID: 208748407	I do not consider it necessary to consider having a new destination facility at Sizewell. Sizewell is already over developed, what remains of the area after the construction of Sizewell C should be preserved.
18	18/01/2023 14:43 PM ID: 208797986	No additional comment - looks great
19	18/01/2023 15:17 PM ID: 208802247	I generally support the Vision. In particular the improvement of links by foot and cycle with the coast appears particularly important to attract visitors to the town. Similarly the provision of cafes and shops will help to attract visitors. Anything that will improve the often unsightly condition of some buildings and improve or remove some of the worst 60s / 70s architecture (e.g. the Post Office building) would be welcomed.
20	18/01/2023 16:44 PM ID: 208812083	<p>Marshall and Lilley Opticians</p> <p>We would like to highlight "The unique, independent retail offering provided by the town." We love Leiston but it doesn't have unique shops. Of the approx. 59 shops in the high street, 23 are food and drink related (cafes/takeaways, pubs), 10 are health and beauty (including the opticians and dentist), 15 are leisure (Charity shops, antiques, tattoo shop) and 11 are practical shops used daily, (bank, solicitors, estate agents, carpet shop, launderette, electrical/DIY). Only 5 of those are considered 'unique' - Katie's Pottery, Sandlings, Refill, Beyond one Bar and Simply delicious. Of these only Beyond one bar is the only one that I can't tell you if there is a shop similar in any other local town.</p> <p>We are going to need to have more shops that aren't found locally to make Leiston a 'unique' shopping place. But remember that 75% of customers to those shops are going to be local people who live here. They are the ones who will provide the bulk of sales for these shops, so the items sold can't be so original that no one local would buy them.</p> <p>Also I would like to point out that net zero aspirations is impossible to achieve realistically.</p> <p>"Minimising the need to travel beyond Leiston for daily needs by supporting the services within the town and providing education, training and employment opportunities." In that case we need a supermarket to rival with co-op, which is too expensive and doesn't have half its goods in at one time. We don't have a bakery or a shoe shop. You can't buy nice gifts for any occasion, unless it practical form a DIY shop or a bottle of wine!</p> <p>But we do think that Leiston needs to take advantage of Sizewell C, which is a really good idea.</p>
		answered 20
		skipped 20

2. Access and movement strategy (see Section 5.2.1 and figure 5.2)

Answer Choices			Response Percent	Response Total
1	Open-Ended Question		100.00%	23
1	09/01/2023 15:57 PM ID: 208035995	It would be good to see something clear on how Sizewell traffic would be routed around the town via whatever means can be brought in (eg signage/cameras with recognition where workers cars can be detected if coming through the town at working hours), not sure that closing Valley road is acceptable for those that live there/nearby !		
2	10/01/2023 20:04 PM ID: 208145156	I fully support pedestrianization and vehicle restrictions within central Leiston. The town centre is currently not pedestrian friendly with much traffic passing through it and given the narrow roads there are numerous close calls where impatient motorists take advantage of the pavements as an extension to the road. When the town has had special events where traffic restrictions have been in place, it provides a much more welcoming environment for the pedestrian, and something I would certainly welcome on a permanent basis. One aspect the report lacks is the section of Haylings Road between Cross Street and Kings Road where the road narrows. I myself have had many near misses with vehicle wing mirrors along this section and judging by social media comments I am not alone in this respect. Could not some kind traffic direction prioritization be added here, where chicanes at each end allow a single lane with priority for those coming into town?		
3	11/01/2023 10:16 AM ID: 208177075	Looks good, don't think the 20mph needs to start so far out at the gate ways		
4	11/01/2023 11:40 AM ID: 208186350	More suitable public transport would be a good addition.		
5	12/01/2023 11:38 AM ID: 208295280	A lot of work has gone into the Transport Strategy and has been worked on for several years to find the best scenario for Leiston but has met with considerable opposition. I have this can be realised and brought to fruition. I don't think pedestrianing the High Street will work due to the position of the co-op and people need to access the supermarket easily in their cars and using side streets was explored previously which was not viable.		
6	12/01/2023 11:45 AM ID: 208296089	Don't agree with 1 way system- they never improve traffic flow and currently traffic is still light. 20 mph is just not necessary.		
7	12/01/2023 12:58 PM ID: 208303954	<p>I definitely agree with the LTC transport strategy - e.g. 20mph and improvements to junctions - and safer cycling and walking routes are essential.</p> <p>The proposal mentions that residents say that parking is a problem but then goes on to propose reducing parking. The High Street car park recently lost a number of spaces when the layout was redesigned. This has been an issue for the cinema. The Co-op car park introduced a two hour limit and therefore this is a problem for people attending events at the United Church or elsewhere over 2 hours. The Co-op car park has spaces at the north east end which are used (with permission) by residents in the Long Row/Prospect Place area. Therefore building on this area and reducing spaces would be a problem.</p> <p>There are also major problems for residents in finding parking spaces in other residential roads - particularly in areas where there is a density of other facilities. For example Victory Road has people parking for the recreation ground, football ground, British Legion, Home Guard, Cadets, children's football practice etc. There is also the looming issue of electric charging for the many properties in Leiston which do not have a drive.</p> <p>Although it is really important to encourage cycling etc. the reality is that it is a big challenge to live in Leiston without a car.</p>		
8	13/01/2023 21:05 PM ID: 208419771	Nothing added to Leiston can possibly make up for the enormous disruption and environmental harm which Sizewell C will bring!		

14

2. Access and movement strategy (see Section 5.2.1 and figure 5.2)			
	9	13/01/2023 22:14 PM ID: 208422001	If you want to make a pedestrian High Street, you need to rethink access to shops and supermarket when arriving in town from north - ie the one-way system
	10	14/01/2023 12:45 PM ID: 208448087	There is no need for a one way system in Leiston, it will make problems worse. Better signage for HGV's might help. Making the north High St pedestrian would be a disaster for many businesses. Elderly who regularly need to be dropped at opticians and hairdressers, charity shop donations to name a few. There are wide pavements and traffic calming already. Please don't try to fix a problem that doesn't exist.
	11	15/01/2023 08:27 AM ID: 208522347	Level 1 measures are good, though closing Valley Road seems impractical. Level 2 measures OK, though the 20mph gateways are too distal. Level 3 pedestrianisation of High Street is laudable but High street businesses will need unloading access. Unclear about how parking at Market Square will be reduced - there is only a layby there now. The Co-op carpark could be utilised much more efficiently than it is now, limiting the net loss of parking. One of the primary aspirations of the Masterplan is to bring greater numbers of visitors to Leiston. The rejuvenated Historic Quarter will hopefully be a key target of this influx . Currently, on busy event days at the Long Shop Museum, when the museum's small car park is used as a display yard, the doctor's surgery and the Waterloo centre are used for visitor parking. Any conflation of the Long Shop Museum with the surgery site and/or the old post office buildings needs to create as much parking as is safe and practicable. New development of the Community Health Centre will likely limit the parking available there. As many of the hoped for visitors will be holiday-makers, many of them will be arriving in private vehicles. If the plan is successful in making Leiston a more attractive leisure destination, a sizeable car park within no more than five minutes walk of the town centre will surely be essential. Regarding existing car parks - ESC needs to remove all charges and stay limits (other than no overnight parking).
	12	15/01/2023 09:17 AM ID: 208524610	The re-route of the bus along Sylvester road and seaward Avenue is not viable. Two cars can hardly pass at the bottom of Sylvester road let alone a car and a bus or worse two buses! If you think that yellow lines is going to help think again, you can not interfere with households parking there's no need and it's not for the greater good of Leiston to detriment one street!
	13	16/01/2023 12:35 PM ID: 208594748	Leiston is a small country town, for the most part people who live here like it as it is. Many parts of the movement strategy are a strategy for disaster. Clearly the idea of reducing parking and building housing is thought. May be the idiots who thought this plan up and suggested we should all walk or bike should be forced to carry 4 bags of heavy shopping for a mile or two in the cold and pouring rain or on a hot summer day. The co-op car park is often full to capacity. As for the one way system , again ridiculous and in many ways even dangerous .
	14	16/01/2023 14:30 PM ID: 208607199	Promotion of cycling especially for commutes is great.
	15	16/01/2023 15:47 PM ID: 208616188	The plan integrates the adopted traffic and transport plans and the wider links with Sizewell and the surrounding countryside through the extensive leisure pathways and proposed cycle routes linking Leiston with the coast and wider cycle network.We like the idea of a 20mph town from the proposed 'gateway' points and the level 3 measure to pedestrianise the north part of the High Street. This will prove controversial but could be trialed. The aim to establish a more cohesive and legible townscape is one share by the Community Land Trust
	16	16/01/2023 23:51 PM ID: 208653830	A safer pedestrian environment is a welcome concept, this will be good for High Street regeneration along with wellbeing and pollution reduction.
	17	17/01/2023 11:19 AM ID: 208683434	Logistics will affect too many residential properties.

2. Access and movement strategy (see Section 5.2.1 and figure 5.2)			
	18	17/01/2023 13:11 PM ID: 208697731	VERY ANXIOUS ABOUT TRAFFIC ACCESS AND PEDESTRIANISATION OF HIGH STREET. AS OWNER OF LEISTON CARPETS LTD BASED AT 10-12 HIGH STREET AND WITH DELIVERIES TO WAREHOUSE AT 28 HIGH STREET, IT IS ESSENTIAL THAT LARGE LORRIES DELIVERING CARPETS AND BEDS CAN STOP TO UNLOAD FROM TH E HIGH STREET. THE HIGH STREET CANNOT BE PEDESTRIANISED AND IN ADDITION A LAYBY AREA WOULD NEED TO BE INCORPORATED TO PREVENT LORRIES BLOCKING THE ROAD IF IT IS TO BECOME ONE-WAY.
	19	17/01/2023 15:36 PM ID: 208716455	Consideration to be given regarding access and egress to Victory Road, Leiston. This is mentioned in the plan as the one of the recreation grounds is in this area but please also consider residents and the number of clubs that use this road as their base, LTAA, Football Club, Boules Club, Army/Air Cadets, Cubs, Scouts, Beavers, Homeguard and Leiston Royal British Legion. This road is difficult to access and egress now and will be even more so if the majority of traffic is directed through Leiston via Haylings Road/Park Hill and Cross Street.
	20	18/01/2023 01:06 AM ID: 208748407	Level 1 - I am not supportive of the proposed contra flow cycling facilities along Main Road and High Street. I do not consider that the carriageways are wide enough to support this. I think that it would be confusing and dangerous, and cause problems for delivery vehicles. Level 3 - I do not support the new proposal to pedestrianise the northern section of the High Street. Parking - I do not support the reduction of off street parking spaces in the town. Instead I think that all the public car parks should be free, like the one in Valley Road. Valley Road car park is free 24/7 and is nearly always full. It will help to alleviate the problem of on street parking.
	21	18/01/2023 14:43 PM ID: 208797986	I think the report would benefit from the recognition that Leiston Town Football Club have a very positive impact on the town and their prominence within the Southern League Premier Division Central is not go unrecognised. Catering for the potential growth of the club should be considered from the perspective of: - Bringing a different demographic to the town - History of the club (founded 1880) and relationship with Garrett's etc - Raising the profile of the town - Effect on transport to the town (car parking) - Community use of Football ground and facilities - links with adjoin gin spaces - Victory Road recreation ground.
	22	18/01/2023 15:17 PM ID: 208802247	Generally support. The 20mph limit will be welcomed by those who live on some of the main routes. However i think restricting the 20mph limit to areas closer to the town centre would improve adherence to the limit. I.E.. Starting the 20mph at the current 30mph limit on Haylings Road, Abbey Road etc would create very long stretches at 20mph which drivers will find frustrating and they are unlikely to drive at that speed. However starting with a 30mph limit which then becomes 20mph is more likely to be effective.
	23	18/01/2023 16:44 PM ID: 208812083	"One way system along Main Road, the High Street (as far south as the public car park) and Cross Street. Proposed one-way streets will include contraflow cycle facilities to ensure two-way cycling access throughout the town centre." WHY? The town isn't busy with pedestrians to a point where it is dangerous. We aren't Woodbridge. The only way we want a no traffic/reduced traffic in the high street is if the numbers of people becomes so great that it is dangerous to people. We have wide pavements, its not an issue. We see how quiet the high street is on a daily basis. It's not needed. A massive benefit of having cars in the high street is that visitors see what shops are in the town and mentally make a note to come and get what they need while away. Not to mention our patients are often less mobile and need to be dropped off outside the door, do you expect them to block off a whole road while they are dropped off? "Closure of Valley Road to vehicular traffic to reduce the impact of traffic between Leiston and Sizewell." - This is going to cause everyone to then go through the high street...Which is surely what you want to avoid? Make it one way. It's rarely used by cars anyway, unless you live along that road. "Bus routes re-routed along Seaward Avenue, Sylvester Road, Sizewell Road and Cross Street in-line with the one-way system" No way, you really want to let school children mix with buses at the bottom of Sylvester Road. Asking for injuries, I see the children run across the road every morning when I walk to work. Not to mention that the bottom of

2. Access and movement strategy (see Section 5.2.1 and figure 5.2)			
			that road is narrow and a huge bus couldn't easily get round it without causing an accident. There are so many cars parked along Sylvester, the residents don't mind, but there is nowhere else for parents to park if you want the road clear for buses, otherwise the buses are going to be swerving around cars, children and pets! Where are the new bus stops going to be? There isn't anywhere you can put one that isn't going to block the road every time a bus stops. At the moment every place the bus stops is a lay-by or wide part of the road so traffic can still flow around it. Please leave the bus route alone. A few one way roads won't hurt, but just forget the rest of it. "Provision of a network of safe cycle routes through highways improvements (including the one-way system), to include promotion of slower vehicle speeds and cycle track provision along sections of Seaward Avenue and Sylvester Road." Why? Do you know how many people cycle in Leiston? It isn't many. The school children who cycle are safe on the roads or the pavements are wide enough to use if needed. Leiston's population is older, they don't cycle anywhere. "High Street / Cross Street / Sizewell Road – potential to improve appearance, safety and efficiency of this key crossing at the heart of the town centre." This is needed because the road and pavement are the same level! Which is very dangerous and bad workman ship. 5.2.1.4 Parking - Why reduce parking spaces when we have an older population who need their cars to get into town. You are also hoping to attract people into town from elsewhere - who will be driving in and needing spaces to park. Seems counter-intuitive to us.
		answered	23
		skipped	17

3. • Public realm and landscape strategy (see Section 5.2.2 and figure 5.3)			
Answer Choices		Response Percent	Response Total
1	Open-Ended Question	100.00%	18
	1	09/01/2023 15:57 PM ID: 208035995	good to see varied options for the community
	2	10/01/2023 20:04 PM ID: 208145156	Fully support these proposals
	3	11/01/2023 10:16 AM ID: 208177075	Looks good. I've only been to the recreation ground once because it isn't easily accessible from the town centre. Is there parking for the recreation? May be good to include some if not.
	4	12/01/2023 11:38 AM ID: 208295280	I think this will work well.
	5	12/01/2023 12:58 PM ID: 208303954	Good ideas. One simple improvement would be to have a path that goes all the way round the recreation ground. At the west end it is necessary to walk across the grass and navigate broken glass etc at the skate park. A path round would be a route for joggers and dog walkers. Also something needs to be done about the maintenance of the planting as a lot of it is dead or dying due to the over use of of electric trimmers in an attempt to make everything a little box.

3. • Public realm and landscape strategy (see Section 5.2.2 and figure 5.3)			
	6	13/01/2023 21:05 PM ID: 208419771	Nothing added to Leiston can possibly make up for the enormous disruption and environmental harm which Sizewell C will bring!
	7	14/01/2023 12:45 PM ID: 208448087	You cannot change the character of an honest working town into market town. All this talk of 'Market Square', this is a large plot with a lot more potential, again the possibility for a large store to attract people into town. Public spaces attract people with little to do but sit around smoking and being a nuisance.
	8	15/01/2023 08:27 AM ID: 208522347	Generally supportive of the plan - updated signage (finger posts, etc) throughout the public realm would help visitor navigation.
	9	15/01/2023 09:17 AM ID: 208524610	A pedestrian town centre will make the area safer a great improvement.
	10	16/01/2023 12:35 PM ID: 208594748	A total waist of public money
	11	16/01/2023 15:47 PM ID: 208616188	We are supportive of the strategy but feel that key assets, such as the ESC land (formally the caravan site), is a strategic plot that should be utilised in this scheme, both for economic return to ESC and the overall growth of Leiston. In our view there is further work to do in developing stronger visitor links between the town and Sizewell.
	12	16/01/2023 23:51 PM ID: 208653830	The proposal to reduce parking demand through the transport plan is a noble one, but I feel it is flawed. The reason people drive to the Co-op is for large shop, more than can be carried by hand on a cycle. Also if parking is limited or unlikely to be available people from the hinterland will not bother to drive to Leiston and go to Saxmundham or elsewhere. Any reduction in parking must be avoided and ease of parking (with associated access and egress) should be developed to make Leiston 'easy' to visit. Development of the public realm should look to the inclusion of a transport hub with a balance of vehicle types converging for public convenience. The parking provision should also include consideration of EV charging, as it is well known that 'range anxiety' leads travellers to select destinations based on availability of EV charging points. So having EV charging would be a draw for some. Any delivery of a successful 20mph scheme is welcome but will need enforcement through investment in ANPR to make it practicable. It is unclear from the diagram if the 20mph is all the way along Sizewell Gap to the beach? If it is, then the 20 mph notice at KGA and Lovers Lane is unnecessary. Also, it would be wrong to treat Sizewell differently as they are integral to the Sizewell cum Leiston Parish.
	13	17/01/2023 11:19 AM ID: 208683434	Dentist and doctors for the local residents must take first priority. The amount of SZC workers needing NHS treatment and care will be a strain on the system. How many patients per doctor? For an unknown amount of years...
	14	17/01/2023 15:36 PM ID: 208716455	The Community Centre is a well used and liked centre in the town perfectly sited in the centre of Leiston and near to two sheltered housing sites, many clubs use this space and like it because of its central location. Engineering College in Leiston? Having previously worked for Suffolk New College and experiencing the low foot fall of students this would need to be tested as I am not sure it would work. Many outreach college services have been tried and failed in Leiston before.
	15	18/01/2023 01:06 AM ID: 208748407	I have concerns about the proposal to "reclaim" the Old Post Office Square as it is in a designated Conservation Area - https://www.eastsuffolk.gov.uk/assets/Planning/Design-and-Conservation/Conservation-Area-Appraisals/Leiston-Conservation-Area-Appraisal-December-2014.pdf
	16	18/01/2023 14:43 PM ID: 208797986	No additional comment - looks great
	17	18/01/2023 15:17 PM ID: 208802247	Generally agree

3. • Public realm and landscape strategy (see Section 5.2.2 and figure 5.3)				
	18	18/01/2023 16:44 PM ID: 208812083	Minor changes- no real issues spotted.	
			answered	18
			skipped	22

4. Townscape strategy (see Section 5.23 and figure 5.4)				
Answer Choices			Response Percent	Response Total
1	Open-Ended Question		100.00%	16
1	09/01/2023 15:57 PM ID: 208035995	if you are enforcing tight guidelines on frontage I assume any required changes are funded by someone other than the homeowner/business/landlord		
2	10/01/2023 20:04 PM ID: 208145156	Fully support these proposals		
3	11/01/2023 10:16 AM ID: 208177075	Looks good.		
4	12/01/2023 11:38 AM ID: 208295280	I really like the plans for the Market Square to create a focal point for the town. The CLT have worked hard on this phase.		
5	12/01/2023 12:58 PM ID: 208303954	Good ideas.		
6	13/01/2023 21:05 PM ID: 208419771	Nothing added to Leiston can possibly make up for the enormous disruption and environmental harm which Sizewell C will bring!		
7	14/01/2023 12:45 PM ID: 208448087	Again all this talk of a Market Square. A lot of money spent on shops and workshops but who will fill them? Is there a need for them?		
8	15/01/2023 08:27 AM ID: 208522347	Generally supportive of the plan.		
9	16/01/2023 12:35 PM ID: 208594748	See item 3		
10	16/01/2023 15:47 PM ID: 208616188	We support this strategy as it aligns with the original aspirations of the Community Land Trust.		
11	16/01/2023 23:51 PM ID: 208653830	The free flow of people around the town will be good for businesses. A town wide CCTV should be explored to make walking and cycling safer. Reducing anti-social behaviour and making residents feel as comfortable as possible with the influx of people for Sizewell construction.		
144	17/01/2023 11:19 AM ID: 208683434	A lido is a ludicrous proposal, when EDF have not secured a water supply for SZC, and if they do secure a water supply it will be at vast costs to the public. This cannot be seen as a benefit. Waste water from SZC for a pool? What are the health implications....		

4. Townscape strategy (see Section 5.23 and figure 5.4)				
	13	17/01/2023 15:36 PM ID: 208716455	How will Leiston be able to support so many cafe provisions?	
	14	18/01/2023 14:43 PM ID: 208797986	No additional comment - looks great	
	15	18/01/2023 15:17 PM ID: 208802247	Generally agree	
	16	18/01/2023 16:44 PM ID: 208812083	"The strategy seeks to establish a network of high quality, well-connected and easily accessible green and urban spaces in the town, which reflect its unique character." - Great, who's going to upkeep it all? Currently a volunteer and his team are the ones keeping Leiston's greenery tidy. The rest of it is minor changes, that aren't going to affect much. If you want to do anything to Market Square, don't worry about loads of building just put in a lidl or aldi. The big issue with adding lots of shops there is killing of pedestrians to the bottom end of the high street, which is what happened when the chemist moved up the road. Our end is so quiet.	
			answered	16
			skipped	24

5. Character and land use strategy (see Section 5.2.4 and figure 5.5)				
Answer Choices			Response Percent	Response Total
1	Open-Ended Question		100.00%	14
	1	09/01/2023 15:57 PM ID: 208035995	The heritage quarter doesn't look to cover some areas there today in the conservation area ? eg North and East of Barclays bank and their car park (main street/valley rd/high street area around the bank itself is conservation) which is currently conservation and should continue to have strict development rules rather than part of the residential area as shown now in this.	
	2	10/01/2023 20:04 PM ID: 208145156	Fully support these proposals	
	3	11/01/2023 10:16 AM ID: 208177075	Looks ok.	
	4	12/01/2023 11:38 AM ID: 208295280	There is a lot of history to Leisotn which should be reflected in all these plans and strategies so it is not lost. That is very important.	
	5	12/01/2023 12:58 PM ID: 208303954	Good ideas.	
	6	13/01/2023 21:05 PM ID: 208419771	Nothing added to Leiston can possibly make up for the enormous disruption and environmental harm which Sizewell C will bring!	

5. Character and land use strategy (see Section 5.2.4 and figure 5.5)				
	7	15/01/2023 08:27 AM ID: 208522347	Generally supportive of the plan.	
	8	16/01/2023 12:35 PM ID: 208594748	See item 3	
	9	16/01/2023 23:51 PM ID: 208653830	I'm sure it is well understood, but is not evident in Section 5 of the plan that any suggestion of how the pedestrianised area with the street eating will be protected from light showers. Good use of modern canopies add colour and contrast to the street scene to make an inviting place to dwell increasing spend per head in retail elements. Perhaps more could be done in the Character paragraph on pg 72 to show how good planting and canopies etc can create an outdoor space that is appealing.	
	10	17/01/2023 11:19 AM ID: 208683434	All of the subjects on this survey should be provided by post to all Leiston and local village residents in detail. The local Parish Councils must have a collective input to such major proposal/s.	
	11	18/01/2023 01:06 AM ID: 208748407	Heritage Quarter - There is no Long Shop Works or industrial buildingsin this area. However, there are some former industrial buildings some of which house the Long Shop Museum and some which are housing.	
	12	18/01/2023 14:43 PM ID: 208797986	The Park: potential connection/relationship with the Football Club	
	13	18/01/2023 15:17 PM ID: 208802247	The character of many good Victorian and Edwardian buildings in the town centre is damaged by later poorly designed shop fronts and a rash of garish signage. I would welcome anything that the Council could do to reclaim the original character.	
	14	18/01/2023 16:44 PM ID: 208812083	"Town centre: The area behind the High Street characterised by a mix of development types, scales and periods and with no clear formal structure. Predominantly residential uses." It doesn't need formal structure, its grown and developed over the years and its absolutely fine.	
			answered	14
			skipped	26

6. Site proposals: Site 1 - The Waterloo Centre (see figure 5.6)				
Answer Choices			Response Percent	Response Total
1	Open-Ended Question		100.00%	20
	1	09/01/2023 15:57 PM ID: 208035995	ive said for years the doctors should have moved to the waterloo centre and have other community functions there all in one place with lots of free parking would help access	
	2	10/01/2023 20:04 PM ID: 208145156	Fully support these proposals	
	3	11/01/2023 10:16 AM ID: 208177075	Looks good.	
	4	11/01/2023 11:40 AM ID: 208186350	Making use of this building and land is a great idea.	

6. Site proposals: Site 1 - The Waterloo Centre (see figure 5.6)				
	5	12/01/2023 11:38 AM ID: 208295280	I don't quite understand the figure 5.6 as it does not look the correct layout of the Waterloo Centre. Would the existing area run by LTC remain and a new building (which the area doesn't look big enough) be built in the exisiting MUGA for a new surgery? A cafe would be a great addition to the site. Would the SCC building be included in this redevelopment and are they onboard? These ideas could work well but I assume the plans LTC had for the site would be shelved?	
	6	12/01/2023 12:58 PM ID: 208303954	There is already a LTC plan for the Waterloo Centre which contains some great ideas. There would not be sufficient parking if the site included a GP Surgery and Community Centre?	
	7	13/01/2023 20:28 PM ID: 208418480	Alot of people from Leiston travel afar to play cricket I wondered if it would be an idea to have a cricket area and tea shed with toilet this would boost tourism as well as spending in Leiston with matches and bring community together . Leiston lynx was a basketball team but it with costs for basket ball court hire again could this be looked at somewhere free indoors and warm I see there is disuse at side of leisure centre. I think tennis courts would be great maybe you can hire out from library rackets balls Leiston has a lot to offer slot of potential with Sizewell.	
	8	13/01/2023 21:05 PM ID: 208419771	Nothing added to Leiston can possibly make up for the enormous disruption and environmental harm which Sizewell C will bring!	
	9	13/01/2023 23:08 PM ID: 208423530	definitely a good hub for the town	
	10	14/01/2023 12:45 PM ID: 208448087	A good idea to bring GP,s and community facilities into one place with access to the bottom rec.	
	11	15/01/2023 09:17 AM ID: 208524610	I don't see the point of yet another cafe being built at the waterloo centre to overlook the park. If the park and high street are going to be so "well connected" then there's plenty of cafe's in the street which offer take-away so I don't think there's a lack of cafe's and we certainly don't need another one!	
	12	15/01/2023 12:08 PM ID: 208533453	Citizens Advice Would be interested in working within a community centre/hub where we could work alongside other VCSE organisations in order to provide residents in Leiston with a holistic service and the Waterloo Centre is ideally placed for this with parking, easy accessibility and the other services being planned. The key for an organisation like Citizens Advice is that confidential spaces are available so that advice and support can be given. The presence of the Doctors Surgery in the Waterloo centre would be a big plus	
	13	16/01/2023 12:35 PM ID: 208594748	The only part of the plan that has any merit. But who is going to pay and who is going to maintain it	
	14	16/01/2023 15:47 PM ID: 208616188	This site proposal is welcomed, with the suggested move of the Doctors Surgery providing opportunities within the Historic quarter. This is a large site with plenty of space to accommodate the number of proposed uses. There is also the 'Nursery' building on the site which perhaps should be included in any overall scoping? We support the idea of improving the links between the Waterloo Centre, Victory Park, and the town centre.	
	15	16/01/2023 23:51 PM ID: 208653830	The proposal to combine health and wellbeing facilities at the Waterloo Centre is a sensible one. This area would allow for a multifunctional approach to addressing the health needs of the town. The proposal to link the facility to the green space of the recreation ground gives an alternative approach to the area making it more integrated to the town scape.	
	16	17/01/2023 11:19 AM ID: 208683434	As above	
	17	17/01/2023 15:36 PM ID: 208716455	Is this a good location for residents, i appreciate this needs to move but it is not very central to the town centre or any of the sheltered housing facilities located within the town.	

6. Site proposals: Site 1 - The Waterloo Centre (see figure 5.6)

		Where is parking provision for the proposed new Doctors Surgery, this will be required many elderly and ill people will be unable to walk there
18	18/01/2023 14:43 PM ID: 208797986	No additional comment - looks great
19	18/01/2023 15:17 PM ID: 208802247	No comment
20	18/01/2023 16:44 PM ID: 208812083	<p>"The proposals for this site seek to establish an attractive, accessible and practical community and health hub, which retains and enhances the existing community facilities at the Waterloo Centre and provides a new building to potentially accommodate a relocated Doctors Surgery (from site 2) and Community Centre (from site 10)" - We like the idea of having a new drs surgery, especially with the amount of patients the surgery has - which I think is up to 9,000 now? But having both together might cause an issue with cars, as it is slightly further out, more people would need to drive there. The sight the current community centre is, is a good location. Also parents park there to take their children across the road to school. The new lollipop man is working out well. Personally we wouldn't add a cafe there - it will stop people at the drs surgery going into the town, or no one in town would walk that far to go to the cafe. Also you don't want a cafe near to where sick people can easily access!</p> <p>This sight would be great for a leisure activity for the town, like a bowling alley/softplay/trampolining zone. A mulit complex would be awesome, something really fun for multiple ages, then you could incorporate a cafe.</p>
		answered20
		skipped20

7. Site proposals: Site 2 - Doctors Surgery (see figure 5.7)				
Answer Choices			Response Percent	Response Total
1	Open-Ended Question		100.00%	19
1	10/01/2023 20:04 PM ID: 208145156	Fully support these proposals		
2	11/01/2023 10:16 AM ID: 208177075	Looks good - could make a bigger drs surgery to accommodate all the proposed new housing.		
3	11/01/2023 11:40 AM ID: 208186350	I think it's a very good idea to move the surgery to the Waterloo Centre site. It would also be great if there was an NHS dental practice there.		
4	12/01/2023 11:38 AM ID: 208295280	Does the Long Shop need this site, is there an appetite from the school/college for an educational facility here or perhaps a sixth form?		
5	12/01/2023 12:58 PM ID: 208303954	Ok.		
6	13/01/2023 20:28 PM ID: 208418480	School children to do some art work on carpark wall Thank you NHS		

7. Site proposals: Site 2 - Doctors Surgery (see figure 5.7)			
7	13/01/2023 21:05 PM ID: 208419771	Nothing added to Leiston can possibly make up for the enormous disruption and environmental harm which Sizewell C will bring!	
8	13/01/2023 22:14 PM ID: 208422001	Moving the surgery away from the Long Shope site makes a lot of sense, and will improve access, which is quite tricky at present, so close to the traffic lights.	
9	13/01/2023 23:08 PM ID: 208423530	Ideal location for new surgery as present one has its limits especially access near a main rd junction	
10	14/01/2023 12:45 PM ID: 208448087	Good idea.	
11	15/01/2023 09:17 AM ID: 208524610	Brilliant, the doctors should have been moved 15 years ago when the school stop being used!	
12	16/01/2023 12:35 PM ID: 208594748	See item 6	
13	16/01/2023 15:47 PM ID: 208616188	Site 2 & 3 – We support these proposals and the benefits they offer in strengthening the Historic quarter and also the relocation of the Doctors Surgery and subsequent repurposing of the old surgery buildings.	
14	16/01/2023 23:51 PM ID: 208653830	The doctors surgery have discussed the need for larger premisses with the Community Land Trust. The possibility of coordinating health and wellbeing activities at the Waterloo Centre is sensible. The proposed integration of the surgery site with the Long Shop is a growth of an existing relationship. The opportunity to unify and introduce heritage and craft	
15	17/01/2023 11:19 AM ID: 208683434	As above	
16	17/01/2023 15:36 PM ID: 208716455	Engineering College in Leiston? Having previously worked for Suffolk New College and experiencing the low foot fall of students this would need to be tested as I am not sure it would work. . I am not against change and I strongly feel we do not have enough further education provision in Leiston but this would need to be tested. Many outreach college services have been tried and failed in Leiston before	
17	18/01/2023 14:43 PM ID: 208797986	No additional comment - looks great	
18	18/01/2023 15:17 PM ID: 208802247	No comment	
19	18/01/2023 16:44 PM ID: 208812083	We agree the drs surgery needs improving and love the idea of the Long Shop expanding.	
		answered	19
		skipped	21

8. Site proposals: Site 3 - Historic Quarter (see figure 5.8)				
Answer Choices			Response Percent	Response Total
1	Open-Ended Question		100.00 %	16
1	10/01/2023 20:04 PM ID: 208145156	Fully support these proposals		
2	11/01/2023 10:16 AM ID: 208177075	Looks good - will be nice to open up the long shop area. Maybe include a public space related to it in place of the old drs surgery.		
3	12/01/2023 11:38 AM ID: 208295280	There has been talk of the Council building becoming a msueum which could work well with the Long Shop. However I don't think another cafe is required, there are already several in the town. Lots of money would need to be spent on the building as it is very delapidated. It is a shame to lose the parking here but understand there wil be a parking bays on Main Street included in the Transport Strategy. Good to get LWR project involved.		
4	12/01/2023 12:58 PM ID: 208303954	It would be great to see more made of this area and improvements to the seating outside. It's not used much because it is under sticky trees and covered with biting insects. The library, GP Surgery, bank and bus stop is what brings people to that area. If there was only the bank (probably for not much longer) and museum there would be much less footfall?		
5	13/01/2023 21:05 PM ID: 208419771	Nothing added to Leiston can possibly make up for the enormous disruption and environmental harm which Sizewell C will bring!		
6	13/01/2023 22:14 PM ID: 208422001	Proposals for museums seem to be popping up all over town - in the old library building, in the Market Square. How are these to be financed? It would surely be preferable to expand the existing museum, especially if the surgery moves		
7	14/01/2023 12:45 PM ID: 208448087	Nice idea but more parking will be needed.		
8	15/01/2023 08:27 AM ID: 208522347	Section reads as though a new museum might be established. Leiston already has an established, accredited museum. Creating a second would dilute funding for both, cannibalise footfall and revenue, and defeat opportunities for economies of scale. Why can the buildings adjacent to the Long Shop, that may be vacated by other initiatives in the plan, not be adopted by the existing museum, allowing it to grow and develop upon its good reputation with a broad range of supportive stakeholders? See also note about parking in Section 2, above.		
9	16/01/2023 15:47 PM ID: 208616188	We are pleased and excited to see the emphasis on strengthening this important area of the town as outlined in the CLT's plan for the "Heritage" Square. These proposals are more extensive and offer greater opportunity for expansion of the Historic quarter.		
10	16/01/2023 23:51 PM ID: 208653830	The development of a broader Heritage area is very welcome proposition. An expansion of the heritage offering using the old Town Council Offices and Doctors Surgery would fill the expectations of residents that more focus is given to the town history and cultural matters. The proposal for the introduction of an engineering hub or heritage craft skills centre would be natural extension of the community workshop and social prescribing work of the Long Shop. It is important that any extension of the Long Shop museum is exactly that, to try to introduce another museum would be dysfunctional as the competition for footfall and grant funding would make business operation fractious. As an accredited museum the Long Shop would be well placed to support the expansion proposals and has a vast collection of artifacts that could		

8. Site proposals: Site 3 - Historic Quarter (see figure 5.8)				
		be removed from archive for presentation in a contemporary display. The introduction of the Heritage Quarter is also a good support to the existing Conservation Area. To support the influx of tourism and shopping travellers the Historic Quarter must be careful not to lose the parking space. The Long Shop already has an arrangement to utilise the doctors surgery parking on event days. It is also common for Long Shop events to find late commers utilising the Waterloo Centre. The concern being redevelopment of the Waterloo Ctr may lead to a loss of parking capacity here too, this could deter potential visitors.		
11	17/01/2023 11:19 AM ID: 208683434	As above		
12	17/01/2023 15:29 PM ID: 208715614	The proposal for the introduction of an engineering hub or heritage craft skills centre would be a natural extension of the community workshop and social prescribing work of the Long Shop Museum. It is important that any extension of the Long Shop museum is exactly that, to try to introduce another museum would be dysfunctional as the competition for footfall and grant funding would make business operation fractious. As an accredited museum the Long Shop would be well placed to support the expansion proposals and has a vast collection of artifacts that could be removed from archive for presentation in a contemporary display. The introduction of the Historic Quarter is also a good support to the existing Conservation Area.		
13	18/01/2023 01:06 AM ID: 208748407	I do not support the use of shared surfaces. Shared surface streets are dangerous for people with a vision impairment, who rely upon the presence of the kerb to know they are on the pavement and not in the road. Pedestrians, motorists and cyclists have to make eye contact to decide who moves first. This obviously compromises the safety, independence and confidence of people living with a vision impairment. People with a vision impairment, particularly guide dog owners and long cane users, use the kerb as a navigation tool to know where they are in a street. As a result, many people with sight loss have said that they feel unable to use the shared surface street in their town. https://www.guidedogs.org.uk/how-you-can-help/campaigning/our-current-campaigns/streets-and-spaces/#shared-surfaces https://www.rnib.org.uk/get-involved/support-a-campaign/inclusive-journeys/shared-space/ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/749116/ministerial-letter-about-shared_space.pdf https://www.gov.uk/government/publications/dptacs-position-on-shared-space		
14	18/01/2023 14:43 PM ID: 208797986	No additional comment - looks great		
15	18/01/2023 15:17 PM ID: 208802247	Generally agree		
16	18/01/2023 16:44 PM ID: 208812083	<p>"The Town Council and library will be relocated to the Market Square site (site 7) and the building converted into a museum and café." Why? We have one museum, we don't need another. Why not expand the library and more the town council? The library in Lowestoft is awesome, with public space and nice public toilets.</p> <p>If you want all the train stuff its great - but you have to actually run trains on it and use it.</p> <p>"Shared surface treatment on Main Street to establish a low speed environment with safe pedestrian movement and surface treatments that allow the space between the different parts of the Historic Quarter to read as a single entity" - quick question - do you think people are not capable of crossing the road by themselves? Why so many crossings everywhere? Traffic incidents between people and cars are very rare here. That stretch of road is very easy to cross with clear visibility, or you just use the crossing at the end of the road.</p>		
			answered	16
			skipped	24

9. Site proposals: Site 4 - The High Street (see figures 5.9 -5.12)				
Answer Choices			Response Percent	Response Total
1	Open-Ended Question		100.00 %	19
1	09/01/2023 15:57 PM ID: 208035995	who would pay for the new frontages suggested ? I assume that would be funded, i do agree that some shops have awful signage and should never have been allowed (eg new convenience store at old black horse pub) if you are heritage needs work - who is going to fund this and specify this work ?		
2	10/01/2023 20:04 PM ID: 208145156	Fully support these proposals		
3	11/01/2023 10:16 AM ID: 208177075	Looks good. Would be nice to keep the character.		
4	12/01/2023 11:38 AM ID: 208295280	Some of this has been agreed in the Transport Strategy and works well. The narrow paths certainly need widening. Again, I don't feel pedestrianing the High Street will work due to the nature of the layout of shops etc. I agree 20mph limit would be much better.		
5	12/01/2023 12:58 PM ID: 208303954	Would love to see it pedestrianised.		
6	13/01/2023 10:22 AM ID: 208372780	Have you thought how existing businesses are going to take in deliveries? Large lorries need to be able to stop (sometimes for 10 minutes or more) and deliver goods. Are shops going to get compensation while this work is carried out and we can't trade?		
7	13/01/2023 21:05 PM ID: 208419771	Nothing added to Leiston can possibly make up for the enormous disruption and environmental harm which Sizewell C will bring!		
8	13/01/2023 23:08 PM ID: 208423530	This should be left as is not made a one way only		
9	14/01/2023 12:45 PM ID: 208448087	High Street only needs a little tweaking. Most of the pavements are wide enough. Making it pedestrian would kill the shops. PLEASE don't do it.		
10	15/01/2023 08:27 AM ID: 208522347	Generally supportive of plan, but see note on access in Section 2 above.		
11	16/01/2023 12:35 PM ID: 208594748	Dangerous and a waste of money		
12	16/01/2023 15:47 PM ID: 208616188	A comprehensive and joined up plan to enhance the High Street.		

9. Site proposals: Site 4 - The High Street (see figures 5.9 -5.12)		
13	16/01/2023 23:51 PM ID: 208653830	The proposal for a fully pedestrianised zone is a bold one, but I do feel that it has possibilities and is worthy of further investigation as the traffic and transport plan is implemented
14	17/01/2023 11:19 AM ID: 208683434	As above
15	17/01/2023 15:36 PM ID: 208716455	I am not sure a visitors centre would be ideal for Leiston, many tourist information centres closed due to lack of footfall. Leiston is a residential townnot a tourist town! Consider a restaurant as opposed to another cafe facility. Ensure that any decorating and erected signage is done tastefully in keeping with the towns character.
16	18/01/2023 01:06 AM ID: 208748407	I think that the new pedestrianisation of the North end idea should be dropped. I do not support the use of shared surfaces. Shared surface streets are dangerous for people with a vision impairment, who rely upon the presence of the kerb to know they are on the pavement and not in the road. Pedestrians, motorists and cyclists have to make eye contact to decide who moves first. This obviously compromises the safety, independence and confidence of people living with a vision impairment. People with a vision impairment, particularly guide dog owners and long cane users, use the kerb as a navigation tool to know where they are in a street. As a result, many people with sight loss have said that they feel unable to use the shared surface street in their town. https://www.guidedogs.org.uk/how-you-can-help/campaigning/our-current-campaigns/streets-and-spaces/#shared-surfaces https://www.rnib.org.uk/get-involved/support-a-campaign/inclusive-journeys/shared-space/ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/749116/ministerial-letter-about-shared_space.pdf https://www.gov.uk/government/publications/dptacs-position-on-shared-space I do not support public funds being spent on interfering with privately owned shop frontages and signage, and gable ends and lettering.
17	18/01/2023 14:43 PM ID: 208797986	No additional comment - looks great
18	18/01/2023 15:17 PM ID: 208802247	Generally agree
19	18/01/2023 16:44 PM ID: 208812083	"The quality of the pedestrian environment is currently undermined by traffic flows and very narrow pavements" - sorry but we have really wide pavements, and the traffic flow is fine. We have no problem with pedestrians. This is all total rubbish. We aren't Woodbridge! "A one-way system (incorporated into the Leiston Transport Strategy) will enable a completely new street layout for the High Street. This will ensure a much more attractive, safe and enjoyable environment in which to enjoy the retail / leisure uses on offer and, in doing so, providing increased footfall to support them." Our high street is safe! There are no issues with cars or pedestrians. If you are shopping you aren't walking around saying "what a nice environment." You're getting on with your life and going to the places you need to go to. A one way system is not needed. It will cause issues with deliveries of stock to shops (which is vital!) and patients being dropped off with us. "As set out in the access and movement strategy there is potential to go further and fully pedestrianise the northern section of the High Street. This would allow the street to be fully reclaimed for pedestrians and cyclists and essentially create a new public space in the town centre. It is recognised, however, that this option has not been consulted on and is likely to be controversial." - Yep, would be very controversial as it isn't necessary or wanted. "The new street layout will facilitate the introduction of planting and street furniture to allow people to stop and enjoy the space." No one wants to stop and enjoy the high street, its locals going about their day to say shopping. No one wants to have a picnic in the town! Not to

9. Site proposals: Site 4 - The High Street (see figures 5.9 -5.12)		
		mention it would just block the pavements where people want to walk. Our hanging baskets every year are lovely and not in the way! "Potential bespoke treatment of lanes." What does that even mean? Cycle lanes? Very few people ride their bikes in Leiston. There isn't an issue with cars and bikes being on the road together. Have two cycle lanes (in different directions) and one car lane is going to cause issues, someone I know died in Ipswich after being knocked of their bike by a pedestrian looking the wrong way, while crossing a road with one car lane and two cycle lanes.
		answered19 skipped21

10. Site proposals: Site 5 - Church Square (see figure 5.13)

Answer Choices			Response Percent	Response Total
1	Open-Ended Question		100.00%	15
1	10/01/2023 20:04 PM ID: 208145156	Fully support these proposals		
2	11/01/2023 10:16 AM ID: 208177075	Looks good		
3	11/01/2023 11:40 AM ID: 208186350	I love the Church Sq but the adjoining area, rear of Co-op buildings do nothing to enhance it.		
4	12/01/2023 11:38 AM ID: 208295280	This has been completed but I feel it is not used as much as it was hoped. I rarely see people siting in the area but it is a lovely asset to the town and in the summer will hopefully get more use.		
5	12/01/2023 12:58 PM ID: 208303954	Ok.		
6	13/01/2023 21:05 PM ID: 208419771	Nothing added to Leiston can possibly make up for the enormous disruption and environmental harm which Sizewell C will bring!		
7	13/01/2023 23:08 PM ID: 208423530	A great use of space already in use		
8	15/01/2023 08:27 AM ID: 208522347	Generally supportive of plan		
9	16/01/2023 12:35 PM ID: 208594748	What is wrong with what has been done.		
10	16/01/2023 15:47 PM ID: 208616188	The proposal to enhance the north ally along the United Church is something the CLT has looked at, in order to, complete the links to the other key sites in the town centre. In our view this would 'finish off' the Church Square development. The proposal for a wall to prevent Church Square blending into the Co-op carpark is a concern. This will need careful design, as the existing layout was deliberate in making the square very visible and accessible from the Co-op carpark. The purpose being to offer uninterrupted views of and access to the High Street.		

10. Site proposals: Site 5 - Church Square (see figure 5.13)		
11	16/01/2023 23:51 PM ID: 208653830	The proposal to enhance the north ally along the United Church is something the CLT has looked at. The Synod has indicated that a quinquennial report has been produced that acknowledges the structural issues facing the church. The need to address the rotten window sills on the north side is high on the agenda. It is worth engaging with the new reverend to discuss his plans. The proposal for a wall to prevent Church Square blending into the Co-op carpark is a concern. This will need careful design, as the existing layout was deliberate in making the square very visible and accessible from the Co-op carpark. The purpose being to offer uninterrupted views of and access to the High Street.
12	17/01/2023 11:19 AM ID: 208683434	As above
13	18/01/2023 14:43 PM ID: 208797986	No additional comment - looks great
14	18/01/2023 15:17 PM ID: 208802247	Generally agree
15	18/01/2023 16:44 PM ID: 208812083	Yeah sure, its full of teenagers smoking weed the second it gets dark. I'm really sure who wants to sit overlooking a car park either.
		answered15 skipped25

11. Site proposals: Site 6 - The Co-op supermarket (see figure 5.14-5.17)

Answer Choices			Response Percent	Response Total
1	Open-Ended Question		100.00%	19
1	10/01/2023 20:04 PM ID: 208145156	Fully support these proposals		
2	11/01/2023 10:16 AM ID: 208177075	Looks good. Not sure how the town will cope with reduced parking - especially on busier days/events.		
3	11/01/2023 11:40 AM ID: 208186350	Any improvement to this building, front and rear could only improve the area. We do need car parking but the layout causes chaos at times so could be improved.		
4	12/01/2023 11:38 AM ID: 208295280	Engagement definitely needed from the Co-op to see what their views are. I would prefer a new supermaket than housing in the car park area. I would not want to see social housing here but affordable units for local people. The Co-op is very expensive and little choice for customers. Other opotions for a supermarket site need to be explored. You need to consider that residents living in Long Row and Prospect Place pay a fee for a car park permit in the co-op car park as there is very little parking facility in these two roads.		
5	12/01/2023 11:45 AM ID: 208296089	Needs more parking not less.		
6	12/01/2023 12:58 PM ID: 208303954	The Co-op is definitely the hub of the town but it needs improvement in many aspects.		

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11. Site proposals: Site 6 - The Co-op supermarket (see figure 5.14-5.17)		
7	13/01/2023 21:05 PM ID: 208419771	Nothing added to Leiston can possibly make up for the enormous disruption and environmental harm which Sizewell C will bring!
8	13/01/2023 22:14 PM ID: 208422001	Whoever thought it would be sensible to reduce the car parking spaces in the current Co-op car park to less than 50, probably does not live in this area, or shops elsewhere. For most people in the catchment area of Leiston, cars are essential for the volume of purchases made in the supermarket. There is effectively no convenient public transport available for most of those people, and carrying a large quantity of shopping on a bike is hardly a safe option. The Co-op supermarket is well used by the community, and pressure, from architects/bureaucrats/designers with no experience of retail, to somehow make it fit their utopian visions, is more likely to cause it to close, which would be a great loss. Especially with regard to the importance of the historic association of the Co-op movement with the sort of industrial heritage they seem so keen to emphasise. Also the Co-op building is rather a fine modern version of the local multi-coloured brickwork.
9	14/01/2023 12:45 PM ID: 208448087	That's rather up to the Coop who own the land
10	15/01/2023 08:27 AM ID: 208522347	Generally supportive of plan
11	16/01/2023 12:35 PM ID: 208594748	Would the college theorists who thought this idea had any merit get out in the real world
12	16/01/2023 15:47 PM ID: 208616188	- It is disappointing that communications with the Co-op have been difficult, the CLT have spoken with them in the past about Market Square and their senior management team have made it very clear that onsite parking is a highly prized asset that they would be most reluctant to lose. Any suggestion that space is given over to housing would appear to be a very unlikely option. They are also sensitive to how any such change could reflect on their relationship with tenants such as the Factory Outlet Shop. Time has moved on since our discussions with them and as a top priority there needs to be engagement with the Co-op before the plan goes any further. The future of their site is what will bring about change in the town. If we know what their intentions are and have some certainty over the future of this key part of the town the other great ideas may follow on but without the Co-op site, the future for the town is very uncertain on so many levels.
13	16/01/2023 23:51 PM ID: 208653830	It is noted that communications with the Co-op has been difficult, the CLT have spoken with them in the past about Market Square and their senior management team have made it very clear that onsite parking is a highly prized asset that they would be most reluctant to lose. Any suggestion that space is given over to housing would appear to be a very unlikely option. They are also sensitive to how any such change could reflect on their relationship with tenants such as the Factory Outlet Shop. It is not clear from the options proposed for the Co-op site how the needs of the HGV delivery traffic would be accommodated. Any clean sheet development of the Co-op site should take the opportunity to address the tight turn associated with west bound KGA traffic turning into or out of the Urban Road.
14	17/01/2023 11:19 AM ID: 208683434	As above
15	17/01/2023 15:36 PM ID: 208716455	Make it a priority to engage with a representative from the Co-op this is clearly a key site and we MUST retain a supermarket facility within the town!! I would not like to see the fragmented part of the carpark developed for housing, I think it would be a very unpopular decision to loose car parking spaces in this area, this is a well used car park!! There is already a cafe in the co-op it concerns me the amount of cafes you have incorporated in this plan, Leiston is only a small residential town I don't see how these can all be supported.
16	18/01/2023 01:06 AM ID: 208748407	There is plenty else to focus on. Risk of East of England Co-op not helping to facilitate plans at Church Square end if start telling them what they should do with their car park and buildings.

11. Site proposals: Site 6 - The Co-op supermarket (see figure 5.14-5.17)			
17	18/01/2023 14:43 PM ID: 208797986	No additional comment - I could have helped facilitate communications with representatives of Co-op.	
18	18/01/2023 15:17 PM ID: 208802247	Generally agree. I am amazed the Co-Op has not, to date, been available to comment on these proposals.	
19	18/01/2023 16:44 PM ID: 208812083	I don't know why you want to put housing here. Will it be social housing? If so that's a terrible idea. Losing parking spaces is ridiculous	
		answered	19
		skipped	21

12. Site proposals: Sites 7 and 8 - Market Square (see figure 5.18) and 16a-22b Sizewell Road (see figure 5.19)

Answer Choices			Response Percent	Response Total
1	Open-Ended Question		100.00%	22
1	10/01/2023 20:04 PM ID: 208145156	Fully support these proposals		
2	10/01/2023 22:59 PM ID: 208155112	My home backs onto this proposed Market Square area. In developing this land as intended myself and other residents on my street will lose valuable parking space as parking on the street is already at a premium. With the expected influx of visitors it will become even harder to park our vehicles close to our homes. What is the proposal to rectify this?		
3	11/01/2023 10:16 AM ID: 208177075	Would have been nice to have another (larger) supermarket which has cheaper prices than co-op (aldi/lidl). The town will need another supermarket to accommodate the proposed housing too.		
4	11/01/2023 11:40 AM ID: 208186350	It's a very sad little stretch that runs from the traffic lights to The Crown. Horrible outdated modern shop fronts one side, and an abandoned looking, once modern, post office building which carries on to nice old shops in need of renovation or demolition. Any plans to go through to the land behind and use it, fitting in with the towns needs, but also it's heritage, would be great!		
5	12/01/2023 11:38 AM ID: 208295280	I really like this plan, it's been well researched by the CLT. Housing for local people at affordable prices is a must. Again, suggestion for 16A to be a cafe I don't agree with, we have too many cafes/takeaways already in the town.		
6	12/01/2023 11:56 AM ID: 208297289	As a resident of 24 Eastward Ho and living in a property which backs on to the 'proposed' Market Square site, adjacent to the pedestrian entrance from Eastward Ho. I still maintain concerns about the provision sufficient parking for myself and neighbours vehicles. Currently we are able to park adjacent to the and in the area of the existing garages. Due to on street parking only being available on one side of Eastward Ho a number of vehicles have to use this area to park on a daily basis as the vehicle numbers outweigh on street parking places. I have a vehicular access to a rear garden fenced parking area which I am concerned I will not be able to use should the proposed development come to fruition. On an earlier proposal plan parking spaces were to be provided for residents in this location. The latest submission would appear to have done away with these.		

12. Site proposals: Sites 7 and 8 - Market Square (see figure 5.18) and 16a-22b Sizewell Road (see figure 5.19)		
		Where will those people who currently rent garages on the the Market Place site park their vehicles once these disappear? Short sighted thinking by those planners who do not reside in Leiston and as usual will not be affected by the changes, which will impact on our lives.
7	12/01/2023 12:58 PM ID: 208303954	It's very important to retain as many of the old shop fronts as possible.
8	13/01/2023 21:05 PM ID: 208419771	Nothing added to Leiston can possibly make up for the enormous disruption and environmental harm which Sizewell C will bring!
9	13/01/2023 22:14 PM ID: 208422001	I thought the provision of a Market Square as a focus in the centre of the retail area was an excellent idea. It is disappointing to see such a mean little open space, not even a square. It looks far more like a housing developer's token to get their planning permission, than a town centre space to be proud of. Leiston deserves better.
10	13/01/2023 23:08 PM ID: 208423530	Be good to see this come to fruition as the town needs it to remain viable and bring people into Leiston
11	14/01/2023 12:45 PM ID: 208448087	Total waste of a good asset. If this goes ahead I'm sure you will regret it in the future when Leiston has grown in size and there is no decent grocery shop.
12	15/01/2023 08:27 AM ID: 208522347	Generally supportive of plan
13	16/01/2023 12:35 PM ID: 208594748	Whi us paying for more crack pot ideas.
14	16/01/2023 15:47 PM ID: 208616188	Site 7 & 8 – We like the different form the Market Square proposals take, to introduce an additional street and space following the existing morphology the town centre. This is quite different to the large open space the Community Land Trust had envisaged but we can see the thinking behind it. The retention of the old shop buildings, considering their current state, would seem unrealistic but we welcome the proposal to redevelop the rear of these shops and also the overall contemporary design for the area. We were pleased to hear that LDA consider it important to use all three areas of land to form Market Square, however, we are concerned about the timescales involved and the delays which may occur in purchasing the additional land from the current owners. It's our view that further work is needed on how to link the Market Square into High Street and develop the location of our limited 'night time' economy – Film Theatre and restaurants/take aways. Parking is always going to be an issue and it splits opinion between those of us who do not wish to see any further loss in parking spaces and those who can see that with better signage, we could be open in the longer-term plan, for an area of our car parks, to be used for much needed housing.
15	16/01/2023 23:51 PM ID: 208653830	The assumption in your plan is that all the land in the Market Square area is available. Only the central parcel of land is owned and controlled by ESC. The Telereal Trillium parcel of land is the most challenging, but the most beneficial as it opens a huge space and allows for access to the Postal sorting office. Development of Market Square could be delayed while the Challis land to the east and the Telereal Trillium land to the west are acquired. In support of the Community Land Trust, Modece Architects put forward a concept whereby the Market Square plot and Sizewell Rd premises could be developed in a 'phased' way.
16	17/01/2023 11:19 AM ID: 208683434	As above
17	17/01/2023 15:36 PM ID: 208716455	Another cafe!! I support small start up units. Any lettering and signage to carefully monitored to ensure it stays in keeping with town areas.

12. Site proposals: Sites 7 and 8 - Market Square (see figure 5.18) and 16a-22b Sizewell Road (see figure 5.19)						
18	17/01/2023 17:07 PM ID: 208726069	We welcome the proposal to move the Library to the Market Square space, however consideration needs to be given to the business case for such a move. Previous experience shows that this can inadvertently increase the cost of delivering the service and without consideration for income generation, leads to pressure placed on the continuation of Library services in its new venue. An early conversation with Suffolk County Council and Suffolk Library service would be welcomed in order to fully support this proposal.				
19	18/01/2023 14:43 PM ID: 208797986	No additional comment - looks great				
20	18/01/2023 15:17 PM ID: 208802247	Fully support in principle. The problem would be the detail. I am worried the architecture could create a 21st Century version of 1960s / 70s local authority urban concrete planning.				
21	18/01/2023 16:44 PM ID: 208812083	Another cafe? Bit too many don't you think? An Aldi or Lidl here would be enough. You risk adding too many similar shops to what we already have. Seems like there is too much going on, offices/work spaces/houses and shops? The danger of building like this is that it creates a space away from the road that at night/evening is a place to gather. Which is fine if you aren't causing trouble.				
22	19/01/2023 07:59 AM ID: 208854538	Could the gateway between 16a and 20 Sizewell Road be opened now to allow access to the land behind. The space could be cleared in preparation for future development, but in the meantime it could be laid to wild meadow for public access to the Cinnamon carpark. This could be a nice space while the big work takes place.				
		<table><tr><td>answered</td><td>22</td></tr><tr><td>skipped</td><td>18</td></tr></table>	answered	22	skipped	18
answered	22					
skipped	18					

13. • Site proposals: Site 9 - The Crown Inn (see figure 5.20)

Answer Choices			Response Percent	Response Total
1	Open-Ended Question		100.00%	17
1	10/01/2023 20:04 PM ID: 208145156	Fully support these proposals especially the idea of a microbrewery		
2	11/01/2023 10:16 AM ID: 208177075	Would have been nice to have another (larger) supermarket which has cheaper prices than co-op (aldi/lidl) The town will need another supermarket to accommodate the proposed housing too.		
3	11/01/2023 11:40 AM ID: 208186350	This definitely needs addressing, it's a lovely building but at the most moment looks a real eyesore.		
4	12/01/2023 11:38 AM ID: 208295280	Good ideas but will the owners sell the Crown as they were hoping to convert it into an HMO? I would love to see it as a pub again, especially if they could do good 'pub grub' which is something we are missing in Leiston and would no doubt bring lots of trade. Using the upstairs as guest rooms could work, like B&B for people visiting the town perhaps to offer accommodation.		
5	12/01/2023 12:58 PM ID: 208303954	Good idea.		

13. • Site proposals: Site 9 - The Crown Inn (see figure 5.20)				
6	13/01/2023 20:28 PM ID: 208418480	This is in need of desperate repair as it's an eyesore currently		
7	13/01/2023 21:05 PM ID: 208419771	Nothing added to Leiston can possibly make up for the enormous disruption and environmental harm which Sizewell C will bring!		
8	14/01/2023 12:45 PM ID: 208448087	A good idea,		
9	15/01/2023 09:17 AM ID: 208524610	I think it's clear by now that nobody wises to take the Crown freehold and run it as a pub so I'd take that out of the equation and just turn the whole site into flats,.		
10	16/01/2023 12:35 PM ID: 208594748	Clearly the site needs to be tidied up, but it is private property. So who is paying?		
11	16/01/2023 15:47 PM ID: 208616188	We support the proposals and would welcome a high quality redevelopment of this site for local housing - not an HMO.		
12	16/01/2023 23:51 PM ID: 208653830	See comments re Community Ctr		
13	17/01/2023 11:19 AM ID: 208683434	As above		
14	17/01/2023 15:36 PM ID: 208716455	What is the current position of the Crown Pub - application for HMO?		
15	18/01/2023 14:43 PM ID: 208797986	No additional comment - looks great		
16	18/01/2023 15:17 PM ID: 208802247	Generally agree		
17	18/01/2023 16:44 PM ID: 208812083	Family restaurant would be good.		
			answered	17
			skipped	23

14. • Site proposals: Site 10 - Leiston Community Centre (see figure 5.21)				
Answer Choices			Response Percent	Response Total
1	Open-Ended Question		100.00%	15
1	10/01/2023 20:04 PM ID: 208145156	Fully support these proposals		

14. • Site proposals: Site 10 - Leiston Community Centre (see figure 5.21)				
2	11/01/2023 10:16 AM ID: 208177075	Looks ok.		
3	11/01/2023 11:40 AM ID: 208186350	Leiston needs a much better community hall which would be best at the Waterloo centre too. Couldn't the housing be Social rented accommodation for the elderly as a continuation of the bungalows further up the allotment site? It's what's needed.		
4	12/01/2023 11:38 AM ID: 208295280	I agree this site could have affordable housing (not social) but there maybe a clawback from ESC for LTC to pay if the site was used for housing which would need checking. Need to ensure however a new community centre at the Waterloo Centre has similar or better facilities than those currently here for those regular hirers.		
5	12/01/2023 12:58 PM ID: 208303954	I'm concerned about older people losing this resource as it is accessible for those living east side - particularly Charles Adams Close which does not have any community space.		
6	13/01/2023 21:05 PM ID: 208419771	Nothing added to Leiston can possibly make up for the enormous disruption and environmental harm which Sizewell C will bring!		
7	14/01/2023 12:45 PM ID: 208448087	A good idea.		
8	15/01/2023 09:17 AM ID: 208524610	Selling the old community centre for housing is fine, but the belief that the footpath to the allotments will be improved because of this is mythical. The footpath will remain fenced in where it currently stands and you might concrete/tarmac it but you certainly won't make it any bigger because once the land is sold the developers will want every inch you've sold them, so they'll hardly give up a bit of land for a footpath!		
9	16/01/2023 15:47 PM ID: 208616188	If the Community Centre is relocated to either the Waterloo Centre or the Market Square development, the proposals for housing on this site are supported.		
10	16/01/2023 22:51 PM ID: 208653830	There is a known need to expand the blue lights services to cope with the construction phase of Sizewell C. The combined Crown and Community Centre site offers a real opportunity to provide an asset for the town. While the Waterloo Centre offers and opportunity for a health hub, consideration should be given to development of an emergency services hub. The opportunity to introduce an ambulance station should be given serious consideration. An ambulance on standby in Leiston would reduce waiting times and shorten the 'golden hour' something that would be beneficial to the town and to the SZC construction safety.		
11	17/01/2023 11:19 AM ID: 208683434	As above		
12	17/01/2023 15:36 PM ID: 208716455	I feel this site should stay, it is well used and residents like it because of its close proximity to the town centre, accessibility and its size, there is only one room and it feels welcoming when you enter and less intimidating than having to walk in to a busy building to find out where your room is.		
13	18/01/2023 14:43 PM ID: 208797986	No additional comment - looks great		
14	18/01/2023 15:17 PM ID: 208802247	No comment		
15	18/01/2023 16:44 PM ID: 208812083	moving it to the new site removes it from its fairly central location with good parking and easy access. Why more housing? We have enough going up around Leiston as it is! The footpath is also fine.		
			answered	15
			skipped	25

15. General comments				
Answer Choices			Response Percent	Response Total
1	Open-Ended Question		100.00%	29
1	09/01/2023 15:57 PM ID: 208035995	as above a collective good set of improvements just need to look closer at the conservation are not reducing, road changes (one way and valley road closure) and how shops/high street premises are uplifted and consistent not random or tacky like some are today.		
2	10/01/2023 19:35 PM ID: 208143127	Spend the money trying to give people a reason to stop in Leiston a reason to park the car up. Make the high street more appealing. Get rid of those hideous signs all over what was the black horse. Leave the roads as is & repair them instead of trying to turn it into a formula 1 street circuit. Ridiculous		
3	10/01/2023 20:04 PM ID: 208145156	As stated at the start of this survey, the proposals do not take into consideration the blocking up of many of the public rights of way that are due to come into force if Sizewell C and the many windfarm projects get the go-ahead. In particular are the well used paths between Leiston, the abbey and onward to Potter Street which is a better route to access Eastbridge and Minsmere due to the lack of traffic compared with the main Eastbridge road. In addition there is the Leiston to Theberton footpath, another well used route which will also be blocked up. This is just the tip of the iceberg with the windfarm construction likely to block up access to Aldringham common and the heathland between Leiston and Thorpeness . As a resident I am ignored by the corporations that want to implement these restrictions and maybe a louder voice from a recognized authority needs to challenge them on such measures. Another issue with the construction projects is the increased traffic in the area which will also be cause for concern both with parking within the town and for pedestrians in town. Having stated the negative side, I do support the positive aspects of making the area more pedestrian and cyclist friendly and enhancing the town as a place that benefits both residents and tourists alike. This town has so much to offer and is a very friendly and in general a welcoming community. That is what attracted me to become a resident some 25 years ago and have never regretted this.		
4	10/01/2023 22:59 PM ID: 208155112	The masterplan reads like Leiston is a thriving town with a lot to offer but that could not be further from the truth. The high Street is filled with empty shops, the lone supermarket has the monopoly on peoples shopping and the town council is against anything that could ever be considered progress. A better step for leiston would be to bulldoze the whole town and start over		
5	10/01/2023 23:17 PM ID: 208155658	Absolutely disagree with wasting money on this. We have already spent lots on the church square that I am yet to see anyone use unless its the very rare organised event. Why not spend the money encouraging pop up food and drink retailers, entertainment, musicians etc to use the church square and get that up and running. The one way system will completely kill the town and make people by pass us and reduce the little foot fall we have. People are in a rush. They want to pull up out side or near by and need to drive past to see shop displays to boost the shops sales. The roads you propose to divert on will be buggered and are totally unsuitable for one way main traffic. I am not filling in this form as requested as I fear I'm wasting my time all polls, social media floating of ideas and towns general opinion that I have witnessed have also been heavily against this so fear what ever happens it will go through. Why not spend the money on subsidising new businesses to start up to entise people to the town, offer days of free parking to encourage people in etc.rather than this unpopular plan.		
6	11/01/2023 10:16 AM ID: 208177075	All looks good. Will be nice to keep the character rather than trying to modernise everything. Needs better shops in the high street (rather than just food outlets and charity shops) to increase public use. Town will need another supermarket. Will be good to have easy access from town to the recreation ground.		

15. General comments		
7	11/01/2023 11:40 AM ID: 208186350	Over all I like the proposals, and I can see they would help attract more visitors to the town. I've been a resident here for 33yrs and think Leiston is a unique little industrial town. I don't understand why buildings aren't made to fit in to this ideal. Two old pubs, The Crown and The Black Horse have been allowed to deteriorate and the new shop signage makes it resemble a grim inner city shopping parade. Surely addressing things like this would improve our town and cost a small amount. Also transport. Unless you drive it's hard to get from one of these proposed areas to another. Could some kind of small shuttle bus help, and maybe go to Sizewell Beach. Transport links altogether need addressing if we're to cut emission etc. I apologise if I haven't understood all the proposals, there are rather a lot for the untrained eye to understand!
8	11/01/2023 16:47 PM ID: 208226944	This is a complete waste of money! No railway link to Saxmundham and less car parking spaces by taking away what we have in the Co-op car park. God knows how much you've paid someone to put this document together.
9	11/01/2023 18:57 PM ID: 208239868	All the plans and ideas seem o.k. But as long as the plans for the road changes do not cause more traffic to use the rat run which is Buller Rd Roberts Rd, Valley Rd and Crown St to get to St George's Ave . As it's bad enough with traffic using this to get to Eastlands trading Est and Sizewell. This would make living on these roads more intolerable and defeat any improvement in quality of life these plans aim to do.
10	12/01/2023 11:38 AM ID: 208295280	These are very ambitious and expensive plans. I assume LTC would use their Neighbourhood CIL as well as other funding streams to acheive these ambitions. I am hopeful that ESC have a big funding pot available too and the SZC Community Fund can also be utilised. I look forward to seeing the next stage in the developments.
11	12/01/2023 11:45 AM ID: 208296089	Too much emphasis on industrial past makes for some ugly design. Looking forward would be more innovative. Reducing car parking when you wish to encourage visitors is utterly ludicrous.
12	12/01/2023 12:58 PM ID: 208303954	There are some interesting ideas. One general comment is that there seem to be a lot of cafes in the proposal so perhaps it is worth thinking about other things to do - especially for young families.
13	13/01/2023 17:42 PM ID: 208410697	How are lorries that deliver to the high supposed to get back on the A12?
14	13/01/2023 20:28 PM ID: 208418480	I think some of the grey stone council houses look very drab in seaward avenue middle section can we not give them some paint tye in the whole town and maybe a small planted area on one of greens there as this road leads to high school it needs a spruce up maybe an old boat as a planter or two alot of vetrans live on seaward avenue as a whole and as walking route driving route to school it really needs some love and attention pop of colour. I also think from the crown up to Sizewell club some form of planting in places.....a community bus would be nice for summer so Leiston residents can get to and from beach opens job up and could profit council also helps small business like Sizewell tshopand helps the youth get out . Discount days for youths at leisure centre and cinema.
15	13/01/2023 21:05 PM ID: 208419771	Nothing added to Leiston can possibly make up for the enormous disruption and environmental harm which Sizewell C will bring!
16	13/01/2023 23:08 PM ID: 208423530	Somethings are good and some changes not all needed especially the traffic plan
17	14/01/2023 12:45 PM ID: 208448087	Please don't try to change the character of Leiston, it isn't a market town, it's a good honest working town. Leiston is expanding rapidly and the residents need good shops and amenities, these need to be encouraged into the town. Also how many cafes can one town have?!

15. General comments		
		If it ain't broke don't try to fix it.
18	15/01/2023 09:17 AM ID: 208524610	It's a bright prospect for Leiston, I've spent my life hearing "the town plans" and it hasn't happened yet, so I won't hold my breath probably got another 30 year wait to see anything happen!
19	16/01/2023 08:35 AM ID: 208570535	Re-routing the buses via Seaward Ave and Sylvester Road is a no go. These roads are busy enough as it is.
20	16/01/2023 12:35 PM ID: 208594748	In general a crack-pot scheme and a waste of public funds, with very little practical gain for the residents. Mostly grand theories obviously cobbled together by people who need to study the demographic situation in Leiston and understand what the real people who live here need. For the most part that is very little
21	16/01/2023 14:30 PM ID: 208607199	A Lido utilising the waste heat from Sizewell is a fabulous idea. Especially built on the coast with views of the sea and year round warm water it could be a real destination not only for the community but also for visitors, reminiscent of famous European spa towns. It would also really help communicate the value of nuclear power to the community. Finally, extending a heat network from the plant to the Lido could act as the foundational project to provide cheap, carbon free heat to the rest of the town.
22	16/01/2023 15:47 PM ID: 208616188	The Community Land Trust welcomes this high level plan and looks forward to working with LDA & ESC, alongside other key stakeholders to work on the details and bring forward without delay the much needed regeneration of Leiston.
23	16/01/2023 23:51 PM ID: 208653830	<p>The plan needs to look at the 24 hour use of the urban space. The existing power stations and the proposed construction have shift work schedules. The town needs to have the scope to cope with this unique footfall. The cross over with traditional peaks such as school times needs to accommodate all needs, particularly pedestrian and parking needs. The other element that needs to be accommodated is the development of a successful night time economy to bridge the gap between the late afternoon to evening entertainment and refreshment options.</p> <p>The linking between the various elements of the urban design must be accessible to the user, good finger signs, and branding through design themes will be essential.</p> <p>The only bank in town is Barclays, and will find itself on the edge of the High St and Heritage Qtr. It would be sensible to work with the property owners to develop this site to provide short term parking for bank customers and users of the proposed coffee shop in the former Town Council Office. The wall to Dinsdale Rd could be breached to provide an access egress that compliments the one-way system in Main St. This would help to provide a focus for the bank and help to keep this precious asset in use.</p> <p>The plan should aim to explore bolder plans to tap into the potential legacy of the Sizewell C development and their use of the rail branch line. If the Leiston Works Railway is to be a successful heritage asset it would be boosted by the option to travel to Leiston by rail. It does not have to be a mainline rail service, but could be a modern EV or Hydrogen shuttle arrangement backwards and forwards from Saxmundham. This option would be great for the net zero targets and allow those wanting to travel to education opportunities in the wider ESC area to engage with Ipswich etc. The timing for this would also be a great long target as the line would be available after SZC build phase in some 12 – 15 years after other elements of the regeneration plan have come to fruition.</p>
24	17/01/2023 11:19 AM ID: 208683434	To request feedback on such a basic level is abhorrent and clearly needs professional input from every angle before any decisions can be made confidently.
25	17/01/2023 12:09 PM ID: 208689994	<p>The plan has a small mention of the town link with Sizewell Beach. The beach end of the plan needs more work, the proposal of a Lido is an ambitious one. The coastline at Sizewell is very fragile and sensitive to erosion and longshore drift. A quicker and easier to implement 'safe public swimming' option would be to use the spend on revenue not capital and employ suitably equipped lifeguards. This would offer proposal that could be implemented almost immediately without planning delays etc. The other thing is these could be local people getting the benefit of local employment.</p> <p>The Sizewell T tea room is on land owned by East Suffolk Council. This property could be enhanced to offer a more engaging visitor experience by expanding the public picnic seating and adding a modern building with a couple of kiosk style outlets to offer pop up seasonal trading of beach holiday products.</p>

15. General comments

		<p>Consideration should be given to the possibility of encouraging tourism by allowing overnight stays for campervans. Boosting town visitors and the economy to the local pub, the Vulcan Arms.</p> <p>The beach access could be improved with a 'Boris bike' type hire scheme. With a stack of cycles at the beach taking power and CCTV from the public toilets and at a similar point in the town, say the Sizewell Road carpark where again the cycle rack could be placed and powered from the public toilets along with CCTV.</p> <p>A further consideration should be the inclusion of a 'changing places' toilet facility at either the beach or town. There are very few of the accessible toilet facilities and those who need such facilities plan their journey with access to these in mind. There are none between Ipswich and Lowestoft - Changing Places Toilets (changing-places.org)</p> <p>The other accessibility option is to improve the boardwalk facilities to make access to the beach available to all users, something that would set Sizewell beach apart from apart from Southwold and Aldeburgh.</p> <p>There is an old caravan site in King Georges Avenue this could be rejuvenated to build on Leiston as a tourism destination.</p> <p>Many of these improvements could be implemented with the minimum of difficulty and delay providing a boost to tourism that would also be a boost to the economy.</p>				
26	17/01/2023 15:36 PM ID: 208716455	I am very concerned about the amount of cafes mentioned in the report. We must not loose site of the fact Leiston is a small residential town, not a tourist town				
27	18/01/2023 14:43 PM ID: 208797986	<p>The towns Football Club play a large part in lives of the people of Leiston and the wider community - It needs to be recognised.</p> <p>The idea of a Lido at Sizewell is very appealing on all levels - destination location/economy/sport & Leisure/health and well being/year round tourism.</p>				
28	18/01/2023 15:17 PM ID: 208802247	Disappointed that there was such a short time before the end of consultation. There seems to be very little detail of how this is to be funded.				
29	18/01/2023 16:44 PM ID: 208812083	<p>What we would love to see in Leiston:- Bakery, new supermarket, gift shop. Family restaurant. Make use of the amazing local people who are amazing at crafts. Let's have a pop up shop where they can sell their goods for a week, two weeks or a month. Multiple people could have it at the same time. It could be a craft fair all year round! Also offer it to the people on the Eastlands estate, who have businesses that no one in town knows about.</p> <p>A bus service that connects, Leiston, Aldeburgh, Sizewell, Saxmundham, Thorpness. Running in the summer months and at holiday times, £1 a trip, running around the towns, taking people to the beach and into town for appointments. A local service for visitors and local people.</p> <p>Concerns - where is the money coming from for all of this?</p> <p>Are we going to lose the most valuable thing this town has - its sense of community, because of houses being built in the high street, everything being too spread out and lack of parking.</p>				
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