

bluepencil  
DESIGNS

20.04.2022

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North of Lowestoft Garden Village  
MASTERPLAN

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# CONTENTS



Aerial Photograph with the North of Lowestoft Garden Village allocation boundary shown in red.

## 1. Introduction

- 1.1 Introduction
- 1.2 Purpose of the Document
- 1.3 The Masterplan Process

## 2. Policy Context

- 2.1 Adopted Waveney Local Plan
- 2.2 National Planning Policy Framework (NPPF)
- 2.3 The National Design Guide
- 2.4 The National Model Design Code
- 2.5 Garden City Principles
- 2.6 Other Guidance

## 3. The Vision for Land North of Lowestoft Garden Village

- 3.1 Vision for the North of Lowestoft Garden Village

## 4. Understanding the Issues

- 4.1 The Site
- 4.2 The Location
- 4.3 Overview of the Baseline Conditions
- 4.4 Constraints Mapping
- 4.5 Opportunities
- 4.6 Context and Identity
- 4.7 Consultation Review and Stakeholder Engagement

## 5. Masterplan Framework for the Garden Village

- 5.1 Land Use Framework
- 5.2 Multi Use Landscape Framework
- 5.3 Ecology Framework
- 5.4 Drainage Framework
- 5.5 Transport and Movement
- 5.6 Masterplan Framework

## 6. Design Guidance

- 6.1 Placemaking
- 6.2 Density
- 6.3 Character Zones
- 6.4 Character Areas

## 7. Infrastructure, Phasing and Delivery

## 8. Sustainability

- 8.1 Review of Current and Future Planning Policies
- 8.2 Climate Change

## 9. Appendix 1

# 1. INTRODUCTION

## 1.1 Introduction

This document sets out the process behind the preparation of this Masterplan and relates to the land comprising the 'North of Lowestoft Garden Village' (hereafter referred to as 'the site'), which is allocated for a comprehensive mixed-use development within the Waveney Local Plan, adopted in March 2019. The Waveney Local Plan requires the preparation of this Masterplan to guide future planning applications and development of the site. The Local Plan identifies that the Masterplan will need to:

- Set out how the scheme will meet garden city principles and exhibit excellent urban design; and
- Set out detailed proposals for access, phasing, the distribution of land-uses across the site and the approach to infrastructure delivery.

## 1.2 Purpose of the Document

The Masterplan has been prepared by Suffolk County Council (SCC), the main landowner and promoter of the site, in consultation with East Suffolk Council. It is not offered as a Supplementary Planning Document for formal adoption by East Suffolk Council, but instead constitutes a material consideration in the determination of future planning applications, as set out in Section 2 of this document. Therefore, there is the expectation that any future applications for planning permission should be broadly in accordance with this Masterplan.

The Masterplan frameworks and guidance set out in this document form a complimentary set of guidelines to be considered alongside other key policies of the adopted Waveney Local Plan.

## 1.3 The Masterplan Process

This Masterplan has been the subject of extensive consultation prior to its finalisation. Local stakeholder consultation has included virtual events with Corton Parish Council and Neighbourhood Plan Group, neighbouring Parish Council's, Lowestoft Town Council, statutory consultees and the general public. This engagement was undertaken through over the period 2019 to 2022.

Figure 1 below maps out the key stages of the Masterplan process completed.



Fig. 1 - Key Stages of the Masterplan Process

# 2. POLICY CONTEXT

## 2.1 Adopted Waveney Local Plan

The Waveney Local Plan (adopted March 2019) sets out a 'Strategy for the Lowestoft Area' and in relation to this site identifies that:

'A strategic new development to the north of the town (in the parish of Corton), the North of Lowestoft Garden Village (Policy WLP2.13) will deliver a significant amount of new housing over the longer term, supported by essential community facilities. These extra community facilities will be of significant benefit to the population of Corton whilst retaining the character and identity of the existing settlement. The site will also deliver employment land where the demand is greatest due to the sub-regional linkages with Great Yarmouth.' (Paragraph 2.6)

The policy recognition that the non-residential uses of the allocation will be of significant benefit to the existing residents of Corton identifies that there is a need for physical linkages and access between these existing residential areas and the site. These will need to be accessible, primarily by walking, cycling and public transport, but also to those who may choose to or have no option other than to drive to access any new services and amenities that are provided.

The Local Plan also identifies that due to its proximity to the European protected sites, the growth in Lowestoft will require mitigation and planning applications will require project level Habitat Regulations Assessment to inform the implementation of a Recreational Avoidance and Mitigation Strategy.

Policy WLP2.13 'North of Lowestoft Garden Village' is most significant. This sets the framework and broad parameters for the preparation of the Masterplan and the development of the site.

Policy WLP2.13 identifies that the extent of the site is approximately 71 hectares and confirms that the location of the site is as defined on the Policies Map (Figure 2 below) and relates to a comprehensive mixed-use development including:

- Approximately 1,300 dwellings
- Retirement community comprising a care home/nursing home and extra care and/or sheltered dwellings
- 2 form entry primary school and a pre-school setting (2.2 hectares)
- A local shopping centre comprising a convenience store, cafes, a pre-school setting, community centre and other local services
- Playing field, play areas and green infrastructure and
- 8 hectares of employment development falling under use classes B1 [now Class E(g)], B2 and B8)

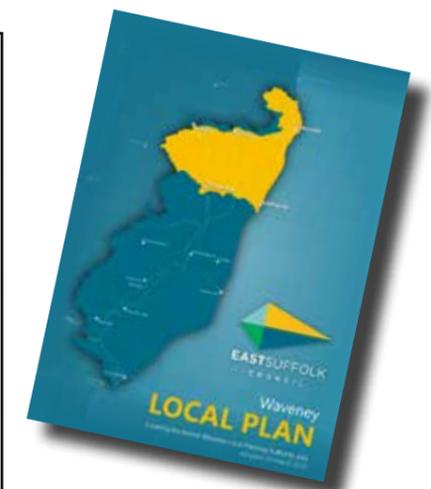
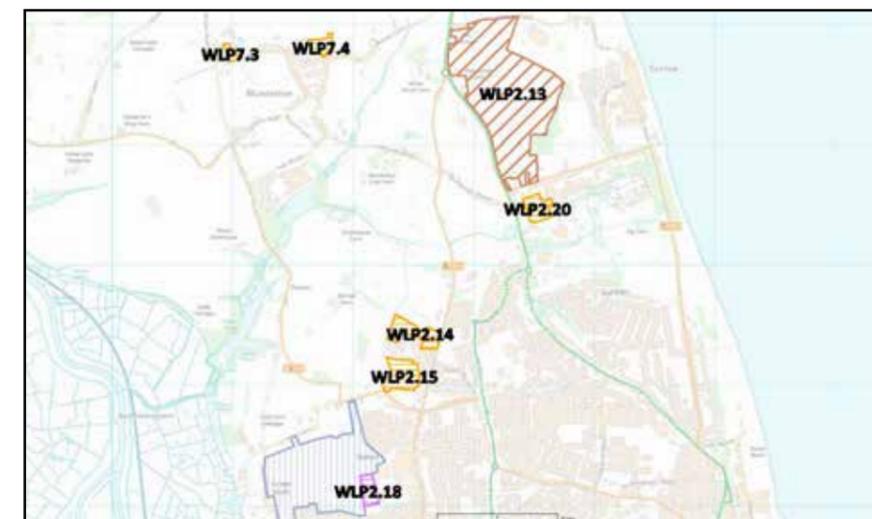


Fig. 2 - Policies Map

The policy goes on to set out the requirements for the masterplan which include the need for it to:

- Set out detailed arrangements for access on to the site
- Set out the distribution of land-uses across the site. The primary school, local shopping centre and retirement community should be located centrally on the site
- Ensure the identity of the existing village of Corton is maintained
- Ensure no adverse effect on the operation of the water treatment works
- Set out the approach to phasing of development across the site
- Set out detailed urban design guidance and demonstrate how the principles of garden city developments can be met on the site.
- Include an assessment of ecology and identify key ecological networks and habitats to be
- Be informed by the evidence of archaeology
- Set out the approach to infrastructure delivery of the employment land.

The policy concludes by stating that housing development on the site should help facilitate the delivery of the employment land, and confirms that both on-site infrastructure and specific site related infrastructure (including the primary school, pre-school provision, community centre and open space), will be secured and funded through Section 106 planning obligations.

The provision of market housing on this site is the primary driver of the development which the policy acknowledges is necessary in order to fund the other facilities. The sale of housing will fund the delivery of infrastructure and other measures necessary to deliver the objective of a sustainable extension to the north of Lowestoft. It is therefore important to ensure that a sufficient number of homes are delivered on the site, both in order to ensure that this represents a viable and attractive prospect, and in order to meet policy objectives.

Whilst the policy states that a Masterplan should be prepared and adopted as either a Supplementary Planning Document or as part of a Neighbourhood Plan, this was on the assumption that the site would not be delivered until the end of the current Local Plan period and into the next Local Plan period. However, Suffolk County Council, pursuant to its social and cooperate objectives has committed to prioritising the delivery of this site much earlier in the Local Plan period to help meet the needs of the people of Suffolk by providing much needed housing and new community facilities on its own land, alongside providing funds for strategic expenditure and investment. Suffolk County Council has formed a property development alliance with the private sector to deliver this site and proposes to submit a planning application in the period 2022/23. Accordingly, and with agreement, it is no longer intended that this Masterplan would be adopted by East Suffolk Council but will remain a significant material consideration in the determination of future planning applications on the site.

Any development proposals that are brought forward for this site should be informed by and will be expected to comply with relevant local and national planning policy and associated guidance. A list of the most relevant policies are provided within Appendix 1 of this document.

## 2.2 National Planning Policy Framework (NPPF)

The NPPF outlines that the principle of sustainable development is defined across 14 themes. In respect of this Masterplan the following is material:

- Achieving healthy, inclusive and safe places to live;
- Providing a genuine choice of transport modes, that are not reliant on car travel;
- Promoting an effective use of land for the provision of new homes and other uses;
- Creating high quality, beautiful and sustainable buildings and places to live;
- Support the transition to a low carbon future, taking account of climate, flooding and coastal change;
- Conserve and enhance the natural and local environment; and
- Conserve and enhance the historic environment.

The NPPF places great importance on good design in achieving well-designed places. It identifies that guidance contained in the National Design Guide and National Model Design Code can be used to guide decisions on applications in the absence of local guides.

## 2.3 The National Design Guide

The National Design Guide (NDG) sets out the characteristics of well-designed places and demonstrates what good design means in practice, by outlining and illustrating the Government’s priorities for well-designed places in the form of ten characteristics.

These ten characteristics are guiding principles throughout this Masterplan and there are 10 labels within the document which serve to highlight the respective characteristics in each Masterplan framework.

### Introducing the ten characteristics

36 Well-designed places have individual characteristics which work together to create its physical Character. The ten characteristics help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.

37 The ten characteristics set out in Part 2 are:

- **Context** – enhances the surroundings.
- **Identity** – attractive and distinctive.
- **Built form** – a coherent pattern of development.
- **Movement** – accessible and easy to move around.
- **Nature** – enhanced and optimised.
- **Public spaces** – safe, social and inclusive.
- **Uses** – mixed and integrated.
- **Homes and buildings** – functional, healthy and sustainable.
- **Resources** – efficient and resilient.
- **Lifespan** – made to last.



The ten characteristics of well-designed places

## 2.4 The National Model Design Code

The purpose of the National Model Design Code is to provide detailed guidance on the production of design codes, guides and policies to promote successful design. Whilst this is a process that will usually follow the Masterplan process, the guidance expands on the ten characteristics of good design set out in the National Design Guide, and is a good source of reference. Where applicable reference is made within this Masterplan

## 2.5 Garden City Principles

The Waveney Local Plan's vision for the North of Lowestoft Garden Village is that it is 'designed using garden city principles with significant amounts of landscaping, tree planting and green infrastructure.'  
The Town and Country Planning Association (TCPA) academic research papers have concluded that a Garden City is:

*'a holistically planned new settlement that enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities.'*

The TCPA have established 9 key guiding Garden City principles, aimed at new settlements of 10,000+ houses, as follows:

- Land value capture for the benefit of the community.
- Strong vision, leadership and community engagement.
- Community ownership of land and long-term stewardship of assets.
- Mixed-tenure homes and housing types that are genuinely affordable.
- A wide range of local jobs in the Garden City within easy commuting distance of homes.
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy positive technology to ensure climate resilience.
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

Garden City principles are sound guiding principles but are to be applied proportionately to the garden village concept in light of the difference in scales and types of development being delivered.

## 2.6 Other Guidance

Other guidance includes:

- The Garden City Principles (TCPA);
- Suffolk Design Guide (2000);
- Suffolk Guidance for Parking (2019); and
- East Suffolk Cycling and Walking Strategy (Draft 2021).



### 3. VISION FOR THE NORTH OF LOWESTOFT GARDEN VILLAGE

#### 3.1 Vision for the North of Lowestoft Garden Village

The vision for the new neighbourhood to the north of Lowestoft is to deliver a locally distinctive community that is integrated with the natural and built environment, which is locally-distinctive, maintains the identity of Corton and implements key garden city principles.

The neighbourhood will provide new housing, employment land and the physical and social infrastructure required to accommodate a significant increase in both the resident population of the area and the number and range of jobs that it will support.

The development would also provide a network of green corridors within and around the site which will reflect the context of its presence at the northern edge of Lowestoft and the fact that this is currently an area where agriculture is the predominant land use.

The new green infrastructure will provide corridors for wildlife as well as providing safe movement and access to recreation for residents and those working or visiting the area. This green infrastructure will be managed in such a way that there would be a net gain biodiversity.

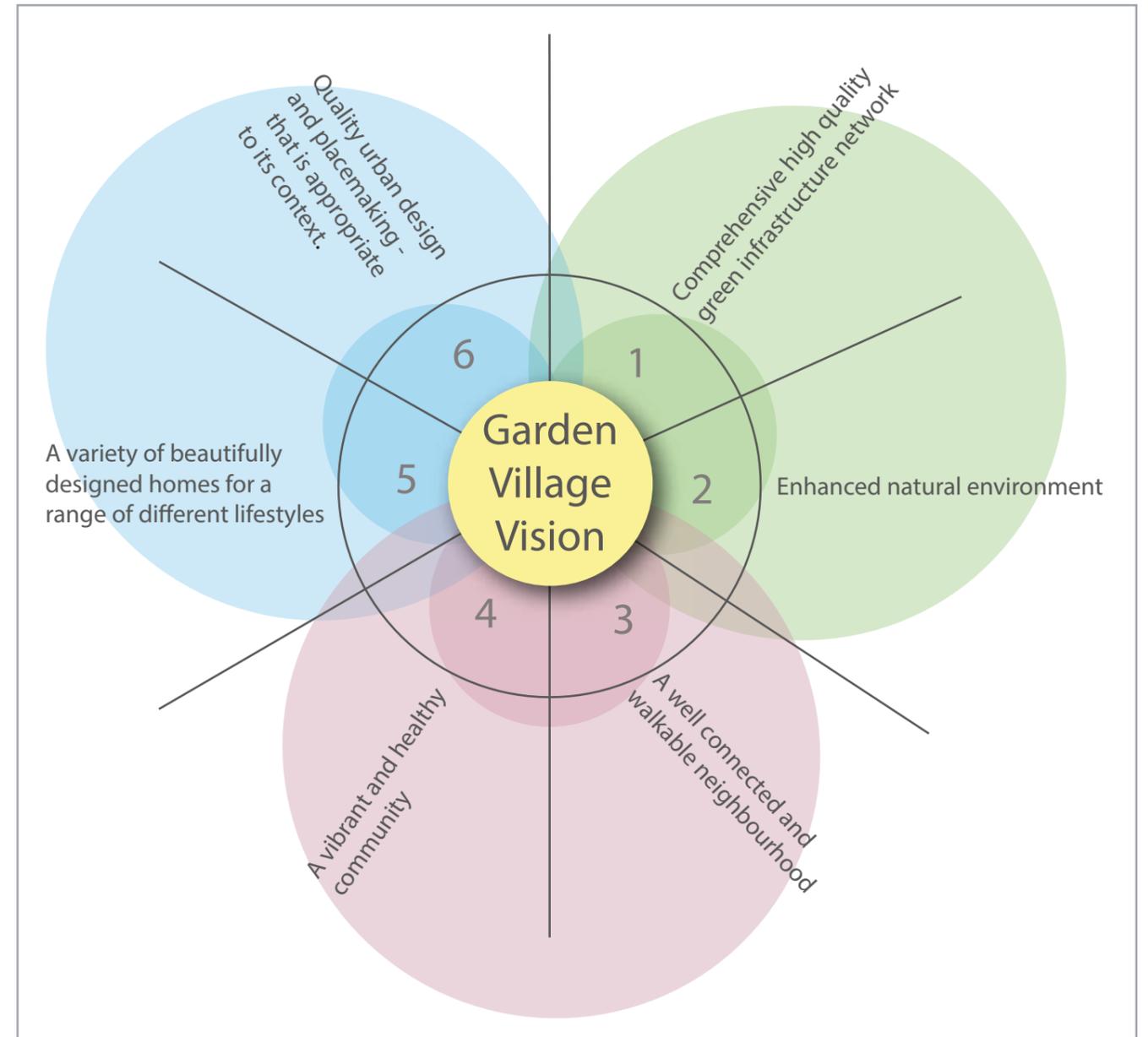
A key feature of the proposed development will be a vibrant local centre which will be a focal point for the new community. The local centre will provide for the essential needs of the community and provide a central multi-functional public space that encourages positive interaction within the community and which compliments the existing facilities in surrounding areas including those at Corton to the east and the existing residential areas to the south. Accordingly, these will need to be of a scale appropriate to the level of new housing and employment land that will be provided in order to ensure these are viable in their own right, capable of delivering services to existing and prospective residents of the area, and in order to limit any harm through displacement of activity or unfair competition with existing local centres in Corton and in the northern parts of Lowestoft.

Access to the new development will ensure that priority is afforded to walking and cycling, while existing public transport links will be significantly enhanced, and new ones will be created.

Sustainable and, energy efficient buildings will minimise the carbon footprint of the new development as part of a positive response to the acknowledged Climate Emergency.

This vision is underpinned by 6 guiding 'Garden Village Principles' that will guide the Masterplan framework for the North of Lowestoft Garden Village, which are as follows:

1. Comprehensive high quality green infrastructure
2. Enhanced natural environment
3. A well connected and walkable neighbourhood
4. A vibrant and healthy community
5. A variety of beautifully designed homes for a range of lifestyles
6. Exemplar urban design and placemaking that is appropriate to its context.



# 4. UNDERSTANDING THE ISSUES

## 4.1 The Site

The site comprises approximately 71 hectares of land that sits to the north of Lowestoft and is located between the A47 (formerly A12) to the west and the village of Corton to the east.

The site follows an irregular boundary defined by Stirrups Lane to the north, the Lowestoft Sewage Treatment Works and woodland belts to the east, Corton Long Lane to the south and the A47 to the west.

The immediate context of the site to the north of Lowestoft is a rich landscape of arable farm land, a network of villages to the north, east and west, and a strong presence of the tourism sector given the proximity of the area to the coast line.

Suffolk County Council controls a substantial part of the site and is seeking to work jointly with the adjoining landowner to deliver this Masterplan.

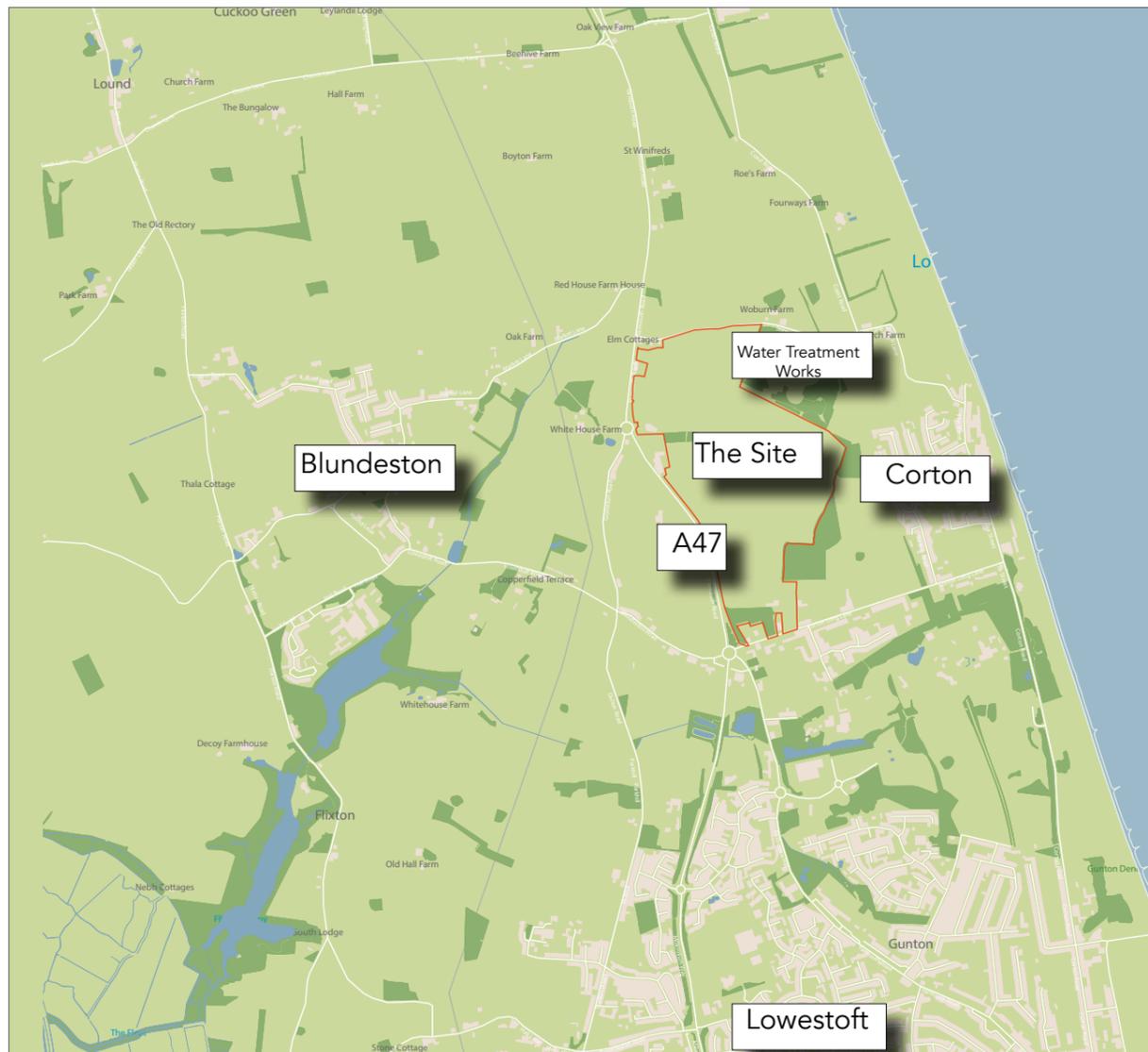


Fig. 3 - Location Plan

The red line boundary in Figure 3 and Figure 4 is the Allocation Boundary.

The red line boundary shown in Figure 5 is the Masterplan Boundary and includes the green space to the east of the allocation.

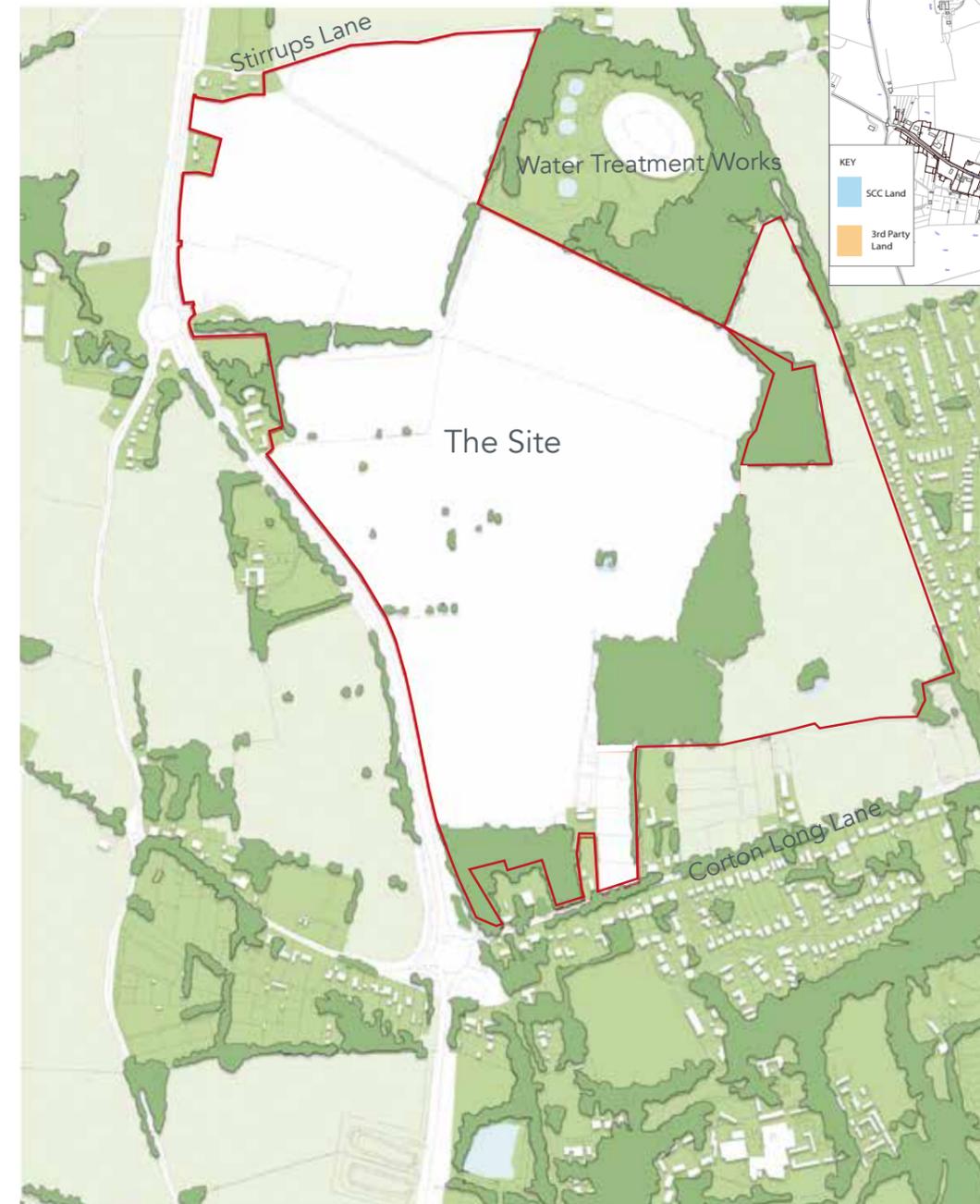


Fig. 5 - Site Plan

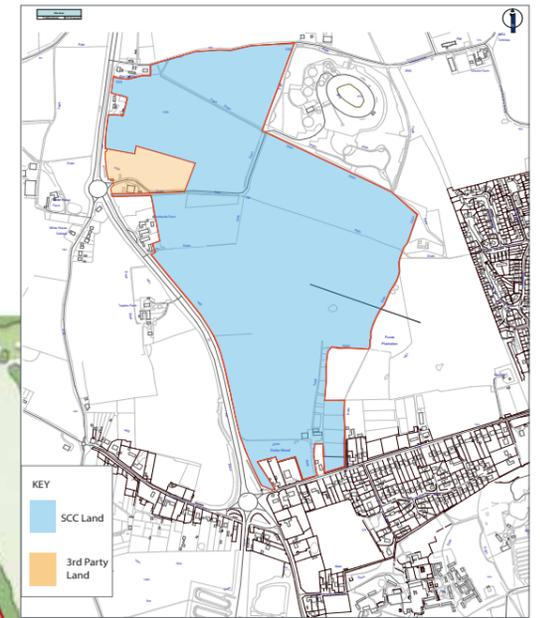


Fig. 4 - Land Ownership Plan

## 4.2 The Location

Beyond the sites immediate boundaries is a series of holiday parks and further arable land between the site and the village of Hopton. The village of Corton lies to the east and to the south are a number of leisure uses, such as the Lowestoft Rugby Club, Gunton Hall, Pleasurewood Hills theme park and a Tesco Superstore. West of the A47 is an expanse of arable land between the site and the village of Blundeston.

The location of the site is well served by a number of public services, such as schools, library, village halls, play and recreations areas, and convenience shopping and services.

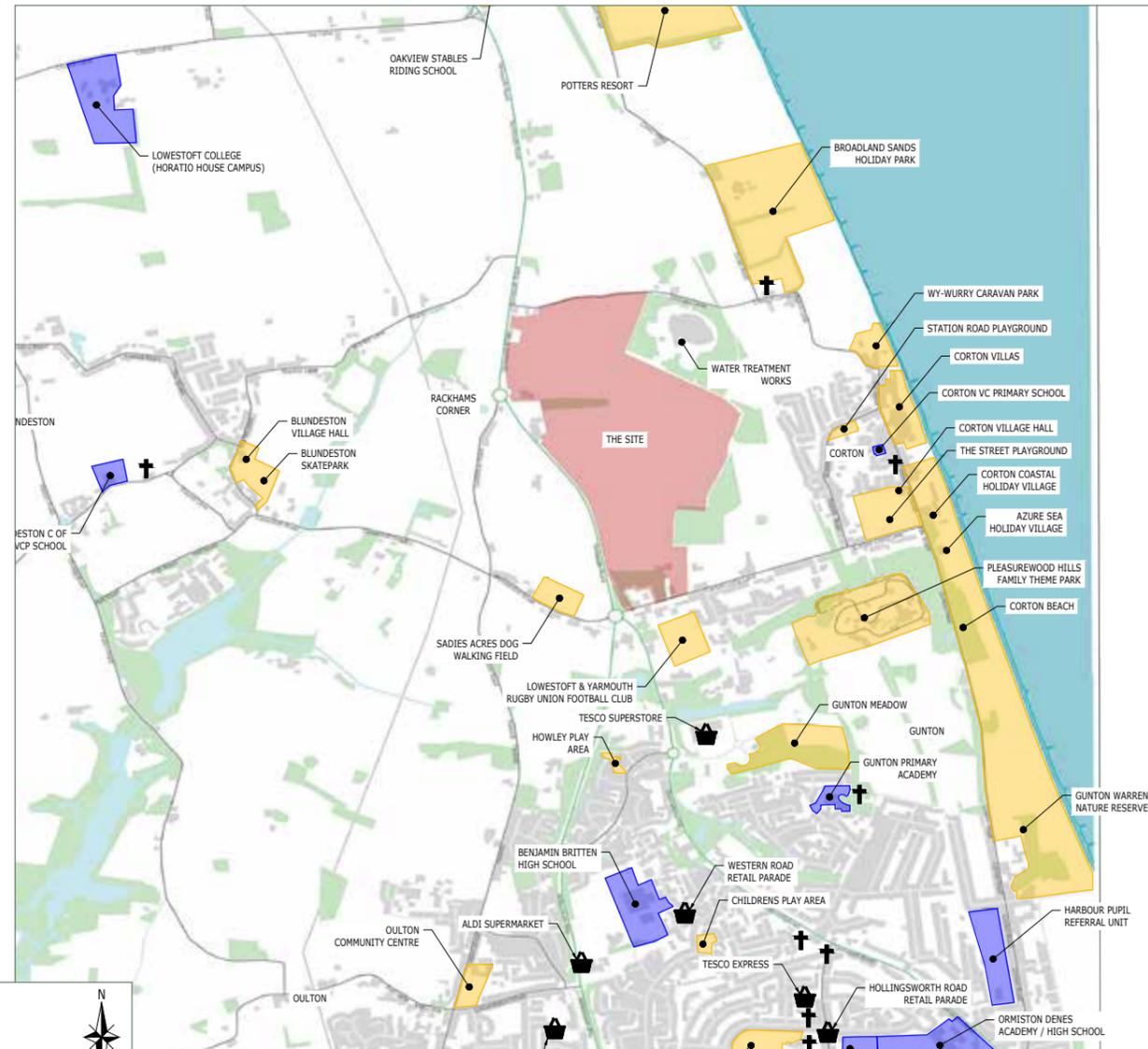


Fig. 6 - Local Context Plan

The local context is illustrated on this plan which highlights that the Masterplan area is highly accessible by pedestrian, and cycling to neighbouring villages and settlements, services and facilities and there is an opportunity to integrate these with the new Garden Village.

The site is located to the north of Lowestoft to the east of the A47. Lowestoft has long served as a major service centre for north-east Suffolk as well as areas of south-east Norfolk. Lowestoft, together with Carlton Colville, Corton, Oulton and Oulton Broad represent the largest built up area in the District with a combined population of nearly 70,000 people.

Lowestoft town centre, is approximately 3km to the south of the site. There are also a number of areas to the north of the town centre which provide a focus for the community and a range of local services. The Weston Road, Hollingworth Road and Oulton Road Local Shopping Centres are all within 2.5 km of the site, while the Tesco Superstore at Leisure Way, Lowestoft is 1km to the south.

The port of Lowestoft and supporting industries are a significant contributor to the local economy, which is also supported by tourism, fishing, and manufacturing.



### 4.3 Overview of the Baseline Conditions

A number of technical baseline assessments have been undertaken to inform the preparation of this Masterplan and provide an understanding of the key constraints and opportunities that guide the principles informing the Masterplanning place making and design process. These are summarised as follows:

#### Connectivity and Movement

The site is well connected to optimise existing cycle routes within the location. A national cycle route and a signed cycle route passes the sites southern boundary.

There are a number of footpaths alongside the exiting road network. In addition existing Public Rights of Way (PROW) are located within and adjoining the site. Footpath 3 crosses the site in an east-west direction, while Corton Footpath 4 passes to the east of the AWS site providing a link between Manor Park Road, Corton and Stirrups Lane. Footpath 3 is a particularly important east-west link which provides access to the woodland areas for the benefit of local residents.

The site is located on an existing bus route. There are well-established public transport links between Corton and Lowestoft Town Centre with regular services in the form of the 'Coastal Clipper' routes 1 and 1A running via Station Road to the east of the site and Corton Long Lane to the south running every 30 minutes from Monday to Saturday, and every hour on Sunday. These services also provide links to the larger coastal settlements to the north, including Gorleston on Sea, Great Yarmouth and Caister on Sea.

There are numerous onward links from Central Lowestoft to a wide range of other destinations by both bus and rail.

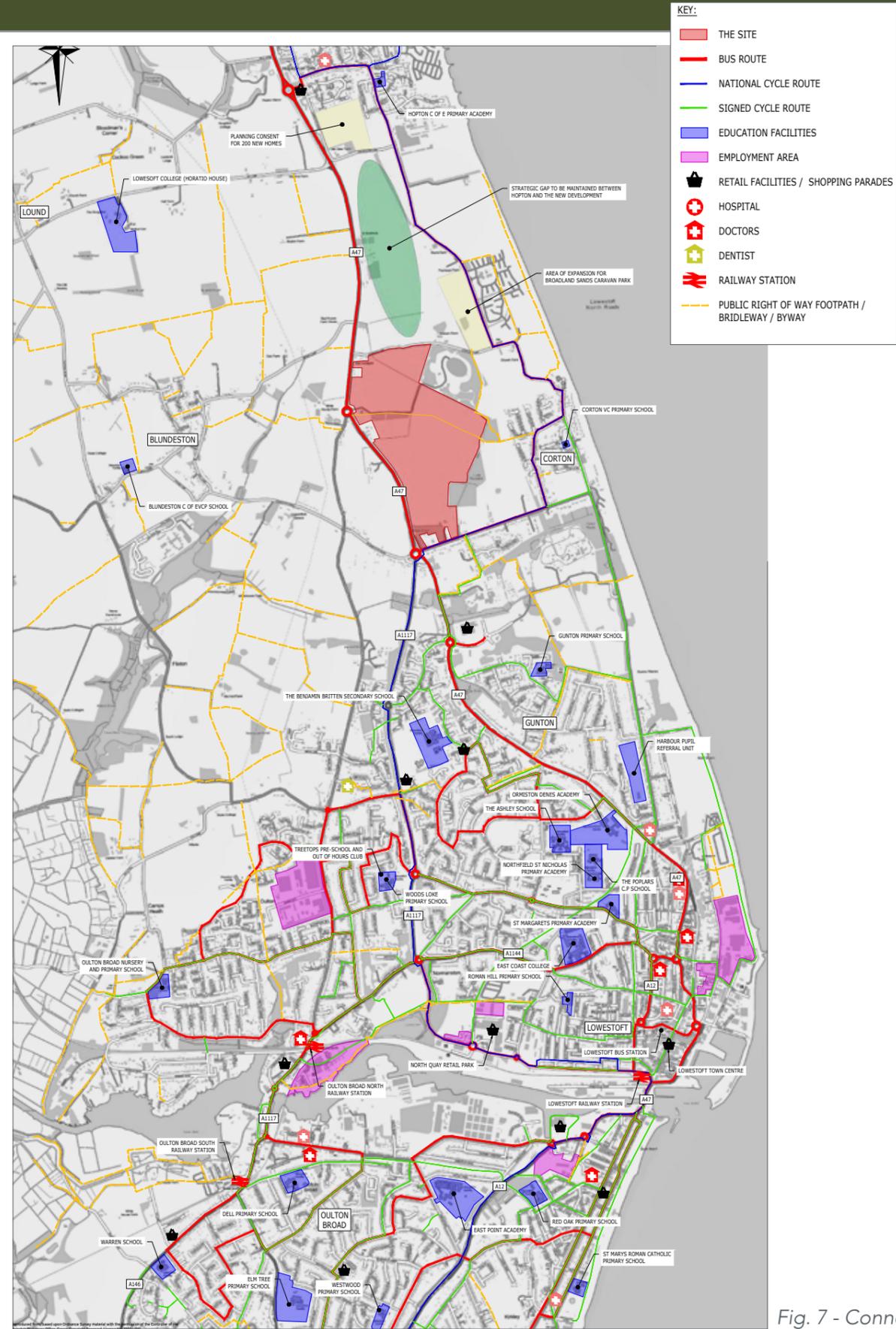


Fig. 7 - Connections Plan

## Natural Environment

There are no statutory designated conservation sites within the site boundary. However, thirteen non-statutory designations are within the 2km search radius. The closest of which is Corton Woods (CWS), located 690m south-east of the Application Site, offering scrub, woodland, grassland and open water habitat for local wildlife.

Four statutory designated nature conservation sites are located within 2km of the Application Site. Two of which are Local Nature Reserves (LNR), one Site of Special Scientific Interest (SSSI), one Special Area of Conservation (SAC) and one Special Protection Area (SPA). The closest of these is closest of which is Corton Warren and Corton Woods (LNR), located 690m south-east of the Application Site, offering sand dune, shingle, lowland heath and cliff slope habitats. Corton Cliffs is a geological SSSI.

Six Habitats sites are present within 13km of the Application Site, including: Southern North Sea (SAC), located 825m east of the Application Site.

In recognition of the presence of these protected sites, which may be subject to additional pressures as a result of the presence of additional homes, the provision of a suitable accessible natural greenspace (SANG) within the proposed development will be required to provide residents of new homes and existing residents of Corton with a significant new area for recreation, exercise, and dog walking.

At the local level the site comprises predominantly arable land, with areas of semi-improved grassland, woodland and scattered scrub. Areas of open water are noted onsite and also recorded offsite, with both dry and wet ditches. Scattered trees and species-poor hedgerow (intact and defunct) are noted predominantly within boundary vegetation. These habitats have the potential to support some protected species and will require mitigation within the design.

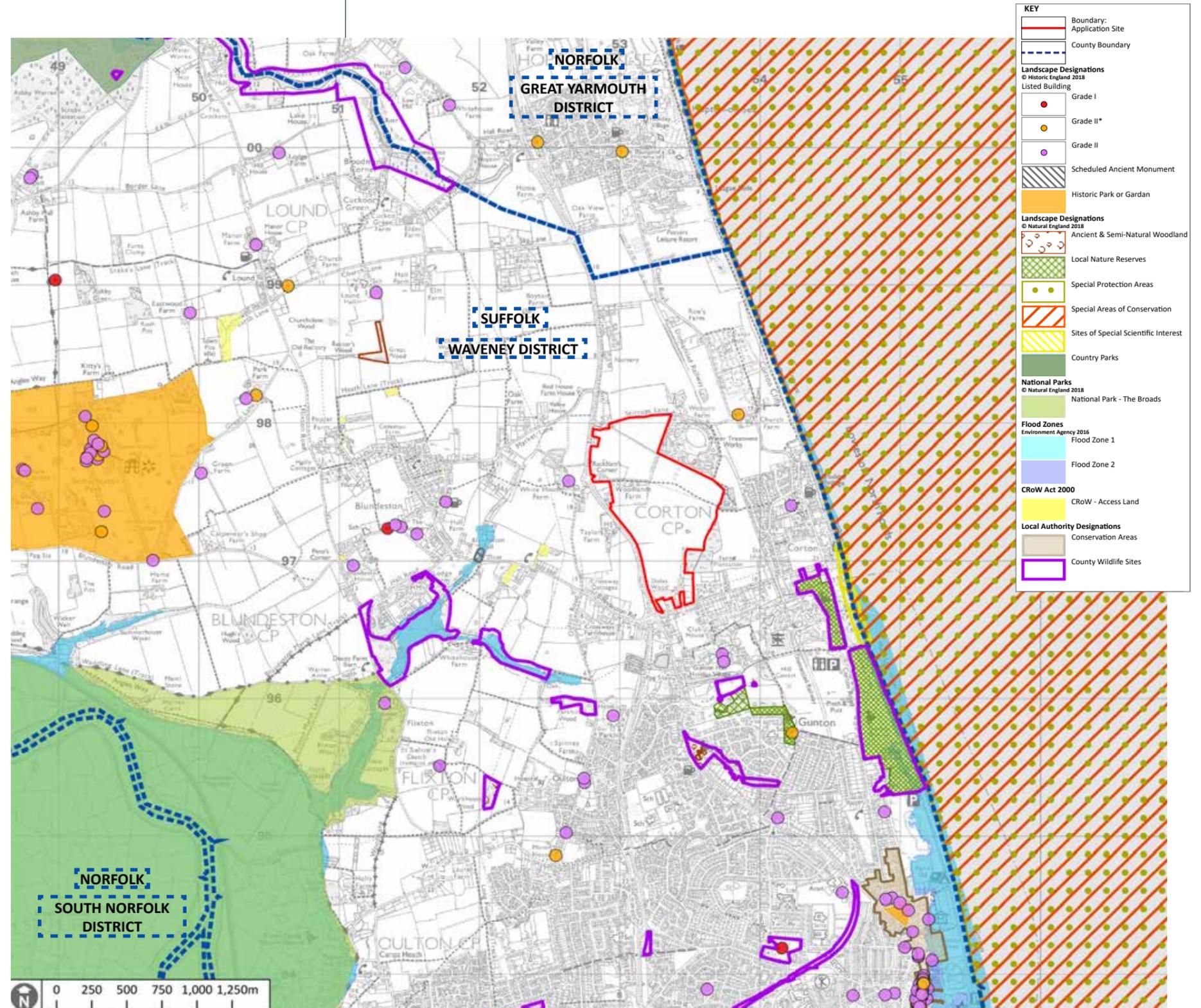


Fig. 8 - Landscape Designations Map

**Historic Environment**

The Local Plan anticipates that this site has high potential for archaeology. However, initial evidence supported by a geophysical survey indicates that the potential for below-ground remains would not be of the highest level of heritage significance, and therefore not demanding preservation in situ. It is, rather, anticipated the archaeological remains within the site are of regional and local significance. However, an archaeological evaluation, and proposals for managing any impacts will be undertaken to inform a future planning application.

The primary focus of built heritage is the Grade II\* listed St Batholomew's Church to the north-east of the site. The building and its immediate curtilage is approximately 500 metres from the closest part of the site, and it is notable that there are significant areas of intervening vegetation. The setting of this important statutorily listed building will be an important consideration in the design of any application for planning permission.

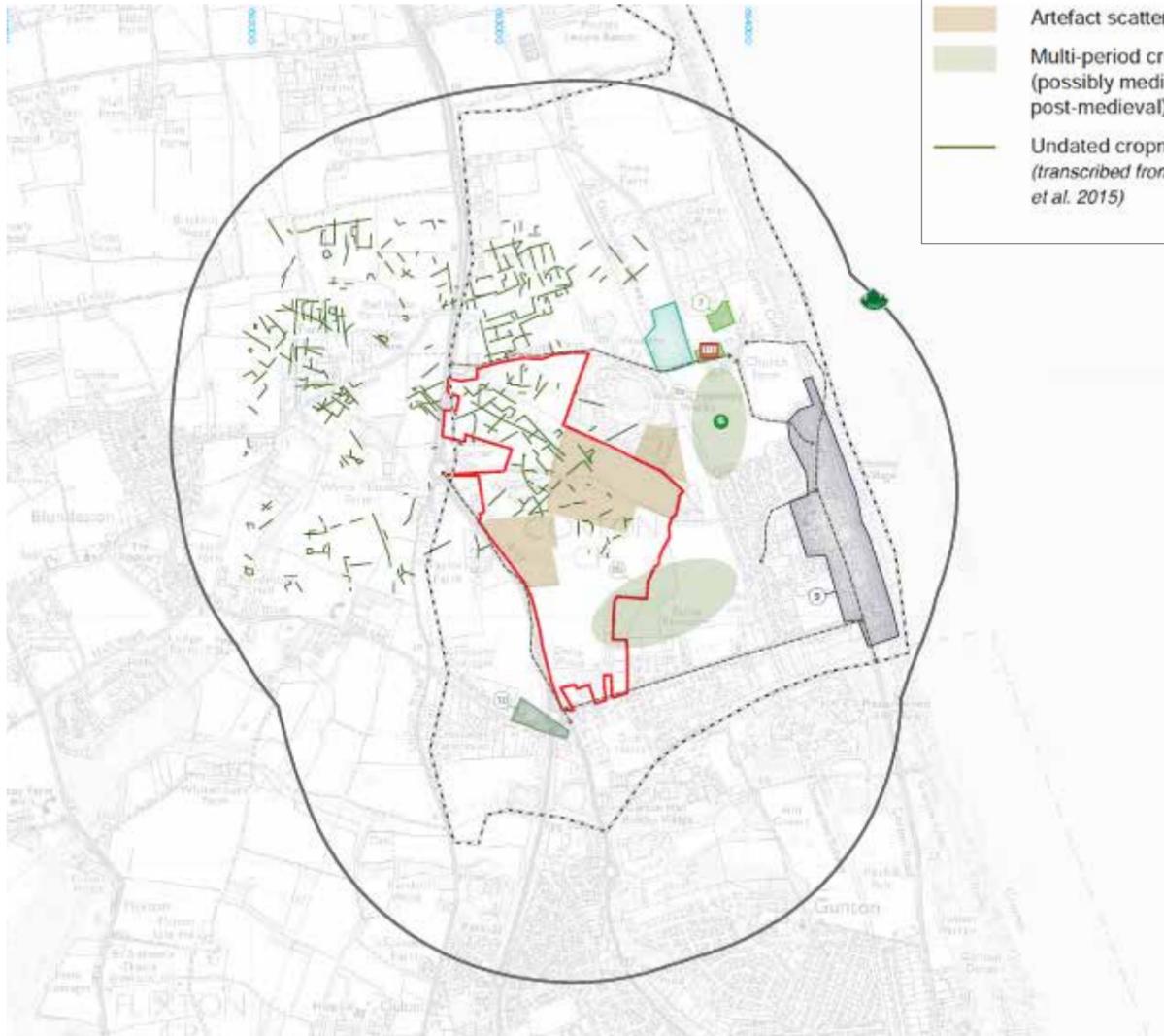
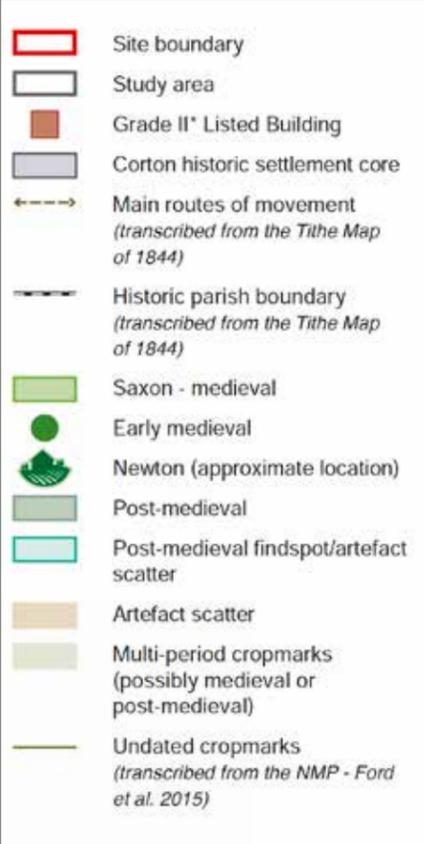


Fig. 9 - Extract from Heritage report showing mapping of finds

**Landscape Character**

The site lies within Landscape Character Area H1 Blundeston Tributary Valley Farmland, as defined by the Waveney District Landscape Character Assessment published in 2008.

Its key characteristics include arable fields on higher land whilst fields of wet grazing pasture, marsh and carr, woodland characterise low lying land; small farm woodlands are scattered over the landscape with the dense carr woodland of Waveney Rural Wooded Valley fringing the character area to the north; a network of hedgerows and ditches creates a small scale landscape pattern in the south giving way to larger field patterns towards the north; views are contained by rolling landform and wooded skylines which enclose a small to medium scale landscape; and views of the seascape are intermittent between settlement gaps at Corton and are often restricted by field boundary vegetation and topography.

Despite the proximity of the coast there is little coastal influence on the character area and the settlement edges of Lowestoft, Corton and Great Yarmouth create an urbanising influence and encompass resort type development, with tranquillity interrupted by the A47 corridor.

A water treatment works at Corton is a notable built feature, but well concealed and screened by dense woodland. Church towers form historic markers within the landscape.

A more eroded landscape character exists in the north of the LCA. Key landscape management considerations should be to conserve and enhance existing field boundary vegetation, woodlands and wetland elements, promoting the replanting of hedgerow tree species such as oak and elm.

**The Identity of Corton**

Policy WLP2.13 seeks to ensure that the identity of the existing village of Corton is maintained through this development.

Figure 10 identifies that the land between the existing village and the site is a wedge shaped area that is identified as a important strategic gap to be maintained between Corton and any new development.

**Flood Risk**

The Environment Agency's indicative mapping relating to this area confirms that the entirety of the site is within Flood Zone 1. This confirms that there are no areas of the site where there is an elevated risk of flooding from rivers or the sea.

With regard to surface water flooding, a natural ditched watercourse is located along the sites east and north boundary which must not be developed or diverted without compensation. There are a limited number of isolated patches towards the south of the site where there is a high prospect of surface water flooding under current drainage conditions. There are also some limited areas towards the south and south-east of the site where there is a medium or high risk of surface water flooding.

The foregoing indicates that the site has a low risk of flooding from any source including fluvial, tidal, a breach of any nearby reservoir, groundwater or pluvial/surface water, and with the implementation of suitable mitigation measures, would minimise risks further.

## Odour

The Corton Water Recycling Centre (WRC) is located immediately to the north and east of the proposed development site and presents a constraint to development on the site. However, any impacts are related to potential amenity impacts, rather than health, in close proximity to such odour sources.

An odour constraints report has been produced to help inform the Masterplan. Consultation has taken place with Anglian Water which confirms that due to existing odour mitigation already in place at the WRC, technical modelling suggests that odour impacts will not be experienced outside of 100m boundary of the WRC.

This Masterplan seeks to ensure that sensitive development, such as residential use, is not located within 100m of the WRC and a green buffer exclusion zone is proposed within this area as a suitable safeguard. Inside this buffer, less sensitive land use such as commercial, recreation and flood alleviation will be acceptable.

## Noise

The site is located adjacent to a small number of existing residential sites, on the northern, southern and western boundaries, with the village of Corton located further to the east, the water recycling centre to the north and the A47 to the west. These existing uses are not considered to generate significant noise and the site is considered suitable for mixed use development.

The primary source of noise is likely to be traffic from the A47, which could be addressed by the glazing specifications of the dwellings themselves or acoustic barriers if required.

## Utilities

There are currently a number of key utilities which run across the site above and below ground. The key utilities crossing the site include overhead electricity lines, gas mains and foul sewers.

It is envisaged that the water main, overhead lines and foul sewers will have potential for diversion, which will require ongoing discussions with the utility providers and design to accommodate this into the scheme. Easements will be observed and require further discussion with utility providers at the detailed design stage.

Existing utility capacities will be advised by the local utility providers present at the point of planned connection, with utility infrastructure capacities being dynamic and remaining fluid as other developments occur around the site.

## 4.4 Constraints Mapping

The preceding analysis has provided an overview of the baseline conditions that will influence this Masterplan. These layers of baseline information have been combined within a Constraints Plan shown in Figure 10 below.

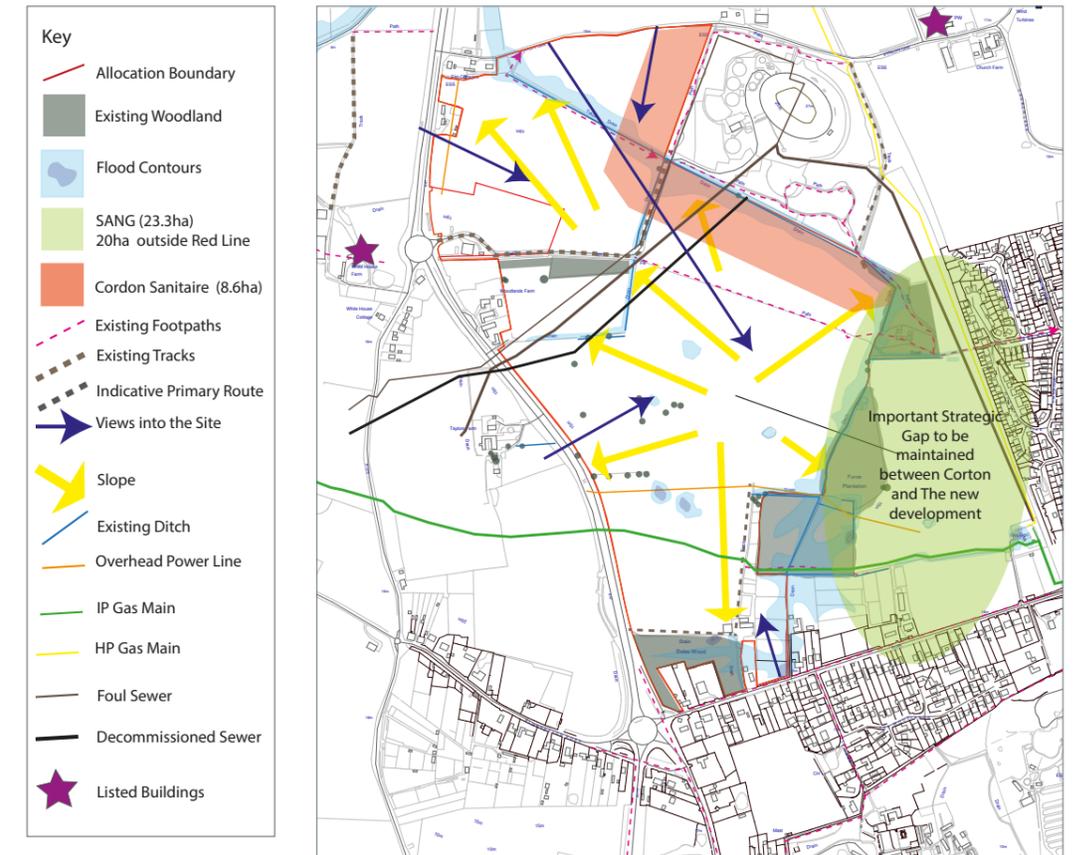


Fig. 10 - Constraints Plan

Figure 10 illustrates that the primary constraints to be addressed through the Masterplan include:

- Odour - the presence of the AWS site and the need for a cordon sanitaire of 100 metres between the margin of this site and any built development.
- Natural Environment - existing vegetation including small areas of woodland and small clusters of trees within the site boundary. The extent of these is largely modest and limited in extent relative to the overall size of the site.
- Built Environment - the presence of the Grade II\* listed St Bartholomew's Church to the north-east of the site. Development must not have detrimental impacts on the significance of this designated heritage asset or its setting.
- Surface Water Drainage – addressing site levels to provide a suitable surface water management and utilising the existing ditch around parts of the site that conveys water;
- Utilities – observing easements around existing utility routes across the site;
- Corton – protecting the identity of the village from encroachment and the amenity of the existing residents.

Other technical matters considered have not been identified as a significant constraint to development.

## 4.5 Opportunities

The preceding analysis has also identified a number of positive attributes that should be retained and integrated within the design framework alongside solutions for any constraints.

Figure 11 illustrates that the primary opportunities to be explored through the Masterplan include:

- Heart to the community - Providing a focus for activity and community uses within the site;
- Settlement Edge- increase significantly the level of tree cover in the area, changing from open arable fields, to landscaped areas of linear and more ad hoc tree cover to supplement the mature woodland areas and hedgerows at the edges of the site;
- Place making – create a locally distinctive sense of place;
- Connectivity – protect the existing PROW across the site, and integrate this as part of the development, whilst providing additional land in the form of the SANG, as well as new connections to Corton Long Lane to the south, and beyond towards Lowestoft and Great Yarmouth;
- Views – frame and enhance views across the site towards the St Batholomew’s Church to the north-east;
- Green Corridors – provide green corridors as a landscape structure and spine to the development with high levels of multi functional useable open space aiding movement around the development;
- Habitat enhancement – retain and enhance existing habitats through retention of existing vegetation and creation of new habitats within the SANG;
- Increased Accessibility – through highly accessible walking and cycling network; and
- Movement – integrating vehicular access throughout the site and providing links for vehicles, pedestrians and cyclists to Corton Long Lane and Stirrups Lane.

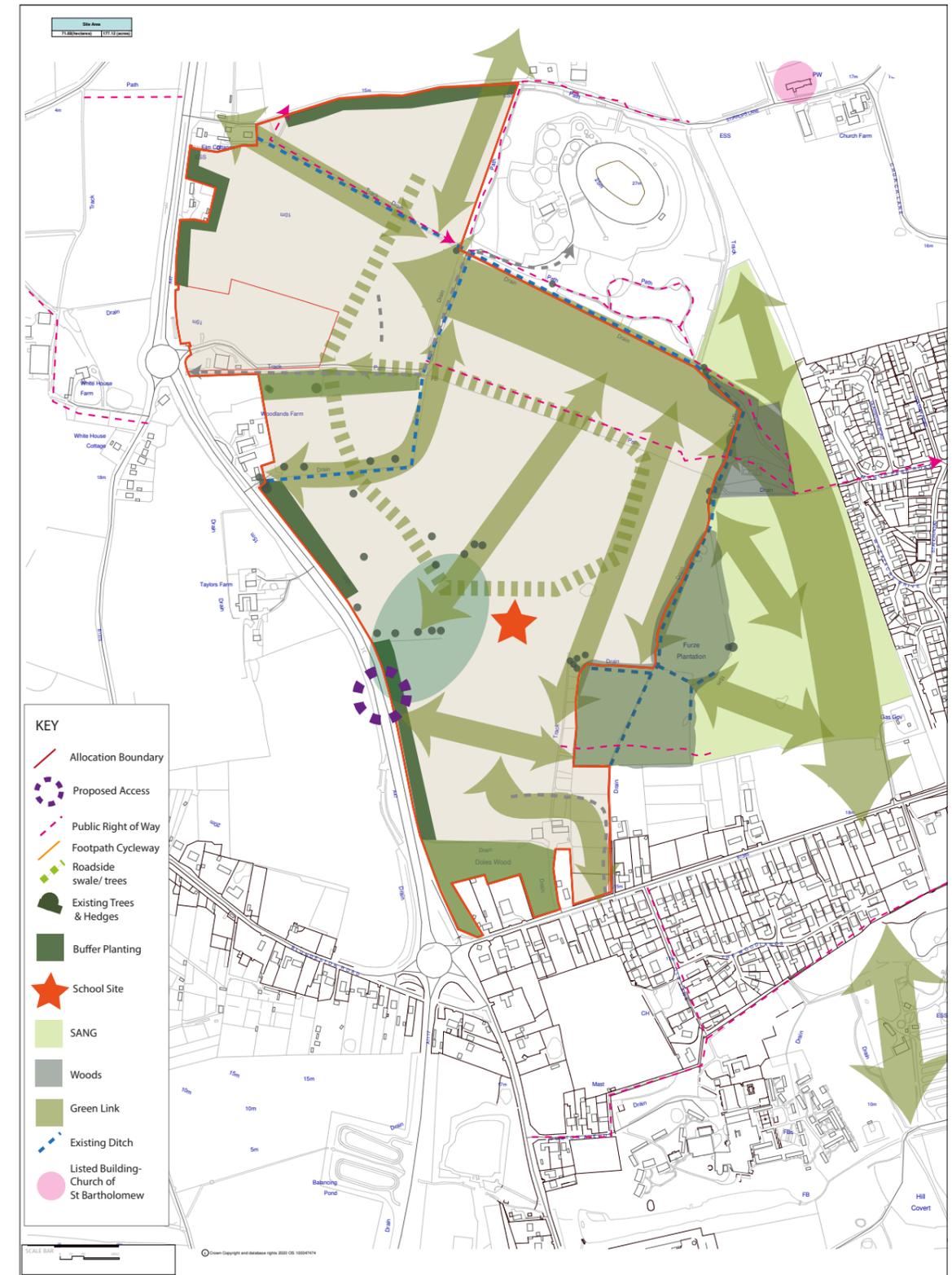


Fig. 11 - Opportunities Plan

### 4.6 Context and Identity

As part of the analysis work undertaken to produce this masterplan the urban design characteristics of Lowestoft and its surrounding villages were studied. The aim was to identify certain common characteristics which could then be set out as design guidance in this document.

The following pages show figure ground studies and photographs explaining the key characteristics.

It is proposed that designers can draw on these arrangements in order to create a new settlement to the north of Lowestoft that is appropriate for its context by re-creating these urban design characteristics that are unique to this part of the country.

Unlike Lowestoft, Corton and the surrounding villages of Lound and Blundeston which grew organically over time, the development north of Lowestoft will be preplanned. There is an opportunity to plan the new settlement with an understanding of the context in which it will sit.

The characteristics have been given titles describing the street types but the characteristics also include building typologies and other important features.

- Lound -Tight Knit Street
- Blundeston - Rural Street
- Corton Long Lane- Leafy lane
- Coastal urban - Corton
- High Street - Lowestoft (not shown on the adjacent plan due to scale and distance)

Public spaces

Identity

Built form

Context

Movement

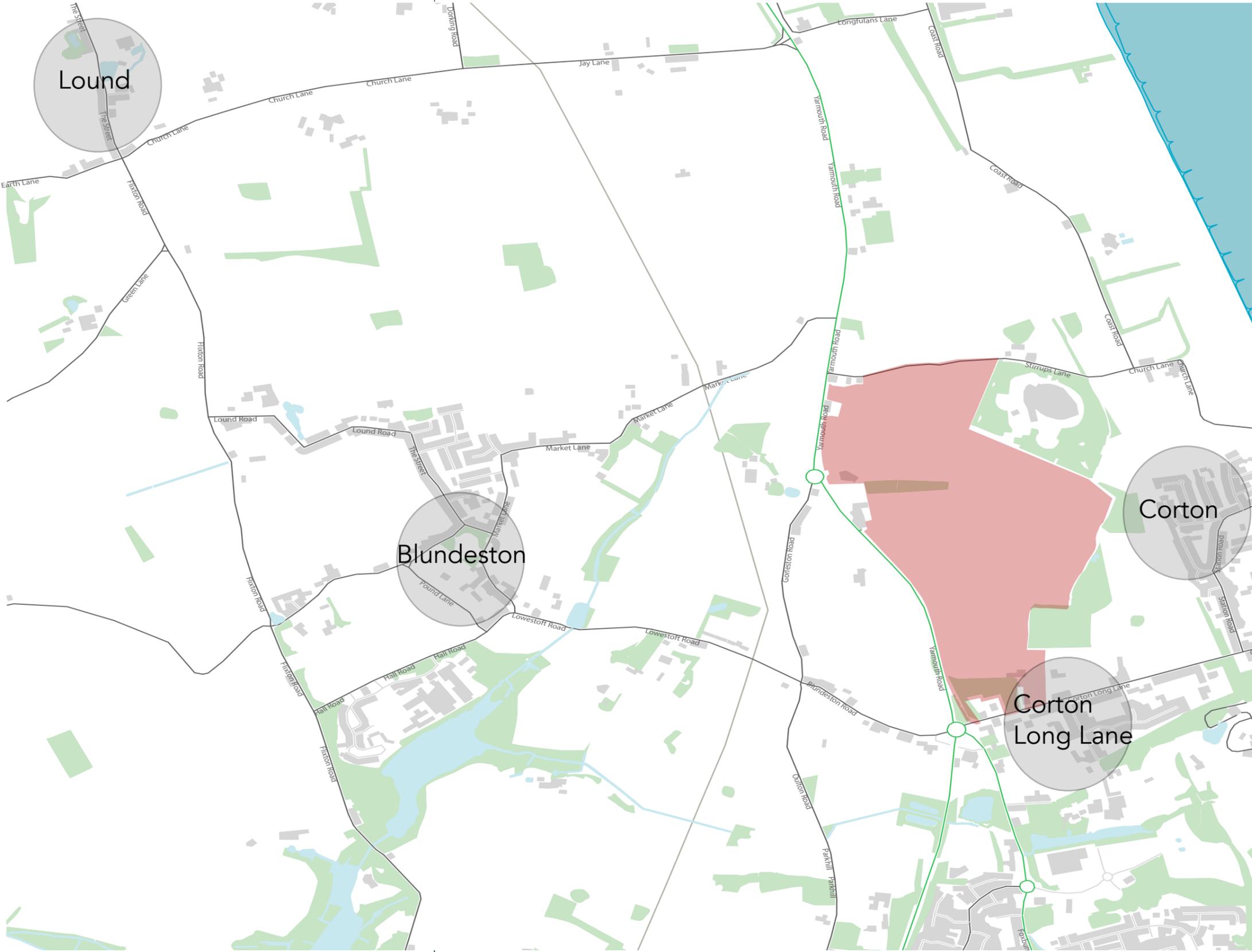


Fig. 12- Plan showing locations of villages studied



Lound - Tight Knit Street

The medieval (c. 12th century) Church of St John the Baptist with its round tower shows evidence of an early settlement in this area which is reflected in the tight knit street pattern where buildings are close to the roadside or have short front gardens. The hamlet has a village pond. Housing is terraced, semi detached and detached.



Blundeston - Rural Street

The part of Blundeston studied is on the Lowestoft Road and not within the village itself. It is the closest settlement to the site on its western side. The area illustrated is a good example of a rural street containing former agricultural workers housing. Typically the plots are large, with deep front and back gardens. Housing is semi detached or terraced.





Corton Long Lane - Leafy Lane

Generally this part of the Lane is post war housing consisting of large detached villas, bungalows and extended chalet bungalows. They are set well back from the road with large gardens front and back, well screened by mature trees and hedges. The character is private and arcadian. The masterplan proposes an access from this lane to serve some new homes.



Corton - Coastal Urban

The Street on Corton includes early Victorian cottages for fishermen and farm workers. It is a tight knit street with a variety of semi-detached, detached and terraced housing, some with deep plots and some overlooking the cliff and the sea. There are cut throughs to the cliff and steps down to the sea as well as footpaths and routes to the west and south.



North Lowestoft - High Street

Many buildings along Lowestoft's High Street date from the sixteenth century onwards; however as the majority of these have been re-faced to reflect changing fashions, the overarching aesthetic of the High Street is now Victorian. The original medieval town layout with its main street and cross-lanes is still fully evident today.



Examples of the variety of materials found in and around Lowestoft.



## 4.7 Consultation Review and Stakeholder Engagement

The Masterplan has been prepared in accordance with the Statement of Community Involvement (SCI), adopted by East Suffolk Council in April 2021. A copy of a completed SCI, detailing the consultation feedback and responses, accompanies this Masterplan. A summary is provided below.

### Briefing Sessions with Key Stakeholders

At the outset of the Masterplan process regular topic-based meetings were held with East Suffolk Council over the course of a 24 month period.

Statutory consultees were included within topic-based meetings and workshops as appropriate. Several virtual presentations and workshops have been held with Corton Parish Council, Corton Neighbourhood Plan Steering Group, Lowestoft Town Council, and representatives of surrounding villages including Blundeston Parish Council, Flixton Parish Council and Lound Parish Council. Feedback was received during the process and to formal public consultations.

### Virtual Exhibition

A virtual public consultation event was held between Monday 4th January and Monday 15th February 2021. The consultation event was hosted on a dedicated website (<https://www.northoflowestoft.co.uk>) providing consultation material detailing the baseline conditions and the nature of the proposed Masterplan. It was accompanied by frequently asked questions (FAQs) documents to give additional details regarding the proposal.

It was necessary to hold the event in a virtual capacity since it took place at a time when restrictions were in place to control coronavirus (COVID-19), including limiting the level of contact between people. In order to raise awareness of the virtual exhibition, a number of publicity measures were employed to drive up awareness and participation as set out in the SCI.

### Summary of Feedback

The comments received was predominantly from the submission of feedback forms hosted on the dedicated website. The most pertinent responses received from the local community can be summarised as follows:

**Principle** - objection to the loss of greenfield land opposed to focussing on brownfield land to meet development needs;

**Access** - concerns about the safety of and disruption caused by the provision of a new roundabout on this section of the A47, and the potential vehicular and bus access onto Corton Long Lane perceived to lead to adverse traffic generation and highway safety issues;

**Identity** - the closing of the gap between Corton and the Garden Village from development on Corton Long Lane is sensitive;

**Odour** - the proximity of the allocated housing to the AWS facility and the impact of odour on the living conditions of potential occupants;

**Infrastructure** - concerns about the capacity of the existing infrastructure and the prospect of this being exacerbated by new development in the absence of adequate capacity within existing health facilities;

**Landscape** - desire to see high levels of green infrastructure across the site;

**Connectivity** - opportunities to enhance PROW, walking and cycle connections between Hopton and Gunton;

**Land Use** - suggested alternative locations for the non residential land uses, specifically focussing the community uses away from the A47 frontage;

**Character and Quality** - mixed response regarding the promoted density, character and design of built form; and;

**Sustainability** - support to minimise the carbon footprint of the development through design and building.

The feedback received from the first public consultation event has assisted in shaping the evolution of the Masterplan. All of the comments provided by respondents have been carefully considered and refinement to the Masterplan has been made as a result. However, it is not possible to address each comment made as some community concerns or suggestions will not always be aligned with local or national planning policy, and therefore there will be other competing interests. A full assessment of is provided within the accompanying SCI, however this is summarised within the key themes identified below:

### Key Themes

From the key issues raised it was possible to identify emerging themes to shape the Masterplan. These include;

- Importance of Corton's identity – retaining a strategic gap between the Garden Village and Corton;
- Prioritising pedestrian and cycle connectivity - to integrate the site with its surroundings, ensure safe movement routes and corridors, and minimise the use of the car for travel;
- Carefully consider access – onto Corton Long Lane;
- Establish a clear 'community hub' - around the primary school, local centre and retirement community;
- Managing the risk of odour – through appropriate land use planning;
- Provide accessible green infrastructure – contributing to a green, leafy garden village character;
- Distinctive design – identifying character areas, appropriate density, streets, landscape and open space;
- Exploring low carbon design – pursuant to SCC commitment to respond to the climate emergency; and
- Infrastructure planning – with key service providers to mitigate impacts.

# 5. Masterplan Framework for the Garden village

## 5.1 Land Use Framework

To enable the creation of a balanced new community, a number of non-residential uses are proposed within the Masterplan in addition to the housing. The preferred locations for these non-residential uses are shown on the Land Use Framework Plan.

**New Homes**  
 The majority of the development areas within the masterplan are proposed for residential use, incorporating a wide range of dwelling types and tenures across the site as a whole. This includes:

- Up to 1,300 new homes including 30% affordable homes in line with Local Plan expectations.
- A retirement community for the elderly alongside adults with needs to be provided by Suffolk County Council, which will assist with meeting the range of housing needs for a number of those with specific housing needs.

**Local Centre**  
 The Local Centre is envisaged as creating a central focus for the new community. It is likely to incorporate complementary services from the retail and tertiary sector (for example a small food store, hairdressers) and community uses such as a nursery. These uses will complement existing local services in Corton, the defined shopping centres in the northern areas of Lowestoft, and the Tesco Superstore which currently provides the largest established convenience shopping provision in this area.

**Primary School**  
 The masterplan incorporates a new primary school, likely to be co-located with an early years and childcare nursery.

**Adult Care Services (ACS)**  
 Specialist housing designed for older people, similar to sheltered housing but also offering help with personal care and household chores. It may be suitable for people with higher or changeable care needs. It is expected that private operators will run both the residential and extra care facilities, and that these will be closely linked to the local centre

**Employment**  
 Provision of up to 8ha of employment land in the area to the north west of the site. It is anticipated that the land will take the form of a business park, primarily focused on providing accommodation for offices (Class E), and other business uses falling within Classes B2 or B8 which will capitalise on the links with existing industries in Lowestoft and Great Yarmouth.

**Green Infrastructure**  
 Provision of green infrastructure providing sport, recreation, formal and informal open spaces, alongside sustainable drainage systems. The location and extent of these reflects the presence of existing mature vegetation, in particular trees and areas of woodland, or has been positioned so as to maximise the benefits in terms of linear networks of open space.

**Suitable Accessible Natural Green Space (SANG)**  
 A SANG is provided on land adjoining the land allocated as a Garden Village within the adopted Local Plan. The SANG would be provided in the land to the east of the site where it would form a strategic gap to be retained in perpetuity for use by the community. The provision of SANG will provide residents of new homes and existing residents of Corton with a significant new area for recreation, exercise, and dog walking. This will mitigate any adverse effects of recreational disturbance to any statutory designated conservation sites by providing direct and convenient access to open space.



**Low Carbon**

- Future Home Standard for every dwelling
- Target BREEAM excellent

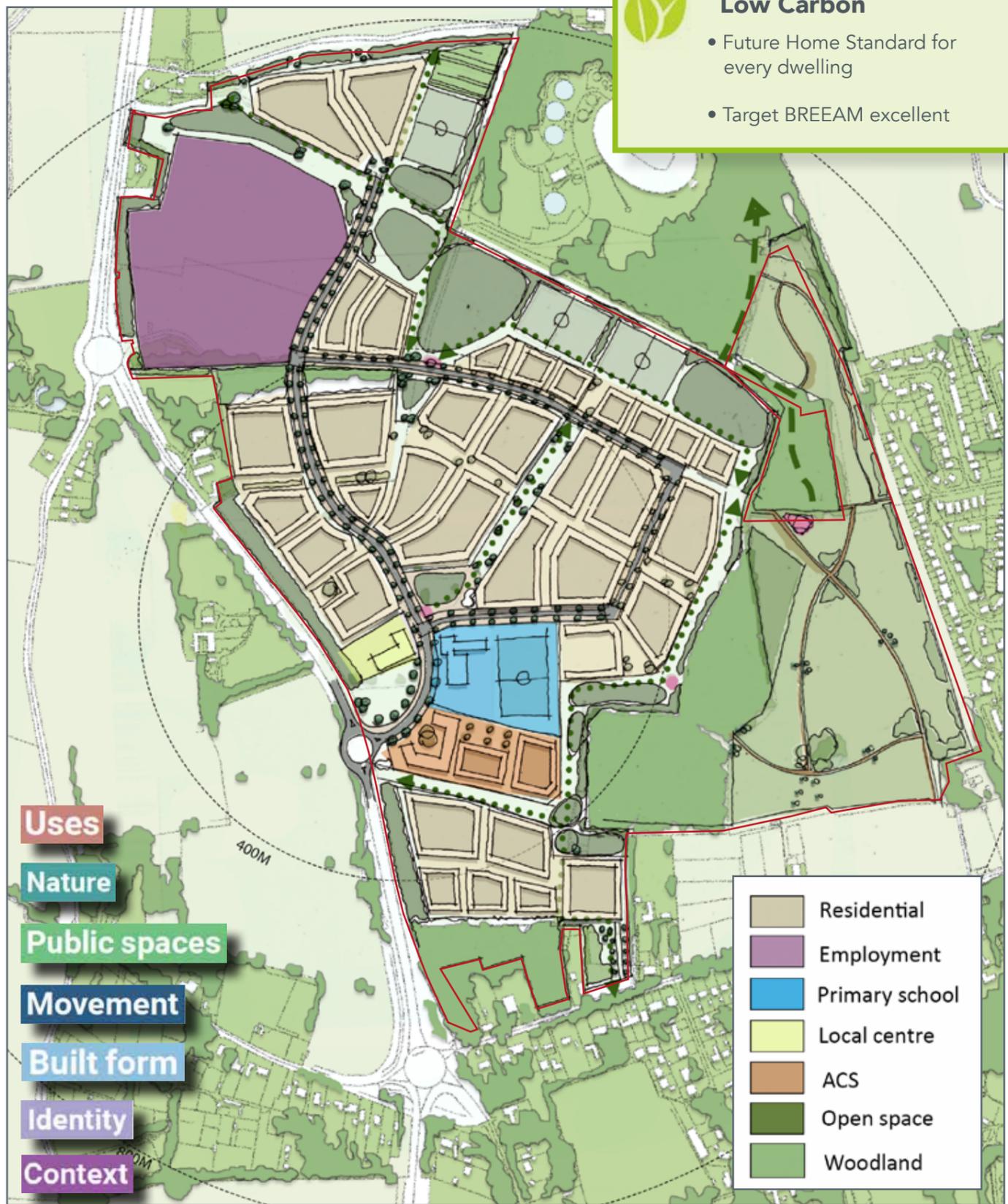


Fig. 13- Land Use Plan

## 5.2 Multi Use Landscape Framework

The proposed approach is a response to the landscape context and characteristics of the site which identifies the key 'assets' in terms of the existing landscape and vegetation cover, to create attractive open and green spaces within the site.

The topography of the site, the presence of Public Rights of Way and local landmarks, most notably the Grade II\* Listed St Bartholomew's Church to the north-east, and the position and distribution of the various land uses proposed have influenced the landscape approach to the site.

Among the key principles of the landscape framework plan is the retention of the majority of the existing mature vegetation, including linear rows of trees, and isolated or sporadic areas of tree cover and the integration of new open spaces with the existing pockets of woodland located around the edges of the site. The open spaces extend out of the site onto the adjoining land to the east which will be provided as a SANG. The SANG, whilst intended to serve as ecological mitigation, will provide a substantive buffer preventing the coalescence of the Garden Village and the village of Corton, and thereby preserving the identity of the latter.

A key green corridor provides a direct link through the site starting at the main access with the A47, passing through the local centre and continuing through to the north-east boundary following the view corridor of the St Bartholomew's Church tower. The green corridor forms a link to the wide, linear green spaces around the north, east and southern edges of the site. This area will contain areas of multi functional landscape including sustainable urban drainage basins and playing fields. A buffer zone is provided along the western boundary of the site where it adjoins the A47 in order to reinforce the existing treeline and create a wooded edge to the site. Other green routes are provided along the wooded edges of the site and along the route of the gas main easement, creating an interconnected network of open spaces.

## 5.3 Ecology Framework

A key aspect of the Masterplan's ecological framework is the provision of areas of Suitable Accessible Natural Green Space (SANG). The purpose of this is primarily to reduce recreational impacts on internationally designated protected sites. The SANG will be designed such that new residents of the proposed development will not need to travel to the internationally protected sites within less than 1km to 13km of the site, simply because there are no other equivalently attractive green spaces available to them.

The SANG will be designed at the planning application stage but for the purposes of the Masterplan the framework plans illustrate that a SANG, which is well connected encouraging visitor uses, includes a destination play space and promotes dog friendly facilities and access routes will be promoted. A particular requirement is provision of a circular walk of 2.3km to 2.5km around the SANG in accordance with best practice and guidance from Natural England.

The SANG will cover an area of approximately 23 hectares between the eastern boundary of the site and the western edge of Corton. This area is currently in agricultural use and is not accessible to the general public. Providing access to this area would therefore provide an additional recreational resource for the new and residents of Corton and other residential areas nearby.

Outside the SANG and within the site, the few existing habitats of any significance primarily include the field margins, hedgerows and areas of retained woodland which are to be enhanced and supplemented as part of the introduction of green corridors through the site. This will provide enhancements which will be for the benefit of a range of flora and fauna including notable plants, invertebrates and birds.

Specific measures for protected species are summarised below:

- Landscaping will be designed to allow bats to continue foraging and roosting on the site.
- Areas of the green space will be managed for arable plants
- Any work to areas identified as being capable of supporting protected species will be undertaken under a Natural England Licence, ensuring conservation benefit.
- Birds will continue to use the landscaping within the scheme to nest and forage.

## 5.4 Drainage Framework

The drainage strategy follows the Sustainable Urban Drainage Systems (SuDS) Design Guide produced by the Lead Local Flood Authority. Accordingly, SUDS will manage rainfall at source by ensuring that surface water is discharged into the ground via infiltration techniques, taking into account an allowance for future climate change.

To achieve this, a number of drainage measures are proposed to manage and control water flows across the site which include:

- Plot attenuation for some of the non residential land uses;
- Shallow, wide, swales (specifically designed drainage ditches) that convey surface water and allow infiltration; and
- Shallow, large, open, attenuation basins (dry basins) that hold water within the site at times of heavy rainfall. The dry basins will operate a 48 hour drain-down rate (but are otherwise dry and usable at all other times) and enable water to be released at a steady rate.

Green corridors and open spaces will include shallow depressions acting as large dry swales. All drainage features will have a minimal depth and allow for a very usable and accessible area. A network of large diameter pipes, sat within an infiltrating granular trench, are sited below these depressions, linking the whole system. Water will be conveyed to this below ground network of granular trenches with pipes where most attenuation and all infiltration will occur.

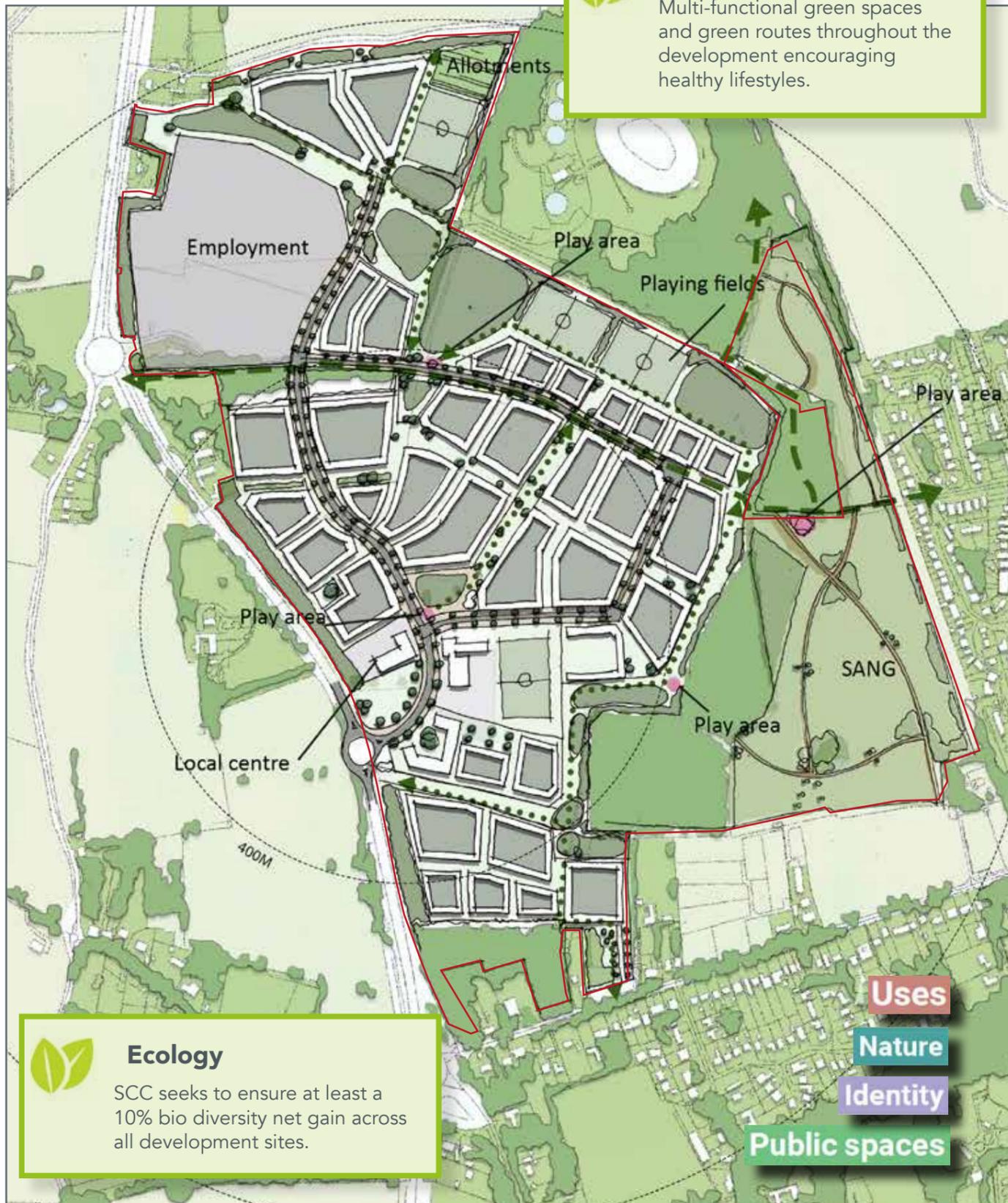
These areas would only be required to function in an extreme rainfall event. Generally, the areas will be no different to any other area of public open space. They will only ever be temporarily wet (like a basin) during an extreme rare rainfall event. However, at its worst, the water depths will be of minimal depths and will drain-down within 48 hours.



### Water

- Multifunctional sustainable urban drainage system
- Opportunities for water re-cycling will be encouraged

**Landscape**  
 Multi-functional green spaces and green routes throughout the development encouraging healthy lifestyles.



**Ecology**  
 SCC seeks to ensure at least a 10% bio diversity net gain across all development sites.



Fig. 14 - Green Infrastructure Plan

## 5.5 Transport and Movement

The connectivity between the site, Corton, the central areas of Lowestoft to the south and Hopton to the north will be greatly enhanced as a result of the proposed development. This is to be achieved through improved off-road pedestrian and cycle links through the site making links between Lowestoft and Hopton, and by using public transport.

A network of enhanced pedestrian and cyclist routes and facilities will be provided throughout the entire site and adjoining SANG segregated from main vehicular routes to provide to create multiple safe vehicular traffic free access points and encourage non car modes of travel.

Green Routes will provide a highly accessible and connected pedestrian and cyclist network in a natural setting alongside recreation uses in vehicular free areas.

It is proposed that the site will create a network of 'safe routes' that facilitate travel between the different land uses across the site without the car. It would cover key destinations such as the local centre and new Primary school, as well as public open space. The routes will also integrate with connections already established in the surrounding area to maximise connectivity.

Figure 15 illustrates early principles of key transport infrastructure enhancements and strategy that will create additional capacity within the existing transport network to accommodate the development without adverse impacts and help to encourage a modal shift in the extensive movement of commuters between Great Yarmouth and Lowestoft.

### Movement

#### Walking and Cycling Strategy

A new traffic free route will be provided along the southern site frontage to the A47 to connect the development with the existing traffic free route along Millennium Way. Other potential improvements include new provision along the A47, south of Corton Long Lane, to link with existing interconnecting routes at Gunton Avenue. Additional improvements will be considered for the route along Foxborough Hill / Yarmouth Road, for journeys towards Lowestoft Town Centre. There is potential to provide a cycle route connection between the site and the National Cycle Route Network via Stirrups Lane to the immediate north of the site connecting with the expanding Broadland Sands Holiday Park. Within the site, existing Public Rights of Way will be retained and upgraded, forming part of a highly permeable walkable and cyclable masterplan layout that maximises connections to the existing and improved local network of routes.

The existing east-west links across the site in the form of the public footpath (Corton PROW Number 3), will be significantly enhanced providing access to Corton and the amenities within the village. This is not currently suitable for cyclists, pushchairs or persons with impaired mobility who make use of wheelchairs or mobility scooters. Providing well-lit, even and equitable access within and through the site will be an important positive feature of the scheme.

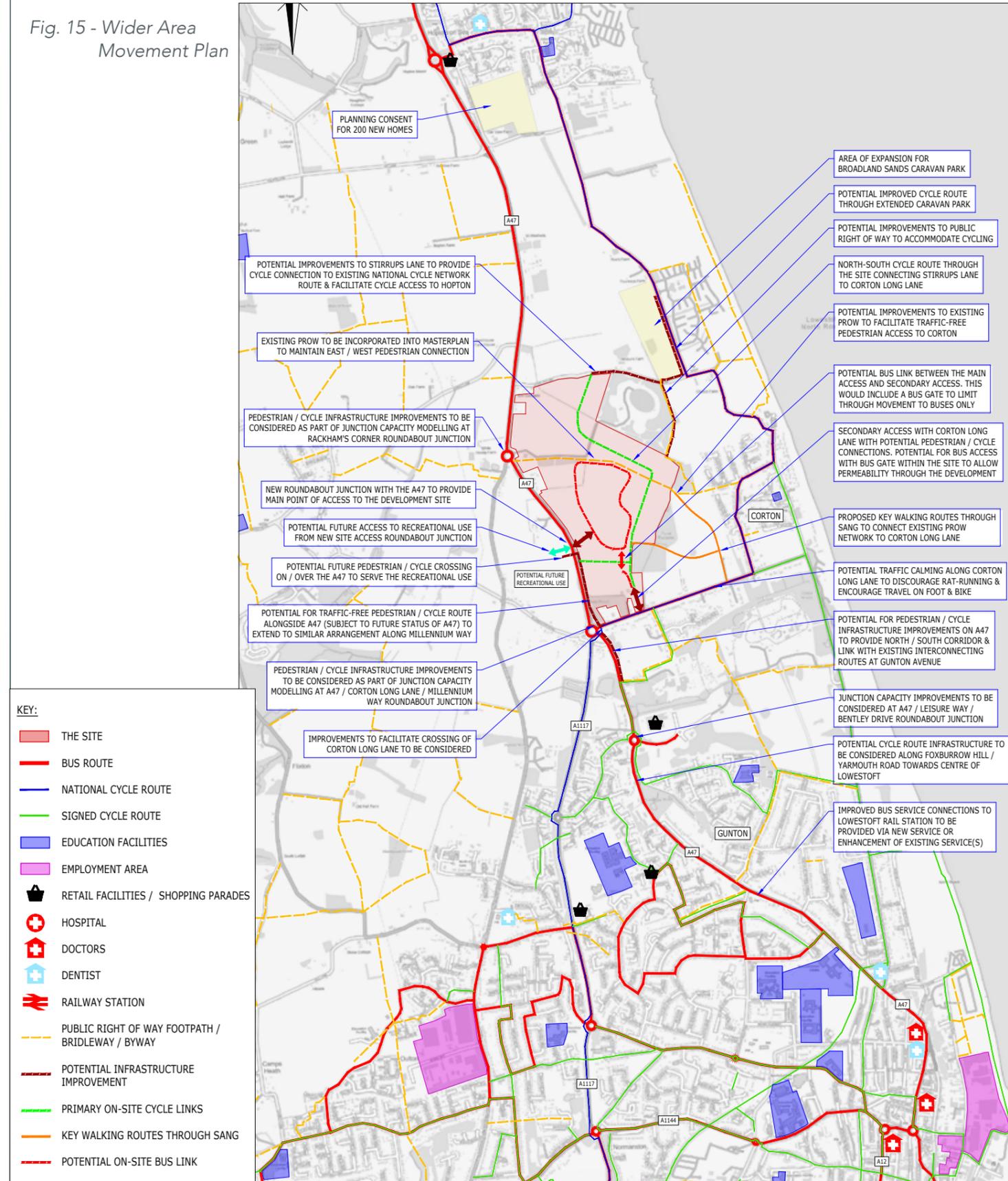
### Context

#### Public Transport Strategy

Bus travel will be promoted and designed to accommodate buses travelling through the site and using a bus only gate between the main site and Corton Long Lane.

Bus stops will be provided within 400 metres walking distance of the dwellings, open space, schools, and local centre.

Fig. 15 - Wider Area Movement Plan



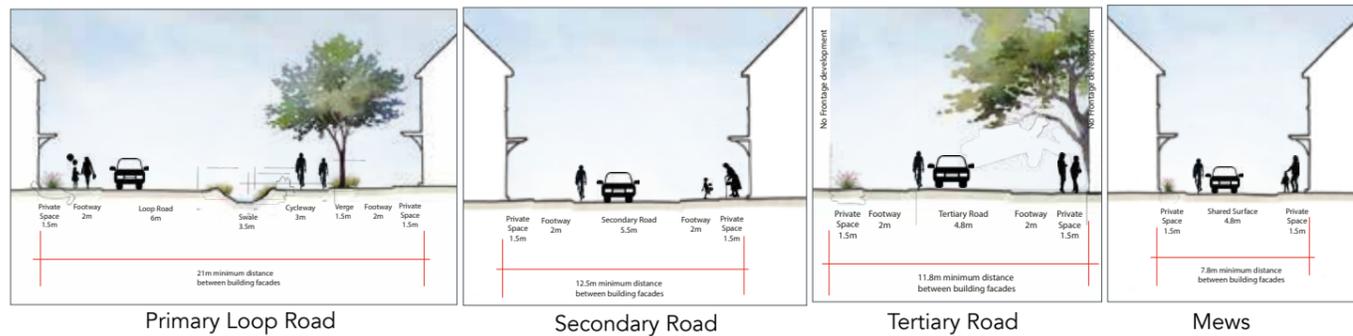
## Access Strategy

A new access in the form of a compact roundabout junction on the A47 is proposed to provide access to the site. However, it may also be possible to serve a modest amount of development in the southern part of the site from Corton Long Lane.

Initial analysis has shown that a priority 'T' junction access from Corton Long Lane is more than adequate in capacity terms to serve a standalone modest form of residential development. Corton Long Lane currently carries a low level of traffic relative to its link flow capacity, and so is capable of accommodating these increases in traffic. However, traffic modelling will be undertaken as part of the Transport Assessment in support of a future outline planning application. This will include an assessment of the A47 / A117 / Corton Long Lane roundabout junction. Should any improvements be necessary to accommodate additional traffic, then a suitable improvement scheme will be discussed and agreed with the highway authority and implemented as part of the development.

## Streets and Spaces

The footways and cycleways provided within the development will be provided in accordance with guidance including Department for Transport Local Transport Note 1/20 which sets out guidance for cycle facilities.



## Transport Infrastructure

A Transport Assessment will be prepared to accompany forthcoming planning applications for this site, and this will assess the impact of the proposed development on the local highway and transport network. The assessment work will include traffic modelling of key junctions. Should any improvements to junctions and the wider network be necessary to accommodate additional traffic, then suitable improvement scheme(s) will be designed with the highway authority and implemented as part of the development.

This Masterplan encourages a modal shift away from the car and passenger transport by ensuring that suitable walking and cycle infrastructure is in place and that bus services have good area coverage and are suitably frequent to meet the needs of the development.

## Public spaces

## Movement



## Transport

- Prioritising walking and cycle
- Enhance public transport provision
- Extended PROW

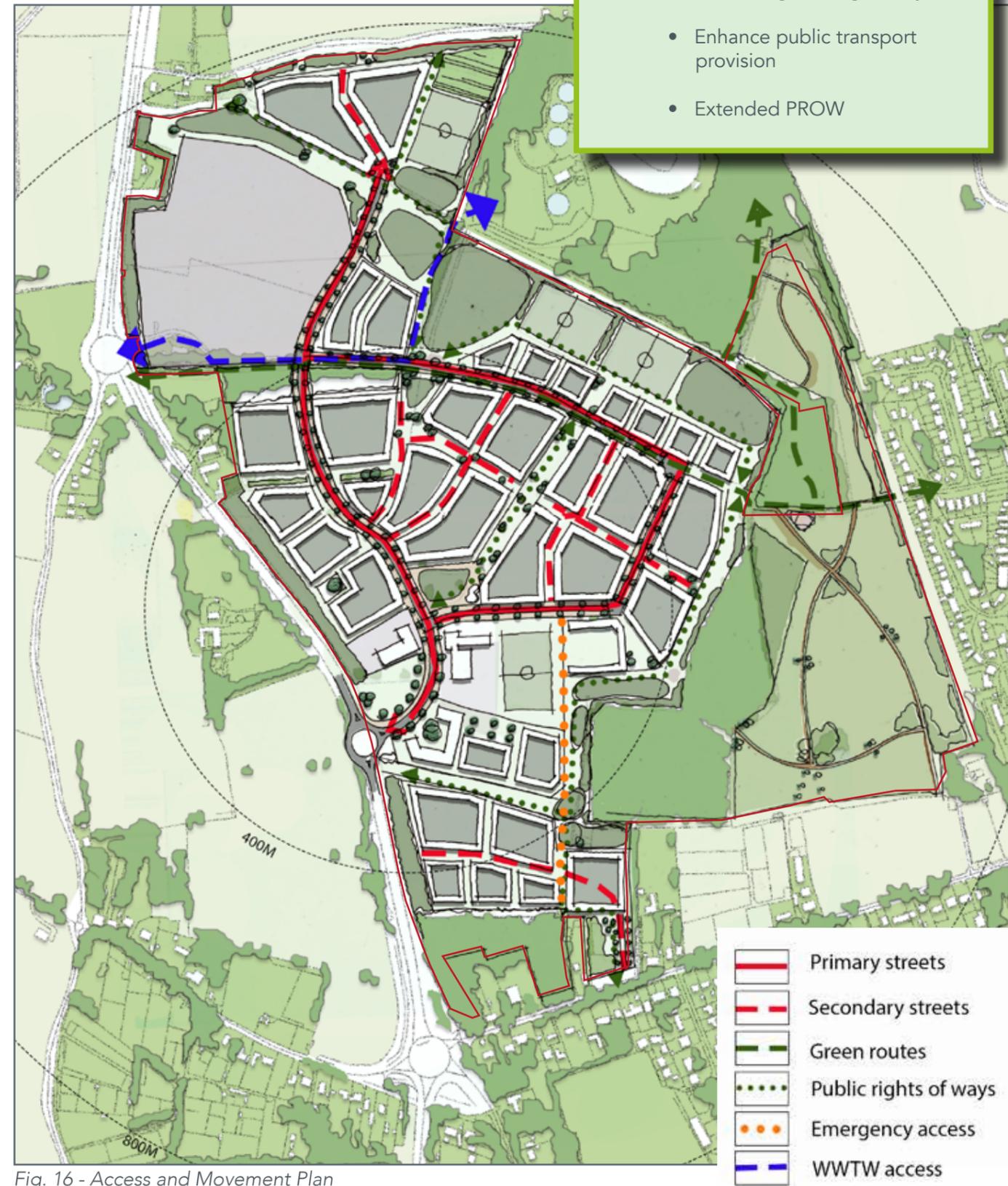


Fig. 16 - Access and Movement Plan

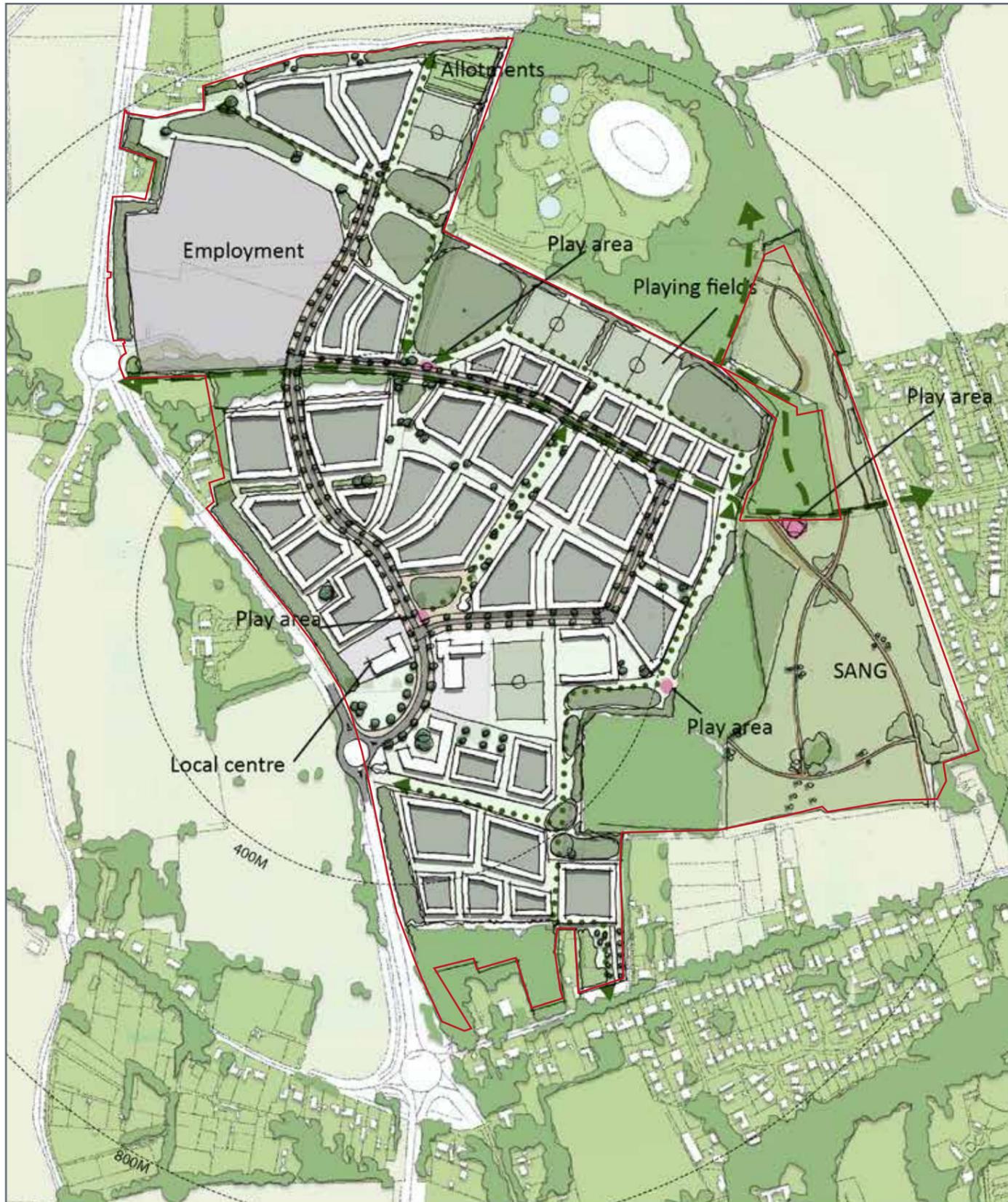


Fig. 17 - The Masterplan Framework Plan

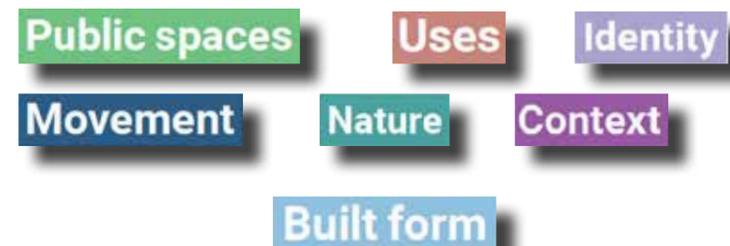
## 5.6 Masterplan Framework

The Masterplan Framework Plan is the culmination of all the various framework plans and design strategies, which are described in the preceding sections of this Masterplan.

### Garden Village Principles

The Waveney Local Plan which allocates the site for development refers to the site as the North of Lowestoft Garden Village, and requires that the development of the site meets garden city principles. These are reflected throughout the masterplan for the site with the following elements of garden city planning evident in the approach to planning of the site:

- Providing well connected and well-designed areas of open space that is accessible for all, set within a landscape led structure that responds sensitively at the edges of the proposed development
- A range of amenities which are assets for the community rather than simply commercial operation
- Mixed tenure homes and housing types, including the provision of genuinely affordable housing
- Enhancing the natural environment through the provision of green infrastructure. Retention and enhancement of important existing habitats, with the creation of additional grassland areas, tree and hedge planting, creation of new ponds, and establishing a lasting management regime within a new SANG.
- Prioritising walking and cycling and access to public transport, responding to identified desire routes and safely connected off-road links between Lowestoft and Hopton, and by using public transport with the existing town.
- Minimising the need for journeys by private cars and reducing the need for this through the provision of a mix of uses in close proximity
- Delivering housing which well-designed and which contributes to well-functioning and aesthetically pleasing places and public spaces
- Focal local centre, education facilities, and employment within walking distances of homes.



**Placemaking**  
Following the principles of:

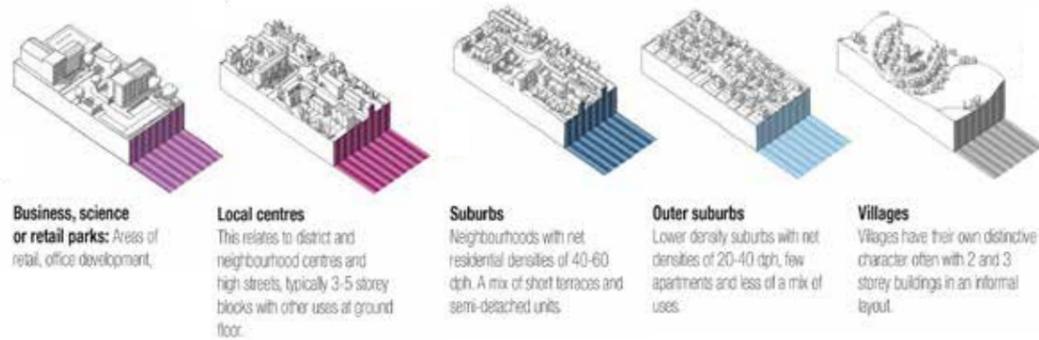
- Building for a Healthy Life
- National Design Guide
- Suffolk Design Guide

# 6. DESIGN GUIDANCE

## 6.1 Placemaking

This section of the Masterplan sets out the density, character areas, site-wide urban design, and design guidance for key areas of the development pursuant to the requirement within the Waveney Local Plan (Policy WLP2.13) that this Masterplan set out detailed urban design guidance.

Guidance contained within the National Design Guide and Model Design Code has been considered and informed the assessment of identifying locally distinctive high quality design for this Garden Village. The Masterplan contains six zones as described in the National Model Design Guide



The guidance within this Masterplan is to be applied flexibly, having regard to its status as set out in Section 2 of this document, and given that it is expected that design will be developed through the preparation of a planning application, most notably within a subsequent Design and Access Statement. However, it is anticipated that subsequent planning applications will demonstrate broad compliance with this Masterplan design guidance, unless other material considerations indicate otherwise.

The Design guidance in this masterplan document sets out the three dimensional frameworks within which future designers will create detailed designs. This shows the scale, form and massing of the proposed development but not the architectural detail of buildings or the detail of landscape and planting. The guidance will ensure that the vision for the development is protected. The guidance will also ensure that the analysis work of the surrounding towns and villages is reflected in the streets, spaces and buildings so that the whole development is appropriate for its location.

The guidance focuses on three sets of 'rules' which are:

- 1. Density,**  
There are three density bands setting a range of densities for different parts of the site, measured in dwellings per hectare (dph). Density focusses on the built form.
- 2. Edges and Green Corridors**  
There are four different edge conditions and two corridors. Each has guidance on the interface between the green spaces and the built form. Edges and Green Corridors focusses on the landscape.
- 3. Character Areas**  
There are four character areas. Each has guidance on the density, height, boundary treatments and predominance of certain materials. Character Areas focus on the built form and the landscape.

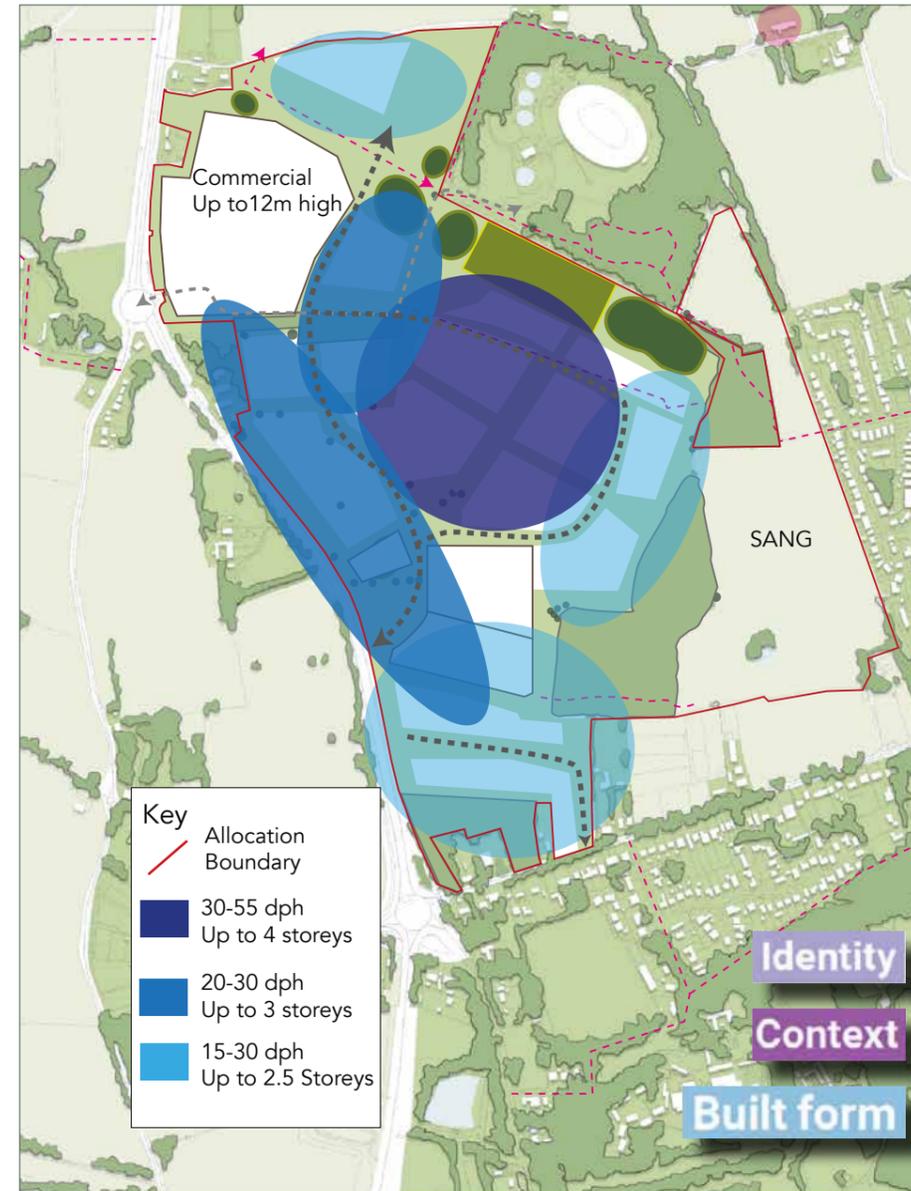


Fig. 18 - Density Plan



Example of 50 dwellings per hectare (dph)



Example of 30 dwellings per hectare (dph)



Example of 15 dwellings per hectare (dph)

## 6.2 Density

The Density and Heights Framework Plan sets out the different density bands and different storey heights within different parts of the site. This is the starting point of the three dimensional design work that will follow as the Masterplan is developed.

The most dense part of the site is in the centre, including the local centre, which may be up to four storey (three storey apartments with under croft parking). The lowest density parts of the site are on the northern and eastern edge at the interface with the countryside. Here buildings will generally be two storey. The remainder of the site will be a medium density, to match the existing western edge of Corton and northern edge of Corton Long Lane. Here buildings will be generally at 2 storeys but with the potential to have some three storey in key locations or as landmark buildings.

Below is an extract from an aerial view of Toning Street and a view of the street itself showing an area of high density housing. This street is made up of two storey Victorian terraced housing with on street parking.

On the right is an example of more recent developments showing how a similar density of dwellings can be achieved whilst meeting current design requirements including garden sizes, refuse storage, cycle storage and car parking.

The examples show a contemporary style of development and a more traditional style of development. Either would be appropriate on this site

# High Density

30-55 Dwellings Per Hectare



High Density - @ 55dph Contemporary  
A combination of apartments and Mews houses with on plot integral parking



High Density - @ 55dph Traditional  
A combination of apartments and houses with rear courtyard parking

Below is an extract from an aerial view of Underwood Close and a view of the street itself showing an area of high medium density housing. This street is made up of two storey detached and semi detached 2 and 3 bed houses with on plot and on street parking.

On the right is an example of recent developments showing how a similar density of dwellings can be achieved whilst meeting current design requirements including garden sizes, refuse storage, cycle storage and car parking.

The examples show a contemporary style of development and a more traditional style of development. Either would be appropriate on this site

Medium Density -Underwood Close, Gunton  
2.33ha 77 units @33dph



# Medium Density

20-30 Dwellings Per Hectare



Medium Density - @ 33dph Contemporary  
A combination of terraced and detached housing with on plot parking and integral parking



Medium Density - @ 33dph Traditional  
terraced houses (various sizes) with on plot, drive through, car port parking

High Density - Toning Street, Lowestoft  
0.72ha – 40 units @ 55dph



Below is an extract from an aerial view of Old Lane, Corton and a view of the street itself showing an area of low density housing. This street is made up of two detached houses with front gardens and on plot and garage parking.

On the right is an example of recent developments showing how a similar density of dwellings can be achieved whilst meeting current design requirements including garden sizes, refuse storage, cycle storage and car parking.

The examples show a contemporary style of development and a more traditional style of development. Either would be appropriate on this site

# Low Density

15-30 Dwellings Per Hectare



Low Density - @ 11dph Contemporary detached houses of various sizes with garages and on plot parking



High Density - @ 11dph Traditional detached houses of various sizes with garages and on plot parking

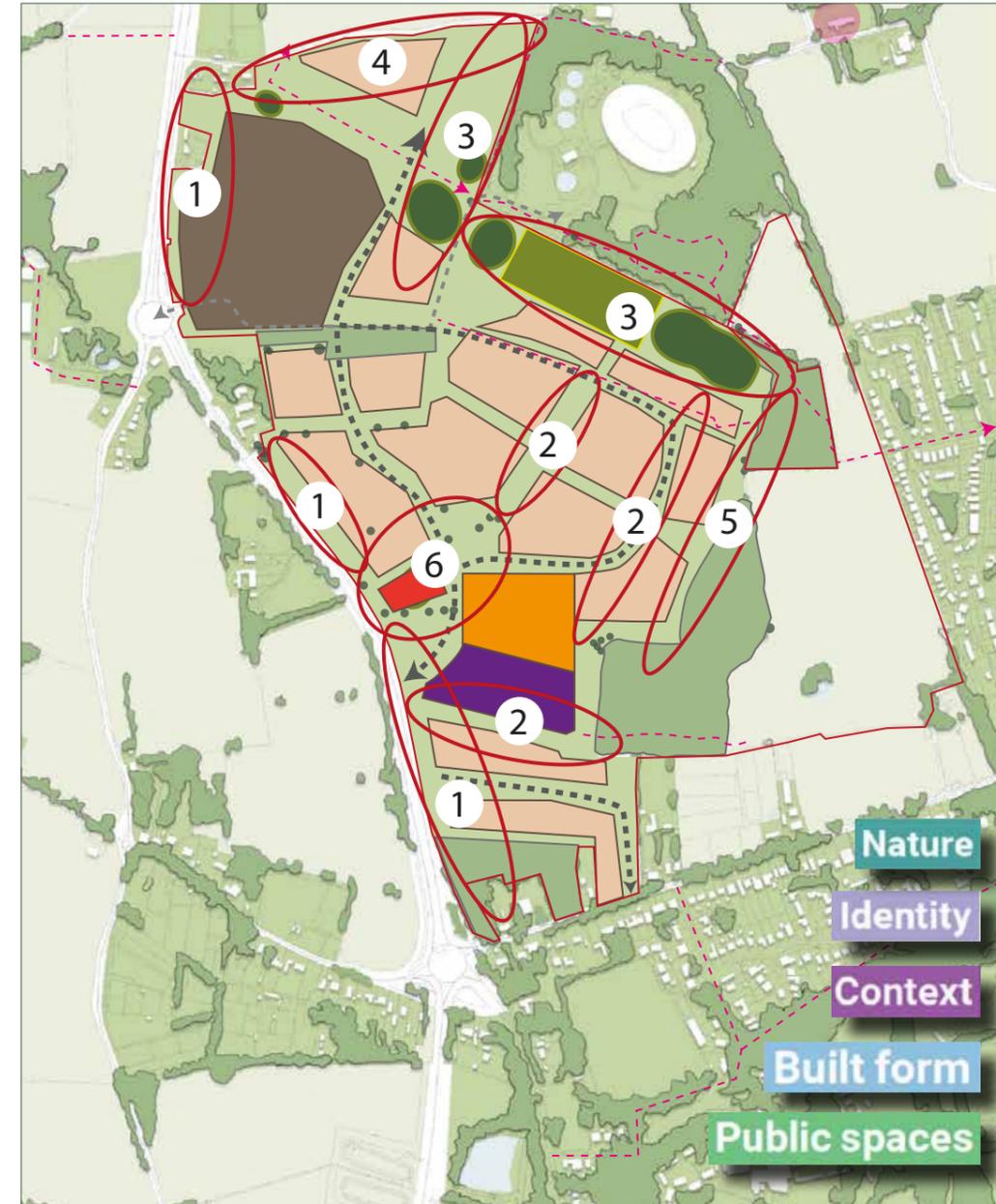


Fig. 19 - Green Edges and Corridors Plan

- 1
- 2
- 3
- 4
- 5
- 6

## 6.3 Green Edges and Corridors

The Edges Plan shows six different green edges and corridors. The following pages describe these in detail and set out a number of design 'rules'.

Each edge or corridor will have a different character created by existing features and key design "rules" which will be developed during the more detailed design stage of the planning application. Setting design "rules" at this stage will ensure that the overall vision for the development, which includes these different edges and corridors, is maintained throughout.

Low Density - Old Lane, Corton  
2.41ha, 27 units @ 11 dph



## Zone 1- Western Edge

**Characteristics :** The green buffer between the A47 and the Western Edge of the development will incorporate the existing hedgerows and maintain the existing character of this edge.

**Land Use:** The land uses along this edge include residential commercial and the local centre.

**Building heights:** Residential building heights will generally be 2 storey with some 3 storey in key locations. The local centre will be up to three storeys. The commercial buildings will be up to 12m high.

**Building Frontage:** Where buildings front onto the green buffer they will set back by a minimum distance of 30m.

**Placemaking:** The existing vegetation provides an attractive backdrop along the western edge of the development. This could be further enhanced by formal and informal planting to create linear green routes and an attractive outlook for properties in this location. From the A47 the existing vegetation will screen the development and the character of this edge will be retained.



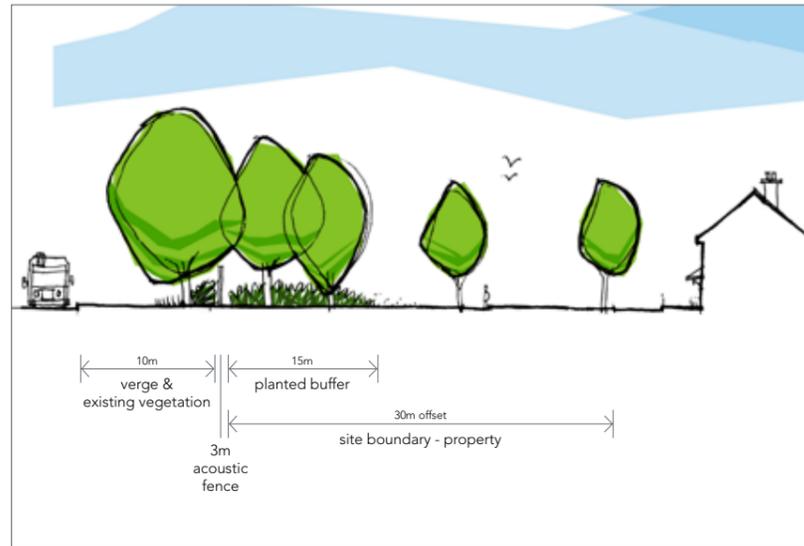
Plan to show location of Zone 1



Example of housing overlooking formal green space



Example of a path through a green buffer



Section through the Western Edge

## Zone 2- Green Corridors

**Characteristics :** The Green Corridor running east west in the southern part of the site and the two Green Corridors running south west to north east across the site (with views to the church) create unique, attractive green spaces within the development.

**Land Use:** The land uses along these corridors include open space, residential development and the school.

**Building heights:** Residential building heights will generally be 2 storey with some 3 storey in key locations.

**Building Frontage:** all buildings will front onto the green corridors.

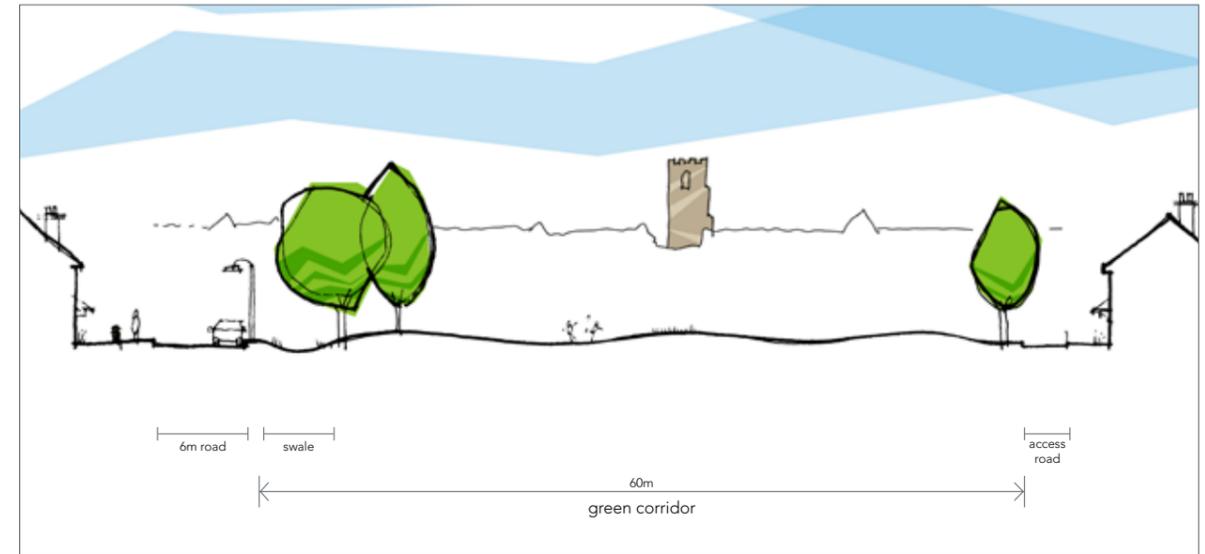
**Placemaking:** The Green Corridors provide amenity space as well as ecological corridors. They also serve as pedestrian routes and "Blue Routes" where swales are included. The corridors are wide and open and the two with views to St Bartholemew's church are deliberately set up to achieve these views which will be framed by buildings and existing trees.



Plan to show location of Zone 2



Example of housing overlooking informal green space



Section through the Green Corridor with view to the church

### Zone 3- Northern Edge

**Characteristics :** The green Northern Edge of the development connects Stirrups Lane to the north with the Furze plantation to the west.

**Land Use:** The land uses along this edge are residential and open space.

**Building heights:** Residential building heights will generally be 2 storey with some 3 storey in key locations.

**Building Frontage:** All buildings will front onto the northern green edge.

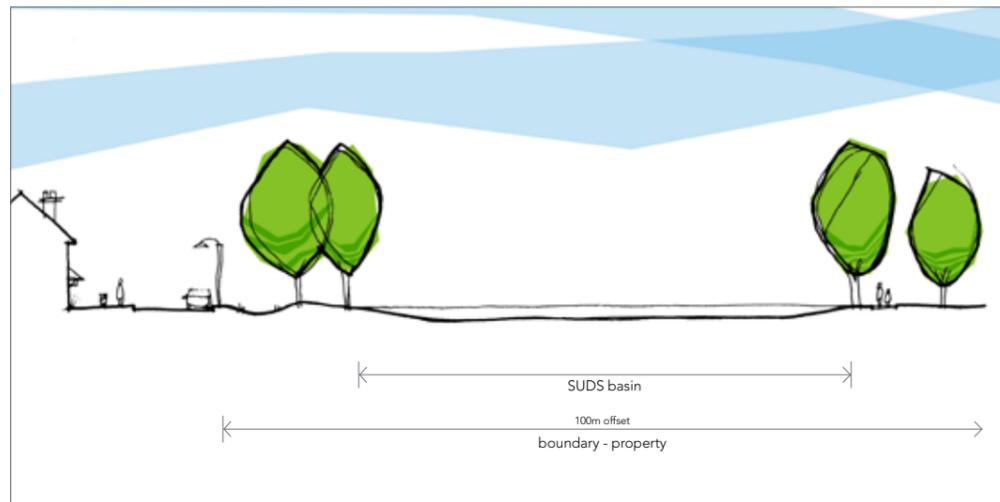
**Placemaking:** The Northern Edge includes a 100m deep green swathe. It will contain playing fields, detention basins and an attractive pedestrian and cycle route. The playing fields will create a Key destination at the end of one of the green corridors in Zone 2. The northern edge is an integral part of the open space network and also provides a valuable ecological corridor. There are existing ditches along the boundary of this zone which assist with the Sustainable Urban Drainage network and provide valuable wildlife habitats.



Plan to show location of Zone 3



Example of a dry detention basin



Section through the Northern Edge

### Zone 4- Stirrups Lane Edge

**Characteristics :** The Stirrups Lane edge of the site is a high part of the site and is open and rural in character with long views south across the site.

**Land Use:** The land use along this edge is residential development only.

**Building heights:** Residential building heights will generally be 2 storey.

**Building Frontage:** Where buildings front onto the green buffer they will set back by a minimum distance of 20m.

**Placemaking:** The Stirrups Lane edge of the development will be designed to respond to its rural character. Housing will front or side onto a landscaped buffer. The development will be visible from this part of the site. The edge could be softened by planting blocks of trees and indigenous mixed species hedges. The development should be low density and dispersed in character in this part of the site and could be more traditional in appearance than the rest of the development.



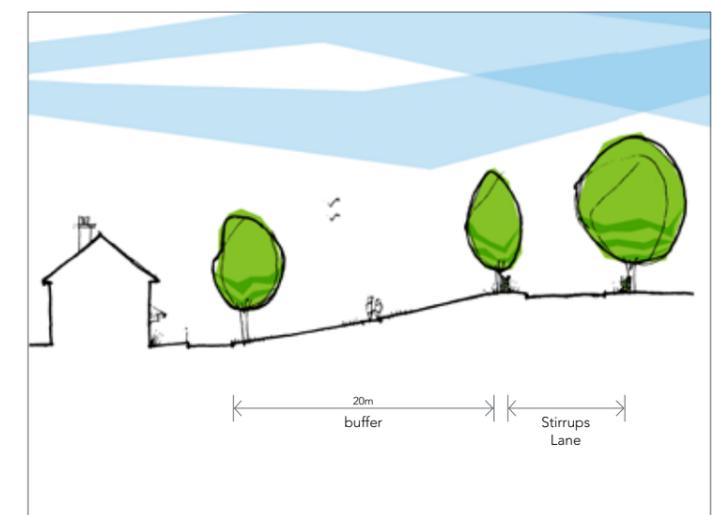
Plan to show location of Zone 4



View south from Stirrups Lane



Example of low density, traditional housing



Section through Stirrups Lane Edge

## Zone 5- Furze Plantation Edge

**Characteristics :** The Furze Plantation edge

**Land Use:** The land use along this edge is residential.

**Building heights:** Residential building heights will generally be 2 storey.

**Building Frontage:** All buildings will front onto the green buffer they will set back by a minimum distance of 20m.

**Placemaking:** The existing wood plantation provides an attractive backdrop along the eastern edge of the development. This could be further enhanced by formal and informal planting to create linear green routes and an attractive outlook for properties in this location. There will be footpaths connecting the development to the SANG (Suitable Accessible Green Space) which lies to the east of the plantation and to the west of Corton. Existing and new vegetation will screen the development from Corton and the woodland edge will be retained.



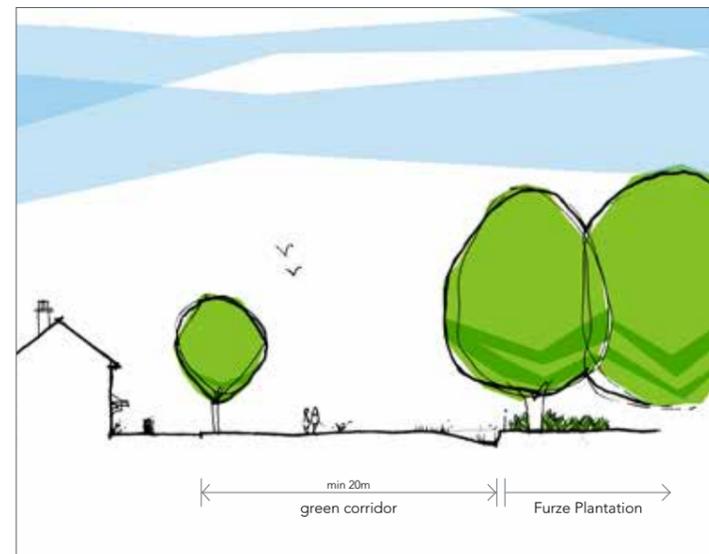
Plan to show location of Zone 5



Example of housing fronting woods



Example of a SANG



Section through Furze Plantation Edge

## Zone 6- The Entrance Corridor

**Characteristics :** The Entrance will be the point of arrival from the A47 and the gateway to the development. It is designed around a triangular open space and small group of existing trees. It is positioned to frame a long view to the church

**Land Use:** The land uses include open space, residential development, the local centre and the school.

**Building heights:** Residential building heights will generally be 2 storey with some 3 storey in key locations. The local centre will be up to three storeys.

**Building Frontage:** All buildings will front onto the open space at the entrance to the site

**Placemaking:** The Entrance will be characterised by its triangular open space, existing trees and pond (part of the Sustainable Urban Drainage system). It would be an appropriate place for Public Art which could be incorporated into the landscape. The triangular open space will be framed by the buildings around it which will create a sense of enclosure. The long view to the church will be seen immediately on leaving the A47 entrance roundabout.



Plan to show location of Zone 6



Public art incorporated into the landscape



New development designed around existing trees



Open green space creates sense of arrival

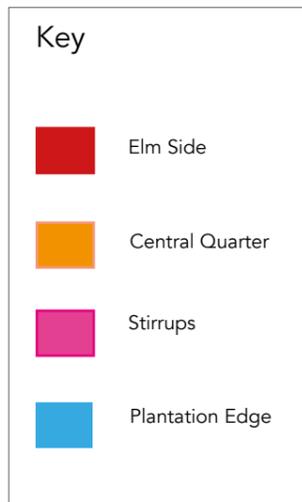
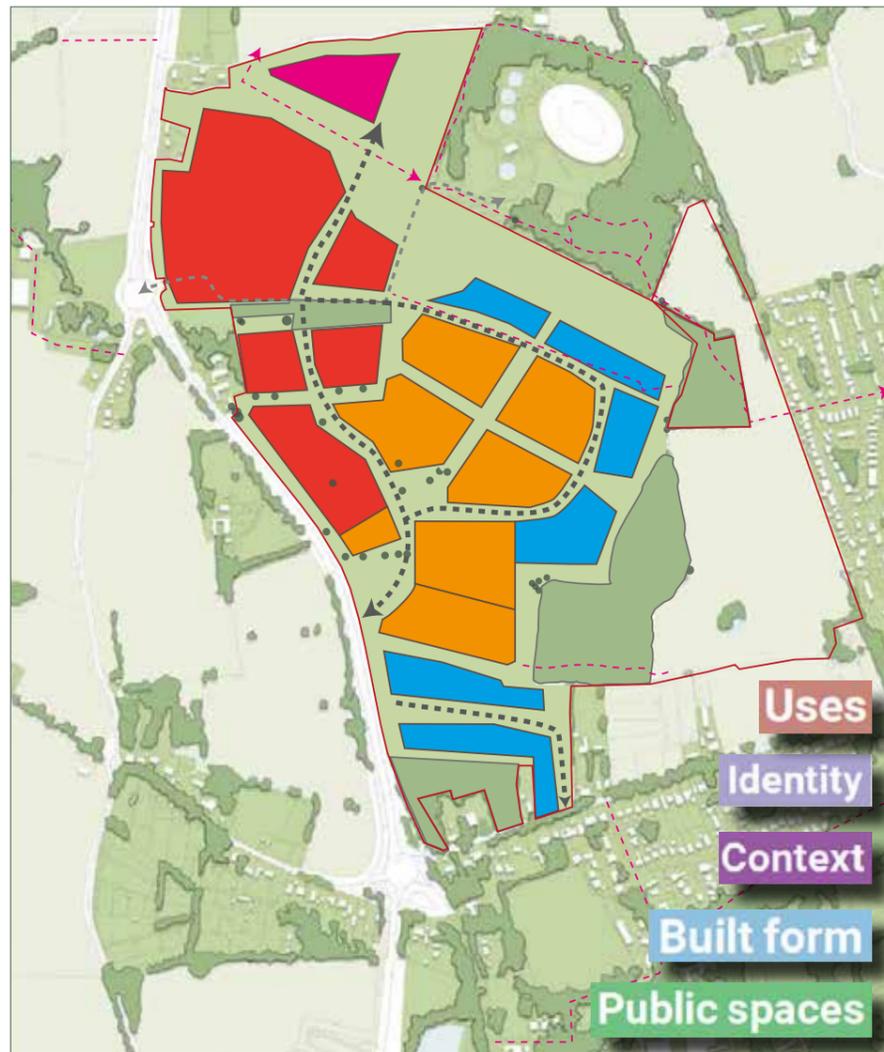


Fig. 20 - Character Areas Plan

## 6.4 Character Areas

The Character Area Plan shows six different character areas. Each will have a distinctive and unique identity which will be based on a predominance of certain characteristics including: site features, density, storey height, boundary treatments, landscape character, architectural materials and building typologies.

Each Character Area is made up of a number of urban blocks and careful consideration will be given to the locations where character areas adjoin one another.

In addition the Key Characteristics that can be found in Corton, Lowestoft and surrounding villages such as green streets, tight knit streets and high streets will be interspersed throughout the development to root it in its location.

### Elm Side

#### Features:

This area includes the local centre, and the commercial centre. It includes high and medium density parcels. There is an opportunity to create a less traditional urban character in this area with taller buildings, apartments and careful use of materials.

#### Density:

Between 20 and 30.

#### Storey Heights:

Up to 4 residential stories in places. Up to 15m height on commercial buildings.

#### Boundary Treatments:

Predominantly walls and railings in the residential areas.

#### Landscape Character:

Predominantly hard landscape with small trees and clipped hedges in places.

#### Architectural Materials:

Predominantly buff brick with some black boarding.

#### Typologies:

Predominantly apartments, terraced and semi detached houses.



## Central Quarter

### Features:

This area includes the entrance, the green church view routes leading to the playing fields, the local centre, the school and the ACS site. It is medium density, mostly 2 storey housing and there is an opportunity to create a less traditional urban character in this area.

### Density:

Between 30 and 55.

### Storey Heights:

Up to 2.5 stories (residential).  
1-2 Storeys (school storey heights).

### Boundary Treatments:

Mostly Low walls, hedges and railings.

### Landscape Character:

Hard and soft landscape with street trees.

### Architectural Materials:

Predominantly buff brick with some black boarding details.

### Typologies:

Predominantly terraced and semi detached with some Mews houses and flats over garages.



## Stirrups

### Features:

This area is on the northern countryside edge, with Stirrups Lane to its north. It is adjacent to the Open Space and will have a traditional, rural character. It will be predominantly low density, two storey housing, predominantly brick with some pastel coloured render in places.

### Density:

Between 15 and 20

### Storey Heights:

Up to 2.5 stories

### Boundary Treatments:

Mostly hedges and railings

### Landscape Character:

Soft landscape

### Architectural Materials:

Predominantly red brick with some render

### Typologies:

Predominantly semi detached with some detached houses



## Plantation Edge

### Features:

This area is on the edge of the existing settlement. It is adjacent to the SANG to the west and Corton Long Lane to the south. It will be medium and low density mostly two storey housing of predominantly buff brick with some render and white weatherboard.

### Density:

Between 15 and 30.

### Storey Heights:

Up to 2.5 stories.

### Boundary Treatments:

Mostly hedges and railings.

### Landscape Character:

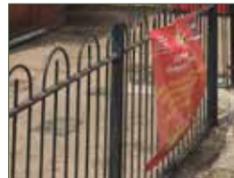
Soft landscape with street trees.

### Architectural Materials:

Predominantly buff brick with some render and some white weatherboard.

### Typologies:

Predominantly terraced and semi detached with some Mews houses and flats over garages.



Suffolk County Council (SCC), own the majority of the land that has been allocated for development as the North of Lowestoft Garden Village. Accordingly, SCC have led the production of this Masterplan and have actively engaged with the adjoining landowner to ensure the successful delivery of this allocated site.

The land within the control of SCC will deliver key infrastructure identified by the Land Use Framework including delivery of the Local Centre, green space and drainage network, Primary School, SANG and part of the employment land, alongside the areas where residential uses are proposed. This phasing strategy will ensure that key infrastructure is delivered alongside needs to maintain a robust trajectory of housing completions.

It is currently envisaged that the development of the site shown in the draft Masterplan will be delivered in six broad phases:

Phase 1 – Residential development and new access from Corton Long Lane and the creation of new access to the north of Corton Long Lane to serve new dwellings.

Phase 2 – Construction of primary access and internal distributor road and junction improvements, alongside drainage and enabling works for the main development parcels towards the centre of the site. This will enable the proposed employment land to come forward and contribute to the growth of jobs and services.

Phase 3 – Provision of local centre and school alongside initial areas of new housing, including affordable housing around the central areas of the site. It will also provide the primary linkages by walking and cycling between the new housing provided in Phase 1, and the non-residential areas towards the centre of the site. Enhancements to the east-west links to provide direct access to Corton will also be provided.

Phase 4 – Provision of SANG and completion of the main internal roads, walking and cycling networks.

Phase 5 – Outward expansion of housing areas from the new local centre, as well as the provision of the main non-residential uses to serve the new resident population and existing residents in the areas nearby.

Phase 6 – Completion of development in all residential and non-residential areas landscaping, recreation areas and off-site link.



### Construction

- Minimise environmental impact of construction materials.
- The least carbon-intensive options will be assessed.

## 8. SUSTAINABILITY

### 8.1 Review of Current and Future Planning Policies

Suffolk County Council declared a Climate Emergency in March 2019. A Policy Development Panel (PDP) was established in September 2019 with the specific aim of realising the ambition to make Suffolk County council carbon neutral by 2030. Over 100 actions to work towards carbon neutrality have been identified, which in turn have been divided into 5 sectors:

1. Collaborative action
2. Sustainable homes
3. Low carbon transport
4. Industrial and commercial energy use
5. Cleaner Power

**Sector 1** - Collaborative Action, focuses on enabling the wider community to contribute towards the goal of zero carbon.

**Sector 2** - Sustainable Homes, is of key importance to this masterplan, and focuses on how carbon neutrality will be achieved within the homes sector. In addition to changing how homes are heated, this also covers preparing for new technology, and reducing electricity usage to ease demand on the electricity grid. Electric vehicle charging points and PV roof panels for homes are identified as key measures for home installation.

A number of goals and priority actions have been outlined, such as transitioning to fully decarbonised heating systems, in the form of heat pumps; improved energy efficiency, by adopting a 'fabric first' approach; and encouraging behaviour change by the wider dissemination of information to homeowners.

**Sector 3** - Low Carbon Transport, highlights the importance of building walking and cycling infrastructure, as well as seeking to encourage the take up of Electric Vehicles by developing a range of incentives, and improving the charging point network.

**Sector 4** - Industrial and Commercial Energy Use, concentrates on measures to be adopted to reduce carbon emission from the I&C sector.

**Sector 5** - Cleaner Power, discusses ways in which Suffolk is planning to continue to decrease carbon emissions from electricity generation towards the goal of a zero carbon supply.

Carbon neutrality is targeted to be achieved by 2030.

In addition to the Climate Emergency Action Plan, the following policies have also been identified as appropriate for assessing the performance of the development:

East Suffolk Council, Waveney Local Plan, Adopted March 2019 Policy WLP8.28 – Sustainable Construction, which requires all major developments to demonstrate the incorporation of sustainable design principles.

All office and school developments greater than 1,000m<sup>2</sup> are also required to achieve a minimum BREEAM rating of 'Very Good'.

Each sustainability issue is discussed in further detail within the Sustainability Strategy below. a gross floor area greater than 1,000m<sup>2</sup> are to achieve BREEAM 'Excellent'.

#### 8.1.2 Sustainability Strategy

In order to address the requirements of the current and future policies, a broad array of principles of sustainable design will be adopted for the development that will address the key environmental issues within the region.

##### Physical form of buildings:

Buildings will make use of passive design features such as orientation, internal layout and glazing to best respond to the local climate and annual sun path, with the aim of reducing energy demands and improving occupant comfort through the use of heat and light from the sun. Overheating will be avoided by making use of the natural environment, together with the incorporation of shading and blinds.

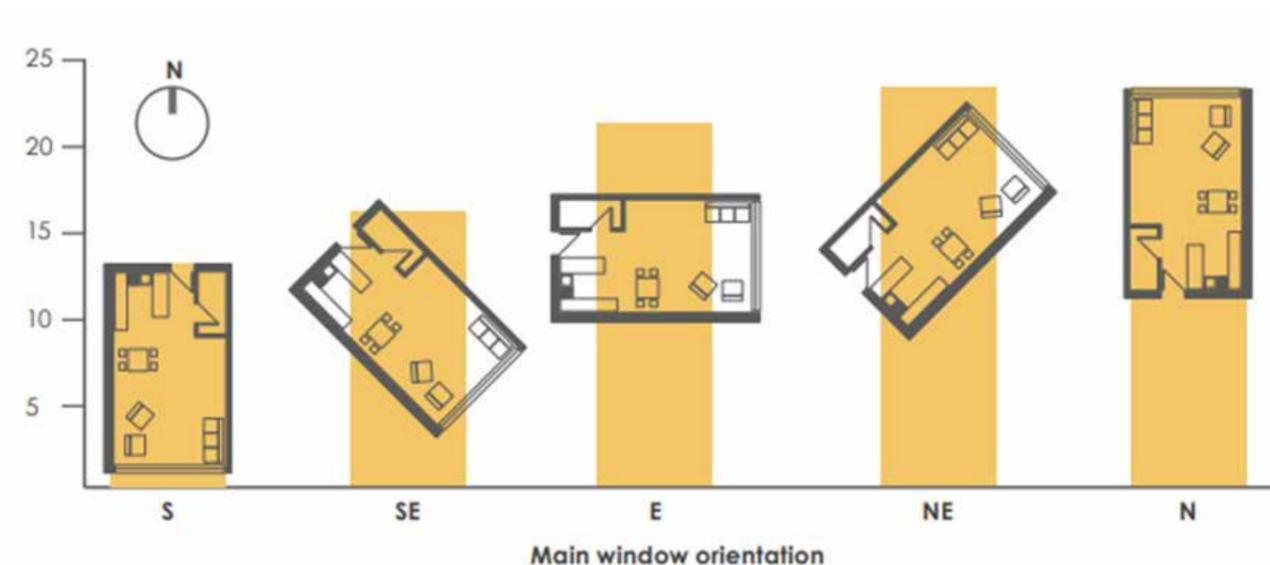


Figure 21 – Effect of orientation on energy demand (LETI)

**Building envelope and thermal performance**

All dwellings will be built according to the 2025 Future Homes Standard. This entails achieving an exemplary fabric performance, through the incorporation of high levels of insulation and high performance glazing, well beyond current building regulations standards. The adoption of such rigorous energy efficiency measures will lead to an overall reduced energy demand for heating.

Sustainable construction methods such as offsite construction, where significant reductions in waste and carbon can be achieved, as well as a substantial reductions in build time, will be considered. It has been shown that homes built using these methods have fewer defects and far lower heating bills.

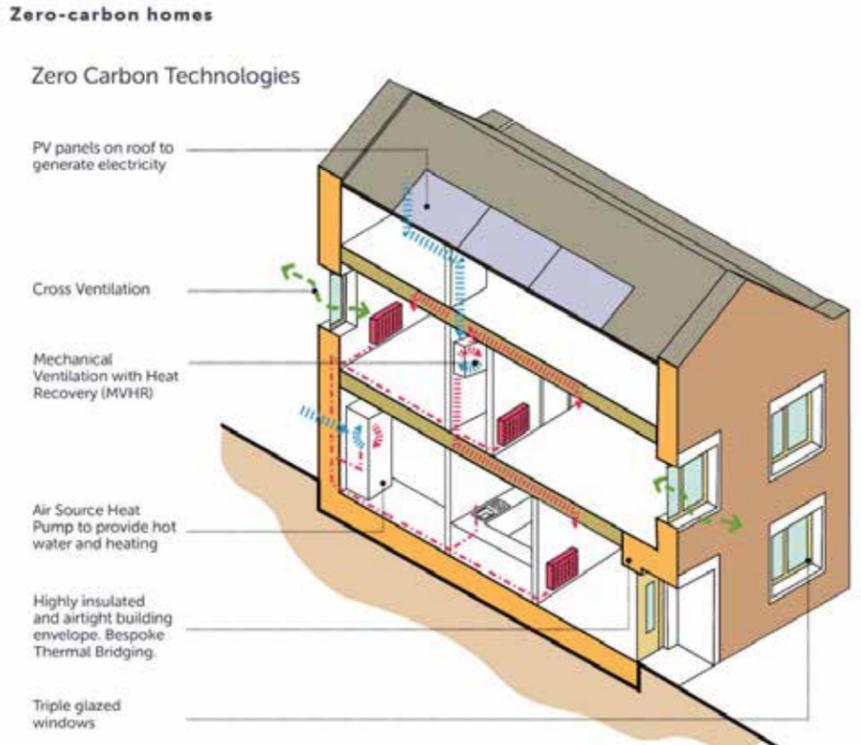


Figure 22 – features of a zero carbon home (BPTW)

**Ventilation**

In order to further reduce heat loss, construction will be carefully monitored throughout to ensure that all junctions are built to the highest standard of air tightness to avoid unnecessary heat loss. To ensure adequate levels of ventilation, highly efficient Mechanical Ventilation with Heat Recovery (MVHR) systems will be installed in all homes. The recovered heat from these systems will, in many cases, be sufficient to provide the majority of the buildings’ heating demand.

**Heating and hot water**

Heating and hot water will be provided by low carbon sources such as Ground Source or Air Source heat pumps. These systems are powered by electricity, which will naturally evolve into a low or zero carbon energy source as the grid move towards complete decarbonisation. Other energy sources such as hydrogen will be considered as the technology matures.

A Low carbon heat source will be used for the development; it is assumed air source heat pumps will be the primary source.

**Renewable Technology**

Further reductions in carbon emissions will be achieved by the incorporation of renewable technology in the form of photovoltaic (PV) panels installed on the roofs of houses and apartment blocks.

**Electric and Thermal storage**

In addition to EV storage, the provision of battery storage for excess PV generated electricity will be explored. Thermal storage is yet another technology that enables the conservation of thermal energy via a storage medium. The most common of these is water, but other, more space efficient materials are becoming more widespread.

**Electric Vehicles (EV) and Smart Energy**

All dwellings will be fitted with EV charging capability, as well as a minimum of 15% parking provision in public spaces. All charging points will be Vehicle to Grid (V2G) in order to enable demand response capability, where electricity can be taken from the grid at times of high demand, but fed back into the grid at times of low demand, thus smoothing out the overall demand, and taking advantage of the much greater storage capacity of vehicles over that of a standard battery.

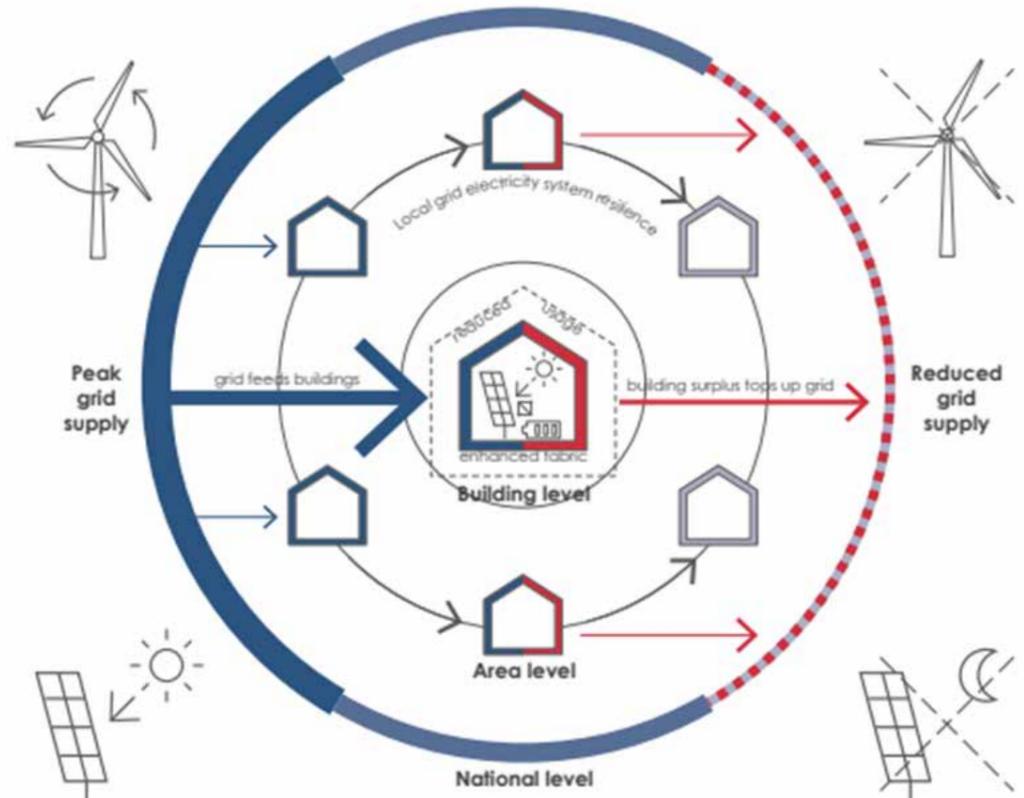


Figure 23 – The demand response cycle levels out energy demand (LETI)

### Electric and Thermal storage

In addition to EV storage, the provision of battery storage for excess PV generated electricity will be explored. Thermal storage is yet another technology that enables the conservation of thermal energy via a storage medium. The most common of these is water, but other, more space efficient materials are becoming more widespread.

### Water efficiency

Domestic water consumption will meet the local authority target of 110 litres per person per day by the installation in all homes of water efficient sanitary fittings, such as dual flush WCs, low flow taps, aerated shower heads, and water efficient white goods. Where feasible, the use of rainwater harvesting and greywater recycling will be considered for incorporation. In particular, the use of rainwater for irrigation of green spaces will be a high priority.



### Reducing Construction Impacts - Materials and Recycling

We shall seek to source construction materials locally wherever possible for the entire development. In addition, particular consideration will be given to materials with low embodied carbon, as measured throughout the whole lifecycle. All building materials and construction methods will be subject to Whole Lifecycle Carbon assessment, with the emphasis being on the selection of the lowest impact solution. The principles of the Circular Economy will be adopted to eliminate waste during the construction process.

On-site waste will be minimised, and a high proportion of the waste that is produced will be diverted from landfill, through either re-use on site (in situ or for new applications) or re-use on other sites, salvaged/reclaimed for re-use, returned to the suppliers via 'take-back' schemes, or recovered and recycled using an approved waste management contractor.



## 8.2 Climate Change

The masterplan sets out a commitment to addressing climate change challenges through design. The following key principles will be considered through the masterplan and planning process:

### Urban Design

- Pedestrian and cycle friendly urban designs that encourage non car use
- Connections to existing PROWs and creation of new PROWs
- New connections to public transport routes beyond the allocated site
- Strategic integration of SUDS into masterplan
- Green corridors and green infrastructure throughout the site

### Housing Design & Build Standards

- Low carbon heating systems
- Fabric first construction principles and energy efficient design
- Orientation and thermal comfort considered as part of design
- On site generation
- Energy infrastructure to allow for electrical vehicle charging and peak demand management
- Water efficiency on site through low flow fittings

### Materials and waste

- Reduced Embodied carbon through local sourcing of materials and reduction of waste where possible

The masterplan has been designed with sustainability at its core. There are eight sustainability labels within the document which serve to highlight sustainable themes in each masterplan framework. The label headings are reproduced below with a page reference showing exactly where they can be found in the document.

 **Placemaking** See page 46

 **Energy** See page 67

 **Low Carbon** See page 37

 **Landscape** See page 40

 **Ecology** See page 40

 **Water** See page 39

 **Transport** See page 45

 **Construction** See page 65

## 9. Appendix 1

### National Planning Policy Framework (2021)

- Paragraphs 59 and 64 – Delivering a sufficient supply of homes
- Paragraph 91 – Promoting healthy and safe communities
- Paragraph 96 – Open space and recreation
- Paragraph 102 – Promoting sustainable transport
- Paragraph 122 – Achieving appropriate densities
- Paragraph 124 – Achieving well-designed spaces

### Waveney Local Plan (March 2019)

- Policy WLP2.13 – North of Lowestoft Garden Village
- Policy WLP1.3 - Infrastructure
- Policy WLP8.29 – Design
- Policy WLP8.30 – Design of Open Spaces
- Policy WLP8.31 – Lifetime Design
- Policy WLP8.32 – Housing Density and Design
- Policy WLP8.34 – Biodiversity and Geodiversity
- Policy WLP8.1 – Housing Mix
- Policy WLP8.2 – Affordable Housing
- Policy WLP8.3 – Self Build and Custom Build
- Policy WLP8.13 – New Employment Development
- Policy WLP8.18 – New Town Centre Use Development
- Policy WLP8.21 – Sustainable Transport
- Policy WLP8.22 – Built Community Services and Facilities
- Policy WLP8.24 – Flood Risk
- Policy WLP8.25 – Coastal Change Management Area
- Policy WLP8.27 – Renewable and Low Carbon Energy
- Policy WLP8.28 – Sustainable Construction
- Policy WLP8.31 - Lifetime Design
- Policy WLP8.35 – Landscape Character
- Policy WLP8.36 – Coalescence of Settlements
- Policy WLP8.37 – Historic Environment
- Policy WLP8.40 – Archaeology

### Supplementary Planning Documents

- Suffolk Design Guide (2000)
- Suffolk Guidance for Parking: Technical Guidance (2019)



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