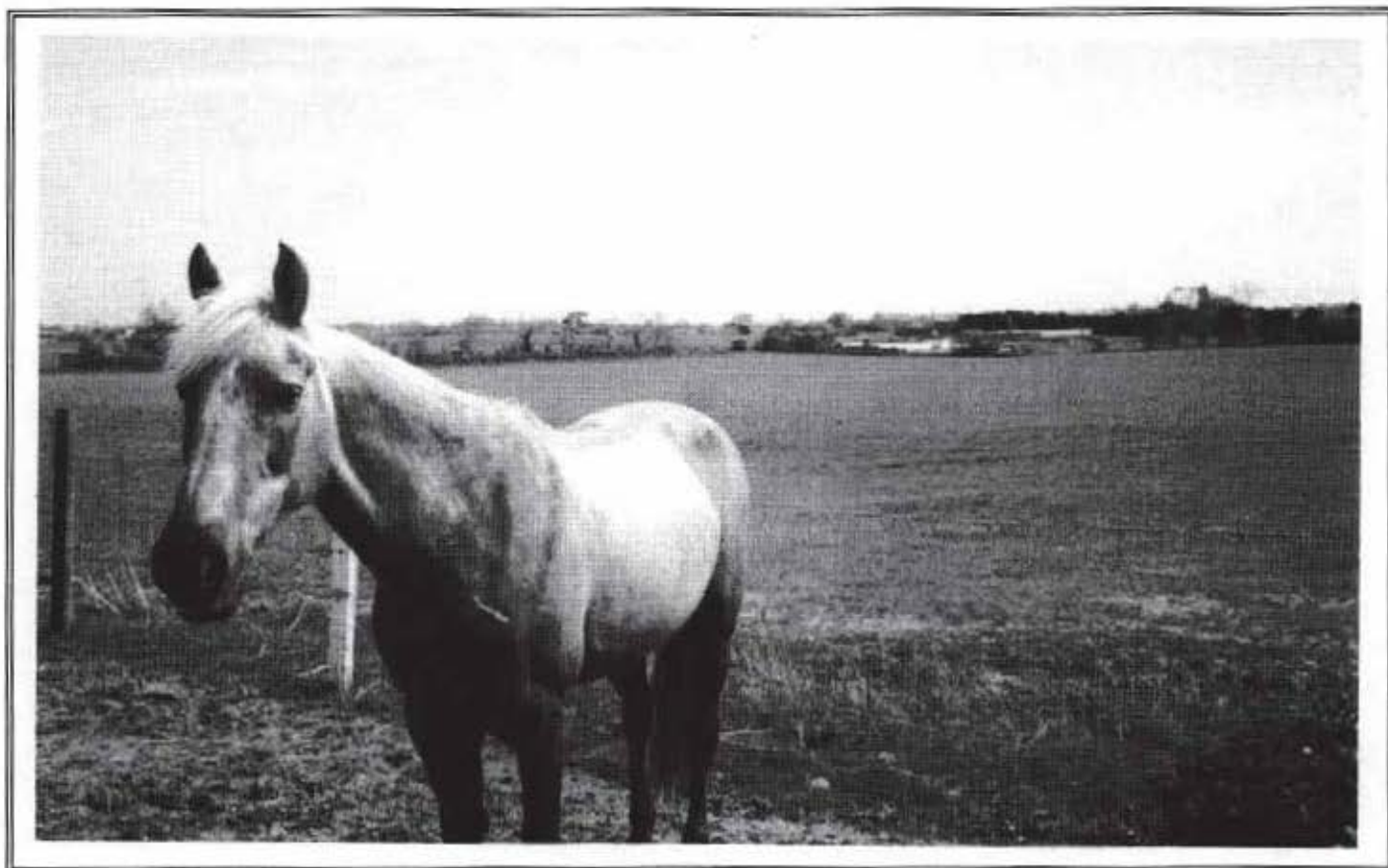


'Woods Meadow' *Draft Development Brief*



July '93

WOODS MEADOW DRAFT DEVELOPMENT BRIEF
LAND TO THE NORTH OF SANDS LANE, OULTON, LOWESTOFT



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July 1993

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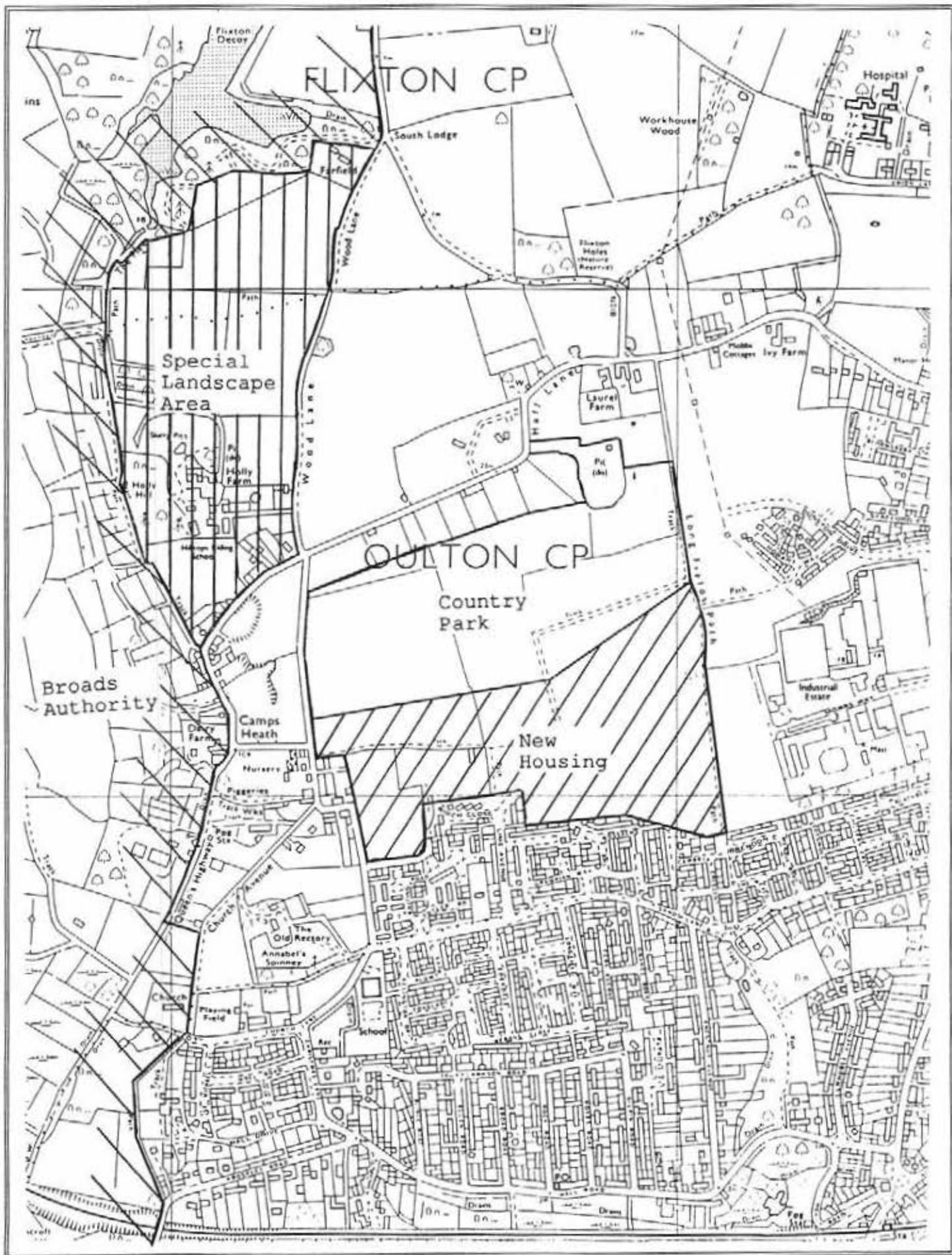
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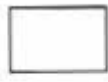
Special Landscape Area



New Housing



Broads Authority



Country Park

Scale 1:10,000



WOODS MEADOW DRAFT DEVELOPMENT BRIEF

1. Status and Context of the Brief

- 1.1 The purpose of the draft development brief is to provide supplementary planning guidance for prospective developers of approximately 126 acres of land to be laid out as a combination of uses for housing and open space areas (including a country park). It sets down the general principles which the Local Planning Authority will expect to be reflected in any proposals.
- 1.2 The brief is published for comments by the public and interested parties. The main aims of the brief are:-
- i) To promote an improved standard of residential development within the site by following the principles laid out in the Suffolk Design Guide.
 - ii) To ensure that the development contributes positively to the Oulton area, by co-ordinating the provision and inclusion of satisfactory road links, open space, landscaping, community facilities and affordable housing within the development.
- 1.3 The brief covers the 46 acres of the housing allocations H5.1 and H5.2 within the Lowestoft and North Waveney Interim Local Plan (LNWILP). It incorporates 26 acres of additional housing land which would be released in connection with the provision of a large country park area to the north (of about 50 acres), giving an overall potential development area of 72 acres in total.

2. Location and Description of the Site

- 2.1 The site lies to the south-west of Oulton Village and represents the north west boundary to built-up development in Lowestoft (see fig 1 opposite). To the west of the site lies the Broads Authority and the marshes of the Waveney Valley, to the north lies open countryside beyond Sands Lane. The southern boundary is adjoined by the Broadacres Estate, built mainly during the 1970's. The Dunston housing development and the Oulton Industrial Estate lie to the east (both expected to be extended in the Plan period).
- 2.2 With the exception of the former Fat & Bone works and the paddocks and stables adjoining Hall Lane, most of the land involved is open arable farmland (figs 2 & 3). There is no known archaeological interest. The site currently has a rural aspect and generally slopes down toward the south from Hall Lane, from where good viewpoints are available towards the proposed housing area. The main areas of tree cover and hedgerows are along the field boundaries, in particular adjoining Woods Lane and Longfields Path.
- 2.3 The former Fat and Bone Works site has substantial conifer belts which separate this area into two, i) the ex Fat & Bone Works site and ii) an adjoining paddock area, which slopes from either side toward a central valley.

- 2.4 Longfields Path and other footpaths and informal bridleways form some of the main natural features on the site and are well used, both by walkers and horse riders. Longfields Path forms a "green lane" for part of its length and similar footpath routes are in evidence connecting to the east & west.
- 2.5 The site slopes upward in a northerly direction toward Hall Lane and to a lesser extent westward toward Woods Lane and the Broads Authority. Care will therefore be required in the location and design of housing and landscaping in the more elevated and exposed parts of the site where housing is proposed.

Filled Land

- 2.6 A former pit area (now filled) along the eastern site boundary contains some trees and vegetation, whilst a former quarry 'Whites Pit' is located further to the north adjoining Longfields Path. These areas are expected to be used as open spaces. Consent exists for landfilling with inert material at Whites Pit, but restoration to open space is expected in the longer term.
- 2.7 To the south of Hall Lane lies an extensive area of former landfilling (Lothingland District and Suffolk County Council sites), much of which is now in use as paddocks and grazing land for horses. Reports commissioned by the landowners:
- * established the extent of the filled land
 - * recommended that no housing development take place within 250 metres of the filled land
 - * recommended that prior to development a full site investigation should be carried out to determine the requirements for substructure/floor/services design to prevent gas penetration.

Whilst there were no apparent problems of methane migration beyond the extent of the filled land, venting measures along its margins would be desirable.

- 2.8 A ground investigation survey of the former Fat and Bone Works did not reveal problems concerning ground conditions. Nevertheless, a watching brief by all concerned will be necessary on this part of the site during construction.
- 2.9 Developers will also need to carry out their own investigations to confirm these findings. Close liaison with the District Building Control Officer prior to / during building works is also recommended.

3. Density and Character of Development

- 3.1 The Suffolk Design Guide (September 1992) provides guidance on the design and layout of new residential areas. The guide seeks to reintroduce the essential character of Suffolk into new estates, improving their visual appearances and the quality of life for residents. It also seeks to reduce the impact of new housing in the landscape and ensure that it relates well to its surroundings. Particular attention is given to achieving safe and attractive road, footway and cycleway networks.

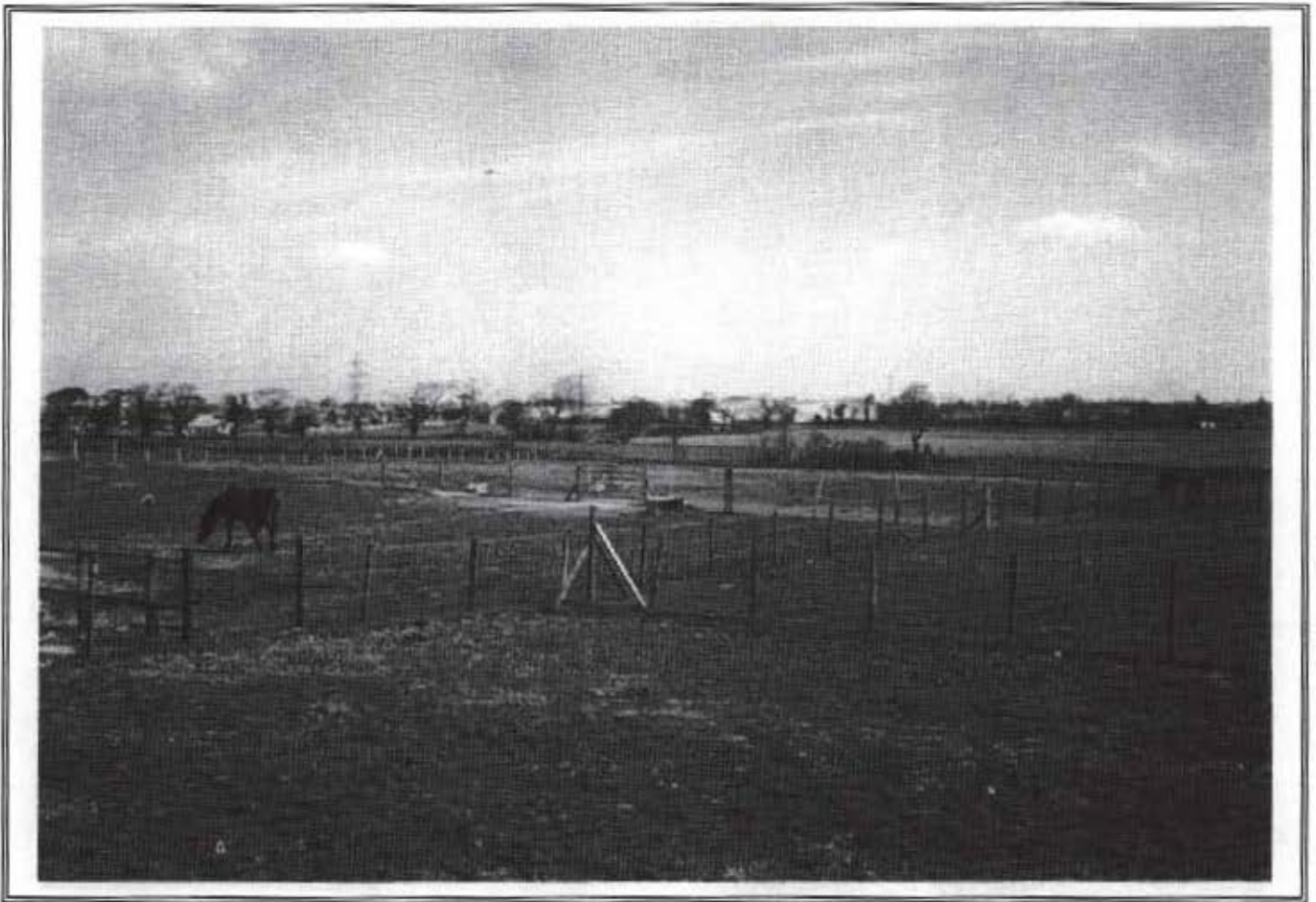


Fig 2 - Views across the filled land from Hall Lane (above) and from Woods Lane across land adjoining the former Fat & Bone works (below).



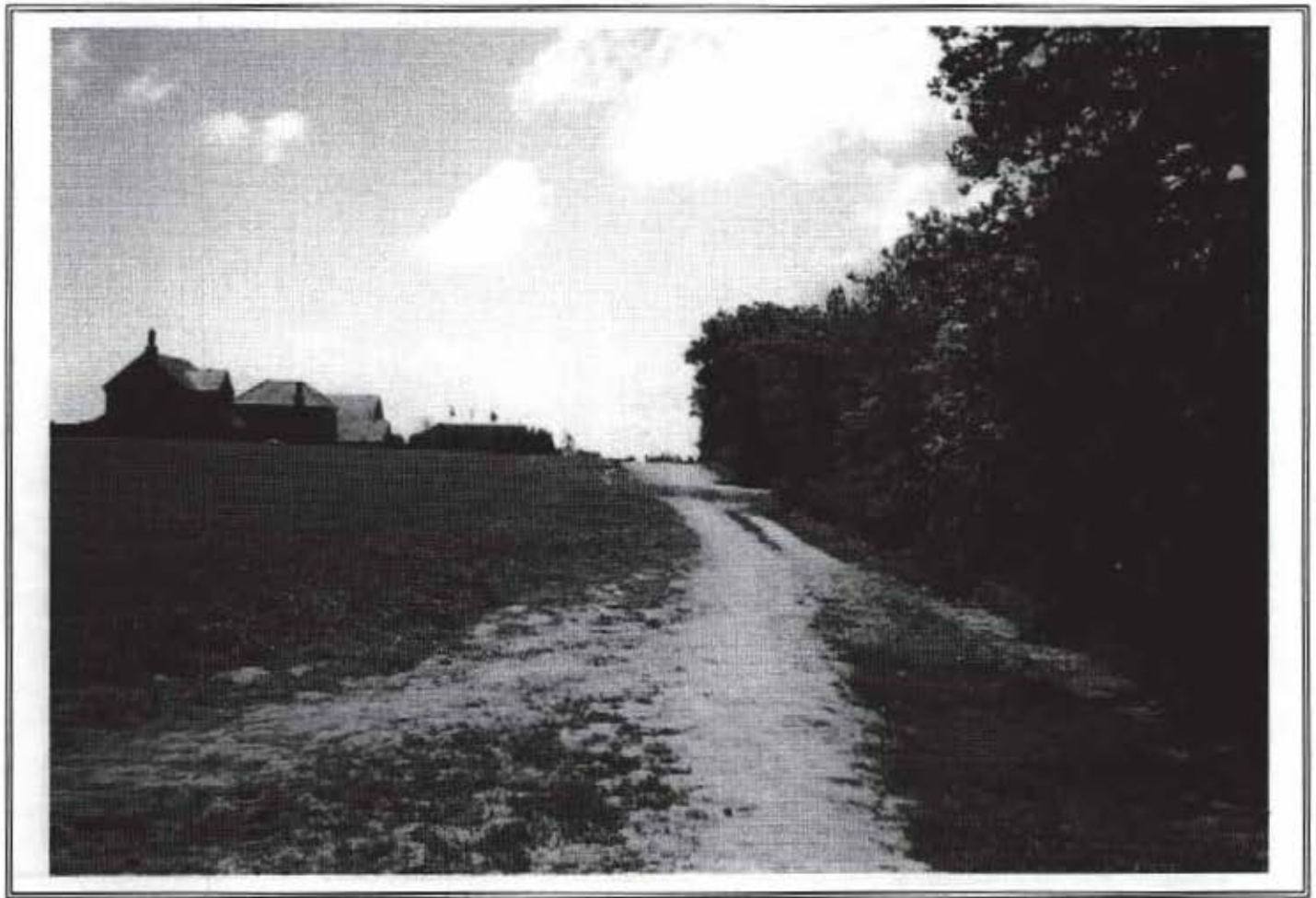


Fig 3 - Views along the boundaries between the former Fat & Bone works site & Ideal Homes development (above) and Suffolk County Council land (below)



3.2 To achieve the standards outlined in the Suffolk Design Guide, to allow for a reasonable range of garden sizes and to accommodate landscaping, the Local Planning Authority would wish to see an average density of 10 d.p.a. (ie. excluding open space) within the development areas. This would be based on a density range of 8 to 10 dwellings per acre within areas of family housing; whilst it is accepted that starter or sheltered housing may be constructed at higher densities (e.g. 12-15 d.p.a.), particularly where flats or maisonettes are included. Whilst the main concern will be to achieve an attractive residential environment rather than stick to a prescribed density figure, increases in density will need to be compensated for by more attention to design, materials, hard and soft landscaping and avoid overdominance by courtyard parking.

More Homes and a Better Environment

3.3 The Local Planning Authority has adopted the "More Homes and a Better Environment" approach, proposed by the New Homes Environmental Group. This recommends that more land be allocated for new housing areas than is strictly necessary, to allow more general open space and landscaping provision to be provided, together with other community benefits including low cost housing. As a result, the site is comprised of 46 acres of developable land, together with a minimum of 6 acres to be set aside for open spaces. If the "More Homes" approach is followed by the development, a large country park area would be provided to the north of the development and 26 acres of additional housing land released. This additional land would be composed as follows:-

TABLE 1 - RELATIONSHIP OF ADDITIONAL HOUSING LAND RELEASE TO OPEN SPACE PROVISION

Landowner/ Developer	Original Housing Allocn. (Acres)	Original P.O.S. (Acres)	Revised Housing Allocn. (Acres)	Revised P.O.S. (Acres)	Additional Housing (Acres)
Borthwicks (Fat & Bone Works)	10	1	10	1	0
Ideal Homes	22	4	24	2	2
Mobbs	6	0	18	30	12
S.C.C.	0	0	8	20	8
Warnes	8	1	12	1	4
TOTAL	46	6	72	54	26

3.4 To clarify the above, fig 4 illustrates the landownerships involved. In addition, the following points are made:-

- * The release of additional housing land will be dependent on contribution of the stated amount of land toward the Country Park by Mr Mobbs and the County Council.
- * The release of land within the Ideal Homes site could take place if the Country Park is provided, by reducing the need to provide on-site open space within this part of the development. The relocation of the community facilities site within the Country Park area could release further land for housing development.
- * The release of additional land in the ownership of Warnes will be dependent on the undergrounding of the high voltage overhead lines. The amount of open space to be provided within the development area may be reduced if a contribution toward the Country Park area is provided (such as the inclusion of White's Pit).

A larger scale masterplan for the site is shown in Appendix 1. This scheme recognises that there would be landscape advantages by slightly modifying the development boundary which had been drawn to reflect the 250 metre radius from the filled land :-

- to allow landscaping of the western boundary of the County Council land & make use of the fall in the land further to the east
- to allow the use of the depression to the north of the Mobbs development land to be incorporated as a feature of the proposed play area.

Housing Mix/Affordable Housing

- 3.5 In accordance with Planning Policy Guidance Note 3 - Housing, the Local Plan requires that the housing mix within the development should ensure provision for a wide range of types and tenures of housing (including smaller households, the elderly, the disabled and housing for rent). The inclusion of a proportion of affordable housing will be a material consideration as part of any planning permission.
- 3.6 In accordance with PPG 3, the District Council has identified a demonstrable lack of affordable housing. To meet this demand, 17% of dwellings on private housing sites in Lowestoft will normally be expected to be 'affordable'. The main category of housing need which could be met in this area relates to family housing for rent. The involvement of a recognised housing association will be necessary to ensure that the low cost housing remains available for future owners.

Adaptable/Accessible Housing

- 3.7 At least 13% of all adults in Suffolk (O.P.C.S 1989) suffer from some form of disability and 24% of persons in Waveney are of pensionable age. As most of us become less mobile in later life, it is important that new housing developments are designed to allow access for all sections of society and be able to accommodate changing requirements. Good design should allow access to the less mobile, including the elderly and parents with children in prams or pushchairs. Policies H3 / H4 of the Local Plan seek that a proportion of all new housing (particularly bungalows and ground floor flats) will be adaptable to the less mobile and to wheelchair users and that all new housing be accessible to a visitability standard.
- 3.8 Further details of adaptable and accessible housing are available from the District Council's Access Officer and in Appendix 2 of this brief. Information regarding the needs of the less mobile is also available from the Regional Health Authority and in the Social Services Community Care Plan.

4. Development Principles

Layout and Design -Comprehensive Approach

- 4.1 The scale of the development, infrastructure requirements and numerous ownerships means that an overall agreement setting out how the area is to be developed on a comprehensive basis is required. An illustrative layout and notes are attached (Appendix 1). The layout is not intended to be the definitive scheme, but sets out the principles which the District Council expects to be followed. Within the detailed phases of the development described, alternatives which maintain the general objectives of the brief and the Suffolk Design Guide will be welcomed.
- 4.2 The separation of the site into housing and Country Park areas reflects the presence of filled land to the north adjoining Hall Lane. The extent of the open space area reflects the general restriction of development within a 250 metre radius of the filled land.
- 4.3 A possible exception to this principle is the potential release of additional land owned by Warnes which is seen as a mechanism for assisting in the undergrounding of the 132kV overhead lines, which currently adjoin the Dunston development. This would also require preventative measures to inhibit any gas transmission. It would also be dependent on confirmation that landfilling of Whites Pit would only involve inert material and that the pit would be incorporated within the country park in due course.

Overall Legal Agreement

- 4.4 This would relate to an overall outline application for the whole site, or a series of outline applications submitted at the same time covered by a single legal Agreement. This would cover various matters including phasing of development, contributions toward or provision of highways (on and off site), drainage, open space/play equipment, structural landscaping, community facilities and affordable housing.

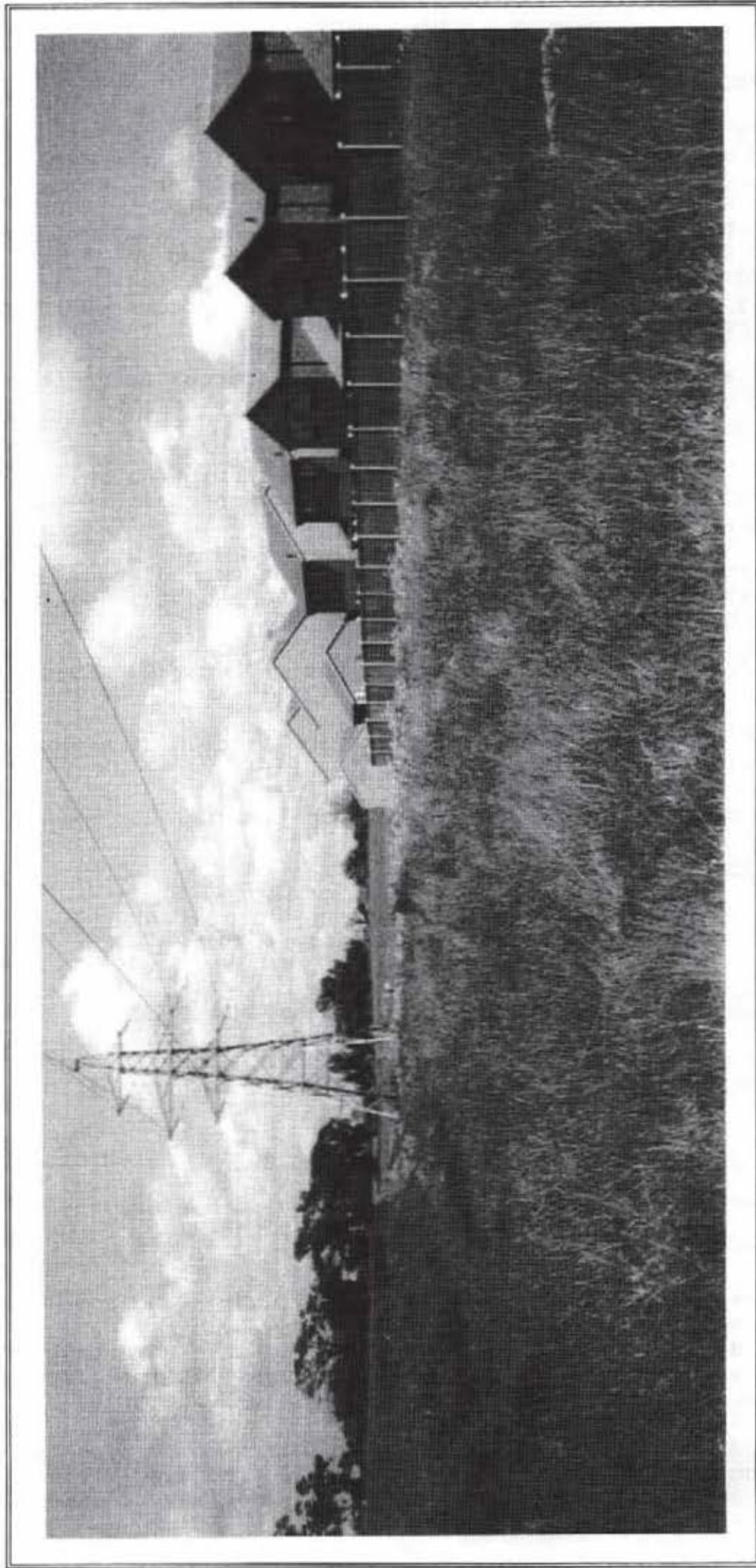


Fig 5 - Overhead lines to the west of Dunston

DESIGN PRINCIPLES

1) Design

4.5 The site requires a coordinated approach both to the design and planning of its housing, roads, open space and landscaping areas to achieve the desired result. The District Council believes this can be achieved through the application of the approach set out in the Suffolk Design Guide and the "More Homes and a Better Environment" document. The Local Planning Authority wishes to avoid mistakes which have occurred in the past, namely:-

- large amorphous estates with little character or variety, which bear little relationship to the site or its surroundings
- use of stereotyped standard house types, with no relation to the local context and lacking visual interest and variety
- low density development which is overdeveloped and dominated by buildings due to excessive use of large scale buildings
- high density development with an environment dominated by car parking
- layout dominated by unimaginative application of highway standards
- inadequate landscaping and open space provision

How can we do better?

4.6 To achieve a better standard of housing development, the following development principles are proposed:-

- * Neighbourhood areas - layout to be divided into a series of small neighbourhood housing areas (see Appendix 1), each defined by its own design style, character and identity and incorporating a reasonable housing mix and range of house types to meet different housing demands (see 3.5).
- * Attractive and interesting street scene - Ingredients:-
 - Careful attention to the arrangement of houses, their relationship to the surroundings and the 'lay of the land'
 - Spaces around buildings to be made interesting and intimate by landscaping and enclosure by buildings/walls - layout of houses to take advantage of views across the parkland and opportunities for grouping houses around site features e.g. the village green
 - Avoiding stereotyped layout of standard house types by using imaginative layout of houses introducing variety to the streetscene and more innovative road layout (see 4.9)

- Use of range of external materials and hard surfacing treatments which are sympathetic in colour and texture to the vernacular range of Suffolk materials
- * Safe and attractive road layout
- following the principles of DB32 and the Suffolk Design Guide (see 4.7 - 4.10) and including provision for cyclists and pedestrians (4.11 - 4.13)
- houses not to 'turn their back' onto the major access road but may be served by access drive(s) at various points
- incorporation of structural landscaping and security / crime prevention considerations (4.19 - 4.21 and 4.27)

Many of these points are illustrated within the illustrative layout (Appendix 1) and by Appendix 3, which contains extracts from the Suffolk Design Guide.

2) Highways

4.7 The main highway requirements include:-

On-Site

- A major access road linking Lime Avenue to Dunston Drive, serving a network of minor access/shared surface roads
- A secondary looped road to major access road standard would also be required to serve housing areas D & E, and possibly area C
- Safe access points to the country park from area D & Hall Lane (with improvement to the bend or alternative access to the east of Laurel farm)

Off-Site

The traffic impact study carried out by the developers (the results of which are subject to further detailed consideration with the County Surveyor) suggests that the main requirements would include:-

- Improvements to existing roundabout at junction of Gorleston Road with Hall Lane/Somerleyton Road
- Re-instatement of visibility splay and widening at Dunston Drive junction with Gorleston Road
- Traffic calming measures on Gresham Avenue, Gloucester Avenue/Higher Drive
- Peak hour signalling at Normanston Drive roundabout

Phasing

4.8 The achievement of the main link road is one of the main phasing requirements for the development, as it is the key to the satisfactory distribution of traffic onto the existing network of roads in the area. A suggested programme for the construction of the link road in conjunction with the housing development is illustrated in fig 6. This is subject to arrangements being made for emergency vehicles and detailed negotiations with the highway authority. Details of road

requirements in relation to land release and triggers in terms of house numbers are set out in table 2 below :-

TABLE 2 - LINK ROAD PHASING ARRANGEMENTS

Phase	Area	No. houses	Road link required
1.	E + D (part) (15 acres)	1-150*	Link road 'a'
2.	A + C (part) (15 acres)	1-150**	Link road 'b'
3.	B + C (part) + D (part) + F (30 acres)	300	Link road 'c'
4.	F + D (part) (12 acres)	1-120	Loop road 'd'

*less existing dwellings served from Lime Avenue

**subject to a connection from Dunston to Hall Lane being made

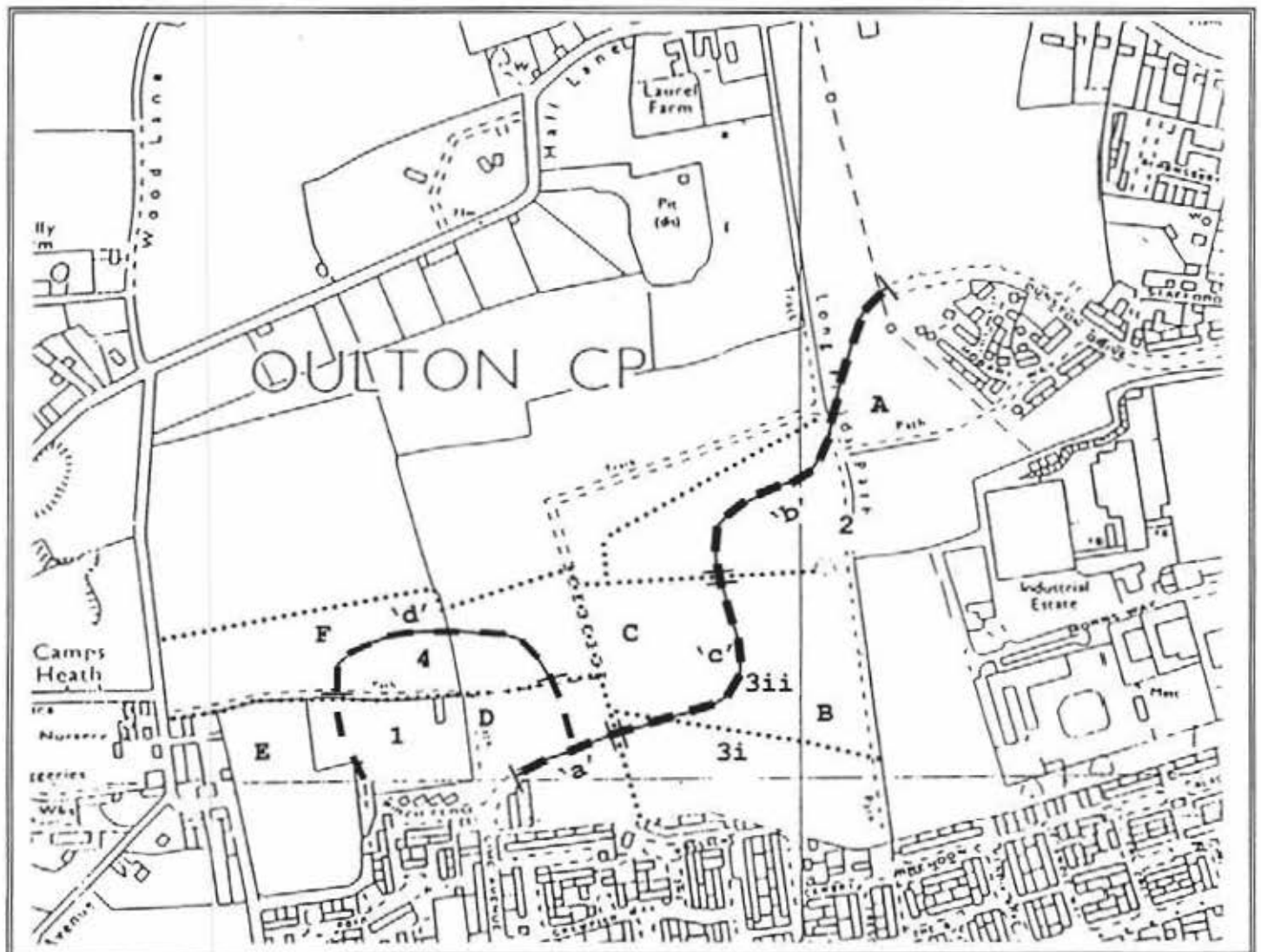


Fig 6 - Suggested phasing arrangements for Link Road (not to scale)

Design and Implementation

- 4.9 Road layout design should follow the principles laid out in the revised DB32 (2nd Edition) and the Suffolk Design Guide. The revised version of DB32 includes more flexibility for the introduction of speed reduction measures by means of road design and materials and to reduce the visual impact of roads and parking areas, particularly at the lower end of the road hierarchy.
- 4.10 The main estate road should avoid the bleak 'tunnel' effects of some of its predecessors by incorporating a degree of frontage development (using shared access drives) and leaving space for adequate landscaping. Provision for buses will also be required. It should also be designed to prevent speeds in excess of 30mph by its alignment and by introducing speed reduction features at certain points (eg. where crossed by footpaths - see Appendix 1). Widening will be required on bends where the radius is less than 100m.
- 4.11 Neighbourhood areas would be served mainly by shared surface roads or minor access roads where necessary. To emphasise the hierarchy of major access roads (serving over 150 dwellings) and minor access roads, it is suggested that the carriageway width be 5.5m and 4.8m (normally with no direct access) respectively. Within the neighbourhood housing areas, it is expected that full advantage will be taken of the opportunity to reduce road width by excluding footways to 4.1m on shared surface roads (or 5.5m with direct access) and use contrasting hard surface materials and speed reduction features. Widening will be required on bends with a radius of less than 30m. Hot rolled asphalt will not be acceptable on shared surface roads, where concrete blocks or pavements will be more appropriate.
- 4.12 Consideration of the requirements of public transport operators (e.g. bus routes, laybys, shelters etc) will be required at an early stage so that adequate services can be developed. Bus layby provision is likely to be needed on the main access road. The access and mobility requirements of disabled people (including dropped crossings, tactile surfaces, ramped or level approaches to buildings) should also be considered as part of road and footway design.

3) Pedestrian/Cycle Routes

- 4.13 Safe movement of vehicles, pedestrians and cyclists are equally important and can usually be achieved by design measures to restrain vehicle speeds, and to minimise vehicle flows, particularly within shared surface roads.
- 4.14 The layout will, however, also need to include certain separate routes for footpath/cycleway provision (with signposting) between the new development, the established community and its facilities. These will include the following footpath/cycleway routes:-

- along Longfields Path (footpath 4)
- along the southern site boundary
- along footpath 5 to Dunston (area A)
- through the former Fat and Bone Works to Woods Lane



Fig 7 - Main footway, cycleway & equestrian routes

- footway route
- . - . - . footway/cycleway
- * * * * equestrian route

(Not to Scale)



- along footpath 8 (part) from Woods Lane
- links within the development to play areas, community facilities

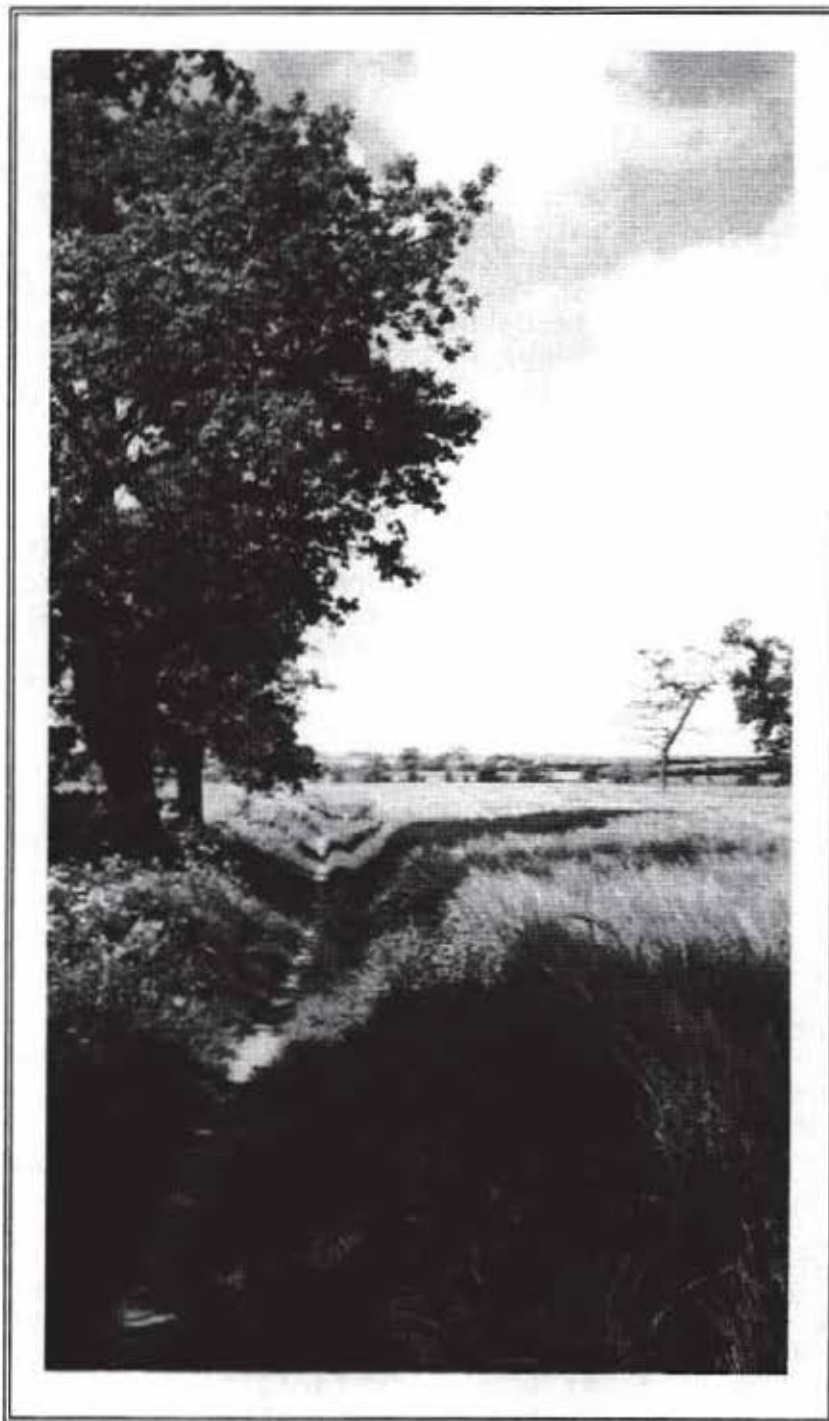


Fig 8 - Footpath 5 from Dunston

In addition, the following pedestrian routes will be needed within the development :-

- along the existing track (diversion to footpath 7)
- footpath 8 (connecting to footpath 7)
- within the country park
- links between cul-de-sacs and to main routes

Details of the above footway/cycleway routes are shown in fig 7 and the plan accompanying the brief (Appendix 1).

Design and implementation

- 4.15 Within the development, these routes are to be constructed to adoptable standards, with separation between cyclists and pedestrians and streetlighting where necessary (eg along Longfields Path). Unless the development is constructed as a single package, each developer would be responsible for the footways/cycleways within their part of the development. It is hoped that the Council (as agents for Suffolk County Council) would in due course create the off-site links and the northern part of Longfields Path (see fig 8). Within the Country Park area, footways will be created by selective mowing of grassed or meadow areas, as shown on the plan accompanying this brief.
- 4.16 Structural planting at an early stage along these routes will be needed to create "greenway" routes. Additional planting along Longfields Path will enhance its role as a natural green lane. Links to the Dunston development, the Broadacres Estate, Woods Lane and Hall Lane will link the development with adjoining areas and longer distance footpaths. Some of these routes will subsequently form part of circular footpath routes.
- 4.17 Short footpath/cycleway links from culs-de-sac will provide convenient pedestrian routes and might allow access for emergency vehicles (where necessary), but should not be so numerous as to offer excessive scope for escape routes or frustrate crime prevention. The design of all routes should bear in mind the safety and security of the user and adjoining properties, through appropriate boundary treatment, lighting and the use of natural surveillance. Brick walls or other sturdy boundary treatment should be used alongside footpath/cycleway routes for security and to restrict damage/vandalism. Measures to prevent misuse by motorcyclists (such as 'kissing gates' at footway entrances) will also be needed. Further advice is also available from the Council's Footpaths and Cycling Officers.

4) Public Open Space

- 4.18 In line with the "More Homes and a Better Environment" philosophy, the Plan accompanying the brief (Appendix 1) has identified a larger country park area of about 50 acres, together with a site for community facilities. This is an alternative to providing the full amount of open space within the housing area, with the cost to be offset from the proceeds of additional housing land which may be released. The provision of a larger country park coincides with the area of land sterilised for development by the presence of filled land

adjoining Hall Lane.

4.19 The park will need to be laid out to incorporate:-

- a large equipped play area for juniors/older children
- kickabout and outdoor events areas (adjoining the community centre/car park)
- orienteering, mountain bike and 'trim-track' areas
- safe vehicular accesses from Hall Lane and area 'D'
- equestrian routes, footways and disabled access points
- wooded areas and wildlife areas
- 'wet' balancing pond feature
- relationship of houses to take advantage of views across the park and provide natural surveillance.

Design and Implementation

4.20 A structural landscaping scheme is to be commissioned for the country park, which is intended to be a semi-natural area with a low maintenance regime similar to Pakefield Park. The western and eastern margins of the park and 2 larger areas between could be planted up as woodland. Woodland areas would be retained in a more informal management regime as wildlife areas and possibly subsequently managed by the Woodland Trust. Grassed areas in between the woodland would allow views or vistas through the park and along footway routes. Footway routes would be created by mowing; helping to define the park's structure and link the park to the housing development and the long distance routes to the countryside. A (wet) balancing pond could be incorporated as a feature in the southern, more low-lying part of the park, provided that acceptable arrangements can be agreed for maintenance. Access provision for gang mowers etc. would also be required, which could be, for instance, from Hall Lane and adjoining the community centre.

4.21 Within the housing development, two smaller areas for younger children, adjoining Longfields Path (area B on a former pit area) and on the village green (area E), will allow play equipment to be located reasonably close to housing areas it serves. This will help to avoid the need for smaller children to walk far from home or cross major roads. Play equipment within the equipped areas would be provided in accordance with the Council's Open Space Standard (1991) and adoption standards. Appendix 4 sets out the Procedures for the Adoption of Open Space. The capital contribution toward equipment would currently be £250 per property (reviewed annually). This would generate an overall budget for equipment between £120,000 - £185,000). Further details regarding the design and specification of the play areas will be available in due course from the Council's District Technical & Leisure Services Officer. However, it is intended that the larger play area will:-

- be designed around a theme and be constructed where possible of natural materials
- include landscaping which makes use of any natural features (e.g. existing depressions)
- will rely on the use of natural materials such as sand or bark chippings to provide safety surfaces
- include seating and dog proof fencing
- reasonable proximity and orientation of properties with use of linking footpaths should be employed to encourage natural surveillance.

4.22 Phasing will need to be agreed to ensure that the park is provided at a stage before the majority of new dwellings become occupied (e.g. no later than the 250th house) or in phases related to development of adjoining housing areas to be tied up in the legal agreement. In either case, provision of play equipment will be triggered by the completion of an agreed number of houses.

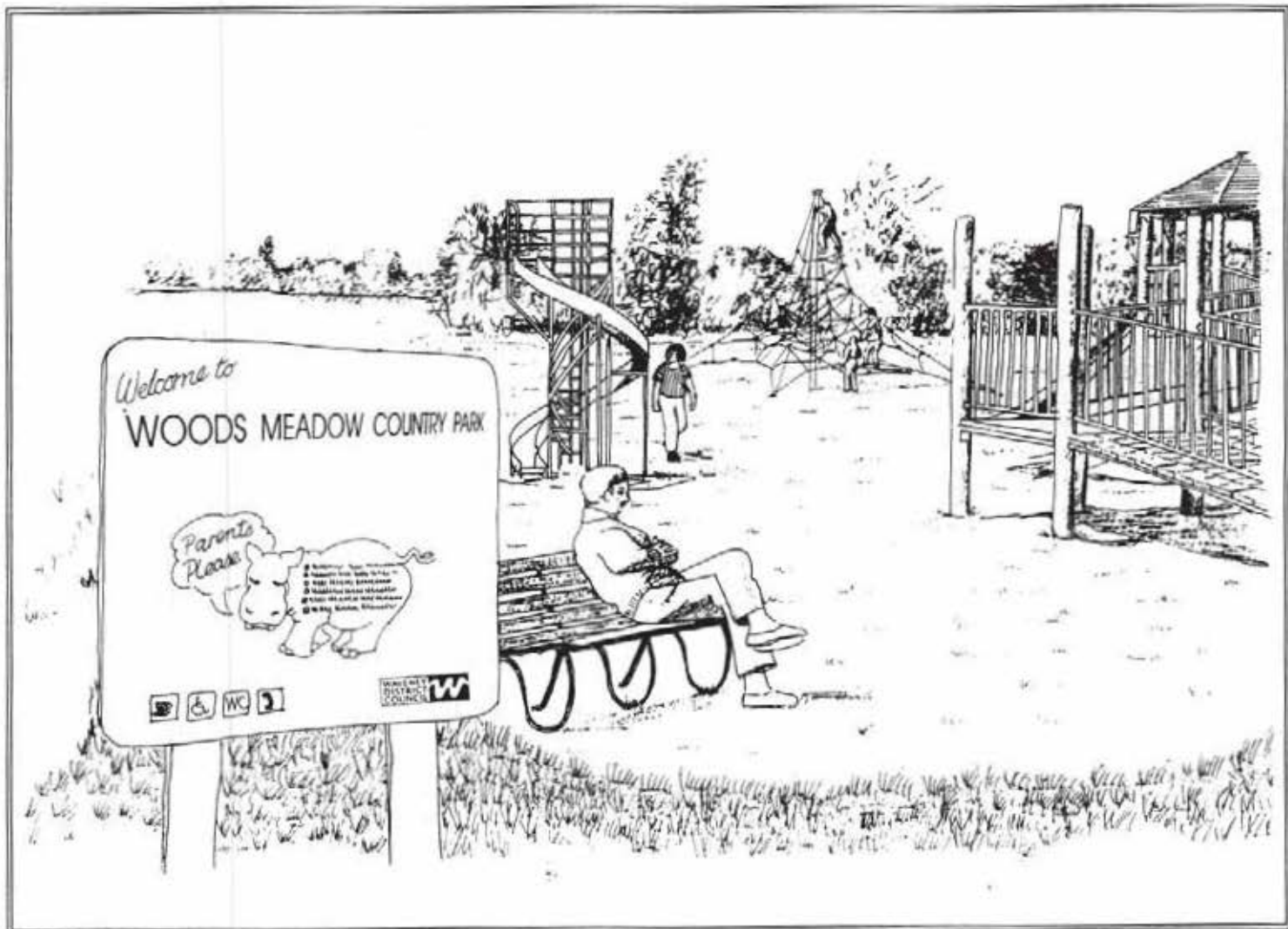


Fig 9 - How the larger play area could look

5) Facilities for Horseriders

- 4.23 Within the country park, it is intended that there will be a circular network of equestrian routes (fig 7). At this stage these would not be definitive rights of way but will give access to existing bridleway routes into the countryside and to adjoining paddock areas. The main route would circle the outskirts of the park, remaining separate from footpaths. Separate routes for horseriders running north to south are suggested through the proposed woodland areas on land currently owned by the County Council.

Design and implementation

- 4.24 These routes should be laid out using woodchips. A minimum depth of 100mm will be required, with drainage or ditching provided where necessary. Woodchips are a natural material which is cheap and biodegradable, and which will require topping up annually as part of grounds maintenance. Where woodland or hedgerow areas are adjoined by bridleways, adequate clearance must be retained to allow subsequent trimming and maintenance. Care will also be needed to avoid conflict with walkers or other users of the park. It is hoped to achieve this by keeping footpaths separate and by signposting.

6) Car Parking

- 4.25 Parking needs to be considered as an essential element of the co-ordinated design. The private cars of residents and visitors should be able to park off the road itself wherever possible. Where grouped parking is provided outside the curtilage, this should not dominate the street scene, but should be well related to the dwellings served. This will give convenient access and allow vehicles to be overlooked from adjoining dwellings to provide natural surveillance.
- 4.26 The Suffolk Design Guide has drawn attention to problems arising when parking densities exceed 60-70 spaces/hectare (ie 12-14 d.p.a. at 2 spaces per dwelling). Where family dwellings are provided, the Local Planning Authority will normally encourage the provision of either a garage or garage space. Garaging provides an opportunity to vary the scale and alignment of the street frontage. Integral garages are generally less satisfactory. Appendix 3 provides examples of good practice. Where parking courts are provided, these will require careful hard and soft landscaping and boundary treatment (with the use of contrasting materials) and should be designed to discourage ball games.
- 4.27 In addition, Suffolk County Council parking standards are set out in Appendix 4. For each five dwellings proposed one unassigned space shall be provided for visitor and service parking. These spaces if located and constructed in accordance with Highway Authority guidance are likely to be adopted by the Highway Authority.
- 4.28 Cycling parking standards are set out in 'Cycling Policies for Waveney'. Adequate provision should be made within dwellings and grouped housing areas for cycle storage and at community facilities for cycle parking.

7) Landscaping

- 4.29 Landscaping is a key factor in the success of an attractive housing environment. Landscaping should form an integral part of site layout and design planning, rather than an afterthought and a detailed landscaping scheme will be required as part of any detailed planning application. This will need to include details of the location, species, size and spread of all hedges and trees and take account of their affect on property.
- 4.30 A structural landscaping scheme is to be commissioned for the country park which should include some of the following areas:-

- wildflower meadows
- woodland planting areas along the western boundary (to soften views from the east as seen from the Broads Authority) and 3 areas within the Country Park as indicated
- tree planting along the new estate roads in areas widened out to allow for this to take place and main footpaths such as Longfields Path. (The 'greening' of the main approach roads, footways and cycleways is seen as priority)
- open space areas such as the village green (area E) and play area (area B)
- as a buffer from the extension to Oulton Industrial Estate (areas A/B)
- at the site entrances, low level planting within visibility splays with tree planting and shrub planting behind will help to create a satisfactory entrance to the estate.

Those main areas of landscaping not covered will need to be supplied by the developer(s), together with detailed landscaping schemes for individual phases of housing. The overall landscaping scheme should be agreed as early as possible, to allow planting to be carried out before or not later than the commencement of development. This will enable landscaping to mature as the estate becomes established.

- 4.31 Within housing areas (e.g. culs-de-sac) it is important to allow for planting to soften the aspect of new housing development particularly gable ends, boundary walls and to enhance the street scene. Larger house plots within the layout provide an opportunity for tree planting.

Design and Implementation

- 4.32 Trees and hedges which border various field boundaries are currently the main existing features. These should be protected during building works (e.g. by picket fencing at a distance of 2 metres from trunks and hedges including those covered by the TPO). The condition of the existing hedges is variable. The hawthorn hedges running north to south along the west and east boundaries with the County Council's land are vigorous. Other hedges contain dead elm trees which will require removal and replacement with other species. In particular, it is suggested that the hedge which runs parallel with the existing field drain within the country park should

be planted up with species such as willow and alder.

- 4.33 It is expected that hedges will need to be trimmed before adoption by the Council and dead trees removed. Where necessary, gaps will have to be created for footway and bridleway routes to cross the site. 'Greenway' routes will be created within the development, along the main access roads, footpaths and cycleways.
- 4.34 Within the country park, it is hoped to make use of set-aside of existing agricultural land to achieve woodland areas. These areas should include a mix of native species including willow and alder. The meadow areas should be planted with species such as wildflowers. Further information will be available from the landscaping scheme and from the Council's Landscape Officer. Where it is proposed to remove any trees or hedges this should be discussed with the District Planning Officer beforehand.
- 4.35 Arrangements for the future maintenance of structural landscaping and amenity areas will have to be agreed in consultation with the District Technical and Leisure Services Officer. Appendix 5 provides details of adoption arrangements. Small scale planting areas should normally be conveyed to individual owners, but will be protected by appropriate planning conditions.

8) Community Facilities

- 4.36 The surrounding area contains a number of community facilities including shops, a pub, and a primary school at Christmas Lane. The immediate area lacks a church, children's play facilities and a larger open space. It is expected that a site for shops will be reserved in a suitable location.
- 4.37 The Oulton Community Centre is used to capacity and the area lacks facilities such as youth clubs, mother and toddler and play groups. It is expected that provision for some of these uses will be made within the site. A site has been reserved for a community centre within the brief. An alternative may be to locate the community centre within the Country Park, on a site related to the housing development.

Design and Implementation

- 4.38 Contributions from the developers towards the cost of the construction and maintenance of the community facilities will be sought (the current rate is £280 per property), which should be sufficient to generate a stand-alone facility. The community centre should be provided in parallel with the development (e.g. no later than the 250th house). The exact timing will need to be related to the phasing of the development.
- 4.39 Details of the type of community centre sought are provided in Appendix 6. To complement the setting, a brick built building with a pitched roof is sought. The precise details will need to be agreed with the Local Planning Authority, potential users and the parish council. The associated car parking area would also serve the park and should be hardsurfaced in bitmac or asphalt and finished in a natural material to create

a 'soft' appearance. The car park should be designed to allow for access to an overspill parking area within the park. It is expected that residents groups and the parish council would then be involved in the further development and management of the facility. If linked to the use of the park, the building could form a focus to its use and could include refreshment and interpretation facilities.

9) Crime Prevention

- 4.40 Design and layout should seek to create neighbourliness, allow natural surveillance and limit public access to residential areas. Individual properties should be protected by secure boundary treatment; with low level boundary enclosure to front garden areas to create defensible space but allow natural surveillance. Footpaths and play areas should where possible be overlooked and well lit, avoiding vegetation which could conceal attackers.

5. Infrastructure

Foul Water Drainage

- 5.1 Anglian Water Services Limited (AWS Ltd) have advised that whilst the existing foul sewerage infrastructure in the vicinity of the site has sufficient capacity to accommodate the anticipated flows likely to be generated, problems do exist within the overall catchment. Consequently, to allow sufficient time for the necessary improvements to be implemented, AWS Ltd will require the development to be phased over some mutually acceptable timescale. As part of the Water Industry Act 1991, a sewerage infrastructure charge will be payable for each connection to the public sewer. Currently this is set at £656 plus VAT. Prospective developers should contact AWS Ltd at the first available opportunity to discuss the implications of the development.

Surface Water

- 5.2 The site drains naturally to the south and west. A number of options could be considered as part of the drainage strategy. Whichever option is approved it will be necessary for the developer to provide an off-site surface water sewer, together with some form of flow attenuation. The most direct route for surface water drainage is via Chestnut Avenue to Oulton Broad, although the NRA would prefer to see discharge to Lake Lothing.
- 5.3 Balancing pond - normally AWS will only consider "dry" ponds, but will accept "wet ponds" in this situation provided the Council adopts for maintenance liability. Thus, there are 2 options for flow attenuation :-
- Lower capacity pipe with attenuation ie. a balancing facility (details of the design of a suitable wet pond are provided in Appendix 7) - Higher capacity pipe with direct connection to sewer.

The exact nature of works involved will need to be agreed with the National Rivers Authority / Anglian Water.

Developers should contact AWS as soon as possible to discuss

the implications of the development.

Water Supply

- 5.4 The developers will negotiate with the Suffolk Water Company concerning the need to reinforce and connect to the existing mains at Dunston and Hall Lane.

Electricity

- 5.5 Eastern Electricity (EE) have confirmed that the nearest high voltage main is in Sands Lane to the south or Mobbs Way to the east of the site. At least one substation would be required, the design of which should compliment the rest of the development. This matter should be taken up by the developer with EE. Details of the design of the enclosure of the substation will be required, which should be sympathetic with the rest of the development in materials and appearance.

5.6 British Gas

British Gas have stated that connection to the mains at Dunston or to the south would be required.

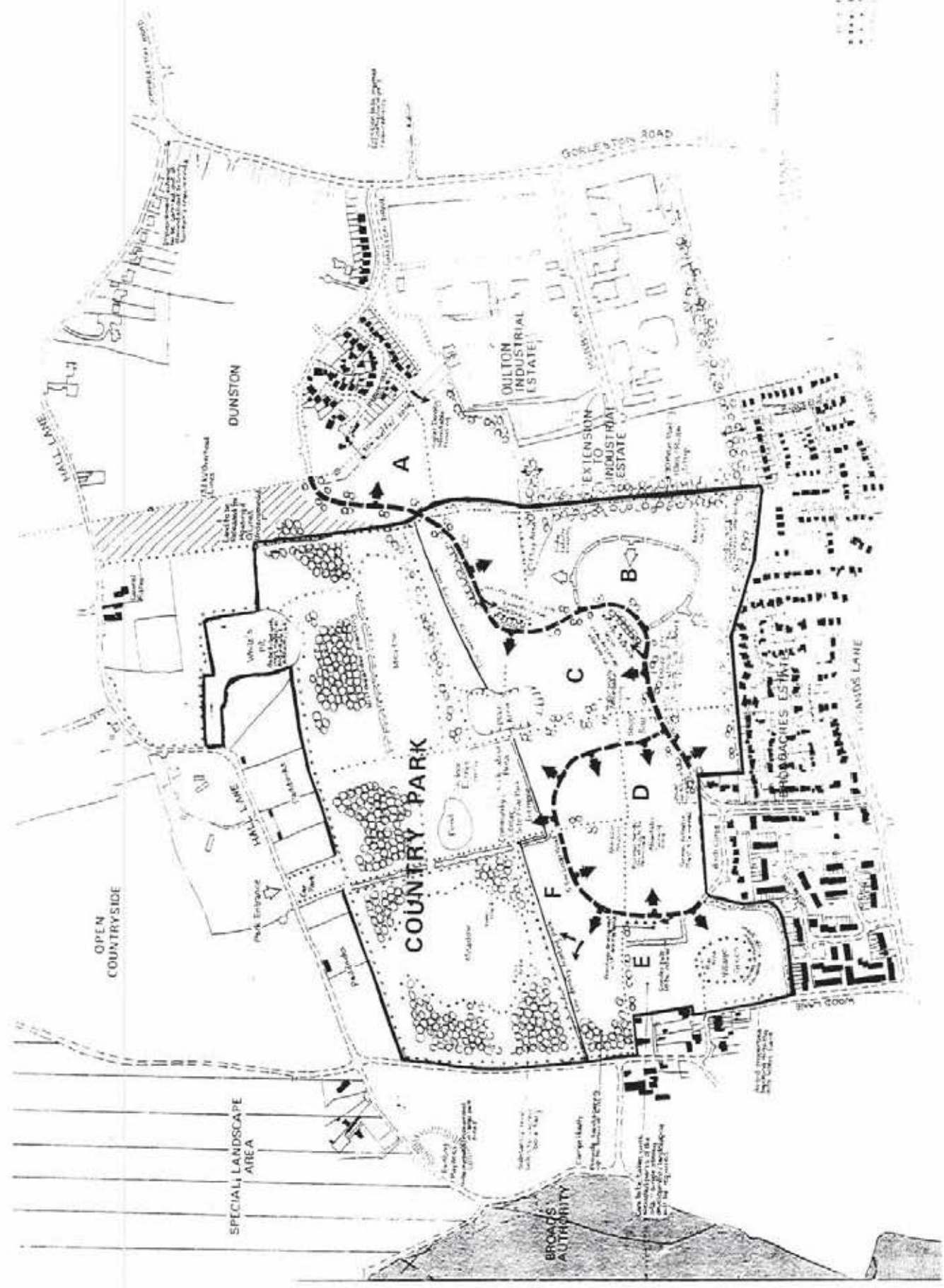
Telecom

- 5.7 BT have confirmed that the site is serviceable.

6.0 Building Control

Prior to the submission of a planning application, the involvement of Building Control in the design process as part of the construction team would assist the effective implementation of the development brief as well as meeting the current Building Regulations. Local Authority Building Control would offer customers a single development officer to co-ordinate the whole project.

Legend:
••••• Main Road
••••• Minor Road
••••• Footpath



Appendix 2 - Accessible/adaptable housing

ACCESSIBLE HOUSING

The Council will expect all new homes to be designed to a "visitability" standard incorporating the following features:-

- 1) A level or partly ramped well lit uncluttered approach from the car parking area and public pavement to the main entrance.
- 2) Flush thresholds to all entrance storey and internal doors.
- 3) Entrance storey door sets and corridors to be at least 900mm wide (ie 750mm minimum clear passage through doorways).
- 4) No change of level in the ground floor or entrance storey.
- 5) Either a toilet which can be used by the ambulant disabled or an entrance storey bath or shower room providing a wheelchair turning space with 'fittings' arranged to "Centre on Accessible Environments" guidelines".

Where flats occur, all the features listed above are to apply to all floors within communal lobbies and corridors, 140mm minimum width, with stairways capable of taking a stair lift or wheelchair platform. Where three storeys or more occur, a lift(s) capable of carrying a wheelchair user and one standing person is to be included.

ADAPTABLE HOUSING

A proportion of all new housing evenly spread throughout the development must be to adaptable standard.

Incorporated in adaptable housing must be the following design features:-

External

- 1) Space for a car port or garage, minimum size 3200mm x 6000mm, as near to the dwelling as possible but no more than 20 metres away.
- 2) A level or gently ramped (1:20 maximum) well lit, uncluttered path to the main entrances from the car parking space or the pedestrian section of the public highway, finished in a hard durable non slip material

Internal

All provisions listed above for "Accessible Housing" are to be included with items (2), (3), (4) and (5) also applying to upper floors, together with the following:-

- 1) All stairways to be designed and sized to allow a stair lift with a fixed seat or wheelchair platform to be fitted.
- 2) All walls forming WCs, shower rooms and bathrooms in the dwelling should be capable of taking grab rails.
- 3) All handles and controls throughout the dwelling should be no higher than 1200mm above floor level. Socket outlets to be a minimum of 600mm above floor level.
- 4) Windows should be positioned such that a seated person can see out with no transoms at eye level.
- 5) Bathrooms and kitchens are each to have a 1500 diameter circle of free floor area as turning space.
- 6) Crosshead or lever taps to be provided.
- 7) A minimum 250mm x full width of bath seat is to be provided at the head of the bath. Bath height not to exceed 450mm.
- 8) Kitchen worktop height to be no more than 500mm.
- 9) Non slip flooring to be provided in bathrooms and kitchens.
- 10) Where lifts are provided, they should be designed to suit disabled people and according to Centre of Accessible Environments guidelines, capable of carrying a wheelchair user and one standing person.

**Appendix 3 - Site layout do's & don'ts
(extracts from Suffolk Design Guide)**

**SPATIAL ORGANISATION
- how not to!**

Open plan front gardens frequently results in the unco-ordinated provision of sundry walls & fences by individual owners

No thought given to visual linkage of dwellings or enclosure of space

Un-necessarily dominant road/footpath system which allows the vehicle to dictate the layout

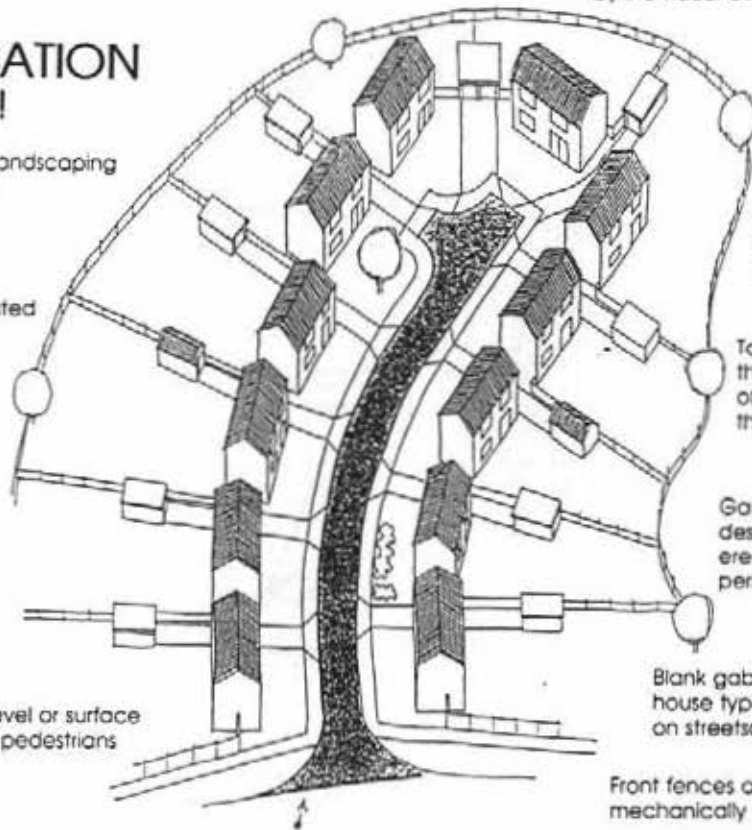
Taken landscaping - no thought given to appearance of the development from the 'outside'

Garages frequently of poor design, particularly if erected by owners as permitted development

Blank gable ends to suit standard house types - no regard to effect on streetscene

Front fences and paths set mechanically to visibility splay

No interest - one glance reveals all



- Little space for landscaping in front gardens
- Buildings set to a rigid building line. Space between dwellings dictated by driveways
- Standard 'go anywhere' house types regardless of location
- 'Tunnel' effect layout - no variety of width, no sense of place - 'it's all the same'
- No change of level or surface to indicate that pedestrians have priority

Why design a road like this

Variety of dwelling types but showing vernacular details

Informal turning head complements informal arrangement of dwellings

Another 'point of interest' - 'I wonder what's beyond those gateways?'

Buildings marked 'B' enclose the second identifiable space

Garage and planting used to complete enclosure of housing cluster

This group of dwellings marked 'A' enclose the first identifiable space

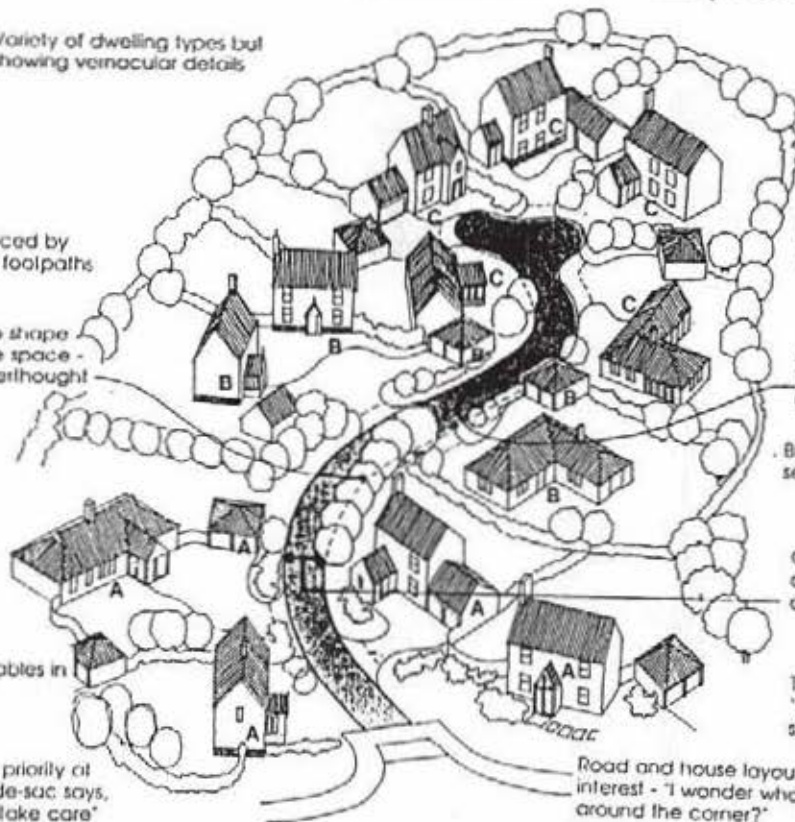
Road and house layout creates interest - 'I wonder what is around the corner?'

Impact of road reduced by shared surfaces - no footpaths

Landscaping used to shape views and to enclose space - not merely as an afterthought

Careful attention to gables in prominent locations

Clear change of priority at entrance to cul de-sac says, 'Motorists should take care'



....when it could be like this?

SPATIAL ORGANISATION

Appendix 3 - Site layout do's and don't's (extract from Suffolk Design Guide)

Domestic Garaging - Examples of good practice



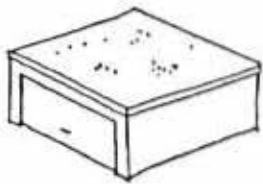
Avoid garage within main body of dwelling



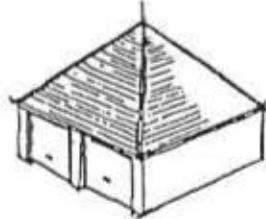
Express garages as subordinate element in the dwelling composition. Use complementary materials



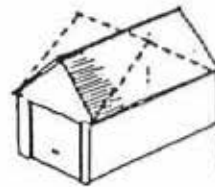
Changes in levels can be used to advantage to minimise the visual impact of parked cars



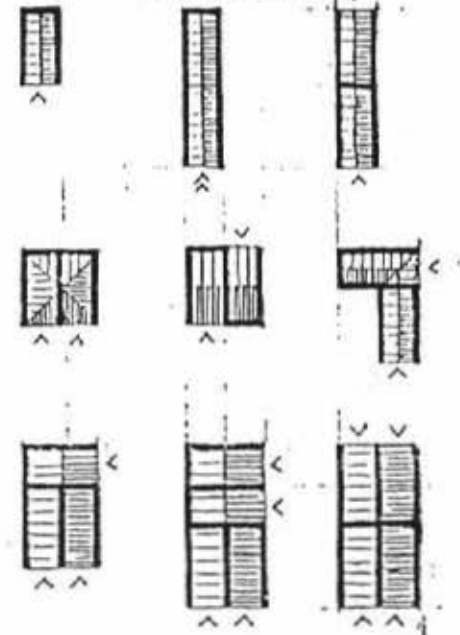
Avoid flat roof and double width doors



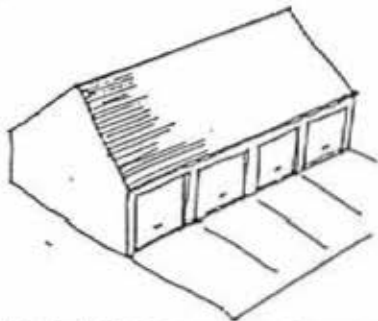
Use pyramid or pitched roof with two single doors



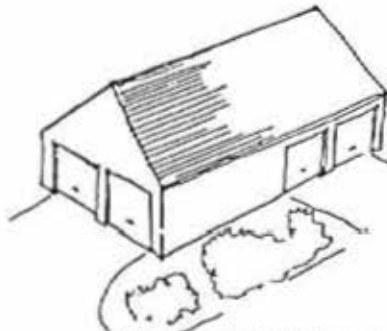
Avoid pitching roof wrong way when freestanding



Consider different garage compositions



Avoid rows of doors or open forecourts which can dominate the scene



Keep to material and design that remains in scale and in keeping with surroundings



Appendix 4 -Suffolk County Council Car Parking Standards

HOUSES AND FLATS

- | | | |
|------|--|--|
| i) | Dwellings of 2 or fewer bedrooms with private grouped unassigned parking courts. | Three spaces per two dwelling |
| ii) | Dwellings of 3 or more bedrooms with private grouped unassigned parking courts | Two spaces per dwelling |
| iii) | Dwellings of 3 or fewer bedrooms - parking within the curtilage of the dwelling | Two spaces per dwelling which may include garage provision |
| iv) | Dwellings of 4 or more bedrooms - parking within the curtilage of the dwelling | Three spaces per dwelling which may include garage provision |

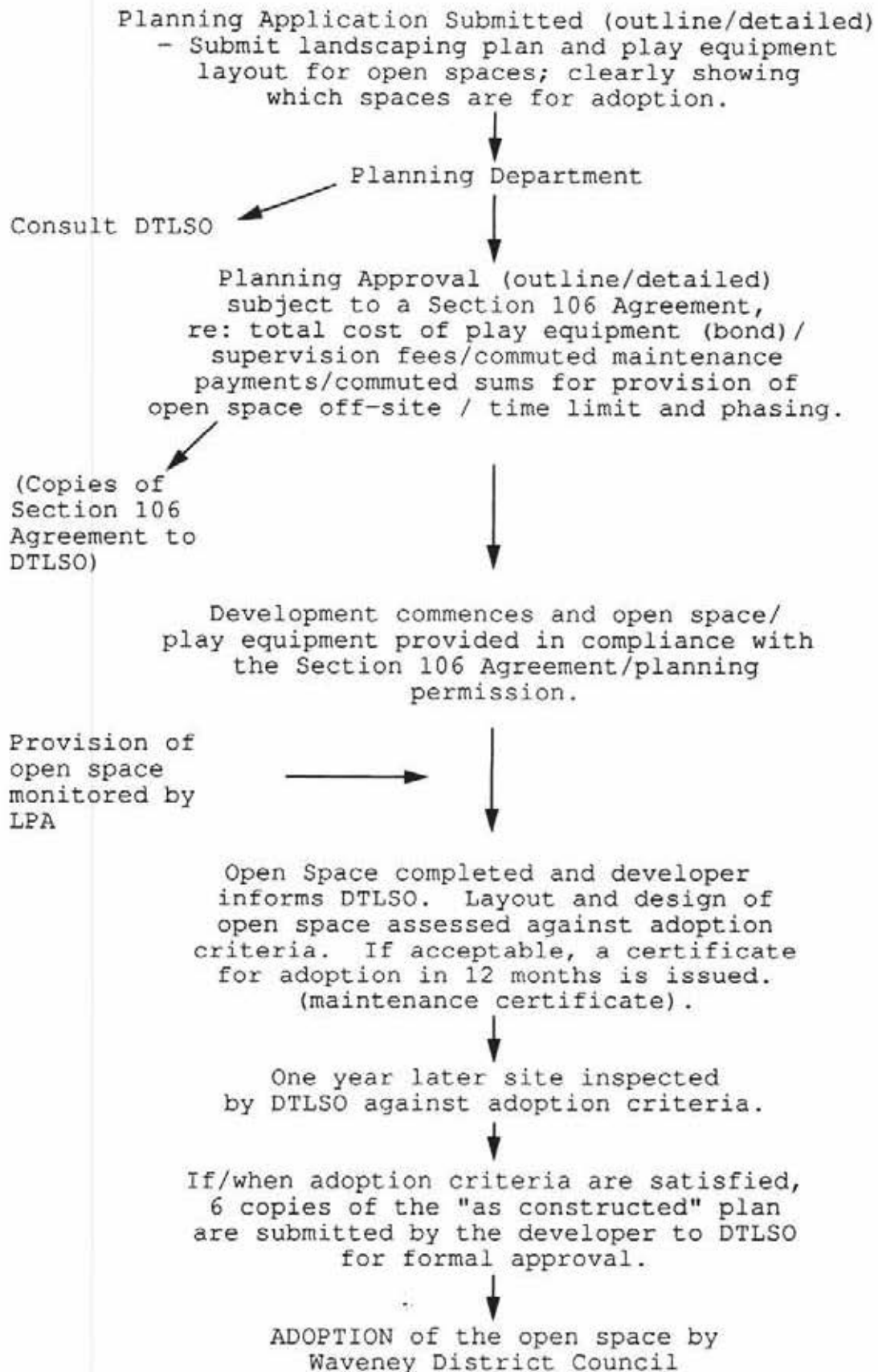
RETIREMENT HOMES

	Parking Spaces per Residential Unit	
	Min Age	Spaces
The District Council will normally require developers to enter legal agreements restricting occupation to elderly persons. The normal standards for houses/flats will apply if no lower age is to be agreed. The rate of parking provision application is dependent upon the age of the occupants	55	1
	60	2/3
	65	1/2
	70	1/3

WARDEN SERVICED HOUSING FOR THE FRAIL ELDERLY

The District Council will normally require developers to enter legal agreements restricting occupation to persons aged over 60. The normal standards for houses/flats will apply if no or a lower age limit is to be agreed.	One space per warden and one space per 4 dwellings
--	--

Appendix 5 - Procedures for the Adoption of Open Space



DTLSO: District Technical & Leisure Services Officer
LPA: Local Planning Authority

Appendix 6 - Community Centre Requirements

Size : At least 17.7m x 15m, minimum 3m eaves height
(ie. large enough to accommodate a badminton court and a range of other uses)

Ancillary rooms : Kitchen, store, 2 cloakroom/w.c.'s, entrance foyer

Construction : Brick with pitched roof, stained hardwood windows, including floor coverings and finishes

Special requirements : Disabled access/toilet, security provisions (including shutters)

Features to be added later : Kitchen, staging, bar

Cost & comparison : Approximate cost £100,000. A hall of similar size would be Kessingland Community Centre.

Car park : 30 spaces for the hall + additional parking for the country park. Surfaced in hoggin and marked out.

Cycle storage : Cycle rack adjoining to provide secure cycle storage

Appendix 7 - Balancing Pond Requirements

As any balancing pond would normally be adopted by the local authority rather than Anglian Water, WDC would seek some form of commuted payment arrangement with the developer(s). The design of the 'wet' pond would be enhanced if it was provided as a conservation measure. The pond would need to incorporate the following features : -

Irregular shape

Granular material as base

Water level 1 metre (to prevent excessive vegetation growth), with shallow banks (max. 1:4 gradient) for safety

Trees surrounding the pond and use for fishing would be encouraged

Engineering works needed to feed the pond via overflow. Field drains directed into the pond as well as main outfall from the development to ensure to maintain water level. Flow needed to prevent stagnancy

AWS would require access to the inlet/outfall structures

Appendix 8 - Useful Addresses

Public Utility Contacts

Anglian Water Services Ltd
Mr E Castle
Development Liaison Engineer
33 Sheepen Road
COLCHESTER, Essex CO3 3LB
Tel: (0206) 763344

British Gas PLC Eastern
Area Engineer (Norfolk)
Roundtree Way
NORWICH, Norfolk NR7 8SS
Tel: (0603) 787033

Suffolk Water Company
Mr J C Clermont
Development Engineer - Operations
163 High Street
LOWESTOFT, Suffolk NR32 1HT
Tel: (0502) 572406

National Rivers Authority
Cobham Road
IPSWICH, Suffolk IP3 9JE
Contact Mr P Howarth
Tel: (0473) 727712

Eastern Electricity
Mr I Wright, Engineers Dept.
Broadland Office
Suffolk Area
Gorleston Road
OULTON, Lowestoft
Suffolk NR32 3BE
Tel: (0502) 561255 & 4215

Local Authority Contacts

Highways:

Waveney District Council
District Technical and Leisure Services Officer
Dept. of Technical and Leisure Services
Mariners Street
LOWESTOFT, Suffolk
Contact Mr J Freer (0502) 523351

Planning:

Waveney District Council
District Planning Officer
Rectory Road
LOWESTOFT, Suffolk NR330BX
Contacts: Mr M Dixon (0502) 523053
Mr J Rowley (0502) 523066
Building Control: Mr D Martin (0502) 523060
(address as above)

Drainage/Sewerage:

Waveney District Council
District Technical & Leisure Services Officer
Mariners Street
LOWESTOFT, Suffolk
Contact: Mr J Walker (0502) 562111