

Carlton Colville Town Council

Carlton Colville Neighbourhood Plan 2020-2036



Made Version

May 2025

CONTENTS

FOREWORD 2

1 INTRODUCTION 3

2 LOCAL CONTEXT 8

3 PLAN PRINCIPLES AND OBJECTIVES..... 25

4 DESIGN AND LAYOUT..... 27

5 MOVEMENT 38

6 ENVIRONMENT 43

7 COMMUNITY..... 50

8 SUMMARY OF COMMUNITY ACTIONS AND FUNDING PRIORITIES..... 53

Appendix A East Suffolk Cycling & Walking Strategy schemes relevant to site allocations

Appendix B Improvements to cycling and walking routes

List of policies

- CC1: High quality design
- CC2: Particular views
- CC3: Walking, Cycling and Public Rights of Way
- CC4: Car parking
- CC5: Biodiversity net gain and wildlife-friendly development
- CC6: Dark skies and lighting
- CC7: Carlton Colville Country Park

FOREWORD

Historic records show that there has been a settlement at Carlton Colville since the establishment of a Saxon village, deriving its name from – Carlton, the village of free men, and Colville, after Gilbert de Colville who came over with The Conqueror. Archaeological evidence shows Neolithic encampments on Bloodmoor Hill along with Bronze Age, Roman and Saxon finds both there and at other locations around the locality.

Carlton Colville has existed as a village and community with its own distinct identity since those early beginnings. Over the centuries it has changed and developed, but it is only in the last 30 years or so that the creeping development of Lowestoft has impacted this identity as a separate village.

A succession of developments has seen the postal area of Carlton Colville expand with the building of 2,364 houses contained within three “bolt-on” areas to the original village: The Bloodmoor Hill development known as The Dales, The Oaks and Rosedale Gardens. Due to the layout and connections delivered as part of their design, none of these areas have a strong relationship either with the existing part of the community of Carlton Colville or to one another. Rather, they operate very much as ad hoc extensions to the town of Lowestoft, thereby eroding Carlton Colville’s sense of identity and unity. Road systems separate rather than link these developments which have become dormitory estates, with their inhabitants tending to work and socialise outside the area, not shop locally or use local businesses, and predominantly use cars to get around, so creating traffic congestion. The results have been: a loss of the sense of community that was once enjoyed; a loss of the historical background to the ‘village’; little physical cohesion, with new developments cut off by main roads thus creating a ‘bubble existence’ for the home occupiers; limited pedestrian and cycle access offering little opportunity to safely access the wonderful and unique local amenities; increased traffic on the few roads available, creating congestion and pollution issues.

It is vital that any new developments do not further impact on the loss of community and identity of Carlton Colville, do not create another isolated ‘bubble’ and do not cause further traffic congestion. This is particularly important for the land south of The Street known locally as ‘the Bell Farm development’ and Oakes Farm allocations in the Waveney (East Suffolk) Local Plan.

The vision of the Neighbourhood Plan seeks in particular to improve the quality of life and sense of community in the whole of Carlton Colville; to have the right housing to meet needs; to sustain its economy by improving movement; to increase and enhance the opportunity for active lifestyles by providing walking and cycling routes linking all areas; to better utilise the amenities that presently exist; to protect and enhance the existing historic assets including the Grade II* St Peter’s Church and Moated site scheduled monument; to safely link all developments with each other and with the surrounding natural environment; to have measures in place to positively contribute to climate change.

1 INTRODUCTION

Purpose of the plan

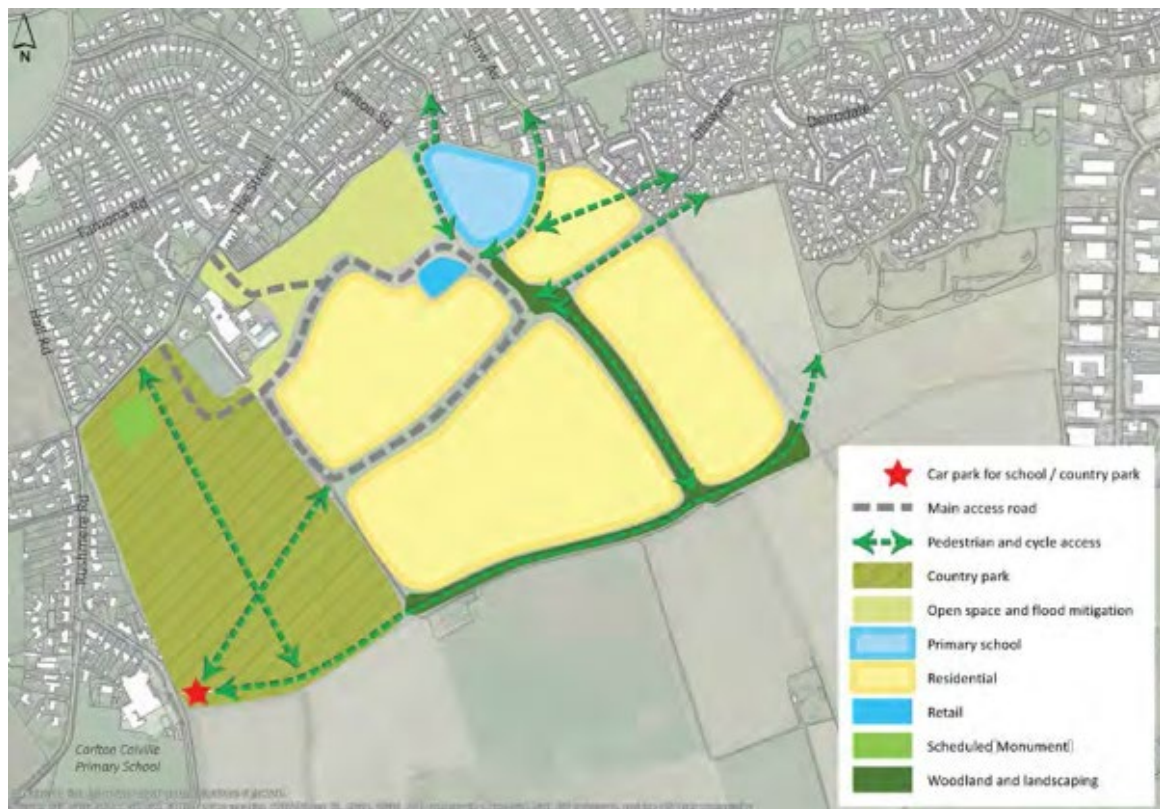
- 1.1 This document represents the Neighbourhood Plan for Carlton Colville for the period 2020 to 2036. The Plan contains a vision for the future of Carlton Colville and sets out clear planning policies to realise this vision.
- 1.2 The principal purpose of the Neighbourhood Plan is to guide development within the town. It also provides guidance to anyone wishing to submit a planning application for development within the town. The process of producing a plan has sought to involve the community as widely as possible. The different topic areas are reflective of matters that are of considerable importance to Carlton Colville, its residents, businesses and community groups. It should be noted that planning applications are submitted to and determined by East Suffolk Council and the Broads Authority. However, the Neighbourhood Plan forms part of the development plan and therefore its policies carry equal weight to those of the relevant Local Plan in the decision-making process.
- 1.3 Some of the Neighbourhood Plan policies are general and apply throughout the Plan area, whilst others are site or area-specific and apply only to the appropriate areas illustrated on the relevant map. Nevertheless, in considering proposals for development, East Suffolk Council and the Broads Authority will apply all relevant policies of the Plan. The supported text in the Plan is intended to support the implementation of the policies and should not be applied as policy.
- 1.4 The process of producing the Neighbourhood Plan has identified a number of actions which are not contained within the Neighbourhood Plan's policies. This is because these are not specifically related to land use matters and therefore sit outside the jurisdiction of a Neighbourhood Plan. These actions will be addressed by Carlton Colville Town Council in conjunction with Gisleham Parish Council outside of the Neighbourhood Plan process.

Why a plan has been prepared

- 1.5 Along with national planning policy, the Neighbourhood Plan represents one part of the development plan for the neighbourhood area over the period 2020 to 2036, the other parts being the Waveney (East Suffolk) Local Plan (2019) and the Broads Local Plan (2019).
- 1.6 The Waveney (East Suffolk) Local Plan allocates a major site on land totalling 55 hectares which it calls 'land south of The Street, Carlton Colville/Gisleham'. Through the engagement in developing the Neighbourhood Plan, the vast majority of local people knew and referred to this site as Bell Farm. Therefore, for the purposes of this document, we are calling the allocation the 'Bell Farm' site. The allocation is expected to provide:
 - approximately 900 homes;
 - a retirement community comprising a care home/nursing home and/or extra care and/or sheltered dwellings;
 - A 2-form entry primary school and pre-school;

- a Country Park of at least 15 hectares;
- allotments;
- flood mitigation;
- play space (both a local equipped area for play which provides for the play needs of younger children and a neighbourhood equipped area for play which provides for older children);
- local shops comprising a convenience store.

1.7 The existing illustrative masterplan in the Waveney (East Suffolk) Local Plan for the development is shown in Figure 1.1 below.



© Crown copyright [and database rights] 2019 OS100042052

Figure 1.1: Illustrative masterplan for development of the Bell Farm site (source: Waveney Local Plan 2019, Figure 11)

1.8 The allocation in the Waveney (East Suffolk) Local Plan establishes the following principles for the development of the site:

- The northern part of the site is required to incorporate flood mitigation as set out in the Lowestoft Flood Risk Management Project to deliver flood risk mitigation measures for the Kirkley Stream.
- Land should be set aside on the southern boundary to allow for hedgerow and tree planting to soften the edge of the development. This recognises the importance of not creating a hard, exposed edge like the Ullswater development does.
- Vehicular access to the site should be provided from The Street. Concerns have been raised about existing parking on The Street and potential conflict with the increased traffic

associated with the development. Therefore a Transport Assessment must investigate this further and consider measures to reduce the level of parking on The Street. This could include providing a parking court on the site for properties on The Street which do not have off-road parking available (N.B. this Neighbourhood Plan highlights additional alternative movement issues and opportunities that will input to the final detailed masterplan).

- Existing public rights of way (from Low Farm and from The Street) should be accommodated within the development and link to public rights of way to the south of the site.
- The preparation of a more detailed masterplan should be informed by ongoing engagement with the community as well as engagement with the range of statutory stakeholder bodies.

1.9 The Waveney (East Suffolk) Local Plan also allocates 30 hectares of land at Oakes Farm for sports and leisure uses. At least 20 hectares is expected to deliver sports pitches, non-pitch sports and other sports and leisure facilities together with changing facilities and car parking. To enable the delivery of the sports facilities, approximately 8 hectares of the site will be made available for enabling development such as leisure and commercial uses, tourist uses or a limited amount of residential development.

1.10 Figure 1.2 shows these two major development allocations within the local context.

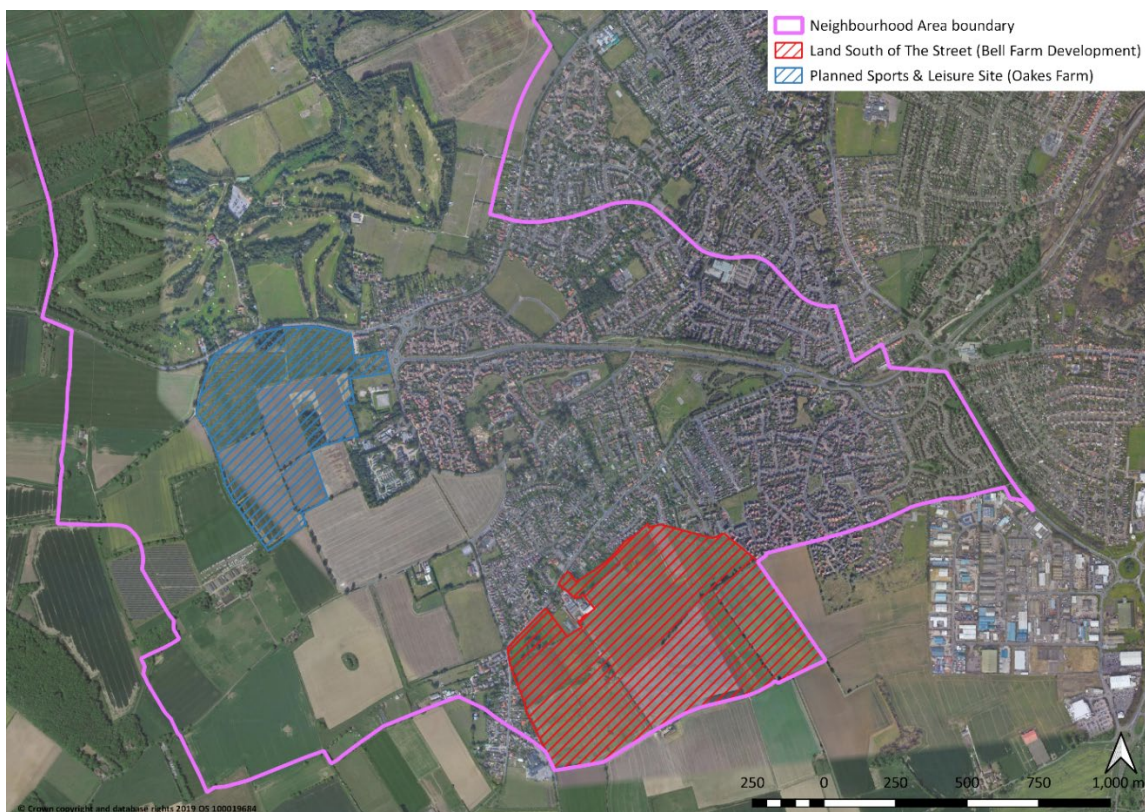


Figure 1.2: Large scale development sites in local context

1.11 A group consisting of members of the public and councillors, supported by planning experts, was formed to help guide the development of our Plan. Their work has included a

questionnaire in 2019 which was sent to the whole community. Community feedback received formed an important part of the consultation process and has informed the production of this Neighbourhood Plan.

- 1.12 East Suffolk Council and the Broads Authority, as the relevant local planning authorities, designated the Carlton Colville Neighbourhood Area in June 2019 to enable Carlton Colville Town Council, in conjunction with Gisleham Parish Council, to prepare the Neighbourhood Plan. The Plan has been prepared by the community through the Carlton Colville Neighbourhood Plan (CCNP) Steering Group.
- 1.13 The CCNP has been prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011 and the Neighbourhood Planning Regulations 2012 (as amended). The CCNP Steering Group has prepared the plan to establish a vision for the future of the town and to set out how that vision will be realised through planning and controlling land use and development change over the plan period.
- 1.14 The map in Figure 1.3 shows the boundary of the Neighbourhood Plan area. This predominantly consists of the administrative boundary of Carlton Colville parish. However, it also includes a small part of Gisleham parish which incorporates the Bell Farm site. For this reason, the plan has been prepared in conjunction with Gisleham Parish Council.

Monitoring the Plan

- 1.15 As the responsible body for preparing a neighbourhood plan covering the parish of Carlton Colville, it will fall to Carlton Colville Town Council (in conjunction with Gisleham Parish Council) to monitor progress against the Neighbourhood Plan's objectives and to ensure that it remains relevant.

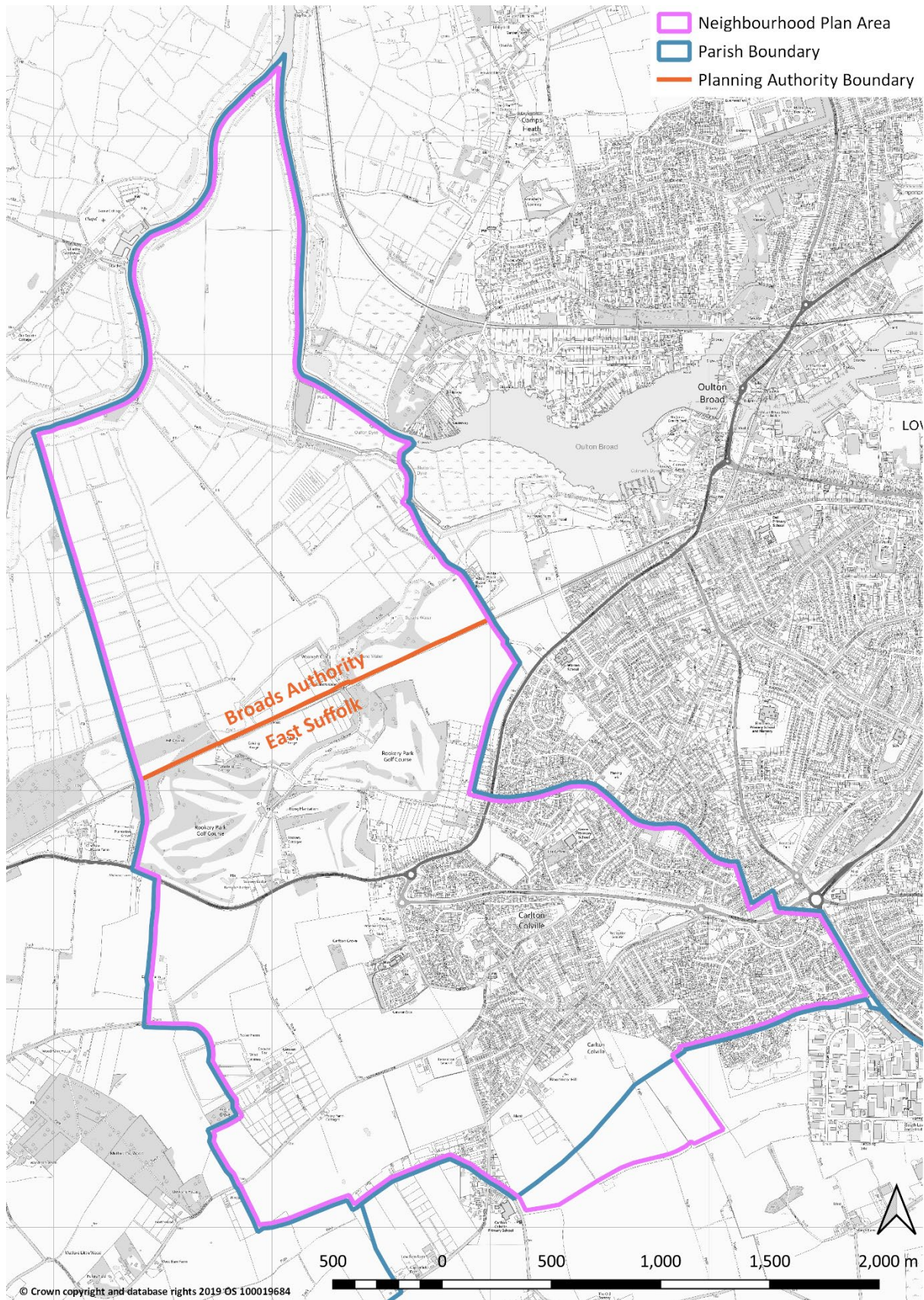


Figure 1.3: Carlton Colville neighbourhood plan area

2 LOCAL CONTEXT

- 2.1 Carlton Colville is a settlement located on the south-west fringe of Lowestoft, partly within the former Waveney District (now under the administration of East Suffolk Council) and partly within the Broads Authority Area. The parish also shares boundaries with the Suffolk civil parishes of Barnby, Mutford, Gisleham, Lowestoft, Oulton and also Burgh St Peter in Norfolk. The electoral ward continues to the north to the River Waveney and had a population of 6,612 at the 2001 Census, increasing (28%) to 8,505 at the 2011 Census and comprising 3,441 households. A civil parish, the parish council adopted town council status in August 2011. Built up areas represent about 25% of the parish, largely concentrated in the south-east, but also include part of the settlement associated with the parish of Gisleham. The parish is bisected in an east-west direction by a railway line which at this point connects Beccles with Lowestoft. North of the railway, the land is low lying and the majority forms part of the Carlton Marshes Nature Reserve, owned by Suffolk Wildlife Trust. Between the railway line and the A146 is Rookery Park golf course. South of the A46, the land is given over to residential, leisure and agricultural uses.

History of Carlton Colville

- 2.2 Archaeological investigations have discovered evidence of settlement from the prehistoric to the medieval periods. Bloodmoor Hill, located between Carlton Colville and Pakefield, was the site of settlement in the 2nd and 3rd centuries and the 7th and 8th centuries. The site was the subject of archaeological investigations between 1998 and 2006.
- 2.3 A moated site south of Carlton Colville is believed to be the site of a medieval manor and is a scheduled monument.



- 2.4 The parish church is St. Peter's Church (Grade II*), the oldest surviving part of which was built in the 13th century.



St Peter's Church

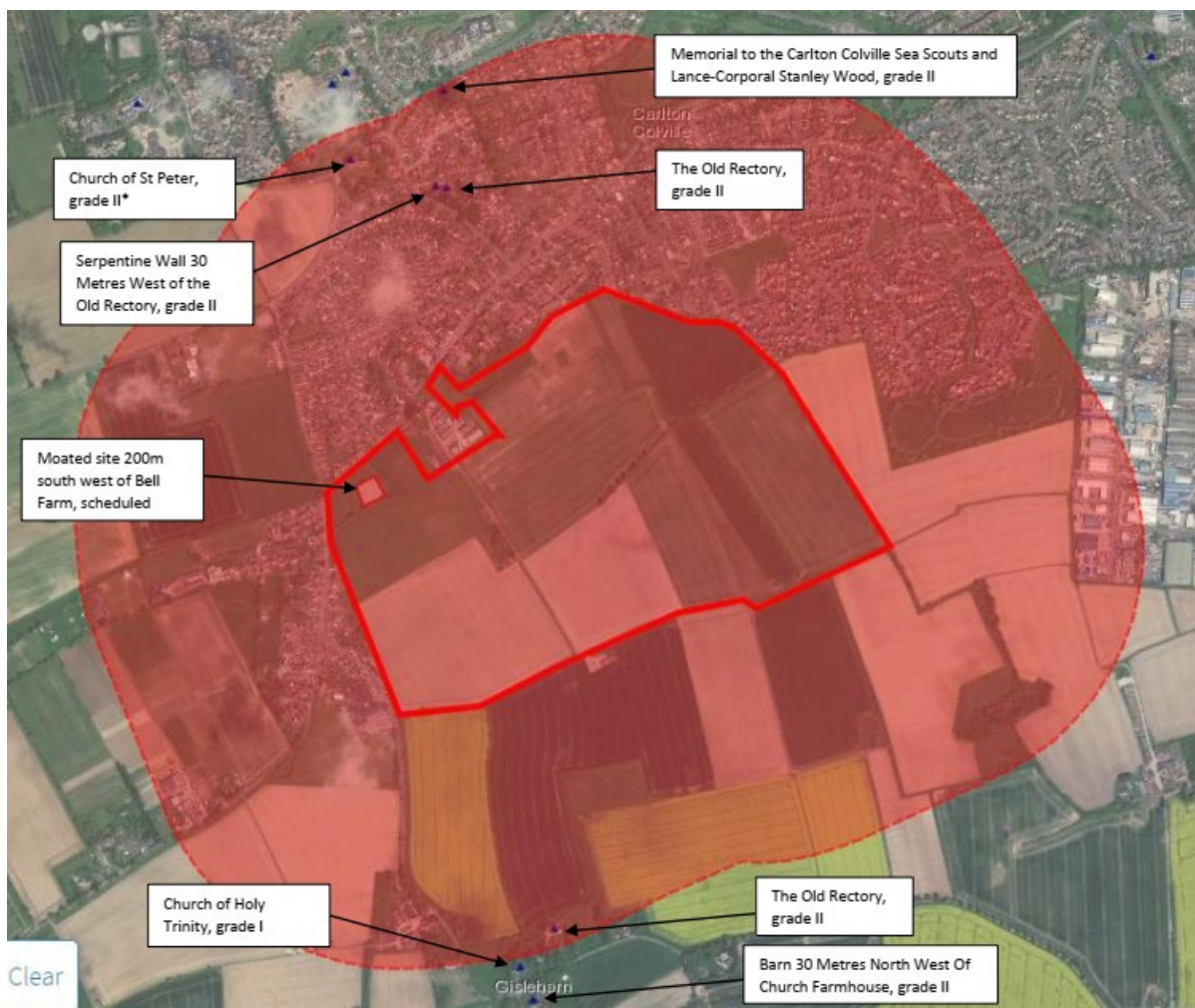


Figure 2.1: Heritage constraints around Bell Farm site (source: AECOM)

- 2.5 There are a number of Grade II listed buildings or structures in Carlton Colville:
1. Barn 10 metres north east of Carlton Hall
 2. Carlton Hall
 3. Church of St Peter (grade II*)
 4. K1 Telephone Kiosk at East Anglian Transport Museum
 5. Memorial to the Carlton Colville Sea Scouts and Lance-Corporal Stanley Wood
 6. Serpentine Wall 30 metres west of the Old Rectory
 7. The Old Rectory
 8. The Rookery (Including Screen Walls)
 9. Moated site 200m south west of Bell Farm
- 2.6 Through the development of the Neighbourhood Plan, we have identified additional potential 'heritage' assets in the community that are currently not designated but which are of architectural or historical relevance to our community. These are shown in Table 2.1:

Description	Location	Criteria (from Waveney Local Plan)
The Ship Inn – Standing slightly back from the road, closed since 1957 and well covered in ivy, a Victorian post box is still in the front wall thought to date since at least 1814.	Beccles Road	Architectural interest - Landmark status. Historic interest - Social and communal value.
Church Cottages – Small terrace of 18 th century buildings in red brick and pantiles. The cottages are tucked between the Church and the Old School.	Church Lane	Architectural interest – Integrity. Artistic interest – Aesthetic value.
Peacock Cottages – formerly Peacock Farm). Early 18 th century red brick and pantiles with a cat-slide roof at rear thought to have been previously thatched.	The Street	Architectural interest – Aesthetic value. Historic interest – Rarity.
The Bell Inn – One of the oldest buildings in Carlton Colville but due to extensive extensions over the years it has never been recognised as a listed building. A number of potsherds dug up on the land which belonged to the Bell have been dated from 13 th century, which suggest that the site was in use at this time, but there is no confirmation that it was used as an Inn.	The Street	Architectural interest – Aesthetic value. Historic interest – Social and communal value.
Bell Farm – Early 18 th century, red brick house (now colour washed) with pantiles. Buildings include a six bay 18 th century barn, now with corrugated roof.	The Street	Architectural interest – Group value. Historic interest – Social and communal value.

Table 2.1: Non-designated heritage assets

- 2.7 Waveney Local Plan Policy 8.38 (Non-Designated Heritage Assets) identifies that East Suffolk Council holds a local list of such assets and provides the criteria for adding items to that list. These criteria have informed the assessments in Table 2.1. The objectives of the

Neighbourhood Plan (presented in the next section) reflect the issues of present importance to the community and this does not include the identification of non-designated heritage assets. However, recognising that these matters are important, we will work with East Suffolk Council to ensure that these items are included on the East Suffolk Council Non-Designated Heritage Asset 'Local List'. It is noted that the Broads Authority also holds a Local List and therefore, if assets within the Broads Authority Executive Area are identified in the future, then we will work with them to have these included on that Local List.

- 2.8 Whilst not a heritage asset, and although few physical remains are visible, there is a site in Low Farm Drive where a V1 flying bomb struck in November 1944, killing 2 and injuring 17, as well as destroying 2 cottages (which have since been demolished). Although this is not a formal designation, the Town Council will seek to ensure that this site of historic interest to the local community, including its setting, are considered in respect of any new development proposals.
- 2.9 In addition to the historical assets, Sprat's Water and Carlton Marshes, located within the Coastal Levels, are sites of national importance, primarily for its breeding and non-breeding bird assemblage and wetland habitats, including a number of rare species. There are also other sites of local importance for habitats, namely the River Waveney, Share Marsh Dykes and Carlton Grove. As noted in the Waveney (East Suffolk) Local Plan in respect of the allocation of the Bell Farm site, the area has significant archaeological potential. Figure 2.2 below shows areas of archaeological interest, with the yellow triangles representing find spots. The County Historic Environment Record, maintained by Suffolk County Council, provides information on archaeological remains, and an online version can be viewed at www.heritage.suffolk.gov.uk.

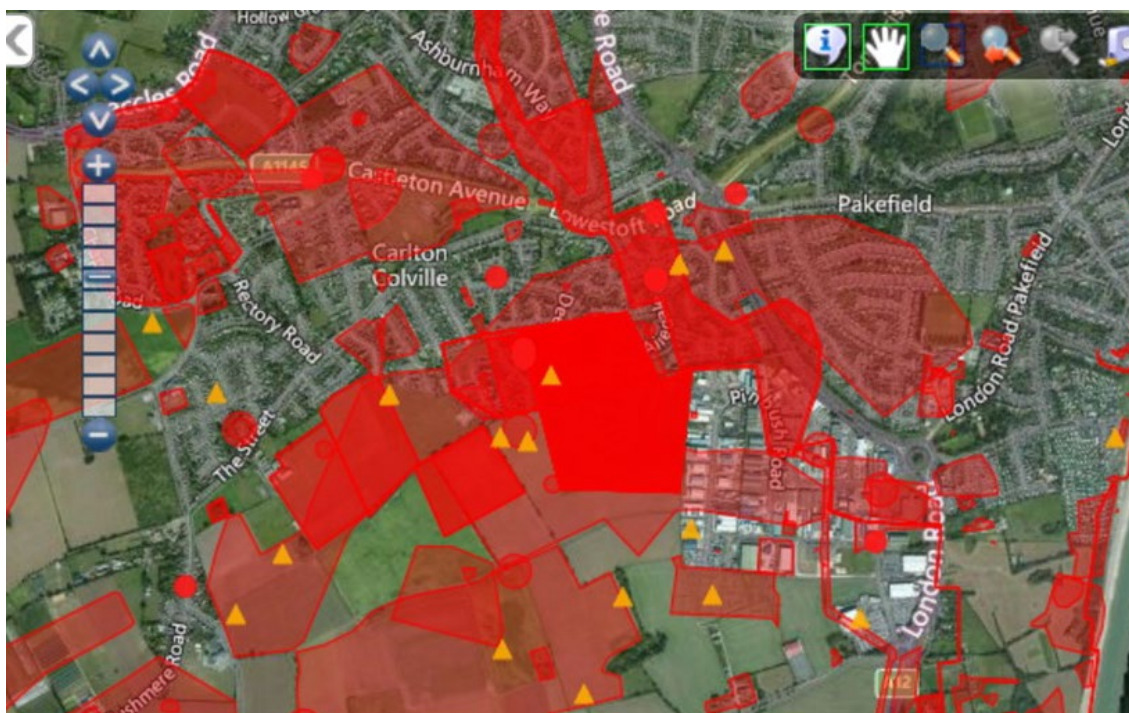


Figure 2.2: Recorded archaeological sites (source: Suffolk County Council Archaeological Service)

The growth of Carlton Colville

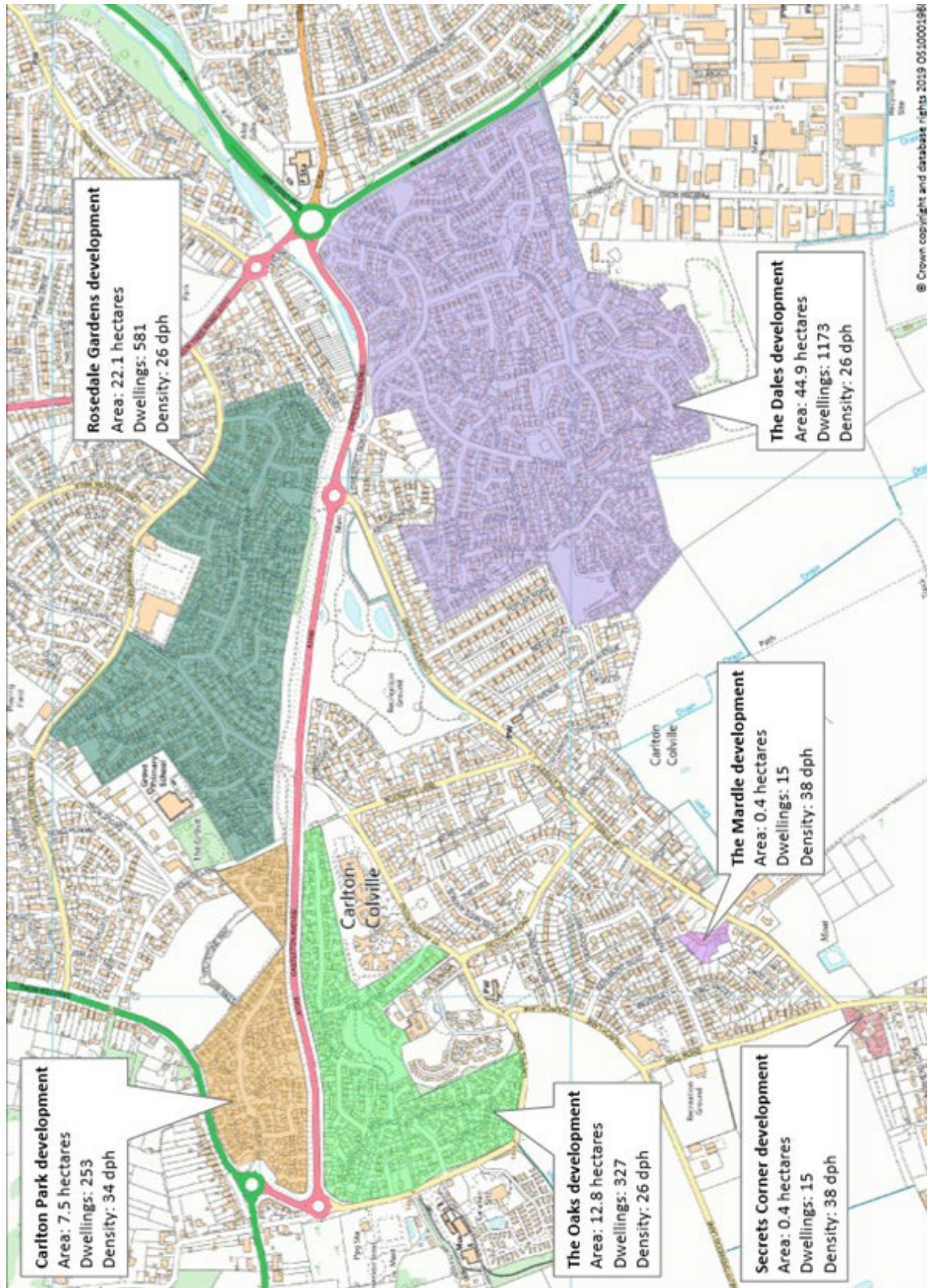


Figure 2.3: Main developments in Carlton Colville since the late-1980s

- 2.10 Carlton Colville has seen significant expansion – 2,364 homes since the late-1980s (see Figure 2.3). In the 1980s the Rosedale estate was developed, creating 581 houses. This was followed in the late-1990's – early-2000's by the Carlton Park development which added 253 homes and the Bloodmoor Hill Dales development with a further 1,173 homes. In addition, the Oaks development added 327 homes. In the period 2010-2020 further housing has been delivered on the Mardle development (15 homes) at the Five Acre Site – Secrets Corner (15 homes) site for Housing Association needs. Carlton Colville had a population of 6,612 at the 2001 Census, increasing (28%) to 8,505 at the 2011 Census comprising 3,441 households.
- 2.11 Each of the developments plus the older traditional 'village' has its own attributes, issues and opportunities.
- 2.12 In addition to the allocation of the land south of the Street ('Bell Farm') site, the Waveney (East Suffolk) Local Plan also allocates 30 hectares of land at Oakes Farm for sports and leisure uses. At least 20 hectares is expected to deliver sports pitches, non-pitch sports and other sports and leisure facilities together with changing facilities and car parking (see below):



- 2.13 To enable the delivery of the sports facilities, approximately 8 hectares of the site will be made available for enabling development such as leisure and commercial uses, tourist uses or a limited amount of residential development. The Waveney (East Suffolk) Local Plan requires that development on this part of the site should not be commenced until the land for sports and leisure use has been made available for use.

Carlton Colville today

Shops, services and community facilities

- 2.14 The area is generally reasonably well served by its three primary schools, pubs, church and GP surgery. It has a range of shops and two post offices.



- 2.15 There are currently three public houses and one church. Two public houses are located in the older part of the Village off The Street. The third is on the A146 Beccles Road. The parish church is St. Peter's Church.
- 2.16 There are community hall facilities in the older part of the village on Hall Road, which also include a playing field with play equipment. There is another community hall on the Dales Estate on Dale End Road.
- 2.17 There is a destination park (Carlton Meadow Park) with play facilities, outdoor gym equipment and wildlife habitat on Lowestoft Road. There is other designated green space to the south of the Dales (Bloodmoor Hill) estate and also within the Oaks development. This is designated open space in the Waveney Local Plan. There are also play facilities and five-a-side football pitch plus playing field at the Hall Road Community Centre. More recently a community kitchen and wildlife garden has been created at the Graylings off Elmdale Drive.



Carlton Meadow Park and green space within the Oaks development

Movement

- 2.18 There are a number of public footpaths and cycleways, some of which provide access to Carlton Marshes which lies in the north of the neighbourhood area. Public rights of way are shown in Figure 2.4.



Public footpaths and cycleways

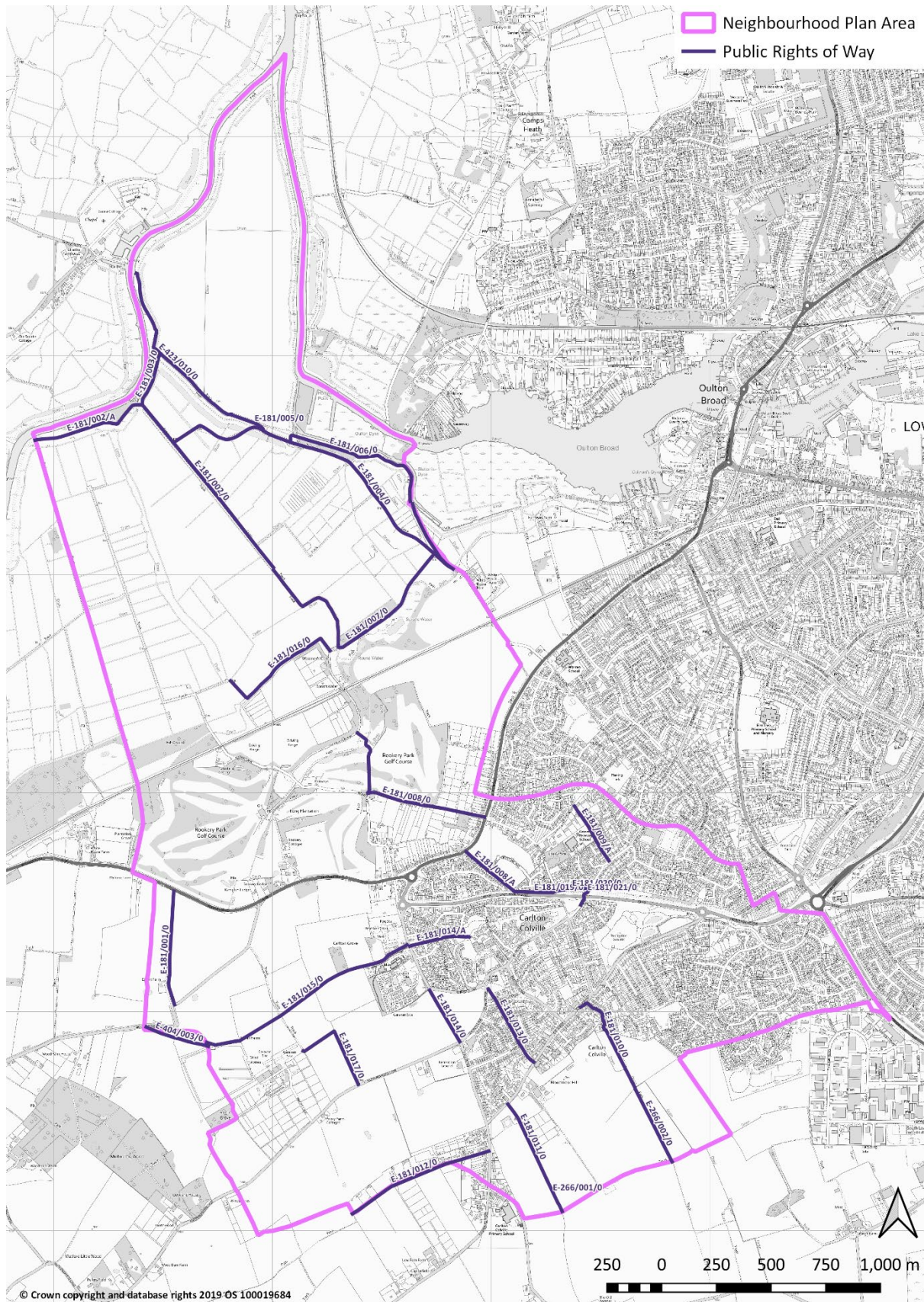


Figure 2.4: Public rights of way



Carlton Marshes

- 2.19 The area is served by several bus routes which provide regular and peak hour access to the main road routes for south Lowestoft, southwards towards Ipswich, westwards towards Beccles/Norwich and northwards towards Oulton Broad/Great Yarmouth. In addition there are numerous school buses serving schools outside the Neighbourhood Area.
- 2.20 The nearest railway station is at Oulton Broad North, approximately 2.5 miles away, with access to the East Suffolk line.
- 2.21 One of the big issues for Carlton Colville is access to the main retail hub and employment opportunities at the South Lowestoft Industrial Estate and beyond. The historic road system in and around the old village hub has become congested with increased development and more vehicles owned and used by residents for work and leisure. In addition, the Castleton Way bypass which provides road links to the west (Beccles and beyond) and east (Bloodmoor Hill Roundabout) severs the links between the parts of the community on either side of the road.

Environment and biodiversity

- 2.22 As mentioned earlier, Sprat's Water and Carlton Marshes, located within the Coastal Levels, is designated as a Site of Special Scientific Interest (SSSI). It is part of the Broadland Special Protection Area (SPA) and Ramsar Site, primarily for its breeding and non-breeding bird assemblage and wetland habitats respectively. It is also part of the Broads Special Area of Conservation (SAC), designated for its unique wetland communities and a number of rare species. There are also three non-statutorily designated sites within the parish - the River Waveney, Share Marsh Dykes and Carlton Grove.
- 2.23 The course of the Kirkley Stream originates in the west of the old village and runs alongside and under The Street and Lowestoft Road. This stream has a long history of flooding at various congestion points from Secrets Corner to Bell Farm (see photos below from left to right).



Flooding from Secrets Corner to Bell Farm

- 2.24 In addition, frequent flooding occurs on Hall Road. Open farmland to the south of the stream and The Street provides flood mitigation and natural ponds appear.



- 2.25 The farmland in Carlton Colville is open in nature with relatively few hedgerows and trees. The older part of the area has a number of mature trees, notably oak which is the prevalent species.



Open farmland

- 2.26 Carlton Grove in the area of Oakes Farm is designated as a County Wildlife Site.

An audit of Carlton Colville

- 2.27 In developing the Neighbourhood Plan, a paper and on-line survey was undertaken across the Carlton Colville area to understand in more detail the aspirations, issues and opportunities of the community and the area. This survey, together with input from workshops and research by the CCNP, has been summarised below. In addition, the Neighbourhood Plan environmental evidence base has been underpinned by evidence gathered by the Suffolk Wildlife Trust (SWT).
- 2.28 Identified in Figure 2.3 were four areas of historic development in Carlton Colville¹. Each has its own set of attributes. These have been summarised in Tables 2.2-2.5 under the four headings which reflect the neighbourhood plan objectives (see Section 3). Each also has identified needs and these are summarised in the tables (below the current position) as aspects for improvement. Where possible, these have informed the policies and actions in the Neighbourhood Plan.

¹ The Old Village is not specifically identified on Figure 2.2. It is the main built-up area of Carlton Colville.

Table 2.2: The Old Village

Key areas of focus	Well designed	Connected	Green	Community
Current Position	<p>1. Several notable buildings</p> <p>2. A mixture of development styles</p> <p>3. Most residences have access to gardens or green space</p> <p>4. Tree lined main routes</p> <p>5. Scheduled Monument to west of Bell Farm (moated site – probably Manor House)</p>	<p>1. Village is served with shops, pubs, garage within walking distance of most residences</p> <p>2. There are main car access routes to the east, west and north.</p> <p>3. Bus services run through the village</p> <p>4. Several established footpaths</p>	<p>1. Large feature trees, mainly oaks are a feature of this part of the community</p> <p>2. Kirkley stream provides a wildlife habitat and corridor</p> <p>3. Carlton Park provides an attractive destination park with areas for wildlife</p> <p>4. A wide variety of wildlife is observed in this more established area.</p>	<p>1. Three schools (Carlton Colville Primary, Grove Primary, The Sunrise Academy)</p> <p>2. Shops, pub and garage at old village centre</p> <p>3. Allotments</p> <p>4. Community Centre with playing field and play facilities</p> <p>5. Carlton Park with play equipment, skate park and outdoor gym</p> <p>6. Transport Museum located here</p> <p>7. Mixture of building types including social housing, sheltered housing, bungalows, semi-detached and detached houses</p> <p>8. Older persons sheltered housing and home.</p>
Aspects for improvement	<p>1. Piecemeal development has created a mixture of styles with no</p>	<p>1. The Street is a choke point for traffic</p>	<p>1. Flooding issues along The Street outside Bell Farm and in Hall Road</p>	<p>1. No surgery, dentist or pharmacy (nearest Ashburnham Way)</p>

Carlton Colville Neighbourhood Plan
Made Version

Key areas of focus	Well designed	Connected	Green	Community
	<p><i>coherent theme or recognition of local traditions</i></p> <p><i>2. Traditional layout limits parking for many residences causing congestion and limits access.</i></p> <p><i>3. Increased parking at Carlton Park</i></p>	<p><i>2. Traffic congested at Bloodmoor Hill roundabout</i></p> <p><i>3. No direct access to the A12 and main local retail and work opportunities at South Lowestoft Industrial Estate (Gisleham)</i></p> <p><i>4. People accessing Carlton Primary School cause congestion at specific times of day</i></p> <p><i>5. No dedicated cycleways</i></p> <p><i>6. Older part of the village situated on Beccles Road is separated from most of the village facilities</i></p> <p><i>7. Improved footpaths – level and multi-use (foot/bike/pram, accessible)</i></p>	<p><i>2. Capacity of sewage system to handle existing and new developments</i></p>	<p><i>2. No post office</i></p> <p><i>3. Parking at St Peters Church</i></p>

Table 2.3: Rosedale

Key areas of focus	Well designed	Connected	Green	Community
Current Position	<ul style="list-style-type: none"> 1. Variety of house styles built by single developer 2. Wider roads allowing freedom of movement 	<ul style="list-style-type: none"> 1. Main access route (Ashburnham Way) bisects the estate. 2. Cycle paths connect to Oulton Broad 3. Bus route via main access roads. 4. Paths, footpaths and cycleways to shops and school 5. Access to Carlton Marshes to the south 	<ul style="list-style-type: none"> 1. Trees and green spaces 2. Wildlife corridor alongside by-pass 	<ul style="list-style-type: none"> 1. Shops, Surgery, Pharmacy. 2. Access to Community Centre (Uplands) (Note this community centre is outside Carlton Colville boundary and not controlled by Town Council) 3. Pre-school at Uplands 4. Primary School at the Grove
Aspects for improvement	<ul style="list-style-type: none"> 1. Verge, path and green space management 2. Dog litter bins 	<ul style="list-style-type: none"> 1. Crossing main Beccles Road. 2. Separated from other areas in Carlton Colville 3. Better signed cycleways and footpaths 	<ul style="list-style-type: none"> 1. More active management of green spaces 2. Dog litter bins 	<ul style="list-style-type: none"> 1. The development is split from other areas in Carlton Colville and divided local government control (broadly to the north of Ashburnham Road is in Oulton Broad) 2. Sports and social facilities

Table 2.4: The Dales (Bloodmoor Hill)

Key areas of focus	Well designed	Connected	Green	Community
Current Position	<ul style="list-style-type: none"> 1. Variety of designs built by single developer. 2. Green spaces. 3. Houses with gardens and garages. 	<ul style="list-style-type: none"> 1. Access to Bloodmoor Hill (for routes east, north and south) 2. Access to A146 bypass for routes to the west (Beccles and Norwich) 3. Designated cycle paths and footpaths in parts of the community 4. Bus route via main access road. 	<ul style="list-style-type: none"> 1. Green Area managed by SCC 	<ul style="list-style-type: none"> 1. A community that has its own identity. 2. Community Hall. 3. Play facilities.
Aspects for improvement	<ul style="list-style-type: none"> 1. Housing feels cramped and crowded. 2. Minimum parking facilities for householders. 3. No bungalows 4. Smaller front gardens means upkeep is difficult 5. No attractive household bin storage facilities 	<ul style="list-style-type: none"> 1. Signed and safe cycleways to Gisleham Retail Park and other parts of Carlton Colville. 2. Direct road access to Gisleham retail park. 3. Confusing road layout. 4. Poor routes to schools meaning cars have to be used. 5. Congestion at Bloodmoor Hill roundabout 	<ul style="list-style-type: none"> 1. More dog waste bins. 2. More tree planting. 3. More active wildlife management (park and green spaces). 4. Road calming measures to avoid speeding. 	<ul style="list-style-type: none"> 1. No surgery or pharmacy. 2. Investment on play facilities. 3. No pub 4. Separated physically from rest of community 5. No facilities for older people.

Carlton Colville Neighbourhood Plan
Made Version

Table 2.5: Carlton Park (including The Oaks)

Key areas of focus	Well designed	Connected	Green	Community
Current Position	<p>1. Range of building styles but each in keeping</p> <p>2. Use of sympathetic materials, e.g. cobble and flint</p>	<p>1. Good access to A146 and the Carlton by- pass</p> <p>2. Designated Cycle and footpaths</p>	<p>1. Retention of trees on the Oaks</p> <p>2. Small area of green open space on the Oaks</p> <p>3. Close proximity to the marshes to the north</p>	<p>1. Access to Shops and surgery/ post office on the Rosedale estate (Ashburnham Way) and shops in older part of the village (Famona Road)</p> <p>2. Older persons facility at Carlton Hall</p>
Aspects for improvement	<p>1. Limited parking forces vehicles onto road/pavement verges</p>	<p>1. Narrow service roads</p> <p>2. Poor crossing facilities on Beccles road – limited safe cycle ways along Beccles road.</p> <p>3. Have to travel across village or via road to nearest schools</p> <p>4. Congested traffic through village to school.</p>	<p>1. No open green space on the Carlton Park area.</p> <p>2. Increased biodiversity</p> <p>3. Increased planting</p>	<p>1. Better access to community centers.</p> <p>2. Sports and social facilities</p> <p>3. Allotments</p>

3 PLAN PRINCIPLES AND OBJECTIVES

3.1 The Neighbourhood Plan seeks to address, as far as is possible, the challenges that face the community of Carlton Colville. These challenges have been derived from consultation with the community as well as other sources of information and evidence. In addition, where possible, we want to help shape the two major development allocations in the Waveney (East Suffolk) Local Plan.

3.2 The vision of the Neighbourhood Plan seeks in particular:

By 2036, the quality of life and sense of community in the whole of Carlton Colville has been improved. The housing that has been delivered is of a consistently high quality of design and meets the needs of the community. Local services and facilities are better utilised. The economy of Carlton Colville has been sustained and is able to thrive. One way this has been done is by improving movement, with more and better walking and cycling routes that link all areas helping also to give more of an opportunity for active lifestyles. Developments are now safely linked to one another and to the surrounding countryside, whilst ensuring that the precious and valued landscapes such as the Broads are protected. The existing historic assets of Carlton Colville have been protected and enhanced, including the Grade II* St Peter's Church and scheduled monument. The community has been able to achieve all this whilst reducing its carbon emissions and being able to adapt and become more resilient to climate change.

3.3 This has led to the development of a number of more detailed objectives under four headings. In summary, we want Carlton Colville to be:

A 'well designed' town

- Objective 1: Character – to secure high standards for new building layout and design that does not negatively impact the local heritage, community, landscape and views of the area.
- Objective 2: Natural environment - to minimise environmental impact and protect biodiversity by securing generous provision of open space that delivers a natural, green, open character, i.e. using a combination of open space, planted trees and natural features.
- Objective 3: Layout - to ensure development is integrated into the community rather than being a 'bolt-on'.
- Objective 4: Future proofing – to secure sustainable housing design that provides flexible space to support modern patterns of home working, play and multi-generational living as well as adequate off-street parking.

A thriving 'community' town

- Objective 5: To ensure that adequate infrastructure is provided to serve the community, particularly relating to multifunctional sustainable drainage systems, healthy lifestyle, shopping and community facilities.
- Objective 6: To maximise the potential of the Country Park as a leisure asset.

A 'connected' town

- Objective 7: To better link housing, employment and services safely by bicycle and on foot.

A 'green' town

- Objective 8: To ensure new development takes every opportunity to maximise the potential of existing wildlife habitats to thrive and achieve biodiversity net gain.
- Objective 9: To ensure that development is designed to minimise the risk of flooding.
- Objective 10: To maximise the potential of the Country Park as a haven for wildlife.

4 DESIGN AND LAYOUT

Introduction and background

- 4.1 As the National Planning Policy Framework (paragraph 126) notes, 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'. Research, such as for the Government's Commission for Architecture and the Built Environment (now part of the Design Council), has shown that good design of buildings and places can:
- Improve health and well-being;
 - Increase civic pride and cultural activity;
 - Reduce crime and anti-social behaviour; and
 - Reduce pollution.
- 4.2 Development of Carlton Colville has been substantial over the last 40 years, growing from a rural village separated from Lowestoft and its suburbs to one where it is now seen a part of the Lowestoft area. There have been a number of large-scale developments that have created the feeling of just being 'dropped' onto our community. Large scale development of several hundred houses by different developers over the years have served to diminish the sense of cohesiveness and distinctiveness. It is really important that new development, particularly where it is large scale, is designed so that it is part of Carlton Colville and feels and looks like it is part of the community.

Land South of The Street (Bell Farm development)

- 4.3 As the single largest development that is likely to affect the community during the plan period, we have spent a lot of time focusing on how the Neighbourhood Plan can help to support the creation of a cohesive, attractive part of the Plan Area through its design and layout.
- 4.4 The site provides many opportunities to utilise the existing landscape in order to create a sympathetic character-led development response. The Waveney (East Suffolk) Local Plan (shown at Figure 1.1 in this plan) establishes these, including locating the country park in the west to allow the existing water runoff pattern to be preserved, thus retaining the scheduled monument's seasonal wet characteristic. In addition, green areas can be introduced to act as flood mitigation where the flood risk is high. There is an opportunity to link these green spaces to the country park to form a network. This can be enhanced by retaining the existing hedgerows which can connect with the green space via foot and cycle paths.
- 4.5 The guidance contained in the Neighbourhood Plan is intended to influence discussions with developers and East Suffolk Council, but the final layout, look and feel will be subject to a developer-led masterplanning process which will be informed by detailed site appraisal and assessment and ongoing community engagement. However, the Neighbourhood Plan has been informed by the aspirations and desires of our community to ensure that these are not over-looked and this presents an early insight into the challenges and opportunities for the future masterplanning process.

- 4.6 The following sections provide guidance about high quality design. Unless otherwise stated, this applies to all development across the neighbourhood area, excluding the Broads Authority Executive Area.

Key guiding principles

Character – design and materials

- 4.7 We feel new developments should have a feel derived from existing natural and historic site features. For example, the steeper pitch of roof, the use of brick, flint and render or on occasion, appropriate (pastel) colour. The required essential design ethos will be that of a 21st century design that links visually with the best aspects of the existing 'old village' area of Carlton Colville and with a strong emphasis on greening and contact with nature.
- 4.8 The housing at the edge of a development should use a variety of materials, non-uniform massing and a mixture of gables and ridges in order to create an interesting view looking towards the development from outside.



Figure 4.1 Many old buildings exist in the community - Bell Farm



Figure 4.2 Traditional Suffolk style using steeper pitch roof, pantile, brick and coloured render



Figure 4.3 Existing urban road in the village emphasising use of mature trees and hedging



Figure 4.4 Example of differing materials used effectively



Figure 4.5 Different finishes and styles create interest whilst linking with heritage of area



Figure 4.6 Example of a steep-pitched roof on a modern design of property that is not out of keeping with tradition

- 4.9 The character of any new developments should be shaped by their context. By this we mean their scale and orientation should be sympathetic to their urban/suburban environment or should be positioned appropriately in their rural setting. Specific views that should be considered are identified separately in Policy CC2.



Figure 4.7 Layout should preserve and enhance existing natural features

- 4.10 There is a good mix of building types in the community which can be used to help integrate development with the rest of the village. For example, the buildings adjacent to the Bell Farm development site do not exceed two storeys, therefore the edge of the development should respect the existing building height, tapering off in height as they meet the open countryside. Another example of this using the Bell Farm development topography is shown in Figure 4.8 below.

Topography

- 4.11 A particularly important consideration in the largely flat topography of the area is Bloodmoor Hill which provides a unique, unspoilt panorama of open countryside (this is the orange area in the east of the site shown in Figure 4.8). From the high point there is a visual link between the ancient site at Bloodmoor Hill (in Carlton Colville) and Gisleham (particularly the Grade I Church) and the old village of Carlton Colville. It will be important that development of the Bell Farm site addresses this in its design and layout as Bloodmoor Hill and its views will become publicly accessible. These views are addressed in Policy CC2.

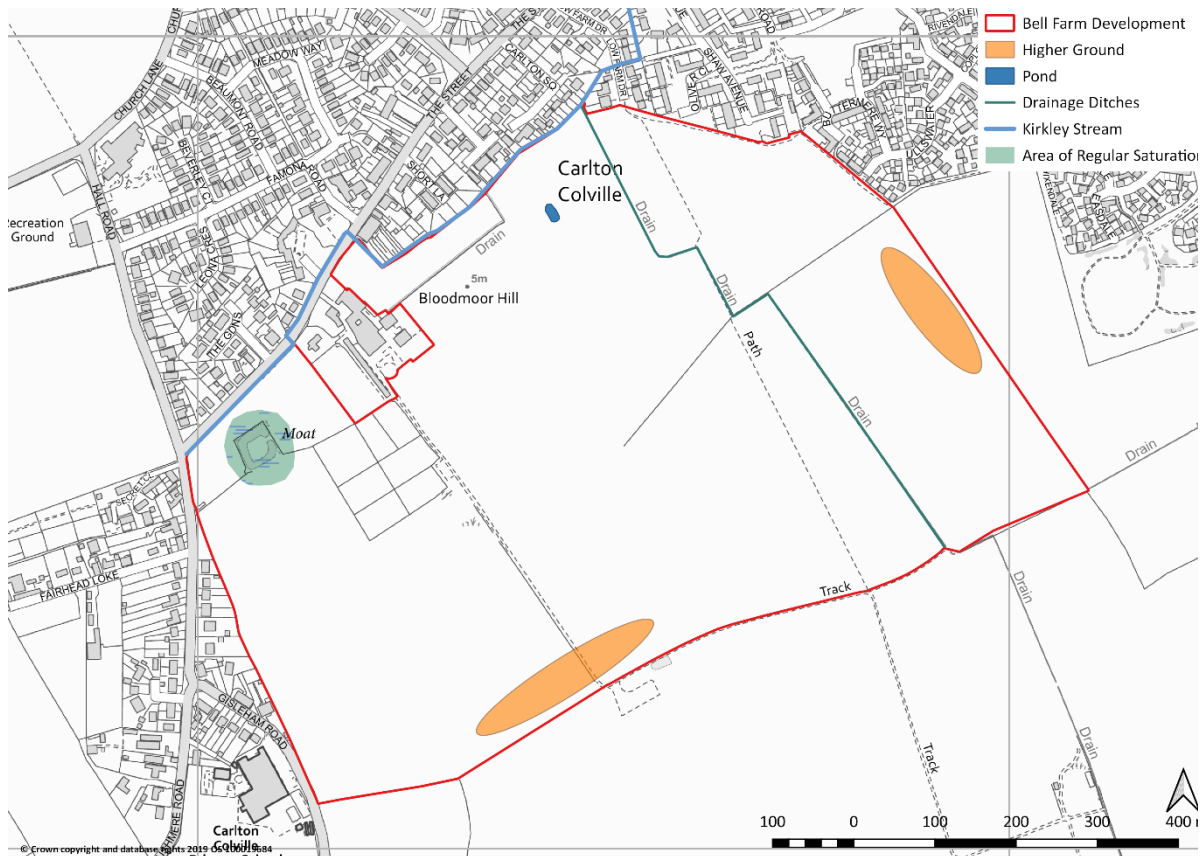


Figure 4.8 Map showing topography and drainage ditches

- 4.12 The Bell Farm site is largely flat; however, the orange areas in Figure 4.8 represent higher ground within the site. The change in level to the south of the site could be strategically utilised to reduce the impact of development to the church views and the scheduled monument. There are drainage ditches and areas where surface water collects which may affect where development is located. The water floods from the south to the north, i.e. towards the village.

Heritage

- 4.13 Both the Bell Farm and Oakes Farm sites have been identified as likely to have a number of areas of archaeological interest as they adjoin known and recorded early settlements. In the case of Bell Farm, the key heritage consideration relates to the potential impact of development on the Scheduled Monument, which is described as a moated area 200m south west of Bell Farm. To reduce harm to the moated area, it is recommended that the west of

the site should retain its rural setting by surrounding the monument with a country park (as stated in the Waveney (East Suffolk) Local Plan). This would also preserve the views to the Grade I listed Holy Trinity Church, as identified above. The Heritage Impact Assessment appended to the Waveney (East Suffolk) Local Plan² also recommends that the access road closest to the Monument should be re-considered because of its negative visual impact.



Figure 4.9 Moated scheduled monument on the Bell Farm site

- 4.14 Systematic archaeological evaluation is required across the Bell Farm and Oakes Farm sites prior to the submission of planning applications so that remains across the sites can be understood and factored into development, along with any necessary mitigation.

Shared spaces

- 4.15 The scale of the Bell Farm development and the illustrative masterplan suggest that there will be a number of opportunities for shared spaces scattered around the site. Spaces such as these can be added to development in order to provide visual interest, create public space or even act as a traffic calming measure. The location and appearance of the shared spaces can differ depending on their purpose.
- 4.16 For example, using a different surface material at a junction can act as a traffic calming measure as well as providing visual interest by breaking up long straight roads. This can also help with way finding. Additional greenery can enhance the attractiveness of the space and provide character.

² D. Edleston (2018) *Heritage Impact Assessment: Proposed development of Land South of The Street, Carlton Colville/Gisleham, Suffolk*



Junction with different surface material and landscaping



Crossing with similar material to the pavement to act as a traffic calming measure

Figure 4.10 Shared surface junctions

- 4.17 Small public spaces can be created on residential streets to the side of the road by pushing back some of the houses and organising them around the public space to ensure it is well overlooked. These spaces can provide places to sit and offer a place to relax within the neighbourhood.



Public space to the side of the road with greenery and seating



Public space to the side of the road

Figure 4.11 Shared surface public spaces

Layout

- 4.18 For large scale developments such as the 900-home Bell Farm allocation or potentially the Oakes Farm sports development area, it will generally be the case that the central area will have the highest levels of activity. In these areas, there is the opportunity for the building density to be higher and the streets to provide a good sense of enclosure. Any flood mitigation should have a natural character whilst recognising that it must fully be able to fulfil its primary function of flood mitigation. Where possible it should provide quieter spaces for relaxation and reflection as well as good pedestrian and cycling links to the surrounding area.
- 4.19 Open spaces provided as part of new developments should be connected to the wider town where possible using paths that encourage walking and cycling.

- 4.20 In general terms, densities will be required to reflect Waveney (East Suffolk) Local Plan Policy WLP8.32 and will be highest around development centres, reducing towards the settlement margins.
- 4.21 Where major residential development abuts the countryside, the edges should have a soft appearance which can be supported through dwellings facing out to the countryside. Where possible, edge lanes should be incorporated which allow access to a small number of dwellings. Edge lanes should allow for pedestrian and cycle movement around the edge of the site where possible.
- 4.22 Specifically relating to the Bell Farm development, there is an existing foot and cycle path that is adjacent to the edge of the site and leads to the Dales housing estate. This path has the potential to link pedestrians and cyclists from the existing estate to the new development.



Figure 4.12 Foot and cycle path access to Bell Farm

- 4.23 Development should take account of the Suffolk Design Streets Guide³ which provides clear advice on different types of road layout for different types of streets and developments. Most importantly it recognises the need for different types of movement 'frameworks' for different types of user, i.e. pedestrians, cyclists, public transport users, specialist service vehicles and private cars.

³ Suffolk County Council (2022) *Suffolk Design Streets Guide: 2022 edition*

POLICY CC1: HIGH QUALITY DESIGN

- A. Across the whole Neighbourhood Area, development proposals (as appropriate to their scale, nature and location) should demonstrate high quality design and layout which respects the local character of Carlton Colville. In particular this means:**
- i. demonstrating a distinct character derived from existing natural and historic site features;**
 - ii. being informed by the surrounding landscape and features of interest, including panoramic views from the high ground at Bloodmoor Hill;**
 - iii. respecting prevailing building heights and ensuring heights taper off at the edges of sites where they meet open countryside;**
 - iv. softening the appearance of buildings on the edge of a development where it meets the open countryside through the use of natural materials and features such as green roofs;**
 - v. minimising light pollution to ensure that it does not have a detrimental effect on residential amenity or nature or the intrinsically dark skies of the Broads.**
 - vi. supporting and enabling walking and cycling by effectively integrating walking and cycling infrastructure (including public rights of way) into development and ensuring that links into the wider network are maintained and, where possible, enhanced. Where appropriate, development must demonstrate how it has been informed by the *Suffolk Design Streets Guide* or any successor document.**
- B. All new development should demonstrate high quality design and is required to respect its surroundings. The following will be supported:**
- i. Use of a variety of brick, flint and render finishes along with roof styles that visually link development with the best aspects of the existing 'old village' area.**
 - ii. Development is set back from roads and boundary treatments are at a low level, creating an open feel.**
 - iii. Landscaping, including boundary treatments such as hedges as well as street trees, shall be used to ensure development does not create a hard edge.**

Particular views

- 4.24 The open countryside around Carlton Colville and neighbouring Gisleham creates many high quality vistas, with open skies very much being a feature. Based on input from the community, four important views have been identified and these are shown in Figure 4.13 and are described below.

looking south towards Gisleham) creating a visual impact for people entering Carlton Colville from the Beccles Road route.

View 2



- 4.26 This is a view from south end of the footpath between Hall Road and Chapel Road towards St Peter's Church. St Peter's Church is the oldest recorded building in the village, originally built in 1326 and has a Grade II* listing. The church was rebuilt in 1884 to the original 14th Century style and incorporates earlier remains from the original church including the medieval tower. It is a true reminder of the heritage of this setting and the rural roots of the village of Carlton Colville as mentioned in the Domesday Book.

View 3



- 4.27 This is from the public footpath close to the scheduled monument moat site at Bell Farm, looking southwards towards Grade I Gisleham church. The 2018 Heritage Impact Assessment of the Bell Farm site (conducted for Waveney District Council) assessed the potential impact of development on those heritage assets, based on their significance. This included the contribution made by their setting, namely the importance of the open, rural landscape which still remains to the south and east of the moated site and to the north of the church. It also considered the contribution of the church tower as a key feature in views across the

landscape and the ability to appreciate both heritage assets in the same view both from within and towards the Bell Farm site.

View 4

- 4.28 This view from Bloodmoor Hill provides a unique, unspoilt panorama of open countryside (this is the orange area in the east of the site shown in Figure 4.8). From the high point there is a visual link between the ancient site at Bloodmoor Hill (in Carlton Colville) and Gisleham (particularly the Grade I Church) and the old village of Carlton Colville. This reflects the Waveney Landscape Character Assessment⁴ for the Hundred Tributary Valley Farmland which states that, 'key visual sensitivities include views to and the setting of church towers which are often visible above wooded skylines... Intervisibility with adjoining exposed plateau claylands (Gisleham Farmed Plateau Clayland), where views are often panoramic and composed of few elements, are sensitive to additional large scale features'. Whilst currently on private land and therefore not publicly accessible, the development of the Bell Farm site will open it up to be enjoyed by the community. It will therefore be important that development proposals consider this in their design and layout as Bloodmoor Hill and its views will become publicly accessible.

POLICY CC2: PARTICULAR VIEWS

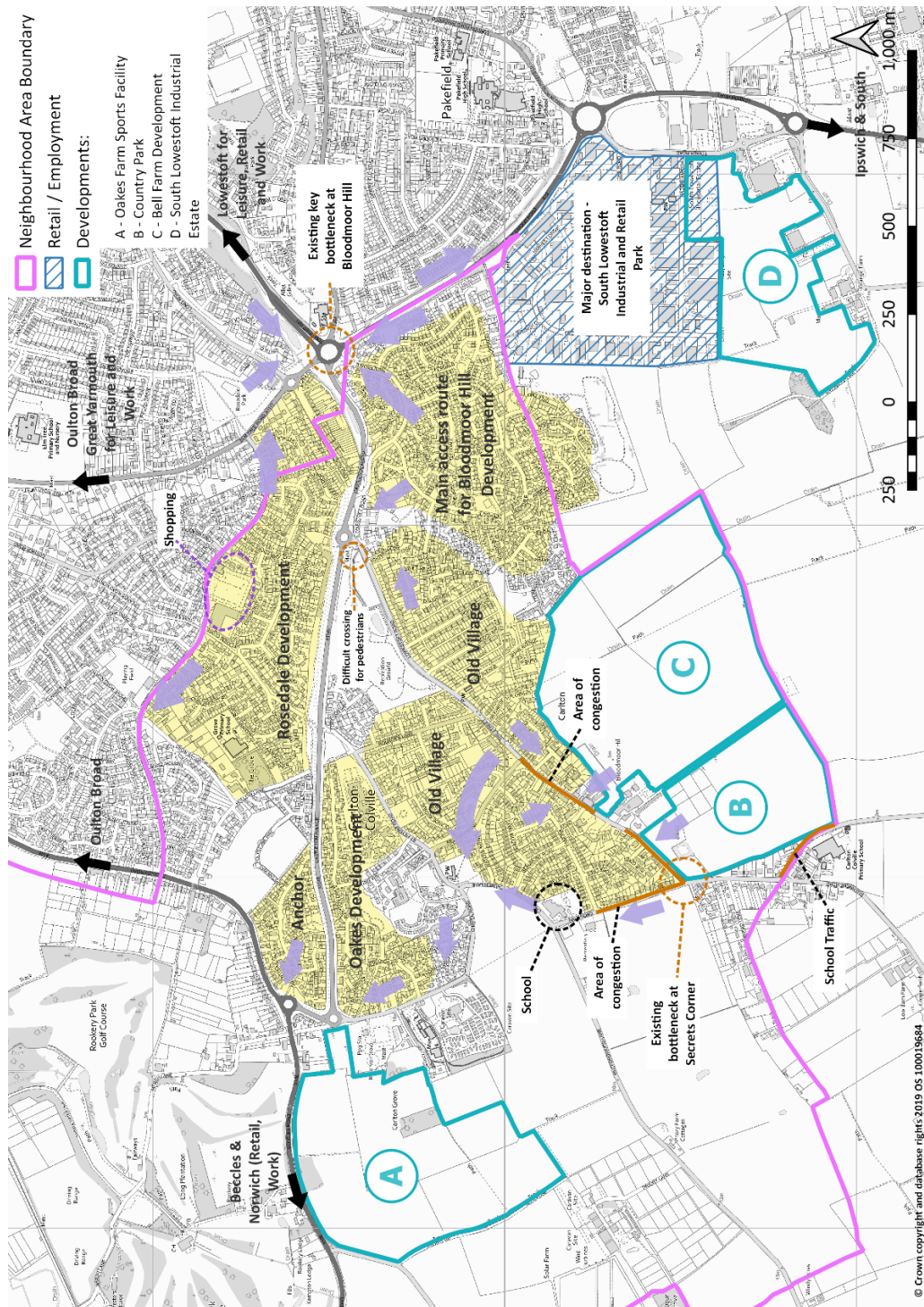
Development must respect the Parish's scenic beauty and should demonstrate how the following views have been taken into consideration:

- i. View 1: From Chapel Road looking south-east across village**
- ii. View 2: From footpath end of footpath at Hall Road towards St Peter's Church**
- iii. View 3: From footpath looking south towards Gisleham Church**
- iv. View 4: Panoramic views from Bloodmoor Hill.**

⁴ Land Use Consultants (2008) *Waveney District Landscape Character Assessment*, for Waveney District Council

5 MOVEMENT

- 5.1 One of the main concerns of existing residents when new developments are being considered is the impact of traffic. Figures 5.1 and 5.2 below identify the most important routes into/out of our community and the key destinations as well as the existing routes that are most suitable for cycling.



© Crown copyright [and database rights] 2019 OS100019684

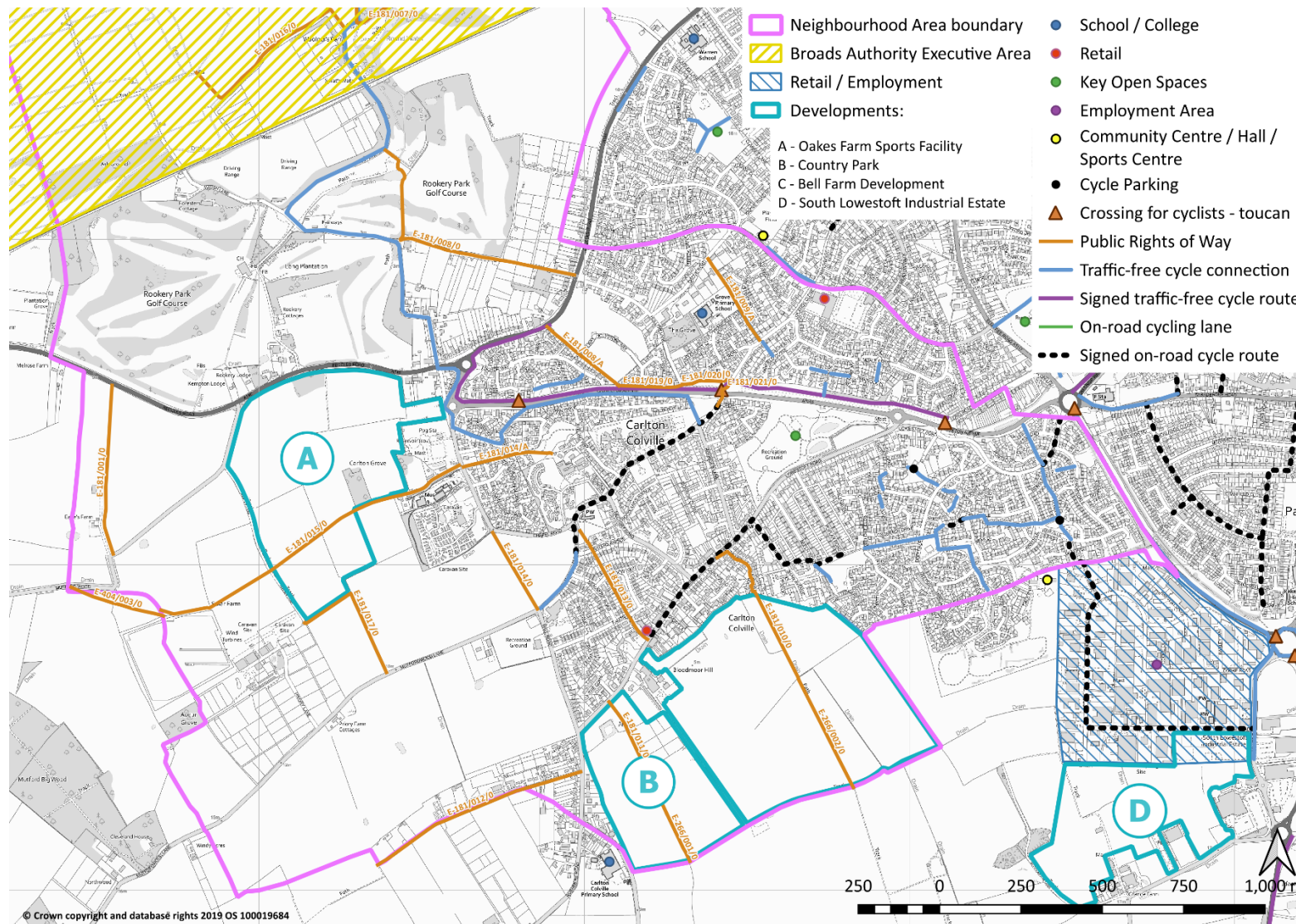
Figure 5.1 Important routes in/out of Carlton Colville

- 5.2 We recognise that the largest developments in our Neighbourhood Area over the next 15 years are likely to be the Bell Farm, Oakes Farm and South Lowestoft Industrial Estate site allocations.
- 5.3 The community has expressed views through the Neighbourhood Plan process about possible layouts and routes within the proposed Bell Farm site in particular to try and minimise impact on the existing community and historical assets whilst also making movement easier for new residents, the school and the retirement facility. These will be fed in to the joint masterplanning process. Furthermore, improvements to cycling and walking routes which were identified through the process of preparing the Neighbourhood Plan are included in Appendix B.
- 5.4 We want to improve movement generally across our community through:
- linking existing and proposed residential and recreational areas with employment and services (for example to the principle major retail and local industries at the South Lowestoft Industrial Estate);
 - where possible having development concentrated within walking distance of facilities; and
 - providing improved cycling and pedestrian facilities as well as improving access and maximising safe movement. In this regard, there are number of schemes identified in the East Suffolk Cycling and Walking Strategy⁵ which should form a core part of this⁶.
- 5.5 Design of major development that incorporates 'neighbourhood edges' creates the opportunity to provide walking and cycling access around the perimeter of developments. Not only will this help to provide a soft edge to development but it will provide attractive routes for non-vehicular movement and support access into the countryside through the network of public rights of way (which include bridleways) and permissive footpaths.
- 5.6 Alongside new cycling routes, the provision of suitable cycle parking at key destinations, e.g. shops, schools, workplaces, etc, is encouraged.

⁵ East Suffolk Council (2022) *East Suffolk Cycling and Walking Strategy*

⁶ Appendix A shows the schemes from the East Suffolk Cycling and Walking Strategy that are relevant to the site allocations

Carlton Colville Neighbourhood Plan Made Version



© Crown copyright [and database rights] 2019 OS100019684

Figure 5.2 Existing cycle-friendly routes and Public Rights of Way

Public rights of way

- 5.7 Public rights of way (PROWs) are an important means of access into the countryside for a range of users (see Figure 2.4). Suffolk has a very extensive network of PROWs and it is important that development plans protect and, where possible, enhance these. Suffolk County Council has a Green Access Strategy⁷ which sets out a commitment to enhance PROWs, including new linkages and upgrading routes where there is a need. The strategy also seeks to improve access for all and to support healthy and sustainable access between communities and services through development funding and partnership working.

POLICY CC3: WALKING, CYCLING AND PUBLIC RIGHTS OF WAY

- A. Major development proposals should ensure that pedestrian and cycle access into and through the site is safe, convenient and attractive. In particular, provision of segregated cycle and pedestrian routes will be strongly supported. Access to these routes for disabled users, the blind and deaf and users of mobility scooters should be provided where possible.**
- B. Where major development is adjacent to open countryside, layouts should provide walking and cycling access around the perimeter of the development where feasible and, where possible, provide access for all non-vehicular users into the countryside, particularly where this provides connections with public rights of way and permissive footpaths.**
- C. The protection, enhancement and expansion of the public rights of way network will be supported. Development which would result in the loss of existing PROWs will not be permitted unless alternative provision or diversions can be arranged which are at least as attractive, safe and convenient for public use. This will apply to PROWs for pedestrian, cyclist or horse rider use.**

Car parking

- 5.8 Currently, the demand for private cars is high within Carlton Colville with many households owning more than one car. An analysis of the information provided as part of the community survey indicated an average of over 2 cars per household. No figures were available for work vans or service vehicles held in the community but would be in addition to this figure.
- 5.9 Whilst the number of parking spaces must comply with the Suffolk Guidance for Parking 2019⁸, it is important that the design of parking solutions is well thought out and effectively integrated into new development. A mix of parking types should be used on larger developments to provide good urban design. The mix should be influenced by location, topography and need. This can include car ports and parking courts. Car parking arrangements should be safe, convenient and should not undermine the quality and amenity

⁷ Suffolk County Council (2020) *Suffolk Green Access Strategy: Rights of Way Improvement Plan (ROWIP) 2020-2030*

⁸ As required by Waveney Local Plan Policy WLP8.21

of the streets. Generally, on-plot parking should be considered the predominant mode of parking, however other modes can be an option provided they have been designed to minimise the visual impact of the car and hard surfaces.

POLICY CC4: CAR PARKING

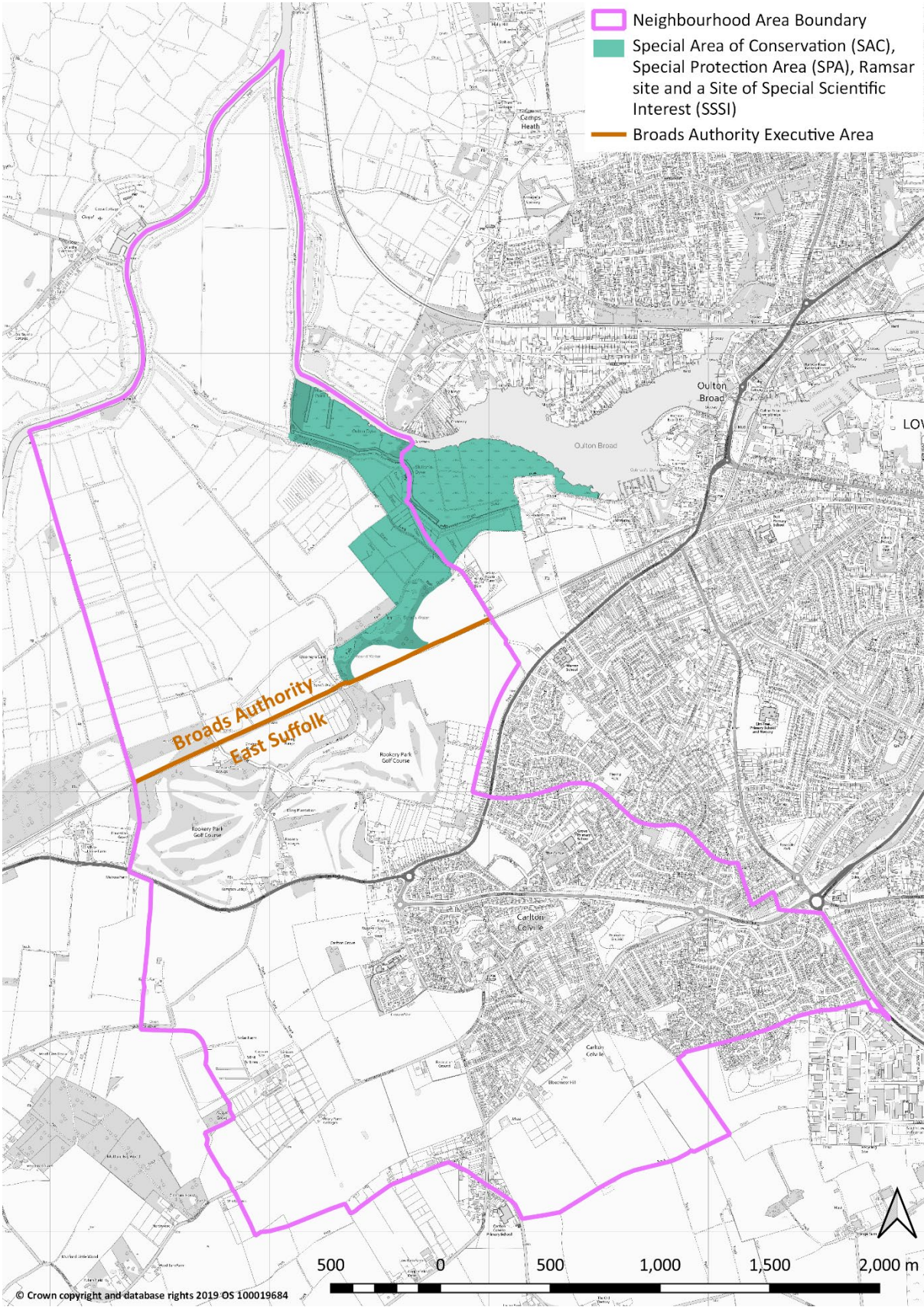
- A. Car parking arrangements should be safe, convenient and should not undermine the quality and amenity of the streets.**
- B. On-street parking provision should be well designed, located and integrated into the scheme to avoid both obstruction to highway users and visibility being impeded.**
- C. On major development sites (as defined in the NPPF), a mix of parking types will be supported, in the interests of good urban design. This may include the use of car ports and parking courts.**

6 ENVIRONMENT

- 6.1 We want to protect and enhance the natural environment across our community and this desire has underpinned all our other over-arching statements around 'Design', 'Movement' and 'Community'. Our wishes also cascade from the Waveney (East Suffolk) Local Plan and provide local context which describes the 'net benefit' requirement of any development.
- 6.2 Carlton Colville is particularly important due to the presence of internationally (Ramsar), nationally (Sites of Special Scientific Interest) and regionally (County Wildlife Sites) designated sites making up a significant proportion of the parish. Carlton Colville also has good populations of rare and protected species which depend on wetland habitats, including water vole, otter, breeding lapwing and marsh harrier as well as rare aquatic snails. Much of this habitat is within Carlton Marshes Nature Reserve, however there are smaller areas of woodland and other wildlife habitats spread across the town.
- 6.3 To establish a base point for understanding what environmental assets we should protect and enhance, a wildlife study was commissioned from Suffolk Wildlife Trust⁹. The study identified the following important matters:
- Sprat's Water and Marshes is designated as a SSSI and is also part of the Broadland Special Protection Area (SPA) and Ramsar Site, primarily for its breeding and non-breeding bird assemblage and wetland habitats respectively. It is also part of the Broads Special Area of Conservation (SAC), also designated for its unique wetland communities and a number of rare species.
 - There are also three non-statutorily designated sites within the parish: The River Waveney, Share Marsh Dykes and Carlton Grove. These are sites recognised by the County and by the Wildlife Trust as having 'substantive nature conservation value'. They are defined areas, identified and selected for their nature conservation value, based on important, distinctive and threatened habitats and species. Collectively they play a critical role in the conservation of the UK's natural heritage by providing essential wildlife refuges in their own right and by acting as stepping stones, corridors and buffer zones to link and protect other site networks and the open spaces of our towns and countryside.
 - Seven Priority Habitats have been identified within the Plan Area, grouped broadly into two categories and located within two main areas. Across the central-southern half of the parish with its golf course and farmland, the Priority Habitats include hedgerows, lowland mixed deciduous woodland and ponds. Within the northern coastal levels there is a complex mosaic of wetland habitats including wet woodland, lowland fen, coastal and floodplain grazing marsh and reedbed. Across the Plan area, 95 UK and Suffolk Priority Species have been recorded which are part of the biodiversity value of the locality¹⁰.
- 6.4 Figure 6.1 shows the location of the statutory designations.

⁹ Suffolk Wildlife Trust (2021) *Carlton Colville Neighbourhood Plan: Landscape and Wildlife Evaluation 2020*

¹⁰ Ibid.



© Crown copyright [and database rights] 2019 OS100019684

Figure 6.1 Key environmental designations

6.5 When we consulted with the local community through our survey and subsequent discussions, certain key themes came out. The community wanted new developments to:

- protect existing habitats
- create new wildlife habitats
- reduce existing flood risk
- minimise impact of new developments: light, noise, traffic and visually
- encourage use of green energy

Waveney (East Suffolk) Local Plan allocations

6.6 Analysis of the Bell Farm site has identified that it provides many opportunities to utilise the existing landscape in order to create a sympathetic, character-led development. For example, introducing a country park in the west of the Bell Farm site allocation could provide protection for the heritage aspects plus an opportunity for enhancing the environment through hedge planting, managed wetland/meadow and further planting of appropriate trees and plants. Such an approach might also present an opportunity for the existing water run-off pattern to be preserved, retaining the scheduled monument's seasonal wet characteristic. Additional green areas might be introduced to act as flood mitigation where the flood risk is high. In this respect there might be an opportunity to link these green spaces to the country park to form a network. This might then be enhanced by retaining the existing hedgerows, providing a possible opportunity for them to connect with the green space via foot and cycle paths.

Protect existing habitats

6.7 The Suffolk Wildlife Trust survey highlights a number of distinctive aspects to the Neighbourhood Plan area. We already have a protected large nature reserve on our northern boundary. We also have historic woodland at Carlton Grove. In addition, within our existing built-up areas there are hedges, trees (notably oak), ponds and streams (e.g at Carlton Park). The allocated sites include established hedgerows and trees plus existing streams and water attenuation areas. Figure 6.2 shows the established hedgerows in the built-up parts of the Plan Area. There are other tree corridors in more rural areas, including the Broads Authority Executive Area.

- 6.9 The Lowestoft Flood Risk Management Project (LFRMP¹¹) has proposed a diversion of the Kirkley Stream to run through the north of the site to mitigate existing flood risk in Carlton Colville.
- 6.10 As identified in Figure 4.8, the Bell Farm site is known to have drainage ditches and areas where surface water collects which may affect where development can be located. Developers should contact Suffolk County Council for the most up to date information regarding flood risks, prior to beginning any design work.



Figure 6.4 Example of a housing development looking outwards over SuDS

POLICY CC5: BIODIVERSITY NET GAIN AND WILDLIFE-FRIENDLY DEVELOPMENT

- A. All development should protect existing habitats and species, including hedgerows and mature trees. In particular, developments required to deliver measurable biodiversity net gain (a minimum of 10%) that propose the removal or reduction of existing habitats will be expected to deliver biodiversity net gain on site.**
- B. Where possible, development should incorporate design features that encourages local wildlife and biodiversity to thrive. This includes the use of green roofs, swift bricks and hedgehog-friendly fencing.**
- C. Development should be designed to retain trees, shrubs and hedgerows of arboricultural, habitat and amenity value on-site and to conserve and enhance connectivity to the wider green and blue infrastructure networks. The fragmentation of wildlife habitats and corridors should be avoided, with development expected to improve ecological connectivity across the landscape. Where this is accompanied by new planting, this should consist of native species of trees, shrubs and grasses.**

¹¹ www.lowestoftfrmp.org.uk

D. Implementation of the principles of Sustainable Urban Drainage (SuDs) and natural flood management techniques to enhance biodiversity and ecosystems will be supported. Flood mitigation should, where possible, have a natural character whilst ensuring that it is able to fulfil its primary function, as well as offering other benefits including water quality, amenity/recreational areas and biodiversity benefits.

Lighting

- 6.11 CPRE's 'dark skies' map of the UK shows the darkness of the skies across the Neighbourhood Area. In respect of the Bell Farm allocation, the CPRE analysis shows that this has dark skies and therefore the proposed large scale development could potentially have a negative impact, diminishing the darker skies to the south and south west (See Figure 6.10). In addition, the development of Oakes Farm as a sports facility may have a negative impact on wildlife in Carlton Grove Wood and the local hedgerow system. The Broads Authority Executive Area is classified as being an intrinsically dark landscape, with Policy DM22 of the Broads Local Plan strictly controlling external lighting.

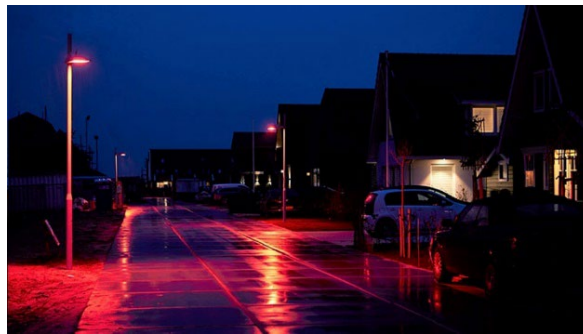


Figure 6.5 Example of low level lighting

- 6.12 The Neighbourhood Plan requires development to respect the Neighbourhood Area's dark skies with the purpose of minimising the impact of lighting on the recognised qualities of the area.
- 6.13 Minimising light pollution is also important for bat activity.

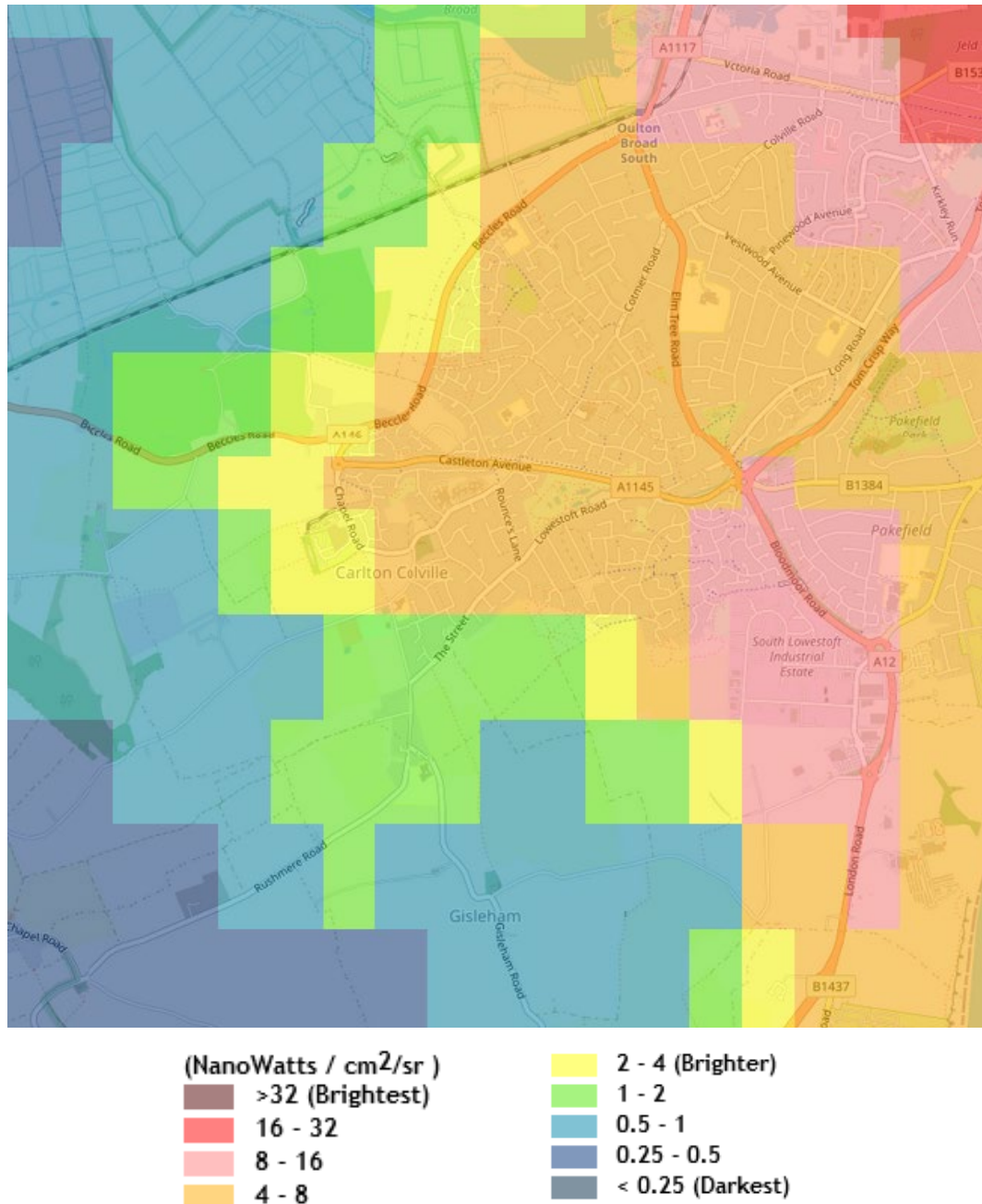


Figure 6.6 Dark skies in Carlton Colville (source: CPRE: England's Light Pollution and Dark Skies
(<https://www.nightblight.cpre.org.uk/maps/>)

POLICY CC6: DARK SKIES AND LIGHTING

Development proposals should respect the dark skies that are characteristic of the Neighbourhood Area.

7 COMMUNITY

Carlton Colville Country Park

- 7.1 As part of the Waveney (East Suffolk) Local Plan allocation of the Bell Farm site, an area of at least 15 hectares is required to be delivered for a Country Park. Policy WLP2.16 states:

'The country park should be located to the west of the site and provide protection to the setting of the Scheduled Monument and Grade I listed Holy Trinity Church. It should include a fenced neighbourhood equipped area for play and an open landscaped area for dog walking and other recreation.'

- 7.2 To meet these objectives and to also reflect the aims of our environment policy we have identified important principles and an illustrative layout for the Park. This framework builds upon the experience learned from the new park in Oulton and through feedback from the local community. Whilst the principles provides a detailed list, it is recognised that there must be flexibility in what is delivered to meet the overall objectives. Nevertheless, the following have been identified as important aspects if the country park is to be a successful thriving space:

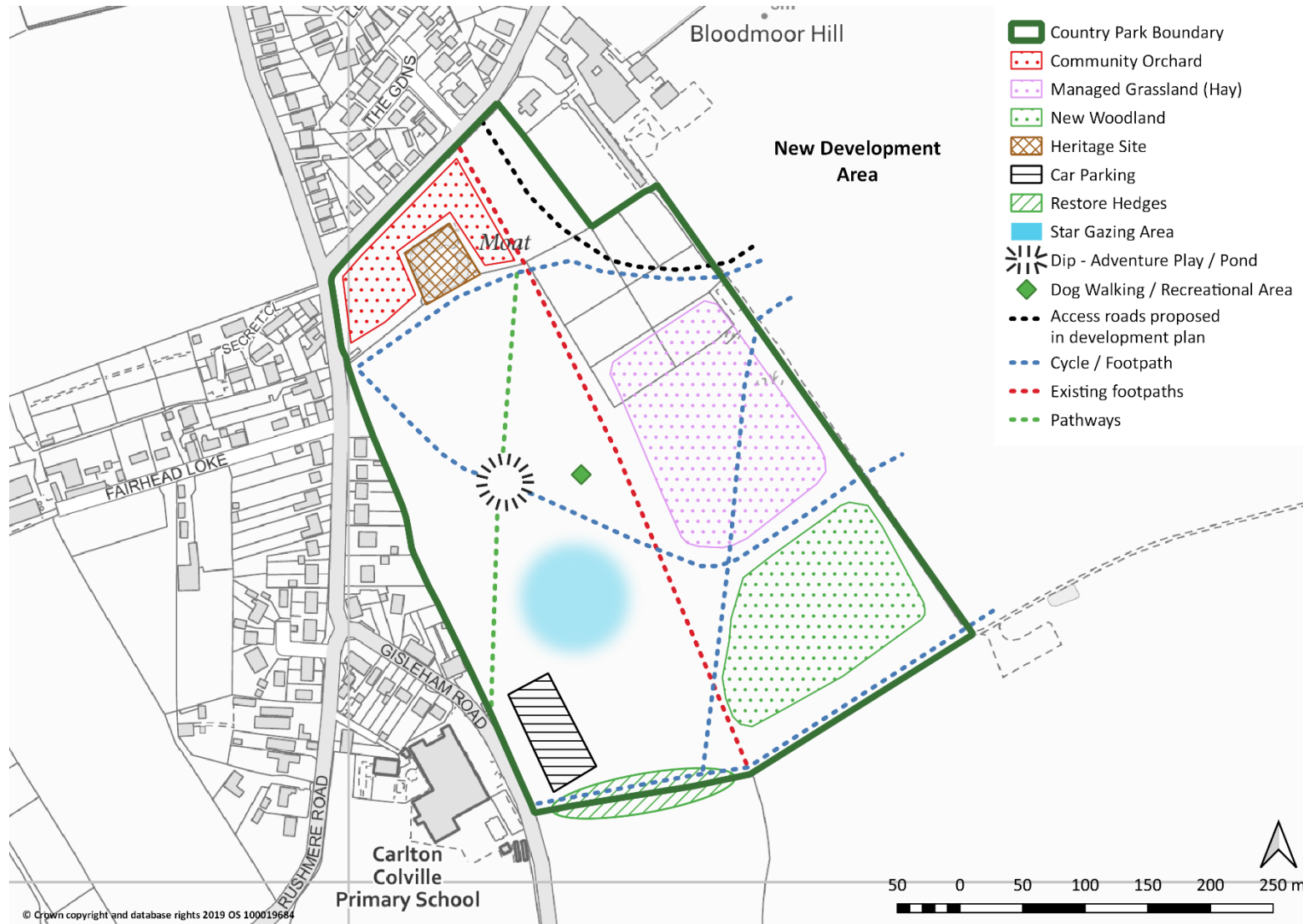
1. To meet the play objective, a new play area is suggested for inclusion within the proposed development area utilising land identified for flood mitigation. This could supplement existing play equipment areas at Hall Road Community Hall, Carlton Park Play Park and the Dales development (Bloodmoor Hill). However, the country park could provide an additional opportunity for adventure play.
2. Accessible by and through the park. Main routes could be tarmacked or comprise compacted stone paths for all ages and abilities, by foot, by buggy, by cycle and mobility aid. Main paths could be at least 3 metres wide to allow two wheelchairs or prams to pass comfortably. Other paths around the park or in sensitive environmental areas could be wood chip or equivalent.
3. Adequate parking for people using the park. The suggested location should be close to the existing Carlton Colville Primary School on Gisleham Road. This is so that visitors from outside the community don't have to travel through the existing community or through the new development to access the park.
4. An historical trail around the scheduled monument.
5. Create a natural 'amphitheatre' to allow for structured play/open air meetings/performances.
6. Create suitable area for field study or family gatherings.
7. Create a night-time observatory site to allow star gazing.
8. Create a 'keep-fit' trail/route.
9. Restore hedges, plant native trees - create a series of copses and natural scrub areas to encourage wildlife.
10. Work with Historic England to enhance the natural and learning opportunities of the scheduled monument.
11. Create a community orchard – the Town Council would look to form a community group (or groups) that would like to be part of planting and maintaining this.

12. Pathways suitable for all forms of transport and planted either side with trees (a bit like the path around Normanston Park - providing interest and shade).
 13. Create 'zones':
 - Community orchard
 - Heritage area near scheduled monument
 - Dog walking/recreation
 - Managed grassland for ground nesting birds (restricted access during nesting
 - Woodland.
 14. Suitable layout for use for a themed festival/fete/carnival (Carlton - summer solstice/winter solstice festival) (Charity/community fundraiser)
- 7.3 Development proposals are encouraged to include provision for a comprehensive management plan for the country park.
- 7.4 To aid the development of proposals for the Country Park, Figure 7.1 below provides an illustrative overview of the opportunities the site offers. Again, this is intended to be illustrative, however it has been informed by wider thinking about the location of the site and its relationship with surrounding areas and the community of Carlton Colville.

POLICY CC7: CARLTON COLVILLE COUNTRY PARK

Proposals to deliver the Carlton Colville Country Park (required as part of the development of land at Bell Farm, as allocated in Waveney (East Suffolk) Local Plan Policy WLP2.16) should demonstrate how the principles shown in Figure 7.1 have informed the development of the masterplan. Provision is encouraged to be made for the range of activities shown.

Carlton Colville Neighbourhood Plan Made Version



© Crown copyright and database rights 2019 OS 100019684

© Crown copyright [and database rights] 2019 OS100019684

Figure 7.1 Illustrative layout of the Country Park

8 SUMMARY OF COMMUNITY ACTIONS AND FUNDING PRIORITIES

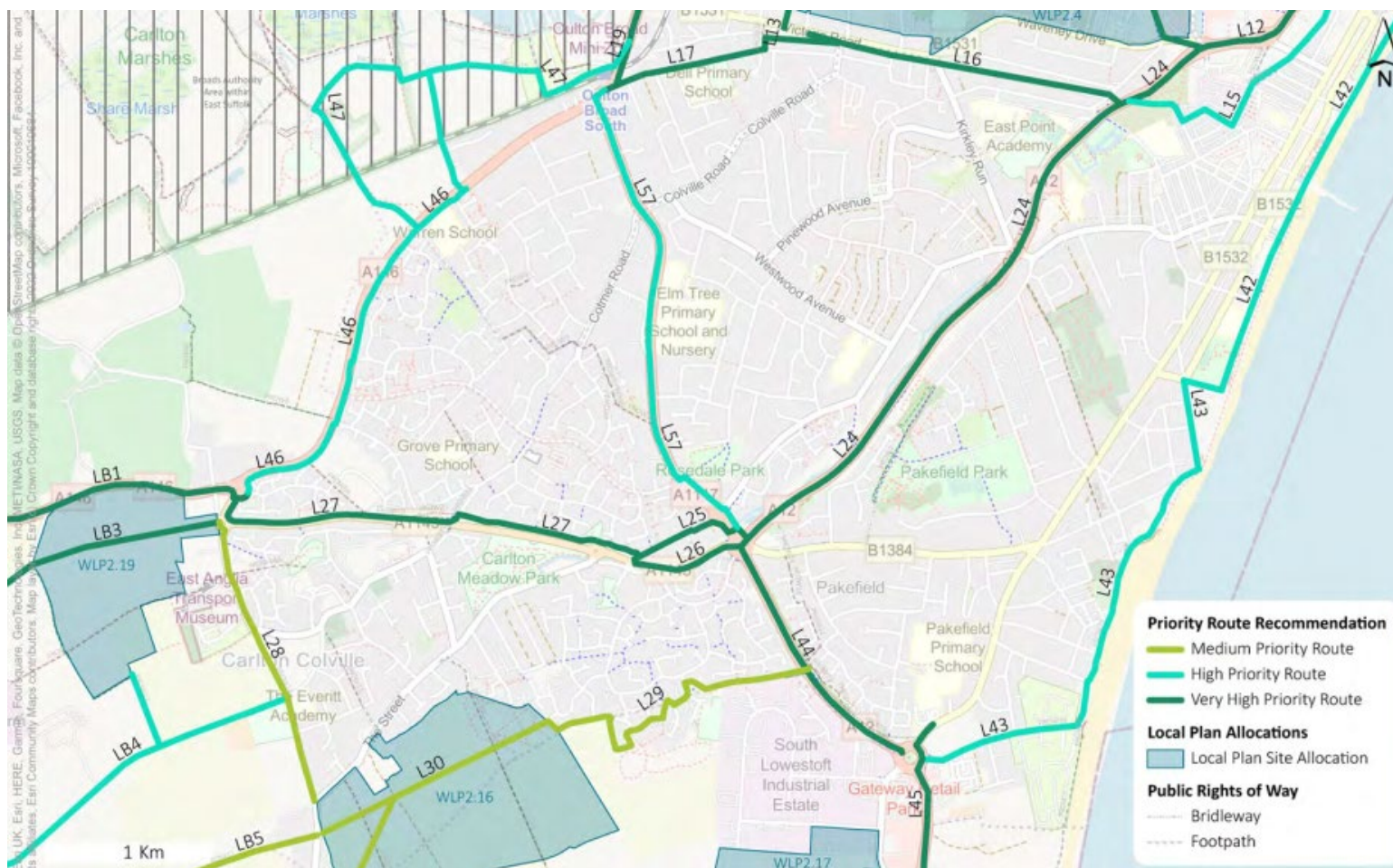
- 8.1 There are a number of matters raised through the development of the Neighbourhood Plan which are not best served through a policy in the Plan. Such matters are mainly issues which require an action plan and, in many cases, funding. In this regard, new development within the Neighbourhood Plan area will make contributions through the Community Infrastructure Levy (CIL), 25% of which will come directly to Carlton Colville Town Council (CCTC) to spend on addressing the needs arising from growth. In addition, CIL funding secured more generally from development across the district can be bid for by the Town Council.

Item and description	Lead/(Partners)
Design and layout	
Produce local heritage list	CCTC/(East Suffolk Council)
Heritage trail – from pre-history to 2 nd WW – e.g Bloodmoor Hill archaeology, Bell farm Moated site, Mardle, Doodlebug site in Low Farm Drive, Memorial to sea scouts, St Peter's Church,	CCTC/(Suffolk County Council)
Produce 'welcome pack' for new residents	CCTC/(East Suffolk Council)
Community infrastructure	
Update play equipment at Hall Road Community Centre	CCTC
Update play equipment at Bloodmoor Hill (The Dales) play park	CCTC/(East Suffolk Council)
Toilet facilities at the Dales playpark	CCTC/(East Suffolk Council)
Movement	
Complete pedestrian/cycle path at Swallowfields	CCTC/(Suffolk County Council)
Crossing point at Anchor Way roundabout to facilitate access to wildlife site via Marsh Road	CCTC/(Suffolk County Council)
New pedestrian/cycle/buggy ramp - Direct access to Bloodmoor Hill cycleway from existing Roadbridge	CCTC/(Suffolk County Council)
Cycle & pathway signage and route marking within community to facilitate non vehicular movement	CCTC/(Suffolk County Council)
Lighting and cleaning of existing cycleways and footpaths	CCTC/(East Suffolk Council)
Environment	
Produce management plan for Country Park	CCTC/(Suffolk Wildlife Trust, East Suffolk Council)
Enhance environmental aspects of the scheduled monument site	CCTC/(Historic England)

Table 8.1: Priority actions to support the Carlton Colville Neighbourhood Plan

Appendix A East Suffolk Cycling & Walking Strategy schemes relevant to site allocations

Below are extracts from the East Suffolk Cycling and Walking Strategy 2022. These set out recommendations in respect of future cycling and walking schemes and are provided for information purposes.



Carlton Colville Neighbourhood Plan
Made Version

Map Reference	Location	Description	Recommendation
L24	Tom Crisp Way	This route acts as a spinal route through South Lowestoft. It is formed of well maintained, shared paths that, although lacking segregation, are of a relatively high quality. Consideration of signage (re)positioning should be given to avoid obstacles and facilitate future upgrades to add 'harder' segregation. This is considered a very high priority route.	To bring the path up to full LTN 1/20 compliance segregation between cyclists and pedestrians could be considered. Explore further crossing points to ensure optimum safety for students using the adjacent schools. An ancient/veteran tree is adjacent this route and no improvements should damage this important biodiversity asset.
L25	Long Road (west of Elm Tree Road)	This section represents a break in the continuous cycle path from Tom Crisp Way to Castleton Avenue. As the cycle path does not continue to Castleton Avenue it requires a short diversion north-west along Bloodmoor Road, crossing over Bloodmoor Road, and then along Long Road to continue southwards. The section of Long Road to the west of the Elm Tree Road/Bloodmoor Road roundabout contains reasonable pedestrian footpaths but requires on-road cycling. This part of Long Road is not a through-road, and although it has a relatively high number of properties, it is unlikely to be significantly busy with vehicular traffic. The road is wide with parking bays set into the side meaning there is limited scope for the on-road parking to pose a safety risk to cyclists (i.e. from opening doors, swinging out, etc). This is considered a very high priority route.	Remove the grass verge from the north-west side of the road to create a high-quality shared path. This would help create a cohesive route using a type of infrastructure similar to Tom Crisp Way and Castleton Avenue. If this proves unviable then traffic filters could be applied with removal of parking considered along one side.
L26	Castleton Avenue	Continuing the infrastructure along the A1145 would be the most comprehensive and direct approach and there appears to be sufficient grass verges for continuation of the shared path. This is considered a high priority route but could be considered very high priority route should the constraints be overcome.	Continue the shared path to connect to Castleton Avenue. In many ways the continuation of the high-quality infrastructure would be the preferable approach and if sufficient funding is available should be considered first. However, the constraints created by the adjacent land levels and SUDS would likely require a greater level of engineering .
L27	Castleton Avenue	This route is a key east-west connection through the south of the greater Lowestoft area. The infrastructure is already of a high standard, being formed of an internally segregated cycle/pedestrian track that is coherent and well maintained. It is elevated and landscaped along the section that runs between Long Road to Uplands Close, and therefore has a high degree of segregation from Castleton Avenue's vehicular traffic. From Uplands Close/Uplands Road South the track separates to allow the cyclist/pedestrian to either continue on via Hollow Lane (which heads northwards) or continue on westwards via a track that runs adjacent to Castleton Avenue itself. The latter track provides the most direct route out towards Beccles. This is considered a very high priority route.	The track is already of a good quality, however consideration should be given to the provision of a suitable crossing point into the Oakes Farm allocation (WLP2.19). Oakes Farm could be a key part of the key corridor towards Beccles and, as a sports and leisure use site allocation, cycling and walking to and from the site is of enhanced value and relevance.
L28	Chapel Road/Church Lane	Travel between Lowestoft and Beccles is via the busy Barnby Bends (Beccles Road, A146) route or the indirect Mutfordwood Lane approach. Whilst the Barnby Bends has no cycle or walking infrastructure the connections on to it from Castleton Avenue are good. The current National Cycle Network (route 517) is through Mutfordwood Lane using St Peters Road and Church Lane,	Much of St Peters Road and Church Lane contain wide grass verges that may be suitable for improved cycle infrastructure. However, there are pinch points around the church that may render a cohesive path unviable. Instead consideration could be given to an upgrade of PROW 14 to a bridleway (with appropriate improvements to the exits and to the path's width) with further

Carlton Colville Neighbourhood Plan
Made Version

Map Reference	Location	Description	Recommendation
		neither of which have formal cycle infrastructure with the exception of the latter part of Church Lane. This is considered a medium priority route.	consideration on whether improvements to or alongside Hall Road are achievable.
L29	Dorley Dale, Gratton Dale and Thixendale	From Cranesbill Road to Dorley Drive over Bloodmoor Road is an overpass that leads to a series of shared paths that are connected by way of quiet residential streets, through to Gratton Dale and then Thixendale. This then leads to a shared path towards Ullswater. The shared paths are largely through attractive green spaces using un-segregated shared paths. The residential streets are shared spaces, but are likely to be relatively slow moving. This is considered a medium priority route.	Significant improvements are unlikely to be viable but wayfinding should be provided to ensure ease of passage. An improvement to the overpass could be explored to allow access onto Bloodmoor Road although it is recognised this will be relatively expensive.
L30	Land South of the Street (WLP12.16)	There is a large, strategic allocation (WLP2.16) south of The Street which this route will connect into. The allocation requires cycle connection to Ullswater and Gisleham Road. Please note that the line is indicative only and shows the need for east/west connections and its role in the wider key corridor. This is considered a medium priority route.	LTN 1/20 compliant cycling infrastructure through the site to connect the east and west. This will connect the future residents of the site and will allow improved access to Carlton Colville Primary School for existing residents. With suitable crossing point over Gisleham Road this could then connect through to Bridleway 12 opposite to continue the key corridor westwards towards Beccles.
L57	Cotmer Road/Elm Tree Road	Elm Tree Road contains a short stretch of off-road cycling infrastructure of reasonable quality from the junction with Tom Crisp Way to Rosedale Park. The cycle route then heads into Rosedale Park indirectly returning back to Elm Tree Road further along the road. However, the road (and associated pavement) are relatively wide meaning potential infrastructure improvements are possible. Whilst the road narrows at the approach to Cotmer Road roundabout it contains a wide grass verge with a pavement segregated from the road. This connects to off-road cycle infrastructure allowing passage around the roundabout. The remaining infrastructure along Cotmer Road is sporadic on-road infrastructure. This is considered a high priority route.	Create a new cycle path through Rosedale Park along its south-west boundary parallel to the road making the route more direct. Utilising road space widen the pavement to allow a shared path with cycle/pedestrian segregation around to Elm Tree Road West. The pavement heading northwards can be widened using the grass verge to continue the off-road infrastructure. As this exists on the opposite side of the road to Rosedale Park a suitable crossing point will be required. The on-road infrastructure on Cotmer Road should be utilised to create an off-road shared surface with appropriate segregation. It is recognised where the road narrows either side of the Conrad Road junction a lower quality infrastructure may have to be utilised, but it is important that cyclists do not have to enter/exit the road. The junction with Beccles Road to the far north will require improvements to allow cyclists to head safely right (connecting to recommendation L17) or left.

Appendix B Improvements to cycling and walking routes

The improvements are as follows (the references below correspond to those on Figure B.1):

- Improve Beccles road crossing points at (C1) Hollow Lane and at the junction of Chapel Lane and Marsh Lane (C4) - at the moment there are no crossing aids to allow pedestrian, cycle or mobility access across the Beccles road to the Broads Authority Executive Area and Carlton Marshes Nature Reserve. Suggested improvements would be to provide suitable traffic crossing facilities at these two points plus better signage and way-finding measures both to and from the important tourist and leisure sites (e.g. Carlton Colville Transport Museum and Carlton Marshes Nature Reserve).
- There are poor connections between the developments in the north of the Neighbourhood Plan area and those in the south plus the major retail, leisure and employment hub at Gisleham. A suggested improvement (R1) is that the main non-vehicular movement south-north from the proposed Bell Farm development could be via Low Farm Drive, Shaw Avenue, Rounces Lane, Hollow Lane (linking separately to Capstan Way), Grove Road and Clarkes Lane. The benefits are to give safe walking and cycle routes to all primary schools, provide easier access to the Nature Reserve and link with the national cycle route.
- The main West-East route (R2) is fragmented and there are poor condition pathways creating difficulties for people trying to access retail and employment at South Lowestoft Industrial Estate. The suggestion is to join up current fragmented routes by better signage and clearer road markings from the proposed Bell Farm development (C), through the Dales Estate to Bloodmoor Hill where it links with a cycle path on Bloodmoor Hill or provides direct access to the South Lowestoft Industrial Estate for employment and retail purposes. East to west cycle routes would provide access to the proposed country park (B) and existing Primary School. It should be noted that some parts of this route are outside the Neighbourhood Plan, therefore Policy CC3 does not apply.
- Pedestrian access to the dedicated foot and cycle path on Bloodmoor Hill (C2 – see picture below) - the issue is the ramp goes over the road to Pakefield side and does not allow cycle, pushchair or wheelchair access to the existing dedicated path and cycle way running alongside Bloodmoor Hill. There are steps down but these cannot be easily managed by pushchairs, other forms of mobility and cyclists. A suggestion would be to replace the steps with a ramp on the Dales development side which would encourage both pedestrians and cyclists to access the retail and employment opportunities on the Gisleham Estate more easily and safely reducing pressure on car usage.



Footbridge on Bloodmoor Hill

- South/West routes (R3) could provide access to sports and social sites at Oakes Farm (A) via Rushmere Road/Secrets Corner and Hall Road traversing the National Cycle Path. A suggested improvement would be to access a cycle free route from the proposed Oakes Farm sports development alongside of Hall Road to Secrets Corner, Rushmere Road then accessing the country park to provide off road route all the way to Carlton Colville Primary School. This would be assisted by the widening of Hall Road.
- The existing National Cycling Route between Beccles Road and Mutfordwood Lane is indirect (C5). A suggested improvement would be to provide a cycle path as part of any development at Oakes Farm to connect Castleton Avenue to Mutfordwood Lane.
- Improvements to west end of Castleton Avenue (Swallowfields) (C3). Currently the well-used route remains uncompleted. A suggested improvement is that the short, incomplete cycle path could be completed from Swallowfields to Beech Road which will extend connections in this part of Carlton Colville and provide direct access to sports facilities. Safer crossing of Castleton Avenue is also required.

Carlton Colville Neighbourhood Plan
Made Version

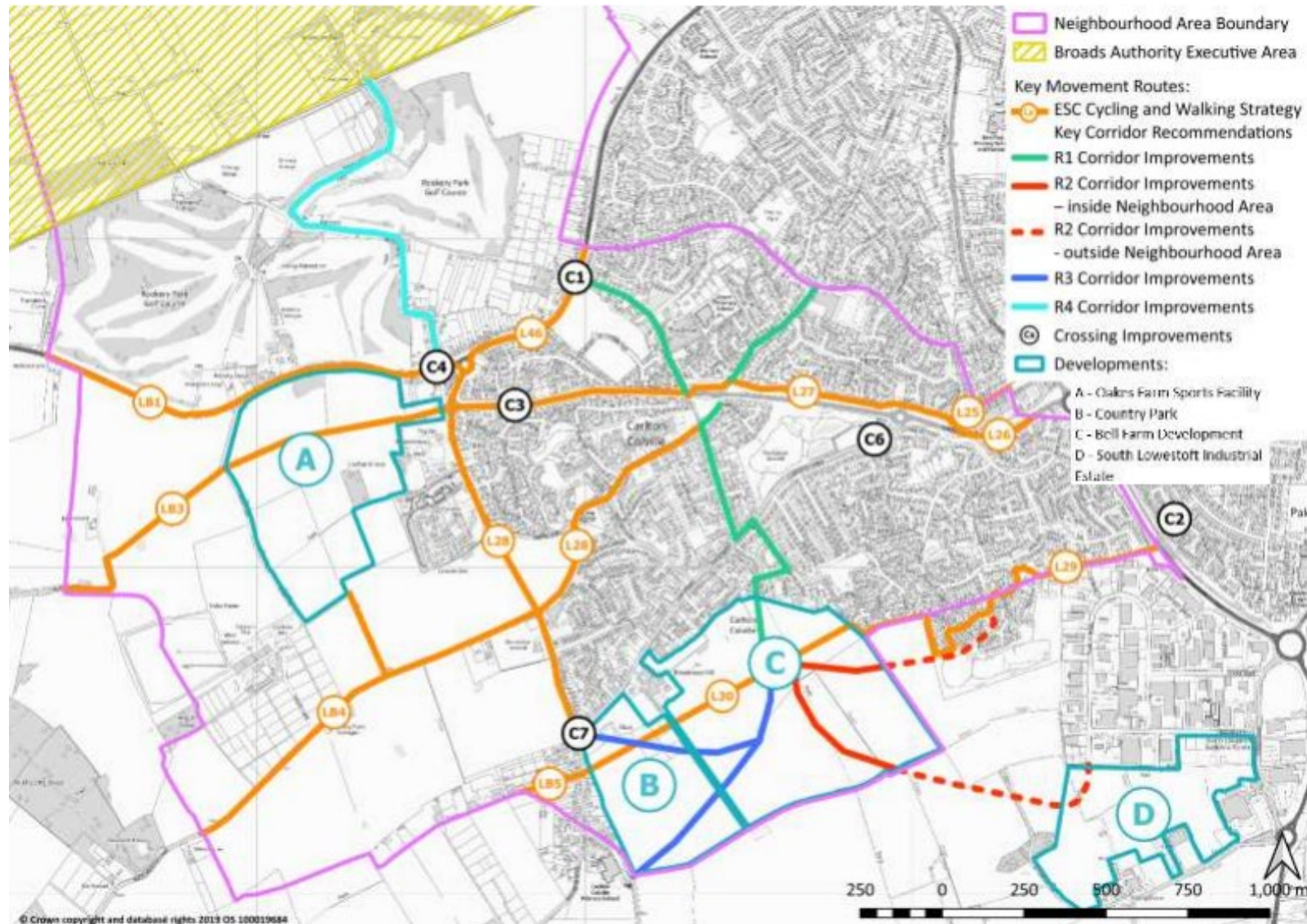


Figure B.1 Potential cycling and walking improvements

CARLTON COLVILLE NEIGHBOURHOOD PLAN

THIS PAGE IS INTENTIONALLY BLANK