

An aerial photograph of a rural area in Easton, showing a mix of green fields, brown agricultural land, and some buildings. A red line outlines a specific area of interest. Various locations are labeled with white text: 'A47' at the top, 'Dereham Road' below it, 'St Peters C of E Primary School, Easton' in the center, 'Four Acre Plantation' on the left, 'Fir Covert' further left, 'The Brooms' below that, 'Hall Road' and 'Bawburgh Road' running diagonally, 'Keepers Cottage' and 'Home Plantation' near the bottom center, and 'Easton & Otley College' at the bottom right.

# Design Code Compliance Statement

## Phases Three & Four, Easton

**PERSIMMON HOMES ANGLIA**

October 2021

Prepared by Sarah Smart (FPCR)



# Contents

<b>INTRODUCTION</b>	<b>2</b>
<b>PROPOSED SITE LAYOUT</b>	<b>3</b>
<b>DEVELOPMENT STRUCTURE (Code 3)</b>	<b>4</b>
Land Use (Code 3.1)	4
Block Structure (Code 3.2)	5
Density (Code 3.3)	5
Building Heights (Code 3.4)	5
Movement (Code 3.5)	6
Street Hierarchy (Code 3.6 -3.9))	6
Character Areas	9
Church Green Streetscene (Rural Character)	10
Focal Square Streetscene (Contemporary Character)	11
Secondary Street / Broom Lane Green Streetscene (Village Character)	12
<b>BLUE/GREEN INFRASTRUCTURE (Code 4)</b>	<b>13</b>
Landscape Framework (Code 4.1)	13
Ecological Mitigation (Code 4.2)	13
Soft Landscape (Code 4.3)	14
Play Spaces (Code 4.4)	14
Sustainable Drainage Systems (Code 4.6)	14

<b>KEY SPACES (Code 5)</b>	<b>17</b>
Church Green Gateway (Code 5.1c)	17
Green Spine (Code 5.2)	17
Neighbourhood Green (Code 5.4)	19
Greenways (Code 5.5)	19
Pocket Parks (Code 5.6)	20
Focal Square (Code 5.7)	20
Settlement Interface (Code 5.9)	21
<b>DETAILING THE PLACE (Code 6)</b>	<b>22</b>
Materials Palette (Code 6.1)	22
Village Character Area	23
Contemporary Character Area	24
Rural Character Area	25
Boundary Treatment (Code 6.2)	26
Parking (Code 6.3)	26
Street Furniture (Code 6.4)	27
Hard Landscaping (Code 6.5)	27
Refuse Strategy (Code 6.6)	28
<b>CONCLUSION</b>	<b>29</b>

# INTRODUCTION

This Design Code Compliance Statement forms part of the Reserved Matters application for Phases 3 & 4 of the proposed residential development at Easton.

Outline Planning Permission was granted on 1 November 2016 for:

*“The Erection of 890 dwellings; the creation of a village heart to feature an extended primary school, a new village hall, a retail store and areas of open space; the relocation and increased capacity of the allotments; and associated infrastructure including public open space and highway works.” ( Planning Ref: 2014/2611).*

Condition 33 of this Outline Planning Permission requires the preparation and approval of a Design Code in advance of the submission of any Reserved Matters applications. The wording of the Condition is as follows:

*“Prior to the submission of any reserved matters application, a design code shall be submitted to and agreed in writing by the Local Planning Authority. This shall then be used to inform any subsequent reserved matters application.*

## *Reason for condition*

*In order to ensure a satisfactory form of development that has appropriate regard for the locality. These details are required at this time as they are essential to guiding future reserved matters submissions.”*

In accordance with the requirements of this Condition a Design Code for the whole development was prepared and submitted to South Norfolk Council for approval. The Design Code was approved on 16 December 2019.

This Reserved Matters application is for a total of 350 dwellings including 23% affordable housing, equating to 81 affordable units, and 1.97ha of open space (including four LAPs, a LEAP and an informal kickabout area), all arranged around a central green spine road. This Design Code Compliance Statement has been prepared in accordance with the approved Design Code (except where minor departures have been necessary to deliver a successful development – these are flagged within this document) and both documents should therefore be read in conjunction when assessing this Reserved Matters application.



# PROPOSED SITE LAYOUT



# DEVELOPMENT STRUCTURE

## Land Use (Code 3.1)

The principles of the Phase 3 & 4 layout are in accordance with the approved Land Use Plan in Code 3.1, comprising a mix of 1-5 bedroom houses and green infrastructure including POS, drainage basins and structural landscaping. Provision for allotments and a shop is also made as per the Land Use plan.

The Code states that 890 dwellings are to be delivered across 5 phases. Persimmon are no longer delivering Phase 5 therefore this number has reduced accordingly to 780 dwellings.

Furthermore, due to the additional land take requirement for SuDS, that has emerged through detailed design work following the outline planning approval, the overall development capacity of the site has reduced by a further 25 dwellings. In total 291 dwellings have been approved for Phase 1. It is proposed that Phase 2 and 3 /4 each deliver 114 and 350 respectively, with Persimmon now providing an overall revised total of 755 dwellings.

Subsequently to accommodate a large SuDS basin within Phases 3 & 4, the development parcels have been repositioned slightly and areas of POS have been redistributed accordingly. Broom Lane Green, on the southern boundary, has reduced in size, however to offset this, the central Four Acre Green POS, which is better-connected to the Green Spine, has

increased substantially to accommodate a SuDS basin and an informal kick-about space.

A separate full planning application is to be submitted alongside the Phase 3 & 4 reserved matters application for further SuDS drainage that is required for these phases but that cannot be provided on site without further loss of dwellings. The additional basins are proposed within adjacent land that is under the control of the applicant.

A further minor departure from the code has been to increase the central spine road corridor from C19.5m to 20.5m. This comprises a 6.5m wide carriageway, 2m verge, 2m footway, 7m swale and 3m foot/cycle way. The swale and subsequently spine road corridor has been increased by a width of 1 metre to improve the useability of the swales following feedback from highways on a separate Persimmon project.

# DEVELOPMENT STRUCTURE

## Block Structure (Code 3.2)

The Phase 3 & 4 layout generally corresponds with the approved Block Structure Plan associated with Code 3.2. Block sizes have altered slightly to reflect the amendments to the development parameters described for Code 3.1, however the layout remains in accordance with the key principles set within Code 3.2 with development blocks primarily fronting public realms, as indicated, and utilising focal buildings in prominent locations/vistas throughout the development. The block structure creates a permeable development with ease of movement through connected streets and foot/cycle networks. Properties provide a continuous or semi continuous frontage onto streets and green spaces, with clear distinction between public and private realms.

## Density (Code 3.3)

The Phase 3 & 4 layout is in accordance with the principles established by the approved Density Plan in Code 3.3, utilising a range of Very Low/Low, Medium and High density areas throughout the development. The lowest density areas are within the north and south of the development – within the vicinity of St Peter's Church and adjacent to the rural edge respectively.

## Building Heights (Code 3.4)

The Phase 3 & 4 layout is in accordance with the principles established by the approved Building Heights Plan in Code 3.4, locating: -

Single storey dwellings adjacent to existing residential development on Woodview Road;

Maximum two storey dwellings fronting the Church Green entrance to maintain the existing village vernacular;

Maximum two storey dwellings orientated towards the southern boundary to complement the existing rural setting, with the exception of a 2.5 storey gateway property at the south-eastern corner;

Predominantly two storey dwellings throughout the development with occasional use of two and a half storey dwellings as vistas and to provide variation in ridge heights along a street scene;

Two and a half storey units as vistas around the Focal Square.

Departures from the approved Building Heights Plan comprise the



# DEVELOPMENT STRUCTURE

use of 8no. three storey dwellings located centrally along the Green Spine where they will assist in providing variation on the street scene and the use of 8no. two storey dwellings at the eastern end of the stretch adjacent to Woodview Road in order to address the housing mix requirements, the properties remain orientated side on to minimise the presence of built form in views from existing properties.

## Movement (Code 3.5)

The Phase 1 layout is in general accordance with the approved Movement Connections and Links Plan in Code 3.5, comprising a development that maintains a low speed environment of a maximum of 20 mph, with permeable streets and foot/cycle networks that maintain foot/cycle movements as priority and green routes linking the network of green spaces. The spine road is designed to accommodate a new bus route.

As stipulated within the approved Movement Plan in Code 3.5, and in accordance with the approved documents and best practice, capacity for a footpath is provided up to the site boundary with Jubilee Park. However it is acknowledged that Easton Parish Council has no desire for this link to be created at present.

## Street Hierarchy (Codes 3.6 – 3.9)

The proposed layout is generally in accordance with the approved Street Hierarchy Plan and details in Code 3.6-3.9, comprising a mix of Secondary Streets, Lanes and Shared Private Drives, all served by the Green Spine Road. Each street is designed with different characteristics to define a sense of place in terms of function and form, generally becoming more private in character towards the lower end of the hierarchy, with the Green Spine Road being very formal in character as the principle route through the development.

The only departure from the approved road hierarchy is the previously proposed 'lane', which provides a through route to the allotments, has been amended to a 4.8m wide carriageway with 1.8m footway to one side, and is not shared surface. The addition of this road type is as a direct result of the removal of traditional shared surface roads along through routes within the Phase 3 & 4 development.

# DEVELOPMENT STRUCTURE

- **Code 3.6 Green Spine Road**

The Green Spine Road has a 6.5m wide carriageway with 2m verge, 2m footway, 7m swale and 3m foot/cycle way.

The Road has been designed to be formal in character incorporating grassed verges and trees to both sides, the verge widens to incorporate a swale to one side.

Within the north of the site an existing hedgerow has been retained to create a landscape-led traffic calming approach with bends and speed tables being added to keep vehicle speeds down.

A series of Shared Private Drives have been created off the Spine Road adjacent to the swale, with dwellings pushed closer to the Green Spine Road and side parked on the opposite side of the road, with a small area (plots 662-665) of frontage parking.

The development frontage comprises a semi continuous building line with a mix of predominantly two storey terrace, semi-detached and detached dwellings.

- **Code 3.7 Secondary Streets**

The Secondary Streets have a 5.5m wide carriageway with 1.8m footpaths both sides, providing circular connections from and back onto the Green Spine Road.

These Streets have been designed to be less formal than the Green Spine Road. Focal buildings and trees planted within large front and side gardens have been used to create interest in the street scene.

A more informal building line has been created using a variety of predominantly two storey house types including terraced, semi-detached and occasional detached dwellings. Deeper setbacks have been used to accommodate a mix of frontage parking with landscape breaks, with other dwellings having on plot parking in garages and on driveways with larger front garden spaces. Some dwellings have been positioned with gable ends onto the Streets with detached dwellings located on the edge of the development parcels.

- **Code 3.8 Lanes**

6no. proposed shared surface roads, which are called Lanes, have been included within the layout. They are 5.8m wide block paved shared surface roads and informal in character.

The Department for Transport defines shared space as “a street or place designed to improve pedestrian movement and comfort by reducing the dominance of motor vehicles and enabling all users to share the space rather than follow the clearly defined rules implied by more conventional designs”.



# DEVELOPMENT STRUCTURE

Three of the proposed Lanes, those within the south, will have a section that fronts onto a public open space and will link the proposed dwellings to open space.

All will provide an opportunity to design a street scene in which vehicles are guests and their movement is not dominant or prioritised. This will be achieved through the design and approval process as the Lanes will be put forward for adoption by Norfolk County Council Highways.

Five of the Lanes will serve 5-14 dwellings and the northernmost lane 21 dwellings. Safety for non-motorised users will be prioritised through the design of the geometry and the use of features to ensure compliance with a maximum design speed of 15mph. In the right location (subject to NCC Highway approval), highway trees could be placed within the carriageway to serve an aesthetic function and provide traffic calming through deflection.

The frontage onto these Lanes comprises a more staggered building line with a mix of terrace, semi-detached and detached dwellings to suit the Character Area in which they are located.

The dwellings have deeper private frontages and no formal boundary treatment. With the exception of three properties, the parking is on plot with a mix of frontage and side parking. Trees have been positioned within the large front and side gardens.

- **Code 3.9 Shared Private Drives**

Shared Private Drives are a 4.1m wide shared surface road.

Frontages here comprise a more varied building line and typically lower density with a larger proportion of detached and semi-detached dwellings.

The properties have deeper, private frontages. Parking is primarily on plot, in garages or on driveways.

A small number of courtyards are accessed via shared private drives, refer to Code 6.3 compliance, page 26. One courtyard comprises the Focal Square parking as per Code 5.7.

# DEVELOPMENT STRUCTURE

## Character Areas

The Phase 3 & 4 layout is in accordance with the approved Character Areas Plan in the Design Code. Phases 3 & 4 consist of three main character areas: Village, Rural and Contemporary.

The palette of materials used within each Character Area is in accordance with those detailed in Code 6.1.

Three illustrations showing the development frontage to each of Church Green (rural character area), the Focal Square (contemporary character area) and a secondary street / Broom Lane Green (village character area) are presented on the following pages: -

# DEVELOPMENT STRUCTURE

Church Green (rural character area) Streetscene Illustration – Plots xxx to xxx

**IMAGE TO FOLLOW**



# DEVELOPMENT STRUCTURE

Focal Square (contemporary character area) Streetscene Illustration– Plots xxx to xxx

**IMAGE TO FOLLOW**

# DEVELOPMENT STRUCTURE

Secondary Street / Broom Lane Green (village character area) Streetscene Illustration - Plots xxx - xxx

**IMAGE TO FOLLOW**

# BLUE/GREEN INFRASTRUCTURE

## Landscape Framework (Codes 4.1 – 4.6)

The Phase 3 & 4 Landscape Plans (9033-L-300A, 301A and 302A) correspond with the overarching Blue/Green Infrastructure Codes that relate to Green Infrastructure Principles (Code 4.1), Ecological Mitigation (Code 4.2), Soft Landscape (Code 4.3), Play Spaces (Code 4.4) and SuDS (Code 4.6) and to the Green Infrastructure Principles as established by the Landscape Framework Plan (9033-L-02D). The details of the Landscape Plan can be summarised as follows: -

- **Code 4.1 Green Infrastructure Principles**

The 10m wide Landscape Buffer has been provided adjacent to the existing settlement edge. Existing vegetation is retained around the peripheries of the Phase 3 & 4 areas and the two internal hedges are retained as an integral element of the POS proposals. Sections of hedgerow and two trees within the southern internal hedgerow to be removed are as shown on the approved Landscape Framework Plan.

In preparing the detailed layout, in a positive departure from the Landscape Framework Plan, it has been possible to retain more of the trees and vegetation within the north east of the site along the boundary with the Diocese.

- **Code 4.2 Ecological Mitigation**

New planting within informal POS areas utilises native species (including flowering plants) as advised by the project ecologist. A wildflower grass seed mix is specified throughout the informal POS areas, where higher intensity usage amenity grass is not required.

The hedgerows within the north of the Phase 3 & 4 area are identified as bat commuting corridors and the east-west hedge has been retained in the public realm for management purposes. This hedge will be managed at a height as advised by the project ecologist and access for maintenance will be provided as an extension to the 10m buffer.

The off-site GCN mitigation area is as per the Code but will also benefit from the creation of additional wetland areas (see separate full planning application for SuDS in this location).



# BLUE/GREEN INFRASTRUCTURE

- **Code 4.3 Soft Landscape**

The POS areas include a range of open spaces and green routes to be enjoyed by people of all ages and abilities. The majority of POS areas will be informal with some semi-formal features such as the Focal Square. Planting proposed reflects the nature of the recommended species listed within Code 4.3.

Formal spaces and streets include non-native plant specimens.

- **Code 4.4 Play Spaces**

A LEAP and 4 LAPs are proposed within the POS areas with minimum distance buffer zones to the nearest dwellings compliant with Fields in Trust Guidance. It is proposed that the detail for the play spaces will be agreed by condition.

A positive departure from the Design Code is the addition of a 2,200m<sup>2</sup> kickabout area which extends the size of Four Acre Green.

- **Code 4.5 Allotments**

Provision continues to be made for the allotments as located in the Design Code. An allotment specification will be agreed with the Council prior to the occupation of 50% of the dwellings on phase 4 as required by the S106 agreement.

In accordance with the Code the Phase 3 & 4 proposals provide a surfaced access road to the allotments. The road is positioned between existing trees so that all trees within the western boundary hedgerow can be retained.

- **Code 4.6 Sustainable Drainage Systems (SuDS)**

Sustainable drainage features that are proposed within Phase 3 & 4 include a swale along one side of the main spine road, two infiltration basins and one attenuation basin.

The proposed number and positions of basins is a necessary departure from the locations shown on the plan that accompanies Code 4.6. As previously described for Code 4.1, the drainage proposals and capacity required for the basins has been determined following detailed site investigation work. This has resulted in a greater land take than previously anticipated and subsequently two basins are proposed off-site within the GCN mitigation land. These are the subject of a separate planning application to be determined alongside these Reserved Matters.

Infiltration swales will also be provided within the 10m landscape buffer to capture overland flow from existing peripheral properties.

The SuDS basins and swales are designed to a gentle profile with

# BLUE/GREEN INFRASTRUCTURE

public safety in mind and to address concerns raised by Easton Parish Council for previous phases, with basin slopes at maximum 1:3 gradient and 1m wide dry / wet benches provided at 0.5m height intervals. None are proposed for POS use. The basins and their banks include a range of grass and wildflower grass seed mixes to provide biodiversity value, with native planting around the basins.

## Swales

Where the ground conditions permit, swales will be designed to allow surface water to infiltrate directly into the ground close to the source. Where this is not possible due to a poor rate of infiltration, any connection between two swales would be made via a pipe and would convey excess surface water runoff to the infiltration and attenuation basins via sub surface carrier pipes from where it would drain away.

## Infiltration Basins

The proposed infiltration basins will be landscaped depressions designed to store runoff from the surface and infiltrate gradually into the ground. They will be dry except in periods of heavy rainfall. Aside from being effective at pollutant removal they will also provide biodiversity and amenity functions as they will be aesthetically pleasing places for people and wildlife to use. Native species will be selected that provide character to the

areas and are tolerant to the specific ground and expected environmental conditions. Basins will be designed and constructed to the relevant adoption authority standard which is likely to be in accordance with the SuDS Manual.

One of the two proposed basins is proposed off-site within the GCN mitigation area and is the subject of a separate planning application.

## Attenuation Basin

The proposed off-site basin will be a landscaped depression designed to store runoff from the surface water drainage system as the flow off site into the public sewer will be restricted to the greenfield run off rate. It will be dry except in periods of heavy rainfall. As per the infiltration basins, this will also be landscaped for visual amenity and biodiversity benefit.

## Adoption

All sustainable drainage features will be designed in accordance with local and national guidance to a standard required by the LLFA and the relevant adopting authority (NCC Highways / Anglian Water/ Management Company).

# BLUE/GREEN INFRASTRUCTURE

## Maintenance

Proposed highways adoptable swales and basins will be maintained in accordance with policies, standards and practices of Norfolk County Council's Transport Asset Management Plan and The SuDS Manual (CIRIA, 2007) in order to maintain the efficiency of the SuDS elements of the proposed drainage design and retain design capacities and functionality.

Basins subject to adoption by Anglian Water would be maintained in accordance with Anglian Water Policy which is also in accordance with the SuDS Manual. If any drainage feature is considered for adoption by a local community group (such as the Parish Council) or a Management Company, this would need to be in accordance with the maintenance principles described above.

## Health and Safety

Best practice SuDS design considers health and safety throughout the design process and requires that risks are reduced to acceptable levels by designing out hazards.

The SuDS designer has a responsibility to address Health and Safety under Construction Design and Management Regulations 2015 and must demonstrate this. The assessment is a continuous process which is under constant review.

It is proposed that sustainable drainage features considered here will also be subject to a ROSPA assessment to enable the organisation approving or adopting drainage features to be satisfied with their design.



# KEY SPACES

## Church Green (Code 5.1c)

This area has been subject to careful design in accordance with Code 5.1c. Detached two storey dwellings are set back with front gardens in a low density arrangement, fronting onto the Green. Side parking is proposed, accessed from a shared private drive with garages set back behind the building line. These properties will have a materials palette that reflects the rural character area in which they are located.

The design has been carefully adjusted to retain more of the existing trees and vegetation associated with the Diocese and bat corridor than was originally proposed.

Whilst a small number of trees will be removed to provide the Green Spine access from the lane east of St Peter's Church, the remainder of the trees within the site between the Church and the proposed Church Green are retained with this application. Should there be a desire to open up the view consideration could be given to the selective removal or pruning of these sycamore trees within the management plan for this phase as they decline over time to develop a softer parkland setting to the church.

This frontage presents the development gateway from the west and the landscaping proposed takes a semi-formal character with carefully positioned and ultimately tall parkland tree species proposed within grassland. Dwelling frontages will include clipped hedges to gardens with estate railings to the periphery of the Green.

## Green Spine (Code 5.2)

A mix of terrace, semi-detached and detached dwellings, primarily two storey with occasional use of two and a half storey dwellings at focal points along the street scene and at vistas are proposed along the Green Spine Road.

On the verge side of the carriageway, dwellings are typically detached and semi-detached with side parking accessed directly from the Green Spine Road. Where garages are provided, these are set back behind the building line.

On the swale side of the carriageway, dwellings are typically terraced and semi-detached with occasional detached dwellings, set back on Shared Private Drives with a mix of frontage and side parking. Dwellings are proposed to be a mix of Village,

# KEY SPACES

## Contemporary and Rural Character Areas.

The Green Spine incorporates a 7m wide verge with swale and 2m wide verge. This is a slight departure from the Design Code with an increase in swale width from the previously stated 6m.

Trees on the street scene are within the 2m wide verge or set back beyond the swale and are shown at an average of 6 trees per 50 metres.

The proposed tree species vary as the Green Spine passes through the defined Character Areas to reflect the characteristics of each area. Generally, along the route medium-sized tree species with an ultimate height of 12-17m have been proposed and where space permits, trees with a broader canopy and an ultimate height of 17-20m+ have been proposed.

As the Green Spine passes through the Village Character Area, planting comprises single species native / semi-native hedgerow with grass verge and formal rows of large specimen trees.

The Rural Character Area is to have a mixed native hedgerow frontage and informal native tree arrangement to the front of

properties, with open grass verges. Verges to be sown with meadow grass mix and managed accordingly.

The Contemporary Character Area is to have formal rows of visually striking tree species within mown grass verges, with ultimately large growing trees within the adjoining POS areas. Swales are to be close mown grass, with potential for pockets of herbaceous and grass plug planting within the base.

Private front (and side) gardens are shown with trees where space permits and ornamental or single species hedgerow planting as appropriate to the Masterplan layout and to assist in defining the Character Areas. This approach to on-plot planting is taken throughout.

The detailed on-plot planting plans will use varying palettes of plant species for each character area, with a high proportion of flowering species to provide food for invertebrates, including bees and butterflies.

# KEY SPACES

## Neighbourhood Green (Code 5.4) and Greenways (Code 5.5)

### • Code 5.4 Neighbourhood Greens

The Neighbourhood Green (Four Acre Green) is the focal green space, it sits alongside the Green Spine Road and contains a LEAP with a LAP adjacent to its northern edge linked via a recreational footpath. A 2,200m<sup>2</sup> informal kick-about area is proposed as part of the Green along with an infiltration basin. Four Acre Wood provides the backdrop to the Green.

In a slight departure from the Design Code the Green has increased in size to accommodate the SuDS basin and informal kickabout area and now provides a more comprehensive area of POS than previously proposed. Subsequently in this redistribution of the POS across Phase 3 & 4, Broom Lane Green, which is positioned in a less favourable position, being detached from the Green Spine, is now reduced in size, but remains linked to the peripheral Greenway and accommodates a LAP.

The Greens are overlooked by a Low-Medium density block structure, comprising a mix of terraced, semi-detached and detached two and two and a half storey dwellings set on the Green Spine, Secondary Streets, Lanes and Shared Private Drives. Dwellings have a mix of frontage and side parking with garages set back behind the building line, where provided. The dwellings

are predominantly Rural Character with Contemporary adjacent to the southern part of Four Acre Green.

The boundary of Four Acre Green is to be defined on its outer edges by retained hedgerows and existing woodland with a formal line of trees alongside the Green Spine. To the south the Greenway / Broom Lane Green is edged by a retained hedgerow along the outer site boundary and new native hedgerow planting adjacent to the residential edge.

### • Code 5.5 Greenways

Medium to large two storey detached dwellings, typically located on Shared Private Drives, fronting green spaces and recreational walking routes typify the Greenways.

These properties have a mix of frontage and side parking with garages set back behind building line, where provided. The dwellings are either Rural Character at the outer edges or mark a transition between Rural and Contemporary Character alongside the internal Greenway which leads from the Focal Square to Four Acre Wood at the western site boundary.

The spaces will incorporate native tree planting, areas of meadow grassland and footpaths that connect to and strengthen the existing hedgerow and tree corridors around the site peripheries.



# KEY SPACES

Footpaths form part of the recreational footpath network and are proposed to be surfaced with either asphalt or a durable Whin Dust finish (as used elsewhere within the district), depending on the anticipated intensity of use.

## Pocket Parks (Code 5.6)

Pocket Parks are defined within the Design Code as internal, smaller formal green spaces enclosed and framed by dwellings, containing LAPs, SuDS features and amenity grassed areas.

In a minor departure from the Code, the two pocket parks proposed within Phase 3 & 4 now do not contain SuDS features and have been reduced in size accordingly.

Pocket Parks are enclosed and overlooked by a primarily Medium density block structure, comprising a mix of terrace, semi-detached and detached one, two and two and a half storey dwellings set on Secondary Streets and Shared Private Drives. A mix of frontage or side parking is to be provided depending on the location of the dwellings. Dwellings to be either Village or Contemporary Character depending on their position within the development.

The Pocket Parks are to comprise amenity grass with trees lining the space and occasional focal areas of semi ornamental planting.

They are to be bordered by single species hedgerows and estate railings. Hedgerows to be low clipped.

Footpaths are asphalt.

## Focal Square (Code 5.7)

The Focal Square is located along the Green Spine Road, enclosed and framed by a high density block structure comprising predominantly two and a half storey key focal terrace dwellings. Rear parking is proposed so that parking does not dominate the Square.

The Square is to be defined with block paved surface treatment to define the change in character from the main Green Spine Road. The Square is to be Contemporary Character.

The Square is proposed as formal amenity grass with feature trees.

The space will be bordered by properties with ornamental shrub and hedgerow planting to front gardens, and the boundary between the gardens and square defined by estate railings.

# KEY SPACES

## Settlement Interface (Code 5.9)

This area includes the minimum 10m wide landscape buffer to be provided adjacent to the existing residential boundaries. The new dwellings that are to be primarily side onto the new landscape buffer/existing boundaries and are to be set on Shared Private Drives to create mews/courtyard areas. Properties will back on to the rear of properties on Buxton Close as shown on the Block Structure Plan, Code 3.2.

In limited locations, groups of 2 – 4 properties back on to the landscape buffer behind Woodview Road, between the side on properties, however the overarching side on principle is retained.

The dwellings are to be predominantly two storey, with single storey dwellings positioned directly adjacent to the north-western half of the landscape buffer to Woodview Road. The dwellings are to be predominantly frontage parked within some parking court/mews areas. The dwellings are to be Village Character as shown on the Design Code Character Areas Plan.

A 10m wide area will be sown with meadow grass seed and a double native hedgerow will be planted to the rear of existing property boundaries to provide a buffer and wildlife corridor.

In general, one ultimately medium-sized tree will be planted within the corridor to the rear of each existing property. More than one tree is proposed for some properties that have extensive boundaries with the site.

The corridor will be enclosed by a 1.8m high open board fence that defines the proposed property garden boundaries. A minimum of two maintenance access points are indicated on the plan, these will be gated.

The surface water drainage investigations have identified locations where overland flow from existing peripheral properties on Woodview Road and Buxton Close enters the site. In these locations small swales will be constructed within the 10m buffer to catch the water and allow it to dissipate through infiltration. These will provide an additional wildlife feature within the green corridor.

# DETAILING THE PLACE

## Materials Palette (Code 6.1)

The materials used on the Phase 3 & 4 layout are in accordance with the approved materials detailed in Code 6.1 and comprise the following:

- **Village Character Area**

Mixture of red, red multistock and buff multistock bricks.

Mixture of red and grey flat profile interlocking tiles.

Mixture of Arran, Cinnamon and White render to focal dwellings.

White UPVC windows with horizontal bars.

- **Contemporary Character Area**

Mixture of red and buff multistock bricks.

Grey flat profile interlocking tiles.

General mix of White, Powder Blue and Pewter Grey render and/or Grey Brown, Light Grey, Blue Grey, Steel Blue and Dark

Grey horizontal cladding boards.

Anthracite UPVC plain casement windows.

- **Rural Character Area**

Mixture of red multistock and mottled red bricks.

Mixture of red and grey interlocking pan tiles.

Mixture of Arran and Fintry Stone render or Jet Black horizontal cladding boards to focal dwellings.

White UPVC windows with horizontal bars.

## DETAILING THE PLACE

**FOR ILLUSTRATION  
PURPOSES ONLY –  
PAGE TO BE UPDATED  
WITH CURRENT  
HOUSE TYPES**



**Chedworth ES3A  
(to be replaced with R21 Brampton)**

### **VILLAGE CHARACTER AREA**



**Marlborough ES2A (Charles Church)**



**Mayfair ES3A (Charles Church)**



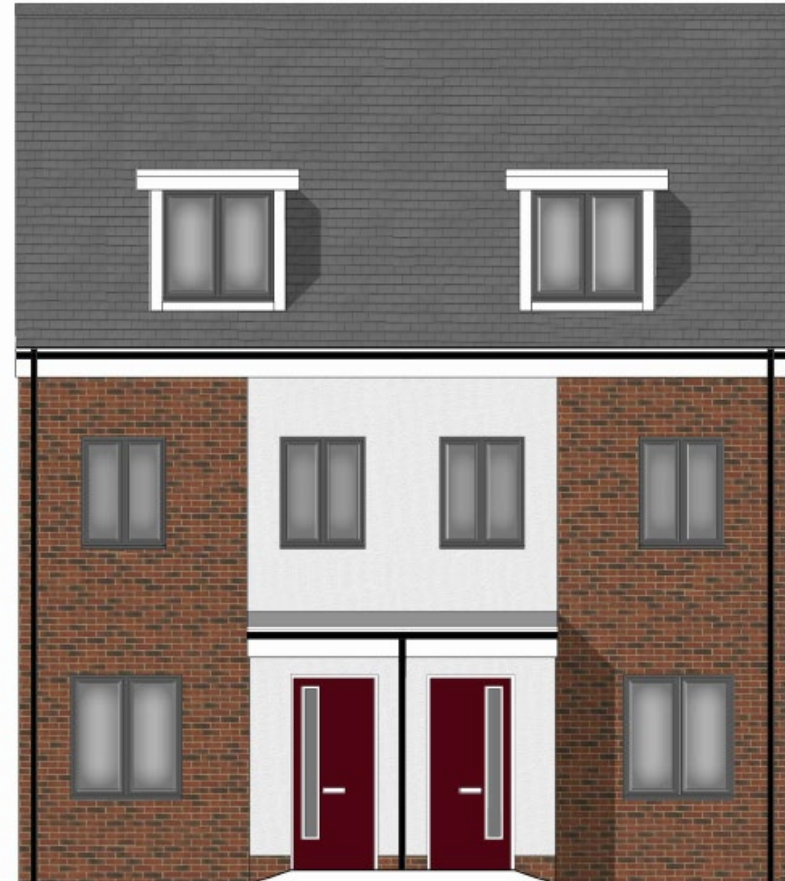
# DETAILING THE PLACE

**FOR ILLUSTRATION  
PURPOSES ONLY – PAGE TO  
BE UPDATED WITH  
CURRENT HOUSETYPES**



**Chedworth Contemporary V1  
(to be replaced with the R21 Brampton)**

## CONTEMPORARY CHARACTER AREA



**Souter Contemporary V1  
(to be replaced with R21 Saunton)**



**Rufford Contemporary V1  
(to be replaced with the R21  
Glenmore)**



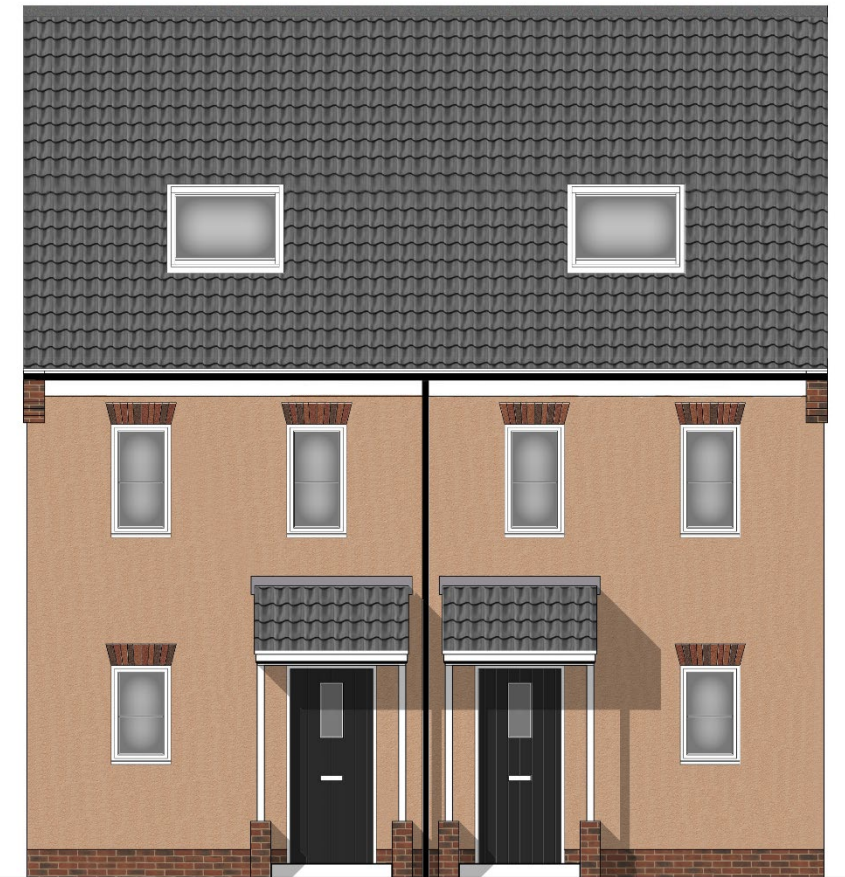
# DETAILING THE PLACE

**FOR ILLUSTRATION  
PURPOSES ONLY –  
PAGE TO BE UPDATED  
WITH CURRENT  
HOUSETYPES**



**Rufford ES2B  
(to be replaced with the R21  
Glenmore)**

## **RURAL CHARACTER AREA**



**Moseley ES3B  
(to be replaced with the R21  
Epping)**

**Chedworth ES2B  
(to be replaced with the R21 Brampton)**

# DETAILING THE PLACE

## Boundary Treatment (Code 6.2)

The Landscape Plan utilises the open space boundary treatments stipulated within Code 6.2 and should therefore be referred to, to establish compliance with the Design Code. Wherever possible hedging is proposed rather than fencing around the POS areas. In limited locations where planting a hedge would conflict with existing vegetation or drainage easements some knee rail is proposed. Estate railings are proposed in key locations, adjacent to Church Green and the Focal Square as per the Design Codes for these areas.

## Parking (Code 6.3)

Parking on the Phase 3 & 4 layout is in general accordance with approved Code 6.3.

Visitor parking is provided in small groups across the development.

Frontage parking is in general accordance with the details of Code 6.3. The maximum number of spaces only ever exceeds the

threshold of 4 in a row where they are plotted in higher density and mews areas, or where larger integral house types have 3 no spaces on its own. Where parking is provided at a higher density, these are typically offset by larger areas of soft landscaping adjacent or close by and generally separated from other parking areas by landscaping breaks.

Where the maximum number is exceeded within mews areas, it is this number of spaces that is used to define the courtyard character of the mews.

There is minimal use of parking courts on the Phase 3 & 4 layout. Where they are used, they are carefully designed to maximise usability with entrances overlooked and surveyed by neighbouring properties.

Vehicles parked on pavements can cause particular problems for people in wheelchairs or with visual impairments or dementia and those with pushchairs. This Phase 3 & 4 layout has been developed with one aim being to prevent or design-out inappropriate parking (also known as 'parking blight').

All residential dwellings are provided with off-street parking to accord with the Easton Neighbourhood Plan standard. For Phase

# DETAILING THE PLACE

1 early consultation was undertaken with NCC Highways to seek pre-application advice. The resulting design approach taken for Phase 1 has subsequently also been adopted for Phases 3 & 4.

Specifically, this layout ensures parking is designed in alignment with the Design Code in that it is close to the dwellings it serves and is accessed from front doors where possible. It is sometimes not possible to achieve continuous frontage parking, as this would dominate the streetscene and, where carefully considered (safety and overlooking), parking will be located to the side or rear of properties.

## Street Furniture (Code 6.4)

In accordance with Design Code 6.4, the landscape plan proposes a range of seats with arm and backrests that will complement the design character of each of the Character Areas as follows:

Broxap BX2020-BP Eastgate Seat (black cast iron frame with treated timber slats) – a traditional seat for use in the more formal Village Character Areas e.g. Pocket Parks.

Broxap BX14 4015 Willenhall Seat (galvanised frame and hardwood Iroko slats) – a contemporary seat for use in the more formal Contemporary Character Areas e.g. Pocket Parks and Focal Squares.

Broxap BX17 4001T Roslin Steel Framed Timber Seat (black powder coated galvanised frame with hardwood Iroko slats, version with armrests, to be root fixed) – a simple seat for use in Rural Character Areas and areas of semi-natural greenspace e.g. Neighbourhood Greens and Greenways.

One style of bin is proposed throughout the development, for continuity and so that bins are easily identifiable. A Woodscape LBS112 Square lockable litter bin is proposed. Separate dog waste bins are not proposed as it is anticipated that this bin (which is sealed with a lid) would be dual purpose. However should separate dog waste bins be requested the JRB 50L 'Hercules' dog bin in green would be specified.

## Hard Landscaping (Code 6.5)

The hard landscaping surfacing materials used on the Phase 3 & 4 layout are in accordance with the approved materials detailed in Code 6.5 and comprise the following:

Green Spine Road, Secondary Streets & Lanes (with footpath) to have black Asphalt carriageway and foot/cycle paths surface treatment, constructed to an approved adoptable standard.

Shared Surfaces to have brindle block paved surface treatment, constructed to an approved adoptable standard.



# DETAILING THE PLACE

Shared Private Drives to have a mix of black Macadam and brindle/buff/charcoal block paving surface treatment.

Individual private plot driveways to have a mix of brindle/buff/charcoal block paving surface treatment.

Front and Rear access pathways to be grey pre-cast concrete paving slabs, 900mm for front access and 600mm for rear access.

Informal footpath routes to have a mix of Asphalt (up to play spaces) and semi bound/crushed stone surface treatment.

## Refuse Strategy (Code 6.6)

This Reserved Matters application is supported by the detailed Refuse Strategy Plan Ref. 09033-FPCR-XX-XX-DR-A-0006-P01\_Ph3Ph4RefuseStrategy.

All properties have sufficient space within their rear gardens to store the refuse bins within the curtilage of the property. The layout has been designed to provide each property with direct access from the rear gardens to either the adopted highway or to bin collection points (BCP).

All properties accessed by an adopted road have been provided with sufficient space within their frontage for bin storage on refuse collection days as all adopted roads will be served by the bin lorry.

Properties accessed off Private Drives have bin collection points (BCP) positioned where the Private Drives meet the adopted roads. The bin collection points will be identified as paved areas and will be designed for use on bin collection days only.

# CONCLUSION

This Reserved Matters application is submitted for Phase 3 & 4 of the proposed residential development at Easton following the previous approval of Outline Planning Permission 2014/2611.

The design and layout of the scheme are based on the approved Masterplan and Parameter Plans and are in general accordance with the approved site-wide Design Code with a few minor departures as described within this document.

The layout has been produced following consultation with South Norfolk Council, some initial dialogue with Easton Parish Council, and with technical input from various technical consultants.

The development proposals will:

- Create a natural extension to the existing settlement of Easton and create a sense of place;
- Provide a wide choice of high quality homes, including a mix of house types, sizes and tenures that respond to local need, as well as much needed affordable housing;

- Establish a safe and enduring landscape that will provide a rich and diverse setting for the development, encourage healthy living activities including play, provide a distinct identity to the development, deliver greenspace enhancements for Easton as a whole, maximise biodiversity opportunities and deliver other sustainability benefits such as Sustainable Drainage features.



