



Easton Parish Council

Initial Response Planning Application 2021/2417

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On behalf of Easton Parish Council with support from:

ABZAG Ltd

NEIGHBOURHOOD PLANNING AND PROJECT MANAGEMENT

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Executive Summary

The comments below are the views, comments and objections expressed by Easton Parish Council (EPC) in respect of the Planning Application presented by Persimmon Homes in planning application 2021/2417 under delegated powers to the Planning and Development Working Group on the 8th October 2021 under agenda item 3.

The Parish Council understand that this application was a rushed design from Persimmon Homes to meet legal deadlines. We are however very disappointed that in putting forward this design they failed to take on board our comments made on their previous applications. However, that said they did engage with us before submitting at the latter stages of design and we provided some pre-application feedback (appendix 1).

We ask why does this design NOT comply with the National Design Guide and Model Design Code?

Due to several concerns, we must make the following statement:

Easton Parish Council at this time is unable to support this application as it fails to comply with several planning policies. We would ask that this application be **Deferred** permission until the matters listed have been addressed.

The table below is an overview of our findings concerning the layout of 9033-L-300 Rev A

	Non compliance ENP 7.4	Confirm compliance ENP 7.4	3 vehicles parked in tandem	Concern pavement parking	Concern pavement parking near bend or junction	Concern verge parking	Not in line with Design Code & ENP	Concern drag distance	Concern parking provision Neighbour disputes	Rear parking court	Rear Security concerns	Potential Fear of Crime	Enfringes on Buffer Zone
Total	83	14	39	30	28	15	25	16	19	31	38	37	10
% of total Plots	23.71%	4.00%	11.14%	8.57%	8.00%	4.29%	7.14%	4.57%	5.43%	8.86%	10.86%	10.57%	2.86%
Total Plots	350												
Accept	162	46.29%											
Accept Provisional	44	12.57%											
Not Acceptable	144	41.14%											

Figure 1 EPC review of phase 3 & 4 building plots

- ❖ 144 properties found that fail to meet satisfactory design levels.
- ❖ 83 properties equating to 23.71% of all properties on phase one are non-compliant with ENP 7.4.
- ❖ No visitor spaces have been identified. SNC Place-Making Guide SPD 3.7.2.
- ❖ Bin blight continues to be concerning especially the drag distances No details have been provided, this must be designed out to comply with ENP 7.5
- ❖ Shared road areas have the potential to breach the Equalities Act 2010.
- ❖ 39 properties are unacceptable due to 3 car tandem parking making the 3rd space unpractical to utilise as a parking space.
- ❖ 10 properties encroach on agreed 10m wide buffer zones.

Introduction

This planning application covers the third and fourth phases of Persimmon Homes development in Easton. It will have an enormous impact on the day-to-day lives of every resident of the village of Easton and will change the village forever – this is why it is so important to get this right the first time – there will not be another chance.



Figure 2 Traffic chaos at roundabout



Figure 3 Death on Dereham Road, Easton

Policy EAS 1 is the relevant site allocation policy concerning this reserve matters application. Within the requirements of EAS 1 (number 17) and the subsequent specific details stipulated in the Decision Notice of 2014/2611 (Condition 22), these are not addressed as part of this application. A condition is a part of granting planning permission, as without the condition planning permission would not have otherwise been granted.

We feel that Condition 22 needs to be satisfied to ensure that if this application is approved, its design must be appropriate and suitable so that there is no mismatch in approval outcomes. While the applicant procrastinates that this condition sits outside the scope of this application, we strongly contend it is a material factor in allowing this application to progress.



Figure 4 Sainsbury's roundabout Longwater interchange

The current application as it stands conflicts with several policies within the Easton Neighbourhood Plan (ENP).



ENP 6.6

Enhancing the safety and security of our community, reducing the fear of crime and promoting people's sense of well being.

ENP 7.5

Designing layouts that provide accessible screened storage space for refuse and recycling within each property's curtilage.

ENP 7.4

Providing off-road car parking adjacent to or in front of new dwellings or in other adjacent locations that would be accessible to the occupiers of those houses and would be consistent with good standards of urban design. Where garages are provided to meet the standards identified in criterion 3 of this policy they should be located within the curtilage of each dwelling concerned.

As part of the review process, each house type was reviewed to understand the sizing of each garage and the space for parking that is provided to each plot. We have identified each plot and if a conflict exists between ENP policy 7.3 and 7.4 of this application as well as potential neighbour parking dispute areas which are of concern.

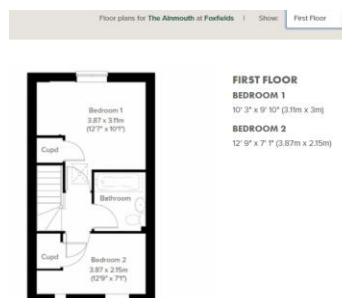
We have provisionally accepted several properties subject to the comments being addressed otherwise we would regard them as not meeting policy requirements of the Easton Neighbourhood Plan.

Pages 20 to 27 list each plot and our views on them concerning parking and other matters.

House Types of Concern

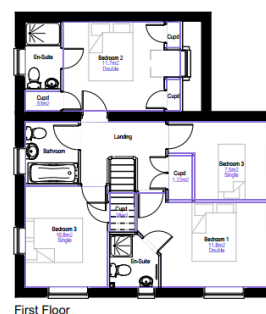
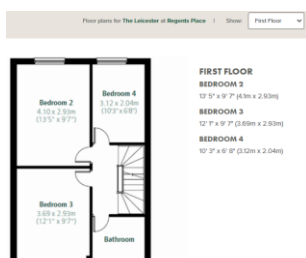
We are concerned regarding several house types that are misleading on the number of parking spaces required due to mislabelling room types.

The Alnmont is advertised by Persimmon Homes around the country as a 2 bedroom property as such each property requires 2 parking spaces.



The Attleborough is similar in size and design to the Alnmont as such this second room can be a bedroom as such this is regarded as a 2 bedroom property requiring 2 parking spaces.

The Barnwood is a 4 bedroom home and as such requires 3 parking spaces



The Leicester is advertised by Persimmon Homes around the country as a 4 bedroom property as such each property requires 3 parking spaces.

The Stanton is a 3 storey unit and does not comply with the design code for this development or ENP Policy 8.2.

After obtaining architectural advice we put forward the argument that the height of a 2.5 storey unit should be between 7.8 – 8.4m to the top of the ridgeline, any property taller than this upper limit fails to comply with ENP policy 8.2. A number of the plans lack height measurements and as such makes this difficult to fully comment on. We would request the heights of all properties above single storey units so that they may be fairly considered against ENP Policy 8.2.

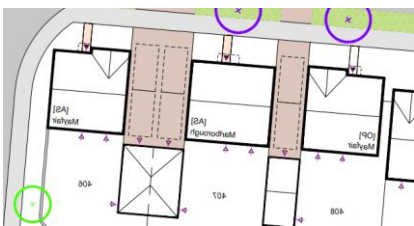


Parking

We are shocked at the total lack of visitor parking throughout the two phases of this planning submission. It would seem the sole focus is to build units rather than provide a community feel to our village.

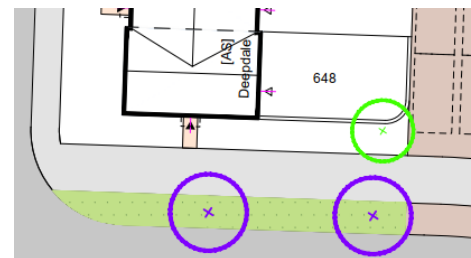
This goes against ENP Policy 2 Preserve 'Village Feel', Policy 6 Housing & Its Setting, the lack of suitable visitor parking detracts from the principles of ensuring the village of Easton continues to look and feel like a semi-rural village while accepting new homes in the area.

The current layout does not consider the need for good design and the removal of the rear parking court.



The use of 3 car tandem parking creates unacceptable parking issues, it leads to kerb and verge parking and goes against local planning policy. This issue is further exacerbated by the fact that several property types have been labelled as 3 bedrooms when in fact they are 4 bedrooms.

Properties on corner plots with parking at a distance from the front door is discouraged and regarded as poor design. It leads to pavement and verge parking which creates a wide range of equality concerns as safe pedestrian routes may be blocked by poorly parked vehicles, as is evidenced by the College Heights development.



Bin Storage

ENP policy 7.5 requires all properties to be provided with accessible screened storage space for refuse and recycling within the properties curtilage. EPC reserves its position on this matter until detailed plans are brought forward.

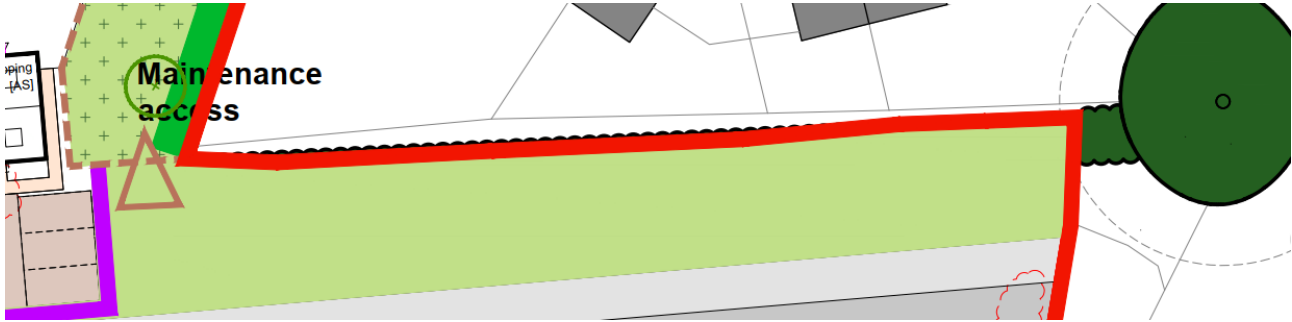
Bin blight continues to be a concern and needs to be designed out see South Norfolk Place-Making Guide SPD3.8.2. (Service and infrastructure elements), Environmental Protection Act 1990 s46 reinforced in Building Regulations 2010 H6 1.13.

Failure to meet current standards for drag distance Building Regulations 2010 H6 1.8. may result in disturbance and noise for future residents which would be persistent and unresolvable as such can be seen as a breach of ENP 6.6 as it will go against people's sense of wellbeing.

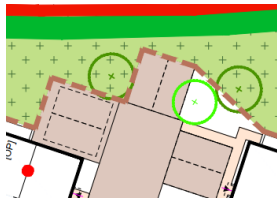
Intrusion on Buffer Zone

We would like to highlight several areas that we have which we hope can be addressed before this application is progressed any further.

No buffer zone has been designed to protect several properties on Buxton Close.



The buffer zone next to plot 489 has been encroached upon in breach of the approved Design Code and ENP. This area of housing will need to be completely redesigned to fully comply.



Parking spaces that encroach on the 10m buffer zone are unacceptable and go against the approved Design Code and the ENP.

Highways



We are pleased that our pre-submission comments have been noted that the Dereham Road will flow into the new spine road and Church Lane will have a giveaway before the junction. This adjusted design will help promote a circular city bus service that was promised when the outline application came forward. As well as prioritising the road network (the new spine road) that will receive the greatest traffic volumes.

Street Hierarchy

We have sought further professional advice as to the interpretation of the Design Code illustrated layout **FAILS** to comply with the agreed Design Code and requires amending.



Figure 8 Parking issue



Figure 10 BLIND Paralympian Will Norman has said "walking down clogged up footpaths is like playing "Russian roulette"
Picture by Nick Toogood



Figure 9 Can you spot the problem

Shared Roads

The Parish Council continues to have serious concerns regarding the use of shared roads on residential developments.

We are extremely disappointed that Persimmon Homes has decided to once again ignore The Equalities Act.

This can be seen as a potential breach of SNLP DMPD Policy 4.23

The current shared road designs are not designed for the safety of pedestrians as it puts them in direct conflict with other road users as illustrated in the image showing visitor spaces on the inside of the so-called safe footpath. This type of shared area is likely to be used as a parking area as it lacks definition from the rest of the road surface.



Figure 11 Conflict for pedestrians with motor vehicles

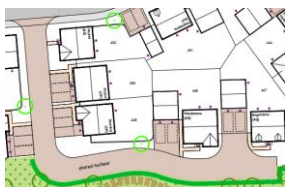


Figure 12 Shared Road no pavement

We refer you to our previous submissions concerning shared space usage on new developments.

It is our considered opinion that a standard height footpath which is level and smooth is the most suitable solution for this area.

National Planning Policy Framework (NPPF July 2021) gives significant weight to promoting safe communities (in section 8 of the NPPF July 2021). This is highlighted by the provision of paragraph 92, which states *Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:*



Figure 13 Wheelchair users have rights as well



a) street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods....

b) are safe and accessible.... through the use of clear and legible pedestrian routes....

We refer to SNC planning application 2020/0962 the document titled Adoptable Shared Road Equality Impact Assessment dated 25.11.2020 Ref 0094/EqIA and prepared by Schema Engineering on behalf of the applicant.

We noted the contents of this report and the seemingly biased nature of its findings, however, we were pleased that on page 4 the report identified that the 2018 CIHT review in consultation with the Disabled Persons Transport Advisory Committee (DPTAC) concluded that there is a lack of skills in the engineering sector concerning designing accessible environments and a lack of understanding of the requirements of the Equality Act 2010.



- In July 2018 following a report by the Women and Equalities Committee recommended a halt to shared-space schemes, which “are a source of concern to many disabled people across the country”.
- in May 2019 the minister for disabled people wrote to the housing secretary urging that urgent action be taken over this issue.
- On the 7th January 2020, the National Federation of the Blind UK (NFGUK) and 112 other organisations representing people with disabilities handed in a petition to 10 Downing Street calling for an end to shared-space roads on new developments.
- In February 2020 Richard Bacon MP raised concerns around shared roads on new housing developments with the chief planning officer for South Norfolk and Broadland District Councils and is in discussions with MHCLG concerning this matter.

The president of the National Federation of the Blind UK, stated: “A pavement gives the opportunity for a blind person to access the local area knowing that they will not walk into moving traffic and this is as important in any housing estates as it is in any town or city centre.”

South Norfolk District Council is required under the law to perform its Public Sector Equality Duty (PSED) under the Equalities Act 2010 and should conduct its own separate independent enquiries. As part of these enquiries, it should be in contact with and direct discussions with potential user groups for their insight into any recommendations.

We are currently living in unprecedented times of a global health pandemic affecting many of those that should be consulted on this matter. It may be difficult to receive a direct response from many of the organisations that should be consulted concerning the use of shared roads on new housing estates.



Figure 15 The partially sighted need safe space to walk

We would request that SNC in light of current circumstances accept the position that Disabled groups are not in favour of shared surface roads on new housing estates based on the campaign against their usage by the National Federation of the Blind UK (NFBUK) and 112 other organisations representing people with disabilities.

The NFBUK has two campaigns running at present, Pavements are for People and Shared Spaces <https://www.nfbuk.org/campaign-category/the-built-environment/>



It is a failure of the planning system to continue to allow shared roads and is in our opinion a clear and blatant discrimination against disabled people.

The continued use of shared roads is a potential breach of the Equalities Act 2010 and breaches several Articles within the United Nations Convention on the Rights of Persons with Disabilities including but not limited to Article 4.1(a) and Article 9.1. (a)

Shared Private Drives: Code 3.9.

Shared Private Drives is defined “as the most minor streets within the layout.” Sadly, this is not the case it is staggering to see 162 plots – that’s 46% of the total plots - are accessed from Share Private Drives.

All ‘shared private drives’ are required to be consulted to adoptable NCC Highways standard, as a requirement of ‘local planning policy (ENP Policy 10).

Policy 10: New Development Roads

The design, layout and building of new roads should be to Norfolk County Council Highways Authority adoptable standard and minimise the disturbance to the occupiers of existing dwellings. This includes avoiding new roads that immediately abut existing dwellings and gardens.

No mention of the requirement is made in the Design Code Compliance Statement May 2020. The application requires an amendment to demonstrate clearly that all shared private drives are constructed to NCC Highways adoptable standard.



This private drive is laid out to indicate it has two routes of entry/exit we would look for this to be blocked by plot 570 or in the alternative blocked between plots 574 and 575.

We would request that written confirmation is required from NCC Highways that the design and proposed construction of all roads meet the adoptable standard. We request a condition be applied to any permission to again state the requirement of all roads to be designed and constructed to adoptable standards. This should reference the drawings which NCC Highways have approved as part of their written confirmation.

Designing out Crime

We have no comments to make at this time but reserve our position to do so at a later date.

Density

We have concerns with the overall density as it would seem that these phases are designed more for maximum housing numbers rather than the balance of retaining a village feel. With two of the retention drainage ponds being moved outside the red line, this exacerbates the feeling that these phases especially phase 3 lacks any feel of a village and is more in keeping with a towns housing estate.

Formal Play areas



Figure 16 Children's play area

The Parish Council is pleased to note the hedge screening that is to be used around parts of the LAPs. We would request that formal fencing be placed around the whole of the LAP area to avoid unofficial routes being created to the play areas.

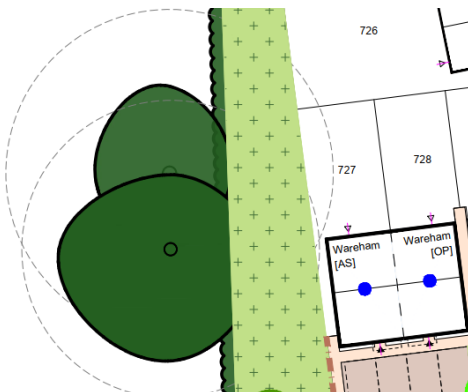
We are also concerned with pavement parking near these areas and would look to the police to comment on the safeguarding of young people while in these play areas.

We are concerned that the open space area is very close to an infiltration lagoon and have concerns if ball games took place on this space we are concerned that an accident may take place should the lagoon retain water.

It should be noted that the Parish Council will only adopt children's play areas in which we have been involved in the design and our preferred supplier is used. The reason behind this is to ensure a single contractor can service and maintain all the play areas which provide a major cost saving to the parish. Our preferred supplier is a local company called Action Play and Leisure.



Shading



We have concerns about shading from existing trees on the gardens of plots 726 and 727 and would like this issue to be investigated further.

Surface & Foul water

We are in the process of commissioning an independent appraisal of the proposed drainage basins to safeguard our community's interests and that of the neighbouring parish of Marlingford from flooding (to follow). Full details of the proposed drainage scheme for this application has been found under a separate planning application number 2021/2652 which relates to the two lagoons that sit outside the redline of this development. While we are not in principle opposed to this idea we are very concerned as to the water management this overall scheme will have on the local area and our neighbouring village of Marlingford.

From the general layout plans, we look to make the following initial comments.



Figure 17 A swale in action

The proposed basins and swales will have a major impact on the visual landscape and as such we are looking to ensure that they are areas that are well maintained for visual, environmental and efficiency of use, to this end we would prefer to see the general upkeep and visual appearance of these features to be maintained by a management company and the costs recovered from the residents of this development rather than having further burden placed upon the limited public purse.

Swales



As a surface water drainage solution, Swales are not the favoured approach of the Council. An open 'sewer' which will collect litter and discarded bags of 'dog excrement'.

A swale will require frequent maintenance and cleaning to remain serviceable – who is going to undertake and pay for this work?

Drainage Basin

Local knowledge of the area has previously raised the issue of a clay lens under phase 3 land in the past which leads to horizontal run off of water down towards the village of Marlingford and has resulted in major flooding which has in parts turned Marlingford Road into a river and creating flooding problems down to the Bell Public House.

Water is normally managed via several drainage ditches however if water is not well controlled and the ditches are regularly maintained these ditches will fail.



Figure 18 Litter can be a big problem

Any drainage strategy needs to be able to prove that water can safely make its way to the River Yare with confirmation who will have the financial responsibility to ensure the long-term maintenance of the drainage ditches.



Figure 20 Lets not drown today

Due to the depth of the retention basins, these should all be fenced off from the public due to safety concerns. The land they are on does not count towards public open space.

All infiltration basins need to be proven that they do not hold water even for short periods to be accepted as usable open space.

Woodland Walk

We note that this area is within the red line of the development and we wonder how it will be managed moving forward. This is an area the parish would consider managing in the long term.

Conclusion

The layout of this design is of a very poor standard and needs major alterations before it can be accepted. Until an approved drainage solution is passed the final design of this site is in question.

Buffer zones need to comply with the design code and the Easton Neighbourhood Plan and should be conditioned to be established in advance of any work being undertaken. The buffer zone should be within an exclusion zone from heavy machinery and no house building activity including storage of materials or waste should take place within this area from the project start.

With two of the retention lagoons sitting outside the red line at present, we will contend that if they are accepted as part of a separate application they in effect have increased the development redline area and further open space is required beyond what is currently being provided we would look for an increase in open space within the existing redline area to compensate for the land lost in planning application 2021/2652.

Easton Parish Council at this time is unable to support this application as it fails to comply with several planning policies. We would ask that South Norfolk Council, as the Local Planning Authority, **Deferred** the determination of this application until the matters listed have been addressed.

Appendix 1

This as a pre public consultation response to initial plans for Persimmon Homes phase 3 and 4. It is based on limited layout plan document number 09033-FPCR-XX-XX-DR-A-0001 Issue P06. We have had to make assumptions and general interpretation based on the approved Design Code for this project.

Our assumptions are:

1. All road ways coloured in tan are private drive
2. Density is inline with the design code for these areas
3. Single story units are in positions agreed in the design code.
4. The layout has allowed for the high-pressure sewage line running from the pumping station on Woodview Road though the field to Marlingford Road with a vent pipe at the Jubilee Playing Field.

General comments

The plot numbering may be confusing to some as it starts in phase 4 and moves through to phase 3.

Plot area 1-6 we are concerned at the number of mature trees that will be removed to facilitate the entrance road. We would have preferred to see this position shifted to thread the paths and road in a way to reduce the number of trees that will be destroyed.



We would have preferred to see that plans to have this entrance road to the estate naturally join with Dereham Road and that Church lane should give way and not the other way around. We have labelled the map to help understand the correct road names in this area.

In due course we would like to see the design of planting so that the current gap in the tree line does not give direct views from the church yard to plot 4. The drag distance needs to be checked for plot 1 and pathway routes need to be identified.

The parking for plot 12 will lead to parking issues on this stretch of road way as it is too far from the entrance of the property.

Plots 14 – 20 If this is to have a communal feel frontage parking we would like to see greater green frontage on each property before accessing the parking area. Drag distance could be an issue in this area.

Plots 22 – 27 have issues which need to be commented on when more detail is available, initial view is lack of path ways to the LAP next to plot 22 and safe conductivity to the kick about area. Plot 27 and 30 has the same issue as plot 12.

At this time it will not be our intention on commenting on each of this parking issues be would have hoped that Persimmon Homes would have learnt what is acceptable to Easton under its Neighbourhood Plan.

Plots 35 – 55 need a complete redesign in compliance with the ENP.

Plots 56 – 64 the road plan needs a major redesign, it would be more acceptable if it was not a though road and was closed close to plot 60.

Plots 65 – 71 Drag distance and orientation of plot 71 is of concern and may lead to parking issues

Plots 72 – 84 seem to be fine as long as they are single storey and the buffer zones are clearly identified

Plots 85 - 94 are in the main acceptable however a clearer understanding of the buffer zone position in relation to plots 87 and 88 and how the side walls of the plots will have access to be maintained in future years.

Plots 95 -108 need a redesign to alter the parking arrangements for plots 99 -102 again Persimmon Homes are not in compliance with the ENP. Parking plots like this are of very poor design.

Plots 109 – 118 the buffer zones need to be clearly shown to give detailed comment on this area. Persimmon Homes are reminded that no access across the Jubilee Playing Field will be granted to this development and Persimmon Homes should not create a potential future flash point between the existing community and the new estate.

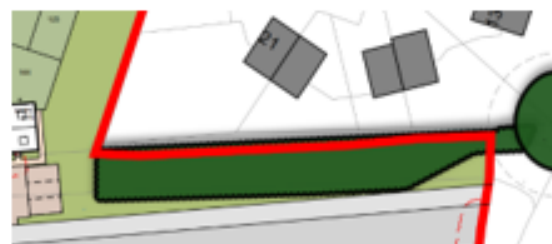
Plots 119 – 132 we have no comments at this time.

Plot 133 same issues as plot 12

Plots 134 – 141 needs a complete redesign we are surprised that given the design code and the ENP Persimmon Homes would even consider such poor design in this area.

Plots 142 -144 The buffer zone needs to be better understood before fully commenting on these plots.

The buffer zone between numbers 15- 19 Buxton Close needs to be fully understood in compliance with the ENP.



Plots 145 – 175 at this time we highlight 150, 157, 158, 167, 168, 171 are of concern design changes need to be made in line with ENP. The position of the LAP is also of concern and a full safety audit needs to take place on its location.

Plots 176 – 219 at this time we highlight 176, 178 - 180, 187- 189, 192, 211- 213 and 219 are of concern design changes need to be made in line with ENP. Concerns that this layout will encourage on street, pavement and verge parking. The area servicing plots 178 -191 is of very poor design and would need to be an adopted road. The parking court is unacceptable and not overlooked. We are at a total loss that Persimmon Homes would put forward such poor design given the engagement and feed back provided during the Design Code application, the Phase 1 and 2 applications. The position of the LAP is also of concern and a full safety audit needs to take place on its location.

Plots 220 – 262 at this time we highlight 222 and 230 again poor design which will encourage on street, pavement and verge parking. Drag distance for 226, 227, 240 and 241 needs to be less than 30m. Parking for plots 248 – 252, 257 – 260 needs a complete redesign and goes against ENP. At this time we are unable to comment on 255 and 256 as we do not have enough information. We are concerned at the possible loss of a tree near plot 255 and will need more details.

Plots 263 – 299 we are concerned at drag distance 266 and 269 this must be under 30m

Plots 300 – 312 We are concerned at the length of private drive servicing plots 305 - 310 drag distance will be a major problem. Plot 305 has an issue with regards the positioning of its parking. This road should be redesigned to become an adopted road.

Plots 313 – 325 We are concerned at the length of private drive servicing plots 314 - 319 drag distance will be a major problem. This road should be redesigned to become an adopted road. We are concerned at the possible loss of a tree near plot 317 and will need more details.

Plots 326 – 341 We are concerned at the length of private drive servicing plots 326 - 337. This road should be redesigned to become an adopted road. We are concerned at the possible loss of a tree near plot 328 and will need more details. The parking for plots 326 and 337 will lead to pavement and verge parking. This is again poor design and needs to be designed out.

Plots 342 – 345 we make no comments at this time.

This plan while we accept is a draft is of such poor quality design it provides no confidence that Persimmon Homes have taken on board anything we have said over the last few years.

Plot Review Findings

Plot	Type	Bedroom	Parking	Garage	EPC View	Non compliance ENP 7.4	Confirm compliance ENP 7.4	3 vehicles parked in tandem	Concern pavement parking	Concern pavement parking near bend or junction	Concern verge parking	Not in line with Design Code & ENP	Concern drag distance	Concern parking provision Neighbour disputes	Rear parking court	Rear Security concerns	Potential Fear of Crime	Enfringes on Buffer Zone
406	Mayfair	4	3		1 Not Acceptable			1	1	1	1							
407	Marlborough	4	3		1 Not Acceptable			1			1							
408	Mayfair	4	3		1 Not Acceptable			1			1							
409	Manylebone	5	3		2 Accept Provisional								1					
410	Harley	4	3	1	Accept													
411	Lecicester	4	3		0 Not Acceptable	1												
412	Lecicester	4	3		0 Not Acceptable	1												
413	Lecicester	4	3		0 Not Acceptable	1												
414	Harley	4	3	1	Accept													
415	Manylebone	5	3		2 Accept													
416	Brighstone	5	3		2 Accept													
417	Downing	4	3	1	Accept													
418	Strand	5	3	1	Accept													
419	Strand	5	3	1	Accept													
420	Downing	4	3	1	Accept													
421	Lecicester	4	3		0 Not Acceptable	1												
422	Lecicester	4	3		0 Not Acceptable	1												
423	Lecicester	4	3		0 Not Acceptable	1												
424	Mayfair	4	3		1 Not Acceptable			1	1	1								
425	Harley	4	3	1	Accept													
426	Harley	4	3	1	Accept													
427	Mayfair	4	3		1 Not Acceptable			1	1	1								
428	Brighstone	5	3		2 Accept													
429	Mayfair	4	3		1 Not Acceptable			1	1	1								
430	Downing	4	3	1	Accept													
431	Strand	5	3	1	Accept													
432	Harley	4	3	1	Accept													
433	Harley	4	3	1	Accept													
434	Strand	5	3	1	Accept													
435	Downing	4	3	1	Accept													
436	Brighstone	5	3		2 Accept													
437	Manylebone	5	3		2 Accept													
438	Brighstone	5	3		2 Accept													
439	Downing	4	3	1	Accept													

440	Strand	5	3	11	Accept									
441	Downing	4	3	11	Accept									
442	Marylebone	5	3	0	Accept									
443	Marylebone	5	3	0	Accept									
444	Mariborough	4	3	1	Not Acceptable		1							
445	Mayfair	4	3	1	Not Acceptable		1							
446	Marylebone	5	3	2	Accept									
447	Brigh stone	5	3	2	Accept									
448	Marylebone	5	3	2	Accept									
449	Downing	4	3	11	Accept									
450	Strand	5	3	11	Accept									
451	Brigh stone	5	3	2	Accept									
452	Mayfair	4	3	1	Not Acceptable	1	1		1	1				
453	Mariborough	4	3	1	Not Acceptable		1							
454	Mayfair	4	3	0	Not Acceptable		1							
455	Fench urch	5	3	21	Accept									
456	Fench urch	5	3	21	Accept									
457	Marylebone	5	3	2	Accept									
458	Marylebone	5	3	2	Accept									
459	Strand	5	3	11	Accept									
460	Downing	4	3	11	Accept									
461	Mariborough	4	3	2	Accept									
462	Oxford	5	3	21	Accept									
463	Oxford	5	3	21	Accept									
464	Mariborough	4	3	1	Not Acceptable		1							
465	Mariborough	4	3	1	Not Acceptable		1							
466	Mariborough	4	3	2	Accept									
467	Fench urch	5	3	21	Accept									
468	Fench urch	5	3	21	Accept									
469	Mayfair	4	3	1	Not Acceptable		1							
470	Mariborough	4	3	1	Not Acceptable		1							
471	Mariborough	4	3	1	Not Acceptable		1							
472	Oxford	5	3	21	Accept									
473	Oxford	5	3	21	Accept									
474	Mariborough	4	3	1	Not Acceptable		1							
475	Mariborough	4	3	2	Accept									
476	Mayfair	4	3	1	Accept Provisional			1						
477	Downing	4	3	11	Accept									
478	Mayfair	4	3	1	Not Acceptable		1							
479	Mayfair	4	3	1	Accept Provisional	1								
480	Strand	5	3	11	Accept									
481	Harley	4	3	11	Accept									
482	Harley	4	3	11	Accept									
483	Strand	5	3	11	Accept									
484	Harley	4	3	11	Accept									
485	Harley	4	3	11	Accept									
486	Strand	5	3	11	Accept									
487	Lecicester	4	3	0	Not Acceptable	1								

488	Lecicester	4	3	0	Not Acceptable	1									
489	Epping	3	2	0	Not Acceptable										1
490	Epping	3	2	0	Not Acceptable	1									1
491	Epping	3	2	0	Accept Provisional	1									
492	Saunton	3	2	0	Not Acceptable	1			1	1	1	1	1	1	
493	Braunton	3	2	0	Not Acceptable	1			1	1	1	1	1	1	
494	Braunton	3	2	0	Not Acceptable	1			1	1	1	1	1	1	
495	Saunton	3	2	0	Not Acceptable	1			1	1	1	1	1	1	
496	Saunton	3	2	0	Not Acceptable	1			1	1	1	1	1	1	
497	Braunton	3	2	0	Not Acceptable	1			1	1	1	1	1	1	
498	Braunton	3	2	0	Not Acceptable	1			1	1	1	1	1	1	
499	Saunton	3	2	0	Not Acceptable	1			1	1	1	1	1	1	
500	Barnwood	4	3	11	Accept Provisional			1	1						
501	Danbury	2	2	0	Accept Provisional			1							
502	Danbury	2	2	0	Accept Provisional			1						1	
503	Alnmouth	2	2	0	Accept Provisional	1		1	1					1	
504	Alnmouth	2	2	0	Not Acceptable	1		1	1					1	
505	Alnmouth	2	2	0	Accept Provisional			1	1						
506	Alnmouth	2	2	0	Not Acceptable	1						1			
507	Alnmouth	2	2	0	Not Acceptable	1						1			
508	Alnmouth	2	2	0	Not Acceptable	1				1	1				
509	Alnmouth	2	2	0	Not Acceptable	1				1	1				
510	Knebworth	4	3	1	Not Acceptable			1							
511	Rivington	4	3	11	Accept										
512	Marston	4	3	11	Accept										
513	Rivington	4	3	11	Accept										
514	Knebworth	4	3	1	Not Acceptable			1							
515	Brampton	4	3	1	Not Acceptable			1							
516	Dallington	3	2	0	Accept										
517	Dallington	3	2	0	Accept										
518	Dallington	3	2	0	Accept										
519	Dallington	3	2	0	Accept										
520	Dallington	3	2	0	Accept										
521	Dallington	3	2	0	Not Acceptable				1						1
522	Wareham	2	2	0	Not Acceptable				1						1
523	Wareham	2	2	0	Not Acceptable				1						1
524	Wareham	2	2	0	Accept										
525	Brampton	4	3	0	Not Acceptable			1							
526	Wareham	2	2	0	Accept										
527	Wareham	2	2	0	Accept										
528	Attleborough	2	2	0	Not Acceptable	1									
529	Attleborough	2	2	0	Not Acceptable	1									
530	Attleborough	2	2	0	Not Acceptable	1									
531	Attleborough	2	2	0	Not Acceptable	1									
532	Wareham	2	2	0	Not Acceptable	1		1		1			1	1	1
533	Wareham	2	2	0	Not Acceptable	1		1		1			1	1	1
534	Wareham	2	2	0	Not Acceptable	1		1		1			1	1	1
535	Wareham	2	2	0	Not Acceptable	1		1		1			1	1	1

536	Dallington	3	2	0	Accept									
537	Dallington	3	2	0	Accept									
538	Dallington	3	2	0	Accept									
539	Dallington	3	2	0	Accept									
540	Dallington	3	2	0	Accept Provisional					1		1	1	
541	Dallington	3	2	0	Not Acceptable	1				1	1		1	1
542	Dallington	3	2	0	Accept Provisional									1
543	Sherwood	3	2	0	Accept									
544	Brampton	4	3	0	Accept Provisional			1						
545	Sherwood	3	2	0	Not Acceptable	1		1				1	1	
546	Bawburgh	3	2	0	Not Acceptable									1
547	Bawburgh	3	2	0	Not Acceptable									1
548	Heartwood	1	1	0	Accept									
549	Heartwood	1	1	0	Accept									
550	Heartwood	1	1	0	Accept									
551	Heartwood	1	1	0	Accept									
552	Wentwood	2	2	0	Accept									
553	Wentwood	2	2	0	Accept									
554	Wentwood	2	2	0	Accept Provisional									1
555	Wentwood	2	2	0	Accept									
556	Knebworth	4	3	1	Not Acceptable			1		1				
557	Glenmore	3	2	1	Accept									
558	Alnmouth	2	2	0	Not Acceptable	1								
559	Alnmouth	2	2	0	Not Acceptable	1								
560	Alnmouth	2	2	0	Not Acceptable	1								
561	Alnmouth	2	2	0	Not Acceptable	1								
562	Glenmore	3	2	1	Accept									
563	Barnwood	4	3	1	Not Acceptable	1		1	1					
564	Dallington	3	2	0	Accept									
565	Dallington	3	2	0	Accept									
566	Wareham	2	2	0	Accept Provisional							1	1	
567	Wareham	2	2	0	Accept Provisional					1		1	1	
568	Wareham	2	2	0	Accept									
569	Sherwood	3	2	1	Not Acceptable		1	1	1					
570	Greenwood	4	3	1	Not Acceptable		1							
571	Saunton	3	2	0	Accept									
572	Saunton	3	2	0	Accept									
573	Epping	3	2	0	Accept									
574	Epping	3	2	0	Accept	1								
575	Epping	3	2	0	Accept Provisional					1				
576	Epping	3	2	0	Accept Provisional	1					1			
577	Saunton	3	2	0	Accept									
578	Saunton	3	2	0	Accept									
579	Charmwood	3	2	1	Accept Provisional			1	1					
580	Brampton	4	3	0	Accept Provisional			1						
581	Knebworth	4	3	0	Accept Provisional				1					
582	Knebworth	4	3	0	Not Acceptable		1							
583	Glenmore	3	2	1	Accept									

584	Alnmouth	2	2	0	Not Acceptable	1									
585	Alnmouth	2	2	0	Not Acceptable	1									
586	Alnmouth	2	2	0	Not Acceptable	1									
587	Glenmore	3	2	1	Accept										
588	Danbury	2	2	0	Accept Provisional			1							
589	Deepdale	2	2	0	Accept Provisional		1	1							
590	Charnwood	3	2	0	Accept										
591	Sherwood	3	2	0	Accept										
592	Attleborough	2	2	0	Not Acceptable	1									
593	Attleborough	2	2	0	Not Acceptable	1									
594	Attleborough	2	2	0	Not Acceptable	1									
595	Dallington	3	2	0	Accept										
596	Dallington	3	2	0	Accept										
597	Saunton	3	2	0	Accept										
598	Saunton	3	2	0	Accept										
599	Greenwood	4	3	1	Not Acceptable		1								
600	Greenwood	4	3	0	Not Acceptable		1								
601	Stanton	3	2	1	Not Acceptable					1					
602	Stanton	3	2	1	Not Acceptable					1					
603	Stanton	3	2	1	Not Acceptable					1					
604	Stanton	3	2	1	Not Acceptable					1					
605	Stanton	3	2	1	Not Acceptable					1					
606	Saunton	3	2	0	Accept Provisional	1									
607	Braunton	3	2	0	Not Acceptable	1									
608	Saunton	3	2	0	Accept Provisional	1									
609	Rivington	4	3	1	Accept										
610	Marston	4	3	1	Accept										
611	Marston	4	3	1	Accept										
612	Rivington	4	3	1	Accept										
613	Brampton	4	3	1	Not Acceptable		1								
614	Greenwood	4	3	2	Accept Provisional		1	1							
615	Barnwood	4	3	1	Not Acceptable	1									
616	Sherwood	3	2	1	Not Acceptable		1								
617	Loddon	4	3	0	Not Acceptable	1				1	1	1	1	1	
618	Loddon	4	3	0	Not Acceptable	1				1	1	1	1	1	
619	Loddon	4	3	0	Not Acceptable	1				1	1	1	1	1	
620	Dallington	3	2	0	Accept										
621	Dallington	3	2	0	Accept										
622	Dallington	3	2	0	Accept										
623	Dallington	3	2	0	Accept										
624	Deepdale	2	2	0	Accept Provisional		1	1							
625	Barnwood	4	3	1	Not Acceptable	1		1							
626	Attleborough	2	2	0	Not Acceptable	1									
627	Attleborough	2	2	0	Not Acceptable	1									
628	Attleborough	2	2	0	Not Acceptable	1									
629	Attleborough	2	2	0	Not Acceptable	1									
630	Wareham	2	2	0	Accept										
631	Wareham	2	2	0	Accept										

632	Dallington	3	2	0	Accept									
633	Dallington	3	2	0	Accept									
634	Barnwood	4	3	1	Not Acceptable	1								
635	Deepdale	2	2	0	Accept Provisional		1	1						
636	Danbury	2	2	0	Accept									
637	Knebworth	4	3	1	Not Acceptable		1							
638	Barnwood	4	3	1	Not Acceptable	1	1	1						
639	Glenmore	3	2	1	Accept									
640	Danbury	2	2	0	Accept									
641	Danbury	2	2	0	Accept									
642	Glenmore	3	2	1	Accept									
643	Greenwood	4	3	1	Not Acceptable		1	1	1					
644	Saunton	3	2	0	Accept									
645	Saunton	3	2	0	Accept									
646	Epping	3	2	0	Accept									
647	Epping	3	2	0	Accept									
648	Deepdale	2	2	0	Accept Provisional		1	1						
649	Danbury	2	2	0	Accept Provisional		1							
650	Alnmouth	2	2	0	Not Acceptable	1								
651	Alnmouth	2	2	0	Not Acceptable	1								
652	Alnmouth	2	2	0	Not Acceptable	1								
653	Alnmouth	2	2	0	Not Acceptable	1								
654	Danbury	2	2	0	Accept Provisional		1	1						
655	Charnwood	3	2	1	Accept Provisional				1					
656	Charnwood	3	2	1	Accept Provisional				1					
657	Danbury	2	2	0	Not Acceptable	1					1	1	1	
658	Danbury	2	2	0	Not Acceptable	1					1	1	1	
659	Danbury	2	2	0	Not Acceptable	1					1	1	1	
660	Danbury	2	2	0	Not Acceptable	1					1	1	1	
661	Saunton	3	2	0	Not Acceptable	1					1	1	1	
662	Saunton	3	2	0	Not Acceptable	1								
663	Epping	3	2	0	Not Acceptable	1								
664	Epping	3	2	0	Not Acceptable	1								
665	Epping	3	2	0	Not Acceptable	1								
666	Stanton	3	2	1	Not Acceptable					1				
667	Stanton	3	2	1	Not Acceptable					1				
668	Greenwood	4	3	1	Not Acceptable		1							
669	Greenwood	4	3	1	Not Acceptable		1							
670	Stanton	3	2	1	Not Acceptable					1				
671	Stanton	3	2	1	Not Acceptable					1				
672	Epping	3	2	0	Accept									
673	Epping	3	2	0	Accept									
674	Danbury	2	2	0	Accept Provisional				1					
675	Deepdale	2	2	0	Accept Provisional	1			1					
676	Deepdale	2	2	0	Accept Provisional	1			1					
677	Danbury	2	2	0	Accept									
678	Marston	4	3	1	Accept									
679	Glenmore	3	2	1	Accept									

680	Rivington	4	3	1	Accept										
681	Marston	4	3	1	Accept										
682	Rivington	4	3	1	Accept										
683	Glenmore	3	2	1	Accept										
684	Rivington	4	3	1	Accept										
685	Glenmore	3	2	1	Accept										
686	Attleborough	2	2	0	Not Acceptable	1									
687	Attleborough	2	2	0	Not Acceptable	1									
688	Wareham	2	2	0	Accept										
689	Wareham	2	2	0	Accept										
690	Alnmouth	2	2	0	Not Acceptable	1									
691	Alnmouth	2	2	0	Not Acceptable	1									
692	Alnmouth	2	2	0	Not Acceptable	1									
693	Attleborough	2	2	0	Not Acceptable	1						1	1	1	
694	Attleborough	2	2	0	Not Acceptable							1	1	1	
695	Attleborough	2	2	0	Not Acceptable							1	1	1	
696	Attleborough	2	2	0	Not Acceptable							1	1	1	
697	Alnmouth	2	2	0	Not Acceptable	1						1	1	1	
698	Alnmouth	2	2	0	Not Acceptable	1						1	1	1	
699	Alnmouth	2	2	0	Not Acceptable	1						1	1	1	
700	Brampton	4	3	0	Not Acceptable		1								
701	Brampton	4	3	0	Not Acceptable		1								
702	Knebworth	4	3	1	Not Acceptable		1								
703	Danbury	2	2	0	Accept Provisional				1						
704	Deepdale	2	2	0	Accept Provisional			1	1						
705	Dallington	3	2	0	Accept										
706	Dallington	3	2	0	Accept										
707	Deepdale	2	2	0	Accept Provisional				1						
708	Danbury	2	2	0	Accept										
709	Charnwood	3	2	1	Accept										
710	Rivington	4	3	1	Accept										
711	Rivington	4	3	1	Accept										
712	Marston	4	3	1	Accept										
713	Charnwood	3	2	1	Accept										
714	Charnwood	3	2	1	Accept										
715	Deepdale	2	2	0	Accept Provisional		1	1	1						
716	Danbury	2	2	0	Accept Provisional				1						
717	Charnwood	3	2	1	Accept Provisional				1						
718	Knebworth	4	3	1	Not Acceptable		1								
719	Knebworth	4	3	1	Not Acceptable		1								
720	Sherwood	3	2	1	Accept										
721	Barnwood	4	3	1	Not Acceptable	1									
722	Charnwood	3	2	1	Accept										
723	Sherwood	3	2	1	Accept										
724	Sherwood	3	2	1	Accept										
725	Knebworth	4	3	1	Not Acceptable		1								
726	Brampton	4	3	2	Accept										
727	Wareham	2	2	0	Accept										

728	Wareham	2	2	0	Accept													
729	Wareham	2	2	0	Accept Provisional	1												
730	Wareham	2	2	0	Accept Provisional	1												
731	Wareham	2	2	0	Accept Provisional	1												
732	Wareham	2	2	0	Accept													
733	Wareham	2	2	0	Accept													
734	Alnmouth	2	2	0	Not Acceptable	1												
735	Alnmouth	2	2	0	Not Acceptable	1												
736	Danbury	2	2	0	Accept													
737	Deepdale	2	2	0	Accept													
738	Deepdale	2	2	0	Accept													
739	Danbury	2	2	0	Accept													
740	Wareham	2	2	0	Accept													
741	Wareham	2	2	0	Accept													
742	Wareham	2	2	0	Not Acceptable										1			
743	Rivington	4	3	1	Accept													
744	Marston	4	3	1	Accept													
745	Marston	4	3	1	Accept													
746	Rivington	4	3	1	Accept													
747	Brampton	4	3	1	Not Acceptable	1												
748	Deepdale	2	2	0	Accept													
749	Danbury	2	2	0	Accept													
750	Barnwood	4	3	1	Not Acceptable	1	1											
751	Alnmouth	2	2	0	Not Acceptable	1						1	1	1				
752	Alnmouth	2	2	0	Not Acceptable	1						1	1	1				
753	Alnmouth	2	2	0	Not Acceptable	1						1	1	1				
754	Charnwood	3	2	1	Accept													
755	Sherwood	3	2	1	Accept													
Total						83	14	40	30	28	15	25	16	19	31	38	37	10
% of total Plots						23.71%	4.00%	11.43%	8.57%	8.00%	4.29%	7.14%	4.57%	5.43%	8.86%	10.86%	10.57%	2.86%

Total Plots 350

Accept	162	46.29%
Accept Provisional	44	12.57%
Not Acceptable	144	41.14%



Figure 23 Grade 1 Listed Church of St Peter, Easton

