Land East of Holt Road
Mill Lane, Horsford, Norfolk

Design and Access Statement
December 2016

AMENDED PLAN

BROADLAND DISTRICT COUNCIL
19 Dec 2016
20161770
PLANNING CONTROL

DAVID WILSON HOMES
WHERE QUALITY LIVES
Land East of Holt Road

This Design and Access Statement has been prepared by Boyer Design on behalf of David Wilson Homes, in support of a planning application submitted to Broadland District Council (BDC) on Land to the East of Holt Road, Horsford (referred to as ‘the site’).

This DAS reflects the changes made to the application that was submitted in October 2016 and shows how the comments from various stakeholders and officers have been incorporated in the proposals.
Project: Land to the East of Holt Road, Horsford
Client: David Wilson Homes
Job Number: 16.2105

Document checking

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<th>Date</th>
<th>Status</th>
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1. Introduction

This section introduces and sets out the structure of the document. An executive summary is provided in relation to the proposed scheme and submitted application materials.

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1.1. Executive Summary

This Design and Access Statement has been prepared by Boyer Design on behalf of David Wilson Homes, in support of a planning application submitted to Broadland District Council (BDC) on Land to the East of Holt Road, Horsford (referred to as ‘the site’).

The application seeks to obtain full planning permission for a residential-led development on the site. The description of development is as follows:

“Erection of 259 dwellings together with associated public open space, landscaping, highways and drainage infrastructure works.”

The proposed development has been subject of pre-application discussions with officers at BDC, further details of which can be found within the Planning Statement.

The junction of Green Lane and the B1149 Holt Road will be improved to provide a compact roundabout following consultation with NCC as the local highway authority. The junction format represents a change from the priority controlled junction originally submitted following confirmation that the highway authority’s preferred format is that of a compact roundabout.

Further details of the junction (which would be subject to detailed design in due course) can be found in the Transport Assessment Addendum.

This document describes the context for the new residential development and the way in which the proposals have been evolved through an understanding of setting, scale, massing, the interrelationship to surroundings of existing and new built form and consultation.

This document also shows how issues relating to access to the development have been dealt with.

The DAS is supported by a full pack of application drawings, providing details of the layout, elevations and other features of the proposals. These drawings are listed below:

- Site Location Plan
- Site Layout
- Housing Mix and Tenure Plan
- Materials Plan - Wall and Roof
- Materials Plan - Hard Surface
- Storey Heights Plan
- Parking Plan
- Refuse Collection Strategy Plan
- Boundary Treatments Plan
- Housetype and Ancillary Building Portfolio

This Design and Access Statement (DAS) should also be read in conjunction with the associated specialist reports which are listed below:

- Planning Statement
- Statement of Community Engagement
- Archaeological Desk-Based Assessment
- Phase 1 Contamination Assessment Report
- Landscape Strategy, Landscape Masterplan and Landscape Management Plan
- Ecological Report
- Arboricultural Report (including Tree Surveys)
- Site-Specific Flood Risk Assessment Report
- Transport Assessment
- Foul Sewerage & Utilities Assessment
- Topographical Survey
## 1.2. Role and Structure of this Document

This Design and Access Statement is split into eight sections as set out below:

<table>
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<tr>
<th>Section</th>
<th>Title</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Introduction</td>
<td>This section introduces and sets out the structure and role of the document. An executive summary is provided in relation to the proposed scheme and submitted application materials.</td>
</tr>
<tr>
<td>2</td>
<td>The Context</td>
<td>This section describes the site in the wider context. A local character study presents the architectural character surrounding the site, along with showing the existing site constraints and opportunities.</td>
</tr>
<tr>
<td>3</td>
<td>Design Rationale</td>
<td>This section sets out the design rationale and shows how the site features have helped to form the design principles leading to a sound urban design concept.</td>
</tr>
<tr>
<td>4</td>
<td>Development Proposals</td>
<td>This section sets out the proposals for the site with regards to land use, mix, and tenure. This section also sets out the various character areas within the proposal and details of appearance through application of materials.</td>
</tr>
<tr>
<td>5</td>
<td>Landscape</td>
<td>This section illustrates the landscape approach to the site, including the play and open space strategy, and a landscape materials palette. The section sets out technical considerations relating to the landscape strategy.</td>
</tr>
<tr>
<td>6</td>
<td>Access Strategy</td>
<td>This section establishes the principles for access. Vehicular and pedestrian movement, along with street character, refuse collection strategy and parking.</td>
</tr>
<tr>
<td>7</td>
<td>Conclusion</td>
<td>This section provides a summary of the scheme. This section shows how the scheme have been designed as per the Barratt David Wilson Homes Great Places document, which is a companion document to BFL 12 along with the list of figures.</td>
</tr>
</tbody>
</table>
2. The Context

This section describes the site in the wider context. A local character study presents the architectural character surrounding the site, along with showing the existing site constraints and opportunities.

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The Context

2.1. The Planning Context

Development Plan

The relevant statutory development plan for the determination of the applications consists of the following:

- Joint Core Strategy (JCS) (as amended) (2014), prepared by Broadland, South Norfolk and Norwich City Councils working together as the Greater Norwich Development Partnership (GNDP);
- Broadland Development Management (DM) Development Plan Document (DPD) (2015); and
- Broadland Site Allocations (SA) DPD (2016).

Joint Core Strategy

The JCS sets out the vision, objectives and spatial development strategy for Broadland, South Norfolk and Norwich for the period up to 2026. The JCS establishes (Policy 4) a housing requirement 36,820 homes to be delivered across Broadland, South Norfolk and Norwich between 2008 and 2026 with a focus on delivery within the ‘Norwich Policy Area’ (NPA).

Policy 4 also specifies that 11,099 homes should be delivered in Broadland District, again with a focus on delivery within the NPA, which includes Horsford.

Broadland Development Management DPD

- Policy GC4 – Design
- Policy EN1 – Biodiversity and habitats
- Policy EN2 – Landscape
- Policy EN3 – Green infrastructure
- Policy EN4 – Pollution
- Policy RL1 – Provision of formal recreational space
- Policy TS2 – Travel Plans and Transport Assessments
- Policy TS3 – Highway safety
- Policy TS4 – Parking guidelines
- Policy CSU3 – Provision of community facilities or local services within large-scale residential development
- Policy CSU4 – Provision of waste collection and recycling facilities within major development
- Policy CSU5 – Surface water drainage

Broadland Site Allocations DPD

The SA DPD allocates sites across the District that are suitable for certain forms of development including housing, employment and community facilities.

Site HOR1 is allocated for the development of 63 dwellings and employment (class B1, B2, and B8 uses) at the former Pinelands Industrial Estate. The site was the subject of a detailed planning application which received permission in March 2011 (LPA ref: 20100774) and the majority of dwellings have now been constructed.

Site HOR2 is allocated for the development of 125 dwellings and open space at Mill Lane, Horsford. The site was the subject of a detailed planning application which received permission in April 2014 (LPA ref: 20130547). The site is known locally as ‘Butterfly Mill’ and is currently under construction with David Wilson Homes anticipating completion of the new homes in 2016.

The documents listed below are also material considerations and have been taken into account:

- National Planning Policy Framework (NPPF) 2012 (as amended);
- National Planning Practice Guidance (NPPG) 2014 (as amended); and
- Recreational Provision in Residential Development Supplementary Planning Document (SPD);
- Parking Standards Supplementary Planning Document (SPD) 2007; and
- Affordable Housing Supplementary Planning Document (SPD) 2008.
The Context

Fig. 1: Extent of application boundary

Fig. 2: Photographs of the site and surrounding area
2.2. Site Location

The Application Site comprises approximately 11.27 hectares (ha), mostly of relatively flat and level agricultural land situated to the north of Horsford.

The Application Site is well related to the village. To the west, the Site is bordered by existing residential development fronting onto Holt Road, Olive Crescent and the Shrublands.

To the south it is bordered by a residential development that is currently under construction (Local Plan site allocation reference HOR2 – ‘Land North of Mill Lane’, also known as ‘Butterfly Mill’) by the Applicant. To the north, the Site is bordered by Green Lane, three individual dwellings and a small field. To the east it is bordered by agricultural land.

The site will be accessed via a new highway upgrade along Green Lane, details of which is included with this application.

Fig. 3: The site within Horsford identifying transport connections and local facilities
Fig. 4: Aerial Photograph of the Site Showing Key Features
2.3. Local Character

Streets and Spaces

In the local area, streets have varying character. The older part of the village is characterised of predominantly narrow streets.

- Frontage located close to the street in the old part of the village with a strong building line creating street enclosure and a sense of scale.
- Frontage on northern part of Holt Road are set back to accommodate on plot parking. A variety of boundary treatments are used.
- Green spaces along the main road and in front of landmark buildings create additional amenity within the public realm and are part of the character of the village.
- Houses are set back from the street and separated by dense landscape features.
- Houses abut the street edge and form a strong frontage to public realm.

Built form and style

The built form and architectural style of the local area varies based on the period of development. The following shows varying characteristics with respect to built form and architectural style.

- Gable ends fronting Holt Road where secondary street meet the main road.
- Predominantly red brick elevations combined with gray tiled roofs are used in new developments.
- Buff brick combined with red tiled roofs in Gordon Godfrey Way.
- Dark coloured brick combined with black timber frames and white fenestrations.
Edwardian style building on the crossing of Holt Road and Church Street using white render exterior paneling and black timber frames. High pitch red tiled roof is also a typical feature.

One of the oldest buildings in the village built of stone and creating a landmark in the local community.

Appearance

The predominant material used in house elevations in the local area is red brick which is commonly combined with red and grey tiled roofs. However, other materials are used frequently in both period houses and more recent developments. The following are a selection of materials commonly used in new and old buildings in Horsford village:

- Weatherboarding and red brick
- Render elevation on Holt Road
- Estate railings used as boundary treatment
- Brick wall used for both buildings and boundary walls
This section of the DAS analyses the various site features and constraints.

The plan on the right shows how the site constraints and setting can be transformed into opportunities to create a unique design response for proposed development on this site.

1. Horsford Woods providing a unique woodland setting to the north of the site. Unique proposed setting to the north of the site

2. Existing properties adjacent to site - Proposed Frontage Character to respond to this

3. Existing open space west of the site: opportunity to extend this green and openness to this site

4. Open edge with uninterrupted views - opportunity to respond through unique typologies and setting

5. Green finger between Butterfly Mill Phase One and proposed development on this site. Frontage character and materials need to be holistically planned and designed.
3. Design Rationale

This section sets out the design rationale and shows how the site features have helped to form the design principles leading to a sound urban design concept.

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3.3. Engagement 29
3.4. Design Concept 30
3.1. Concept and Design Principles

Eight design principles have been established as a design response to the site assets and guide the evolution of the proposals. These are illustrated in this section.

Access

The main vehicular and pedestrian access to the site will be from Holt Road via Green Lane.

The development will promote alternative forms of transport through a secondary access to the south. This will provide a pedestrian, cycle and a bus link connecting the development with phase one and existing community.

Existing Landscape Structure

The development will retain and enhance most of the existing hedges and trees and the surrounding landscape setting to provide a robust and connected green infrastructure framework.
Creating a Strong Green Framework

A series of inter-connected green spaces of varying hierarchy will be provided, integrating into the existing landscape infrastructure and providing formal community space and pockets of open space at the doorstep.

Entrance - Sense of Arrival

The entrance to the site from Green Lane will respect the existing building line along Green Lane and the woodland setting.

It will establish a unique response through a green setback from Green Lane, defined by retained existing hedges and trees and appropriate selection of materials and house types.
The Development Edge

The development will be designed to respond to the character of the site edges and interface with phase one.

- Existing hedges along the site boundary will be retained and enhanced
- Open edges will be designed and planned to create a picturesque setting.
- Green space west of the site can be extended to continue the sense of green-ness and create a real heart - communal green.

Internal Movement Structure

The sustainable transport link will integrate will connect new and existing communities.

The link will create a legible route through the site, connecting areas of open space.
New Neighbourhood

The development character will vary in frontage grain, setback, housetypes, boundary treatment and materials to respond to the site setting and landscape.

Creating Character and Distinctiveness

Development parcels and edges will vary in character and appearance, determined by their location and inter-relationship with streets and open space.

The character areas have been designed to respond to the local built character set out in Section 2.3 of this document.

Key

- Extent of Full Planning Application
- Woodland Edge
- The Street
- Mews
- Parkland
- Picturesque Edge
3.2. Design Evolution

Pre-Application

Pre-Application advice was sought in June 2016 on the initial design of the scheme with comments received from the Highway Authority, Council’s Design Adviser & Housing Officer.

The key design points were:

- Care needs to be taken to ensure the properties fronting the entrance to the development have cohesion and do not merely form a ‘show house street elevation’ to the road;
- The layout generally seems to work reasonably. The open space allows for higher buildings to address it;
- Detailed street scenes. 3D images of groups of dwellings and house types will be required at an early stage;
- Cohesiveness of design running through the scheme. This will also help to visually assimilate market and affordable housing;
- Visual cohesiveness through a palette of materials for the development should also be considered;
- The priority on Green Lane should divert into the site, as there is very little need for traffic to travel beyond this point;
- Parking courts are wasteful of space and are not fully utilised by occupants or their visitors resulting in significant on-street parking. Where they are unavoidable they should serve a small number of dwellings and not be grouped together with other dwellings reliant on parking courts. Additionally I would expect on-street parking to be managed by provision of roadside lay-bys;
- All shared private drives require a size 5 turning head, unless the furthest dwelling is more than 45m from the adopted highway, in which case a size 3 turning head is required;
- To be considered as a parking space all garages must have minimum internal dimensions measuring 3.0m x 6.0m; and
- All 4 and 5 bedroom dwellings should have 3 parking spaces each. All other dwellings should have 2 parking spaces.
Post Submission Consultation

A revised scheme was submitted to BDC on 14th October 2016. Following this submission there was a consultation meeting between the project team and Officers at BDC on 29th November 2016.

The table below sets out the consultee comments and how they have been addressed in the revised layout and supporting plans set out in the following sections of this DAS:

<table>
<thead>
<tr>
<th>Consultee Comments</th>
<th>Our Response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Housing Enabling Officer</strong></td>
<td></td>
</tr>
<tr>
<td>The application does not propose the correct percentage of affordable housing. If this application proposes up to 259 dwellings there should be 86 (not 85) as AH which is 33%. The tenure split should be 60:40 for ART:intermediate. Therefore there should be 52 units for ART and 34 for intermediate housing.</td>
<td>The housing mix has been changed to provide 86 affordable units with the requested split of 52 units for ART and 34 for intermediate housing.</td>
</tr>
<tr>
<td>All units for rent needed to achieve Level 1 Space Standards.</td>
<td>Sizes of rooms have been clearly shown on the housetypes pack and Type 62 has been replaced with Type 69 and Type 64 has been removed.</td>
</tr>
<tr>
<td>The applicants appear to be proposing delivery of 2 x 2 bedroom (3 person) bungalows (BUR). But we would need confirmation that these were to be built to building regs part M as wheelchair adaptable units. Furthermore the front elevation appears to show a step-up rather than a level access front door.</td>
<td>The 2 bedroom bungalows will be provided as w/c adaptable units with a level access throughout, widened door frames, and level access shower (and potential future wet room provision). Their allocated spaces are also designed as disabled parking.</td>
</tr>
<tr>
<td><strong>NCC Community &amp; Environmental Services (Highway Authority)</strong></td>
<td></td>
</tr>
<tr>
<td>The Highway Authority considers that a roundabout at this location would be the appropriate junction form. Without an entry feature to physically slow traffic, it is not considered that moving the 40mph speed limit to beyond the junction will provide an appropriate speed reducing feature.</td>
<td>The access design from Holt Road has been redesigned to a roundabout design resulting in the loss of the existing dwelling – no. 360 Holt Road. The existing speed limit change location will be moved north and incorporated into a village gateway feature to be accommodated within the existing highway boundary.</td>
</tr>
<tr>
<td>Whilst our current parking standards do not exclude the garage as a parking space, we also need to consider what actually happens in practice. ... Therefore, where possible I would recommend moving the garage further back into the plot to allow 2 cars in front or not providing a garage. Alternatively, if a garage and a single space in front is provided, how will the resultant on-street parking be accommodated? Lay-bys should be provided in the vicinity of these properties.</td>
<td>All 2 bedroom houses have been allocated 2 parking spaces (which don't include a garage) and all 3 bedroom spaces have been allocated 2 parking spaces in addition to any parking within garages. Additional un-allocated visitor parking has been provided within lay-bys distributed across the site and along Type 2 and Type 6 roads.</td>
</tr>
</tbody>
</table>
### Design Rationale

#### Environmental Contracts Officer

I note in the DAS that there is a plan provided for some bin collection points. This is of very poor image quality and has no key. We need a plan that includes waste collection points for all properties on the development and this needs to be clear so we can see exactly what is proposed.

A Refuse Collection Strategy is submitted at 1:200 scale clearly identifying the dedicated bin collection points for all properties.

The Collection Strategy is explained in Section 6.3 of this DAS.

I have concerns about the roads on this development that the waste collection vehicle is expected to access. Vehicle tracking must be carried out on all roads that the waste collection vehicle is expected to access.

Vehicle tracking on the revised layout will be submitted.

Some private drives appear to ask the residents to bring their bins out a long way. I would ask the developer to consult the guidance attached for the distances regarding bin collection and storage points. The collection point should not be more than 25 metres from the bin storage point. We would expect the developer makes this clear to the house buyer at the earliest stage, as many people would and do object to this kind of arrangement.

All Bin Collection Points are clearly shown on Drawing 16-2105 025 Refuse Collection Strategy.

#### Police Architectural Liaison Officer

Within the plans are 2 footpaths which may negate the security benefits a 'cul de sac' layout could provide and could increase the vulnerability of the surrounding dwellings. It is recommended that these pathways be removed if it is not essential.

These routes have been retained in the layout as they help to promote permeability rather than creating anti social behaviour ghettos and differentiating units of varying tenure in disconnected blocks.

Dwelling Boundaries: There is good demarcation between public and private areas shown on the plans with open frontage for dwellings which is desirable. I am not aware of exact border treatments indicated for the side and rear boundaries within the information provided therefore just to clarify.

Drawing 16-2105 026 sets out the boundary treatments for all plots across the site. This needs to be read in conjunction with the Landscape Masterplan document which has been revised and submitted.

If shared footpaths are essential to give access to the rear of terraced dwellings they should be gated to control access to residents only. The gates must be placed at the entrance to the footpath, as near to the front building line as possible, so that attempts to climb them will be in full view of the street. (Consider boundary treatment with 0.3 m trellis topping to improve ambience of a narrow path with change of direction).

Gates for the limited number of shared footpaths will be provided at the entrance to the footpath. Drawing 16-2105 026 sets out the boundary treatments for all plots across the site, including a 0.3m trellis topping for shared access paths between rear gardens of units.

#### Comments on Layout

<table>
<thead>
<tr>
<th>Issue</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nor does the open space provide any routes through the development</td>
<td>Open spaces will be connected through streets and paths. A footpath has also</td>
</tr>
<tr>
<td>either on desire lines or not</td>
<td>now been provided to connect through to Green Lane in front of plot 104.</td>
</tr>
<tr>
<td>The opportunity for a positive and considered relationship with the</td>
<td>Interface with phase one has been clearly shown in the DAS in Section 4.5.</td>
</tr>
<tr>
<td>development to the South has not been taken. No justification for the</td>
<td></td>
</tr>
<tr>
<td>additional 9 dwellings has been offered and this will also have had</td>
<td></td>
</tr>
<tr>
<td>a significant impact on the density</td>
<td></td>
</tr>
<tr>
<td>Issue with the East boundary where again a relatively narrow strip of</td>
<td>A clear buffer has now been provided on the east boundary.</td>
</tr>
<tr>
<td>space has been provided offering no significant amenity gain but</td>
<td></td>
</tr>
<tr>
<td>constricting the layout of the housing</td>
<td></td>
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<tr>
<td>Lost opportunity to alleviate the pinch point to Olive Crescent</td>
<td></td>
</tr>
<tr>
<td>The development pattern is not consistent</td>
<td>Varying character areas have been created explained in Section 4.3 of this DAS.</td>
</tr>
</tbody>
</table>
3.3. Engagement

The Statement of Community Engagement provides greater detail on the consultation process with the local community during the pre-application stage. A synopsis is provided below on key matters -

**Newsletter**

A newsletter was sent to approximately 1,800 addresses in Horsford, making residents aware of the plans and providing information on the proposals. The newsletter included a detachable feedback slip and directed recipients to the online consultation hub.

The newsletter included a detachable feedback postcard that residents could return via Freepost with their comments and suggestions.

**Website**

An online consultation hub – www.eastofholtroadhorsford.co.uk – was set up with information about the proposals. The hub was publicised through the newsletter and visitors were encouraged to submit feedback online.

**Phone**

A Freephone line was published on the newsletter and on the website with eight phone calls from local residents who had additional questions or who wanted to provide feedback in this way.

**Engaging with local representatives:**

We wrote to Horsford Parish Council, offering them the opportunity to meet to discuss the plans on a one to one basis. Although this invitation was declined, we made it clear that our offer to meet remained open.
3.4. Design Concept

The proposal is based on the urban design concept of ‘Serial Vision’ analysed by Gordon Cullen.

The concept is based on creating a sequence of experiences on foot/cycle or car through varying definition of spaces. The role of motion and movement through these spaces will therefore be key to the perception of character in this development.

This is illustrated in the sketch below -

1. Wooded Rural edge consisting of informally arranged dwellings with large green setback from edge. Key dwellings frame entrances. Pedestrian routes through improve connectivity.

2. The Street consists of a mix of formally set out dwellings with consistent frontage and setback

2a. Informal Pocket Green creates surprise and variation in the street scene

2b. Pinchpoint created with less enclosure

3. Green space creating a sense of open-ness after the pinchpoint

4. Open edge with linear emphasis creating a vision of infinity along the visual axis

5. Open edge with uninterrupted views framed by detached dwellings and staggered frontage

6. Set groupings varies between formal mews defined by linear streets and houses with consistent frontage or pocket parks defined by formal arrangement of dwellings.
Horsford Woods

1. Rural edge facing Green Lane
2. The Street - key link
3. Pocket parks
4. The pinchpoint
5. Central Green
6. Linear green link - interface between two phases
7. Formal set groupings in the mews.
4. Development Proposals

This section sets out the proposals for the site with regards to land use, mix, and tenure. This section also sets out the various character areas within the proposal and details of appearance through application of materials.

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4.5. Inter-relationship with Phase One 52
4.1. Layout

The layout has been designed to create a desirable place to live that will integrate into Horsford, create a ‘sense of place’ through an attractive living environment enhanced with good quality amenity space and connections with Horsford and the wider countryside.

In order to achieve this it is important to retain the existing trees and hedges along the boundary with Green Lane and to maintain the existing building setback.

This scheme will be ‘set’ within its character setting by relating to the open fields to the east and forested areas to the north. Views are often restricted or filtered by proposed and existing trees which is typical of the current location and helps the proposed scheme to fit in to the context. The development pattern and layout of the proposal is derived from Horsford village to the south and integrates in an effort to fit the proposals in with the adjacent residential framework.

Fig. 16: The Layout
Boundary to Green Lane strengthened with tree and heathland planting

LAP set in a Formal Public Open Space
Housing Mix and Tenure

The proposed development includes a range of house types and sizes ranging from one bedroom maisonettes to five bedroom detached houses.

It is proposed that 33% (86 dwellings) will be affordable housing, including properties both for rent and discounted market sale.

The housing mix also includes the provision of bungalows which have been designed to be wheelchair adaptable.

<table>
<thead>
<tr>
<th>Tenure</th>
<th>Market</th>
<th>Affordable</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Rent</td>
<td>Discount</td>
</tr>
<tr>
<td>1 Bed</td>
<td>0</td>
<td>26</td>
<td>0</td>
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<tr>
<td>2 Bed</td>
<td>9</td>
<td>18</td>
<td>27</td>
</tr>
<tr>
<td>3 Bed</td>
<td>74</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>4 Bed</td>
<td>62</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>5 Bed</td>
<td>28</td>
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<tr>
<td>Total</td>
<td>173</td>
<td>52</td>
<td>34</td>
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Key

- Extent of Full Planning Application
- 1 Bedroom
- 2 Bedroom
- 3 Bedroom
- 4 Bedroom
- 5 Bedroom
- Affordable Discount Market
- Affordable Rent

Fig. 17: Housing Mix and Tenure Plan
4.2. Scale

The existing dwellings in Horsford are a mix of one and two storey properties. The heights and siting of the proposed dwellings has been carefully considered to reflect the character of the local area.

The height of the proposed dwellings range from single storey bungalows to two storey houses.

The single storey dwellings are positioned to respond to the character of single storey dwellings on Olive Crescent and to provide variety in the streetscene.

Fig. 18: Storey Heights Plan
4.3. Character Areas

The sense of place for the development will be enhanced by creating distinctive character areas across the site.

These character areas will use distinctive patterns of streets, built form, landscaping and materials to help the new homes sit within their surroundings and create legibility across the site to assist in way finding.

In the following pages, each character areas are defined and the typical development patterns of these character areas are illustrated.

Fig. 19: Character Areas Plan
Character Area 1 - Woodland Edge

This character area fronts onto the sensitive woodland edge along the northern boundary with Green Lane. The key characteristics are:

- Creating an arrival space with landmark buildings at key corners
- Low density informally laid out detached and semi-detached houses
- Shared surface private drives serving dwellings: setback through front gardens
- A strong landscape buffer incorporating retained trees and hedges alongside copses of proposed tree planting
Fig. 22: Illustrative View of the Woodland Edge viewed from Green Lane

Precedents

Materials Palette

Primary Wall Materials

Secondary Wall Materials

Roof Materials
**Character Area 2 - The Street**

This character area follows the main vehicular route through the development. The key characteristics are:

- Enclosed frontage defined by minimal setbacks and formally set out dwellings
- Detached and semi-detached dwellings
- Areas of open space punctuate the space to provide visual interest.
- Car parking primarily provided through on-plot parking accessed between buildings to reduce the presence of cars within the streetscene where possible.

![Fig. 23: Character Area 2 - The Street](image)

![Fig. 24: Extract showing the Street Character Area](image)
Fig. 25: Illustrative View of the Street

Precedents

Materials Palette

Primary Wall Materials

Secondary Wall Materials

Roof Materials
Character Area 3 - The Mews

This character area forms the central residential area of the development. The key characteristics are:

- Compact layout of secondary streets and shared surface mews with a formal character and regular spacing between houses.
- Integrated traffic calming measures to achieve 20mph design speed
- Mostly smaller, terraced and semi-detached houses.
- Small front gardens.
- Pockets of open space framed by terraces to provide enclosure.
- Parking is either provided on-plot or in small clusters on-street or in parking courts.
Fig. 28: Visualisation of the Mews Character Area

Precedents

Materials Palette

Primary Wall Materials

Secondary Wall Materials

Roof Materials
Character Area 4 - Parkland Edge

This character area surrounds a traditional Village Green. The key characteristics are:

- Enclosed frontage defined by minimal setbacks and formally set out dwellings
- Detached and semi-detached dwellings
- Tree planting provides visual interest
- Car parking primarily provided through on-plot parking accessed between buildings with visitor parking provided in lay-bys around the Village Green
Fig. 31: Visualisation of the Parkland Character Area

Precedents

Materials Palette

Primary Wall Materials

Secondary Wall Materials

Roof Materials
Character Area 5 - Picturesque Edge

The picturesque edge character area fronts onto the public open space along the southern and eastern boundaries of the site. The key characteristics are:

- Low density informally laid out detached houses fronting onto informal public open space
- Buildings arranged to provide active surveillance to the grassland open space and parkland trees
- Shared surface private drives serving dwellings setback by front gardens and low hedges.

Fig. 32: Character Areas Plan

Fig. 33: Character Area 5 - The Picturesque Edge
Fig. 34: Visualisation of the Picturesque Edge Character Area

Precedents

Materials Palette

Primary Wall Materials

Secondary Wall Materials

Roof Materials
A simple palette of materials has been chosen to create a harmonious appearance across the site and reflect the character of the local area and the "Butterfly Mill" development to the south of the site. These materials are shown in the palette below.

The adjacent plan sets out the distribution of materials across the development, which has been carefully considered to reflect the character areas set out in Section 4.3 of this document whilst creating variety and interest within the streetscene.
4.5. Inter-relationship with “Butterfly Mill”

The proposed development has been carefully designed to integrate with its surroundings. The southern edge of the site has been designed to establish a linear landscaped zone of soft landscaping. The space has been designed to create an informal rural space that will be the location for a number of parkland style trees such as Oak, Scots Pine and Hornbeam.

Large houses will flank each side of this space with their frontages turned to create a dialogue with the proposed largely grassed area.
Material palette at the interface have been carefully considered to ensure similar red brick tones and types are used as the primary wall material.

At the bus link crossing, application of render on front and side facades along with slate roofs will create homogeneity.

Mix of varying roof materials will create diversity and interest in the space.
5. Landscaping

This section illustrates the landscape approach to the site, including the play and open space strategy, and a landscape materials palette. The section sets out technical considerations relating to the landscape strategy.

5.1. Landscape Masterplan  
5.2. Play Strategy  
5.3. Hard Landscaping Palette  
5.4. Plot Boundary Treatment Landscaping Palette
5.1. Landscape Masterplan

Landscape Strategy

This section is to be read with the Landscape Strategy Report submitted with this application.

The design proposals offer large amounts of open space for everyone to enjoy. These spaces are multifunctional, providing adequate space for recreational games, dog walking, exercise, sport, ecological enhancement and many other purposes.

- Green Lane frontage is to be re-enforced with native tree planting. This is to include tree species found in adjacent Horsford Forest to visually link the Site to its context and take on the character of North Horsford. Retaining the majority of existing hedges on this boundary is vital to screening the site from this frontage and retaining ecological site features.

- The Village Green will be pedestrian-friendly and used for both informal play and active recreation. This generous and well overlooked green is to become a feature of the Site and an asset to Horsford. This public space will be for the community.

- A ‘green link’ that runs north to south through the Site serves as a vital ecological link through the site, linking to Horsford Forest.

- A linear landscaped zone along the southern boundary, adjacent to Butterfly Mill Development will provide a transition. This space will contain a number of trees of which most will grow to become large parkland specimens.

- Homes will front onto the eastern boundary of the site onto a narrow landscaped area. A post and rail fence along this boundary will allow views and integration with the surrounding agricultural character.

- Creation of small ‘greens’ throughout the development enhance the village character of the development, providing opportunity for primary ‘large’ tree planting within the built form and informal play space.

- Working with the drainage strategy created by Richard Jackson Associates to include underground collection of surplus water. This will ensure water from roads is collected swiftly and held appropriately; water on driveways permeates through block paving and soft landscaped areas contribute to the management of rainfall.
POS adjacent to Green Lane

This linear section of POS is geographically located as the closest area of the development to Horsford Forest. A curtilage of soft landscape has been designed into the site layout so that houses are set back from Green Lane, therefore allowing existing soft landscaping i.e. trees and hedges to become features of the landscape.

The existing trees are to be combined with an extensive amount of proposed tree planting using species that are found in Horsford Forest. Furthermore, this area is proposed to contain pockets of heathland planting of Erica cinerea, Ulex gallii and Calluna vulgaris. This will extend the area of this rare habitat type which at one time covered Norfolk prior to plantation planting. Furthermore, this will create habitat for the Silver-Studded Blue Butterfly found locally.
5.2. Play Strategy

The Village Green - LEAP

At the centre of the site is the Central Public Open Space, which is designed as a traditional village green. This space is intended to be used in the traditional fashion, as a meeting place and recreational asset.

The space includes the Local Equipped Area of Play designed as a space of imagination and fun for all children in Horsford.

The design combines natural and purpose built play equipment. This transpires in design terms into a play area surrounded by mounding with tree planting and boulders in suitable positions that also contains slides, balancing equipment and climbing nets that encourage children to use differing skills as they play. Encircling individual play equipment pieces will be rubber matting combined with grass that will make fall zones safe but will remain in character with the natural feel of the space. Benches and bins are also provided within this amenity area.

POS - LAP

The Public Open Space is named as such as it breaks away from the rural concept of the rest of the Site to deliver a differing character type that is hidden in a secluded area of the development. This is by no means to say that this area is not predominately vegetated, as it is, but it is to say that the spaces are slightly linear and formal than anywhere else on the Site.

This space contains a Local Area of Play for young children that is safe, owing to the perimeter estate railings and hedges that surround the area, and convenient, owing to its position in the development. The LAP will contain play equipment that will encourage children to use differing skills as they play.

There are a number of proposed trees spaced evenly around the perimeter of this area that shade the area slightly and create formal structure. An oak is to become the most dominant tree in the space. Finally flower beds, designed for winter colour and summer flower surround a circle of hard landscape with benches arranged to be in the sun and at angles appropriate for conversation.
5.3. Hard Landscaping Palette

Variation in surface treatments will be provided to create legibility, visual interest and create a pedestrian friendly environment. The plan below shows the surface treatment of roads across the site.

**Fig. 46: Surface Materials Palette**

**Fig. 47: Surface Materials Plan**

**Key**
- Extent of Full Planing Application
- Tarmac
- Silver Haze Block Paving
- Autumn Gold Block Permeable Paving
5.4. Plot Boundary Treatment Landscaping Palette

Boundary treatment plays an important role in setting the building into the streetscene. The type of boundary treatment will depend on the character area and set back of the building from the public realm.

Boundary treatments to dwellings have also been carefully considered to provide security for home owners. Such as low hedges along the front and side elevations of plots fronting onto open space.
Fig. 48: Boundary Treatment Plan
6. Access Strategy

This section establishes the principles for access. Vehicular and pedestrian movement, along with street character, refuse collection strategy and parking.

6.1. Proposed Access 64
6.2. Street Network and Character 66
6.3. Refuse and Cycle Storage 68
6.4. Parking 70
6.1. Proposed Access

Primary Access

The junction of Green Lane and the B1149 Holt Road will be improved to provide a compact roundabout following consultation with NCC as the local highway authority. The junction format represents a change from the priority controlled junction originally submitted following confirmation that the highway authority’s preferred format is that of a compact roundabout.

Further details of the junction (which would be subject to detailed design in due course) can be found in the Transport Assessment Addendum.

Fig. 49: Green Lane - existing

Fig. 50: Proposed highway detail of access from Holt Road
Link to “Butterfly Mill”

In addition to the vehicular access, a connection will be made through to the adjacent ‘Butterfly Mill’ development for pedestrians, cyclists, buses and emergency vehicles as illustrated on Drawing 47172-PP-011. Features such as CCTV and/or bollards would be included to restrict general vehicular use.

Bus stops will also be provided along the main street in both directions as shown on the site layout.

Fig. 51: Proposed highway detail of bus link and pedestrian and cycle access to “Butterfly Mill”
6.2. Street Network and Character

The masterplan is designed to provide a well-connected network of streets of varying character within the site. This will be defined through the difference in character and variation in the degree of enclosure and will ensure legibility and identity.

The Main Street is the primary vehicular route through the site, connecting the different areas of the development and open space to bring the community together.

This street will also accommodate a sustainable bus link connecting to the ‘Butterfly Mill’ development to the south of the site alongside a separate pedestrian/cycle link.

The tertiary streets will provide direct access to dwellings and connect to the primary route. These streets are shared surface and will have a pedestrian priority feel with integrated landscaping finished to a high quality standard.

Private Drives will serve small groups of houses, primarily along edges with open spaces. They will have pedestrian priority and will be inter-connected or linked to Tertiary streets by footpaths.
Indicative street sections

Fig. 53: Main Street (Type 2)

Fig. 54: Tertiary Street (Type 6)

Fig. 55: Private Drive
6.3. Refuse Collection and Storage Strategy

The proposed development will contain generous back garden and curtilage areas to the front of the boundary. This will allow refuse, garden and amenity storage to be catered for throughout the development. Cycle stores will be provided in garages where applicable.

Refuse collection will predominately be located at the kerbside for collection, in front of properties. Clear bin collections will be provided for each property to ensure reduced walking distances for residents and maintain accessibility for refuse collectors.

The refuse collection strategy has been designed in line with Broadland District Council Planning public open space, waste, recycling, and street care in new developments Guidance Note.

The layout has been tracked to ensure acceptable access for refuse collection, service vehicle and emergency vehicle access and required turning heads as specified in the Norfolk Residential Design Guide.
**Access Strategy**

### 6.4. Parking

Parking requirements are based on the Broadland District Council’s Parking Standards SPD (June 2007), and Parking Standards for Norfolk (2007), as shown in the table below.

The parking provision has been designed based on an understanding of parking need following consultation with Officers at NCC and BDC. This includes provision of on-street visitor parking throughout the development and ensuring that all 2 and 3 bedroom homes have 2 parking spaces in addition to any garage provision.

All garages have an internal dimensions of a minimum of 3m by 6m to allow for parking within the garage.

The plan highlights allocated and visitor parking throughout the development. The development provides parking within garages, and a variety of on-plot parking or dedicated parking areas as shown on the plan to the right.

<table>
<thead>
<tr>
<th>Unit Types</th>
<th>Maximum BDC standards</th>
<th>Provision of Car Parking</th>
<th>Provision of Cycle Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 Bed</td>
<td></td>
<td>![Car Parking Icon]</td>
<td>![Cycle Parking Icon]</td>
</tr>
<tr>
<td>4 Bed</td>
<td></td>
<td>![Car Parking Icon]</td>
<td>![Cycle Parking Icon]</td>
</tr>
<tr>
<td>3 Bed</td>
<td></td>
<td>![Car Parking Icon]</td>
<td>![Cycle Parking Icon]</td>
</tr>
<tr>
<td>2 Bed</td>
<td></td>
<td>![Car Parking Icon]</td>
<td>![Cycle Parking Icon]</td>
</tr>
<tr>
<td>1 Bed</td>
<td>![average]</td>
<td>![Car Parking Icon between 2 units]</td>
<td>![Cycle Parking Icon]</td>
</tr>
</tbody>
</table>

**Key**
- Extent of Full Planning Application
- Allocated Parking
- Unallocated/Visitors Parking
- Garage
- Allocated Parking: Wheelchair Accessible
- Cycle Parking within Garage

**Fig. 57: Parking Allocation Plan**
Access Strategy

- On Plot Garage
- On plot corner
- On plot between dwellings
- On-street bays
- On-street lay-by

Fig. 57: Parking Allocation Plan
7. Conclusion

The proposals present the opportunity to create a distinctive neighbourhood, to open up the site for public access and community use and deliver up to 259 new homes, including 33% affordable housing. This will assist in meeting the local housing needs.

The development will be appropriately designed with close consideration to density, scale and appearance and will improve pedestrian movement and circulation in a high quality environment. The proposals will promote sustainable measures of transport and encourage walking and cycling.

The development will be visually attractive and integrate well into the surrounding area.
A.1. Delivering Quality

This section shows how the scheme has been designed as per the Barratt David Wilson Homes Great Places document, which is a companion document to BFL 12.

Assessment through the Great Places Tool

1 Integrating the Scheme

The development presents a natural extension of the northern edge of the village and enforces the historic linear development of the settlement along Holt Road.

The proposed scheme fits within the surrounding context and integrates with existing movement and green framework.

Access to Holt Road connects the site with existing roads and pedestrian footpaths towards Horsford centre. A potential road connection with the new development to the south-east can connect with the southern area towards Horsford Primary School and Mill Lane.

The movement diagram indicates how the site is connected with the immediate and wider context. Existing roads and footpaths are integrated where possible as well as connections with proposed new development to the south.

The green structure of the proposed scheme is also integrated with the surrounding green framework. This establishes well connected green links that will maintain and enhance the biodiversity of the area.

The southern and eastern boundary abuts existing residential. The proposed development provides a 5m setback from the edges as well as back gardens against existing back gardens to enhance and maintain privacy.

The northern and western boundary create a smoother transition between development edge and green fields or woodland so that the impact on landscaped edge is minimised.

Fig. 5B: Local Context
Conclusion

Appraisal Criteria

<table>
<thead>
<tr>
<th>Appraisal Criteria</th>
<th>Potential assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Well sited and logical vehicle access point(s) into the site (avoiding over engineered solutions - e.g. large roundabouts)</td>
<td>![Green Circle]</td>
</tr>
<tr>
<td>Pedestrian and cycle routes connect to the existing network in safe, obvious and direct ways</td>
<td>![Green Circle]</td>
</tr>
<tr>
<td>Design has an appropriate degree of permeability with connections that encourage movement into and through the development (linked streets - avoiding predominantly cul-de-sac form, but not creating rat runs)</td>
<td>![Green Circle]</td>
</tr>
<tr>
<td>All boundary edges to the site are properly considered with appropriate frontage, set back distances, and building scale, all of which responds to the specific site conditions and the neighbouring uses</td>
<td>![Green Circle]</td>
</tr>
</tbody>
</table>
Local Facilities

The proposed development is located approximately one mile to the north of Horsford village centre. Most local facilities are located here including The Village Hall, local shops, local church and the primary school.

The Local Facilities diagram provides a comprehensive view of local facilities in the area and distance from the site.

Overall, the site has good access to local facilities.
Appraisal Criteria

<table>
<thead>
<tr>
<th>Potential assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the scheme add any new facilities that usefully contribute to the area</td>
</tr>
<tr>
<td>Is the site within easy walking distance of existing local facilities (use 800m as a benchmark)</td>
</tr>
<tr>
<td>Is the site within cycling distance of existing local facilities (use 2km benchmark)</td>
</tr>
</tbody>
</table>
Conclusion

Public Transport

The site has access to bus services as routes 36B, 42, 45, 45A, 45B and Purple Line 36 all connect with Norwich within approximately 35 minutes. This service is accessible from Holt Road and the nearest bus stop is approximately 0.4 miles (7 minutes walk) from the main site entrance on Green Lane.

The proposed development does however offer the opportunity for bus services to be extended through the site which will enhance further the access of the site to public transport. Overall, the access of the site to public transport is of similar level as the rest of Horsford village.

---

<table>
<thead>
<tr>
<th>Appraisal Criteria</th>
<th>Potential assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Make sensible, direct pedestrian and cycle connections to public transport options</td>
<td></td>
</tr>
<tr>
<td>Are there any new public transport facilities as part of the development</td>
<td></td>
</tr>
<tr>
<td>Are there any specific measures to reduce car dependency (e.g. new bus/rail service, car clubs, bus pass schemes, live work units etc.)</td>
<td></td>
</tr>
</tbody>
</table>

Fig. 66: Public Transport - Horsford bus routes
The proposed scheme provides a balanced mix of house types and tenures to cater for the needs of the local community and respond to market requirements. The following table sets out the proposed mix of house types and tenures which has been discussed with the Local Planning Authority.

The scheme has been designed to be tenure blind, with a consistent palette of materials (tenure blind) and elevational details across all house types.

<table>
<thead>
<tr>
<th>Tenure</th>
<th>Market</th>
<th>Affordable</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Rent</td>
<td>Discount Market</td>
</tr>
<tr>
<td>1 Bed</td>
<td>0</td>
<td>26</td>
<td>0</td>
</tr>
<tr>
<td>2 Bed</td>
<td>9</td>
<td>18</td>
<td>27</td>
</tr>
<tr>
<td>3 Bed</td>
<td>74</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>4 Bed</td>
<td>62</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>5 Bed</td>
<td>28</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>173</td>
<td>52</td>
<td>34</td>
</tr>
</tbody>
</table>

Affordable rent and affordable discount market units have been distributed throughout the scheme to ensure that they can be provided across all phases of housing delivery.

Wheelchair adaptable bungalows have been provided within the scheme.

**Appraisal Criteria**

<table>
<thead>
<tr>
<th>Appraisal Criteria</th>
<th>Potential assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design has a good range of dwelling sizes and types with an appropriate distribution so that people can trade up or down within the neighbourhood</td>
<td>⬤</td>
</tr>
<tr>
<td>Mix meets the housing need policy, or is otherwise agreed with the Local Authority</td>
<td>⬤</td>
</tr>
<tr>
<td>The scheme is tenure blind</td>
<td>⬤</td>
</tr>
</tbody>
</table>
Conclusion

A local character assessment study has been undertaken to identify the vernacular that can inform the form and appearance of the development. This assessment has identified several distinct character areas around the site and the wider context that are associated with the village and represent its historic built form and architecture.

As a result, the proposed design concept incorporates character areas within the development, which provide a distinct way of designing the layout as well as the appearance of the houses and streets.

- The layout creates a sense of place by complementing the site's inherent qualities and enhancing the existing landscape and built heritage.
- Character has been achieved through introducing unique residential groupings /frontage grain for each character area. Groupings are discernible either as ‘clusters’ of buildings around a shared space, or configurations that address and define a particular space to their front.
- Dwellings are configured in these identifiable residential groupings that define spaces of a certain character and function.

Fig. 67: Set piece grouping in the Mews addressed the open space in a linear formal manner

This approach creates a sound ‘urban design’ concept, ensures integration with the local vernacular and creates variety within the site. Features such as architectural details, materials, colours, street design and elevations, form and character of public space and parking arrangements all pick up from what is best practice in the local community and other successful developments around.
### Appraisal Criteria

<table>
<thead>
<tr>
<th>Appraisal Criteria</th>
<th>Potential assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the design respect and respond to its local context</td>
<td>![Green Circle]</td>
</tr>
<tr>
<td>Does the design create a strong sense of place</td>
<td>![Green Circle]</td>
</tr>
<tr>
<td>Is there a coherent visual character using scale, colour, and materials to reinforce place making (has the character been informed by a recognisable strategy - e.g. design code/ character areas approach/ local area analysis)</td>
<td>![Green Circle]</td>
</tr>
<tr>
<td>Is the choice of house types informed by, and suitable for, the character and form of the scheme</td>
<td>![Green Circle]</td>
</tr>
<tr>
<td>Are there distinct place setting features, buildings, and spaces within the design</td>
<td>![Green Circle]</td>
</tr>
<tr>
<td>Are there any elements that establish the distinct character of the place (specific architectural details, specific colour palettes, unique features - existing or new, or a locally relevant theme?)</td>
<td>![Green Circle]</td>
</tr>
<tr>
<td>Do individual buildings combine well to form the street scene in a way that suits the character of the design (junctions/ scale/ patterns of rhythm or symmetry/ degree of enclosure etc.)</td>
<td>![Green Circle]</td>
</tr>
<tr>
<td>Are there well designed and usable public spaces</td>
<td>![Green Circle]</td>
</tr>
<tr>
<td>Is the landscape design appropriate to the character of the scheme (e.g traditional or contemporary landscape design to match the building character, avoiding a 'standardised' solution)</td>
<td>![Green Circle]</td>
</tr>
</tbody>
</table>

Fig. 68: Selection of visuals demonstrating how variation in space, materials and architectural details will create character within the site
Exploiting the best features of the site

The Constraints and Opportunities analysis have identified the main site features that have influenced the design. These features form the basis of the concept development and ensure that the proposed scheme is based on the actual site features.
**Conclusion**

Appraisal Criteria | Potential assessment
--- | ---
Does the design work with the existing site levels (are the streets aligned to suit the site topography, and does the drainage solution work well) | ○
Are the houses properly orientated/handed to suit the levels | ○
Efficient and tidy steps and staggers, with good retaining solutions throughout | NA
Does the design successfully integrate existing buildings or site features including existing trees/hedges, wildlife habitats, watercourses etc. | ○
Landscape design helps to integrate the scheme with its surroundings | ○
Scheme retains and exploits good quality mature trees/hedges within the public realm (avoids large trees or hedges in rear gardens) | ○
Design exploits any notable views in or out | ○
Design creates new wildlife habitats or enhances/protects existing | ○
Defining the Streets and Spaces

The layout is based on predominantly perimeter blocks that enable maximum permeability and create active frontages.

A clear hierarchy of streets is established creating streets with distinct character and features.

### Appraisal Criteria

<table>
<thead>
<tr>
<th>Description</th>
<th>Potential assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design uses a well-conceived framework of routes, avenues, circuses, streets, squares, courts, mews etc.</td>
<td>✔️</td>
</tr>
<tr>
<td>Design uses scale and massing to signal important routes, spaces, gateways and intersections</td>
<td>✔️</td>
</tr>
<tr>
<td>Are the chosen housetypes used in their correct positions (and handing) within the streets to do the job they are designed for (corner turners, mid street types, terrace types, integral types, town house types etc.)</td>
<td>✔️</td>
</tr>
<tr>
<td>Are corners dealt with properly, avoiding blank gables in prominent locations</td>
<td>✔️</td>
</tr>
<tr>
<td>Are street vistas properly terminated with appropriate buildings (scheme avoids aligning gaps, garages, or rear elevations at focal points)</td>
<td>✔️</td>
</tr>
<tr>
<td>Does the landscaping help to define the street spaces and character (all the main spaces should have landscaping in place and it should be well established)</td>
<td>✔️</td>
</tr>
<tr>
<td>Is the amount of landscaping sufficient to support the place making</td>
<td>✔️</td>
</tr>
<tr>
<td>Are the best houses located in the best parts of the site (including sensible relationships between private/affordable)</td>
<td>✔️</td>
</tr>
<tr>
<td>Is the quality of the materials commensurate with the standard for the scheme and are they durable</td>
<td>✔️</td>
</tr>
<tr>
<td>Do the materials work well together and emphasise landmark buildings</td>
<td>✔️</td>
</tr>
<tr>
<td>Are the street height to width ratios in keeping with the role they play</td>
<td>✔️</td>
</tr>
<tr>
<td>Have all the architectural details been well thought through and well built</td>
<td>✔️</td>
</tr>
</tbody>
</table>
The following are key design principles adhered to in the proposal.

### Connections and permeability has been integrated throughout the layout

- Pedestrian and cycle routes are interconnected
- Where vehicular routes reach a terminating space pedestrian routes continue beyond that space and connect to the nearest public route or space

### Continuity and enclosure

- All frontages along streets and spaces are designed to create clear definition through building form, linkage and positioning
- Public and private space is clearly distinguished
- Dwellings are clearly separated, this applies to detached, semi-detached dwellings and terraces
Conclusion

Privacy is maintained

Routes and spaces are addressed by active frontage

- Routes and spaces are overlooked by windows at ground and/or first floor levels
- Blank elevations largely devoid of windows has been avoided

Visual stops will be established

- Vistas area either ended in a defined public open space or terminated by a ‘visual stop.’ Key buildings will define key corners and frame key views
- A ‘visual stop’ is a carefully positioned marker or key building or a prominent landscape feature
- Vistas are terminated in a view of a private driveway or garage door
Conclusion

Transition in scale

- Sudden changes in scale and massing are avoided
- A gradual change - from larger buildings to low density large detached plots is considered in accordance with location and character

Corners and enclosure

- All buildings located on identifiable corners (where two routes, two spaces, or a route and a space meet) positively address both directions
- Building form responds to defined corner locations through building massing being located on that corner
- L-shaped buildings/corner turning units address defined corners
Conclusion

8 Way finding

The proposed layout establishes a clearly defined hierarchy of movement and network of spaces which addresses way finding and legibility.

Hierarchy of interconnected communal, formal and informal open spaces within the layout and varying residential groupings addressing these spaces help in legibility of movement and perception of space and motion within the development.

Landmark buildings are designed to terminate a view or emphasise a key junction or space. Unique application of external materials are used to demarcate these buildings.

Fig. 74: Frontages and Landmark buildings

<table>
<thead>
<tr>
<th>Appraisal Criteria</th>
<th>Potential assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is there a clear hierarchy of streets and spaces and are the main routes direct and obvious</td>
<td>✅</td>
</tr>
<tr>
<td>Does the degree of enclosure and treatment of the various streets and spaces signal their relative importance</td>
<td>✅</td>
</tr>
<tr>
<td>Does the scheme use views, features, focal spaces and landmark buildings to aid wayfinding (especially on key routes through/into the scheme)</td>
<td>✅</td>
</tr>
</tbody>
</table>
Streets for All

Streets are designed to accommodate all users and give priority to pedestrian and cyclists. Based on their hierarchy, the design of the streets provides for both traffic requirement and safety of users.

The approach has been to design streets as spaces such that they are integrated in the public realm; therefore they perform, where possible and safe, the role of interconnected public space with open green spaces.

Secured by design principles have been applied to the design of the scheme so that all streets and spaces are safe.

<table>
<thead>
<tr>
<th>Appraisal Criteria</th>
<th>Potential assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Layout is designed in accordance with Manual for Streets 2 principles</td>
<td>●</td>
</tr>
<tr>
<td>Does the design have a clear hierarchy of streets signalling relative priority to pedestrians, cyclists, and vehicles</td>
<td>●</td>
</tr>
<tr>
<td>Street materials contribute to character of the design and used as part of the traffic calming strategy</td>
<td>●</td>
</tr>
<tr>
<td>Street parking designed in as part of traffic calming strategy</td>
<td>●</td>
</tr>
<tr>
<td>Design makes it physically easy to walk, cycle or push buggy around (appropriate surface treatments, steps, ramps, kerbs etc.)</td>
<td>●</td>
</tr>
<tr>
<td>Scheme minimises the use of highly engineered, vehicle dominated, highway solutions. (i.e. it creates residential streets primarily designed for people, especially at the lower end of the street hierarchy)</td>
<td>●</td>
</tr>
<tr>
<td>Scheme provides spaces with appropriate street furniture to create formal or informal meeting places</td>
<td>●</td>
</tr>
</tbody>
</table>
Successfully integrating car parking

The parking strategy is set out in Section 6.4 of this document.

Parking is predominantly arranged within the curtilage of the dwellings. However, to provide diversity other parking arrangements are provided such as on street and some parking courts well overlooked.

Fig. 76: Parking strategy

<table>
<thead>
<tr>
<th>Appraisal Criteria</th>
<th>Potential assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>The design integrates the required amount of parking into the overall layout using a balanced variety of parking options (on-plot, on-street, in small courtyards, or in dedicated communal parking areas for apartments etc.)</td>
<td></td>
</tr>
<tr>
<td>Parking is close to its house, and overlooked where possible</td>
<td></td>
</tr>
<tr>
<td>Scheme provides sufficient visitor spaces</td>
<td></td>
</tr>
<tr>
<td>Streets, spaces and building frontages are not dominated by car parking</td>
<td></td>
</tr>
<tr>
<td>Design creates pleasant and safe parking areas (avoiding large areas of bland, poorly supervised courtyard parking)</td>
<td></td>
</tr>
<tr>
<td>Parking is broken up using hard and soft landscaping to reduce the impact of continuous lines of cars (whether in streets, squares, courts etc)</td>
<td></td>
</tr>
</tbody>
</table>
As set out in Section 5.4 of this document, there is a variety of boundary treatment through the proposed scheme that relates to the hierarchy of streets and character of the area.

These boundary treatments have been designed to define the public and private realm and create a sense of ownership.

**Defining public and private space**

![Fig. 77: Boundary treatment](image)

<table>
<thead>
<tr>
<th>Appraisal Criteria</th>
<th>Potential assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design uses perimeter block form throughout with a clear structure of fronts and backs, clearly separating public and private spaces (including an appropriate relationship with any existing built form)</td>
<td>![ ]</td>
</tr>
<tr>
<td>Are all the boundaries robust and suitable for their location (avoid rear boundary fences onto, or directly viewed from, the main public realm)</td>
<td>![ ]</td>
</tr>
<tr>
<td>Streets, spaces and routes framed with active frontage to provide natural informal surveillance</td>
<td>![ ]</td>
</tr>
<tr>
<td>Is there adequate lighting and overlooking to make routes feel safe during both day and night (no dangerous blind spots)</td>
<td>![ ]</td>
</tr>
<tr>
<td>Is the landscaping designed so that it doesn’t obscure surveillance</td>
<td>![ ]</td>
</tr>
<tr>
<td>Design uses sentinel buildings in courtyards, lanes and other semi private spaces to create activity and overlooking</td>
<td>![ ]</td>
</tr>
<tr>
<td>Are the public spaces shaped and defined by the buildings or landscaping and in accessible locations appropriate for their planned uses</td>
<td>![ ]</td>
</tr>
<tr>
<td>Are public spaces capable of hosting different activities for different groups</td>
<td>![ ]</td>
</tr>
<tr>
<td>Design avoids leaving unwanted spaces with no purpose (S.L.O.A.P. - space left over after planning)</td>
<td>![ ]</td>
</tr>
</tbody>
</table>
Conclusion

External Storage

A clear strategy has been established to determine the locations for external storage based on best practice. This is set out within Section 6.3 of this document.

The following diagram indicates the waste and recycling bin stores locations.

Fig. 78: Refuse Collection Strategy

<table>
<thead>
<tr>
<th>Appraisal Criteria</th>
<th>Potential assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is there adequate provision for local bin storage needs which is properly designed</td>
<td></td>
</tr>
<tr>
<td>in, convenient, and works well</td>
<td>✔️</td>
</tr>
<tr>
<td>Are there specific facilities for bike storage which are properly designed in and</td>
<td>✔️</td>
</tr>
<tr>
<td>work well (this can include garages, sheds, communal stores etc.)</td>
<td></td>
</tr>
<tr>
<td>Do the garage/parking space sizes and amount of parking meet the standards set</td>
<td>✔️</td>
</tr>
<tr>
<td>out by the Local Authority</td>
<td></td>
</tr>
<tr>
<td>Do the private gardens or communal areas provide adequate usable amenity space</td>
<td>✔️</td>
</tr>
<tr>
<td>across the whole scheme</td>
<td></td>
</tr>
<tr>
<td>Are all gardens accessible without going through the home or via long tortuous</td>
<td>✔️</td>
</tr>
<tr>
<td>routes</td>
<td></td>
</tr>
<tr>
<td>Are balconies designed to provide a usable external space</td>
<td>NA</td>
</tr>
</tbody>
</table>
Attention to detail

In addition, the following considerations has been and will be given as we work through the scheme through the build process.

- Location of show homes has been considered
- Architectural details
- Door canopies, surrounds and entrance paving
- Ancillary architectural elements - Bays, porches, dormers
- Eaves and verge details
- Roof junctions
- Substations, pumping stations and ancillary buildings
- Meter boxes, extracts and supply pipes concealed or disguised
- RWPs are tidy
- Boundary treatment detailing well executed
- Manholes and service covers well considered
- Naturalistic play equipment that fits with the overall character
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